

comprehensive management and use plan

august 1981

THIS STUDY WAS UNDERTAKEN TO IDENTIFY THE HISTORIC TRAIL ROUTE, THE RESOURCES ALONG THE TRAIL AND SUGGESTED METHODS FOR PRESERVATION OF THE HISTORIC SITES AND SEGMENTS.

MUCH OF THE TRAIL CROSSES PRIVATELY OWNED LAND. DO NOT TRESPASS. OBTAIN PERMISSION FROM THE LANDOWNERS PRIOR TO ENTERING.

OREGON TRAIL



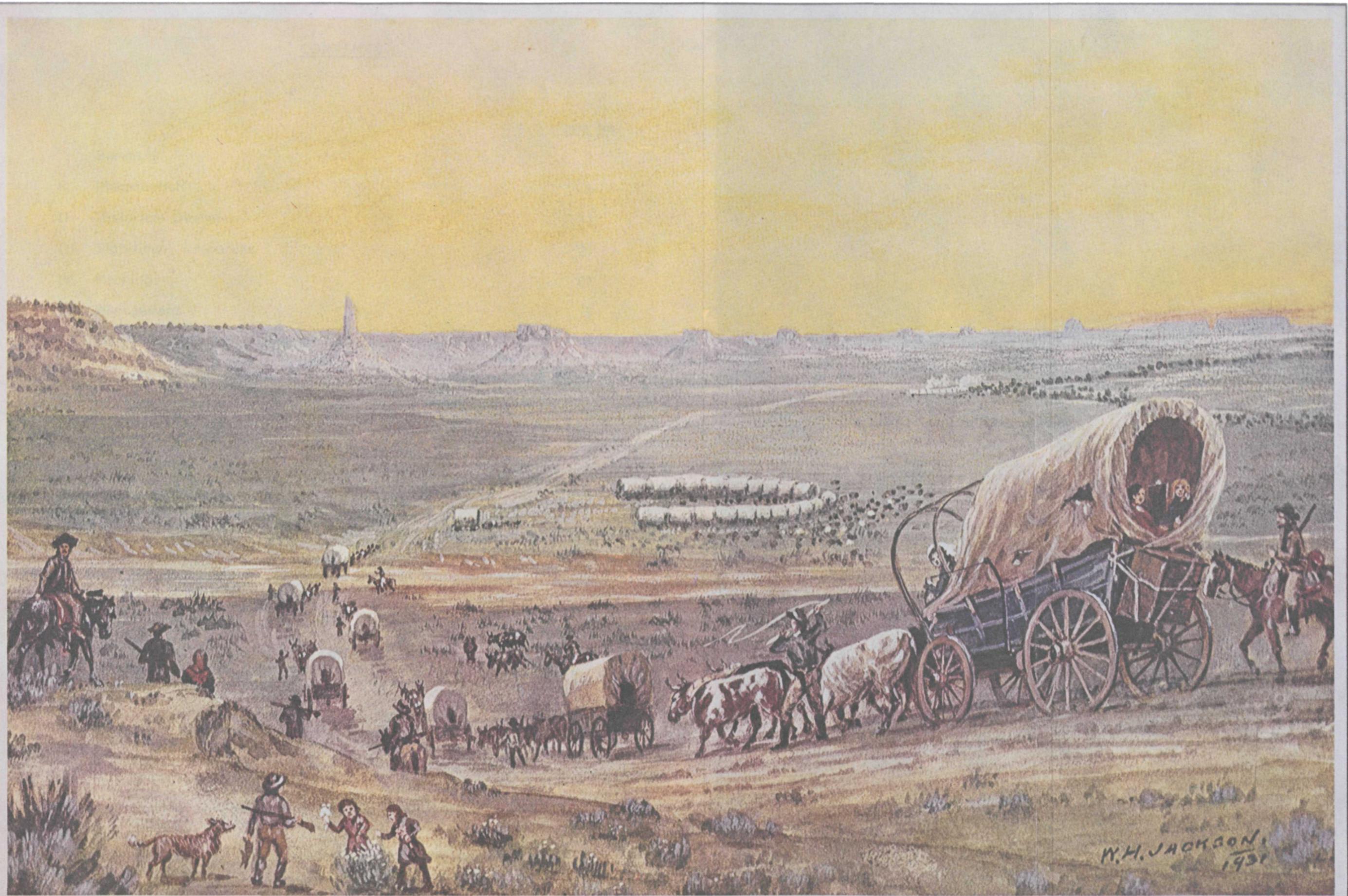
NATIONAL HISTORIC TRAIL / MO-KS-NB-WY-ID-WA-OR

COMPREHENSIVE MANAGEMENT
AND USE PLAN

OREGON NATIONAL HISTORIC TRAIL

National Park Service
United States Department of the Interior
August 1981

William Henry Jackson sketched "Approaching Chimney Rock," in 1866 and converted it to a water color painting in 1931. This view, showing Chimney Rock and the North Platte Valley, and a wagon train beginning its nightly encampment, has become one of the most well known Oregon Trail paintings.



W.H. JACKSON,
1931

APPROACHING CHIMNEY ROCK

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SUMMARY

In 1978, Congress designated the Iditarod, Lewis and Clark, Mormon Pioneer, and Oregon trails as National Historic Trails. The four trails were placed under the administration of the Secretary of the Interior, who was charged with the preparation of comprehensive management and use plans for each trail. The present report, prepared by the National Park Service in close cooperation with the many involved jurisdictions along the trail, is the plan for the Oregon National Historic Trail. The plan is based upon a two-year study which identified the significant resources to be preserved, the measures needed for their protection, interpretation and management, and the method for marking the route. This plan provides a basis for cooperation between the many agencies and private interests owning or managing lands along the trail.

It was the intent of Congress that National Historic Trails follow the historic route as accurately as possible. The primary route of the Oregon Trail, extending for 1,930 miles between Independence, Missouri, and Oregon City, Oregon, has been identified. The route is based upon travel which occurred during the period 1841-1848, and includes the Barlow Road which was developed in 1846 between The Dalles and Oregon City, Oregon. It is a single route except for a 126-mile branch (South Alternate Route) between Three Island Crossing, Idaho and eastern Oregon, and a 114-mile branch (Columbia River Route) used between 1841 and 1846 between The Dalles and Oregon City, Oregon. The addition of these two branches makes a total of 2,170 miles of primary route for the Oregon National Historic Trail.

The Act did not list the important historic sites or cross-country segments and instead left them to the Secretary of the Interior to identify. Along the route, 125 historic sites (and site complexes) have been selected for protection and interpretation because of their importance. In addition, seven unroaded cross-country segments totaling 318 miles and featuring important historic and recreational values have been identified. It is recommended that these 125 sites and seven segments be the basic components of the Oregon National Historic Trail.

As provided in the National Trails System Act, P.L. 90-543, as amended, only those lands administered by Federal agencies at the selected sites and segments are established as the initial components of the Oregon National Historic Trail. These include lands at 28 sites and 190 miles of segments. The balance of 97 sites and 128 miles of segments identified in the report, plus others which may later be found to qualify, are eligible to become components upon certification by the Secretary following applications by Federal, state or local agencies or private interests.

The Act directs the Secretary of the Interior to cooperate with and encourage the states to operate, develop and maintain the trail outside Federal areas. The Secretary may also enter into cooperative agreements with state and local governments, land owners and private organizations to operate, develop, maintain and mark the trail either within or outside Federal areas.

Responsibility for the Oregon National Historic Trail and for carrying out the recommendations in this report will be shared among the National Park

Service and the agencies or private interests owning or managing the selected sites and segments. The role of the National Park Service will be to encourage and assist these jurisdictions in their protective and interpretive efforts as recommended in Appendix III, review detailed management and use plans for those components, process applications for certification of additional components, arrange to have the primary route uniformly marked, comment on major development proposals which may adversely affect the trail, provide interpretive materials, and perform other related duties which seek to achieve high standards and a degree of uniformity and cohesiveness among the components along the trail. The jurisdictions responsible for the individual sites and segments will arrange for the protection and interpretation of those components. Each Federal and non-Federal land manager participating in the trail will seek funding of their activities through its own sources.

The ultimate goal is to mark the primary route from end to end, permanently protect all historic sites and cross-country segments recognized as being of special significance, and provide for their public use and appreciation. That goal can only be achieved through the cooperative interaction of the many jurisdictions and interests along the trail, including private landowners, state, local and Federal land owners and managers, the Oregon National Historic Trail Advisory Council, and the proposed Oregon National Historic Trail Association.

Implementation of the report recommendations will have some impact on land uses at the historic sites and cross-country segments. Lands in Federal ownership will be accorded protective status, and the use of

those lands governed in ways which will protect historic and scenic values and permit public use. Lands in non-Federal ownership will be affected only if and when the owners voluntarily agree to have their lands become components and to carry out the needed protection and interpretive measures. Modest facilities are recommended at many of the selected sites and segments, including signs, markers, and access trails. Some costs will be incurred in providing those facilities. No Federal funds may be spent for the acquisition of lands or interest in lands outside the exterior boundaries of existing Federal areas (such as national forests, national wildlife refuges, and national parks), although land donations and land exchanges are possible.

INTRODUCTION

A November 10, 1978, amendment (Public Law 95-625) to the National Trails System Act (Public Law 90-543) designated the Oregon Trail as a National Historic Trail and directed the Secretary of the Interior to administer it and to:

- (1) Provide Congress by October 1, 1981, with a comprehensive plan for the management and use of the trail which identifies all significant natural, historical, and cultural resources to be preserved, along with high potential historic sites and high potential route segments, and the details of any anticipated cooperative agreements to be consummated with State and local governmental agencies or private interests.

- (2) Adopt a uniform marker and inform Congress of the process to be followed for its erection and maintenance along the route.

The Secretary was also charged with establishing an Advisory Council for the Oregon National Historic Trail to include members representing Federal agencies, States, and private organizations.

The legislation states that the purpose of National Historic Trail designation is to identify and protect the Oregon Trail and its historic remnants and artifacts for public use and enjoyment. While designation applies to the continuous route, the developed trail need not be

continuous. Only Federal lands at the selected historic sites and cross country segments are established as the initial components of the Oregon National Historic Trail. The Secretary of the Interior may subsequently certify additional historic sites and cross country segments on other lands as components upon application from Federal, state or local governmental agencies or private interests.

The legislation naming the Oregon Trail as a National Historic Trail was enacted following completion of a study by the Bureau of Outdoor Recreation to determine the suitability and feasibility of designating the Oregon Trail route as a component of the National Trails System. As contained in a 1977 report, The Oregon Trail, a Potential Addition to the National Trails System, the Bureau of Outdoor Recreation concluded that the Oregon Trail has national historical significance as the best known route in the nation's westward migration, and as a major determinant in the settlement of the west. The Bureau of Outdoor Recreation report strongly recommended recognition and protection of the famous trail.

In carrying out his responsibilities under the 1968 act, as amended, the Secretary of the Interior vested responsibility for the Oregon National Historic Trail in the National Park Service and requested the Service to study the trail and recommend to him a carefully thought-out program of management, protection, and interpretation. That program is the subject of this report.

Study Procedure

In its study of the Oregon Trail, the National Park Service took the following actions:

1. A team, based in the Pacific Northwest Region, and consisting of Stan Young and John Latschar, was assigned to conduct the study. Stan Young has a MS degree in Wildlife Management from Utah State University and 28 years of experience with the National Park Service and Bureau of Outdoor Recreation as a ranger, recreation planner, and park planner. He presently is Chief of River, Trail and Water Project Studies, Pacific Northwest Region. John Latschar has a PhD in American History from Rutgers University and four years experience as a research historian with the National Park Service. He is presently assigned to the Alaska/Pacific Northwest/Western Team of the Denver Service Center.

2. The study team met with five consultant historians, each a recognized Oregon Trail expert, who had traveled and studied all or major portions of the trail. The consultants identified the primary route of the trail and the most important historic sites and cross-country segments. They also advised the study team as to the status of each site and segment and the need for protective and interpretive measures. Those consultants were Merrill Mattes, Gregory Franzwa, Charles Martin, Aubrey Haines, and Dr. Merle Wells.

3. The recommendations concerning the location of the primary route, the selection of significant historic sites and cross country segments, and general proposals for their protection and interpretation were then discussed with each of the involved state and Federal agencies along the trail.

4. The study team next made a field inspection of each historic site and cross-country segment considered for inclusion in the trail plan. Field inspections of sites and segments along the eastern half of the trail were completed in 1979, and those along the western half in 1980. The field inspections enabled the study team to observe first-hand the status and condition of the sites and segments and, in discussions with the private owners or agency managers, to further refine how protection and interpretation could best be achieved.

5. Finally, the findings and recommendations of the study team were submitted to the various public and private interests in the form of a study report, their review comments invited, and the report was appropriately revised.

Many of the historic sites and cross country segments identified in this report are presently in public ownership under administration of such agencies as city or state park departments, Bureau of Land Management, U.S. Forest Service, National Park Service, and other Federal agencies. By and large, those agencies have already taken steps or have plans for the protection and interpretation of the sites and segments. Some sites are already designated as historical parks, such as Ash Hollow State

Historical Park, Nebraska; Scotts Bluff National Monument, Nebraska; Fort Laramie National Historic Site, Wyoming; Fort Bridger State Historical Park, Wyoming; Three Island Crossing State Park, Idaho; Emigrant Springs State Park, Oregon; and Fort Vancouver National Historic Site, Washington.

The legislation designating the Oregon National Historic Trail directed the Secretary of the Interior to appoint an advisory council representing the affected states, Federal agencies, and private interests along the route. In October 1980, an advisory council consisting of 17 members was appointed by the Secretary, with the Regional Director, Pacific Northwest Region, National Park Service, named as chairman. Members serve for periods of two years and receive no compensation except for expenses incurred in carrying out their responsibilities. The role of the advisory council is to advise and assist in the establishment of the Oregon National Historic Trail. The Secretary is to consult with the council on matters relating to the Oregon Trail, including the selection of rights-of-way, standards for the erection and maintenance of markers along the trail, and the administration of the trail. The council will expire 10 years from its date of establishment. The charter and membership of the advisory council are included in Appendix I.

As an outgrowth of Congress' action in designating the Oregon Trail a National Historic Trail, the Bureau of Land Management contracted with the Idaho State Historical Society in 1979 for a study of the Oregon Trail through Wyoming and Idaho. That study focused on a 10-mile-wide corridor centered along the Oregon Trail, including all cutoffs and

alternate routes. It consisted of a compilation of all existing information pertaining to the prehistoric and historic use of the corridor. It also included a review of published information, the interpretation of aerial photographs, and a field reconnaissance of 1,696 sample 40-acre sites. The draft study report, dated February 1981, identifies and discusses the cultural resources of the corridor and presents management options. The study results will be used by the Bureau of Land Management in the future planning and management of its lands within the 10-mile-wide corridor. The study also provided much basic information to the National Park Service for use in its comprehensive plan for the Oregon Trail.

HISTORICAL OVERVIEW

The Oregon Trail was a predominant feature of the great western expansion which took place in the middle of the nineteenth century, a period of Manifest Destiny when the nation realized its dream of stretching from ocean to ocean. Of the various western trails used by fur traders, missionaries, gold seekers and emigrants, the Oregon Trail became the most famous.

Oregon Trail history has its roots in nearly a half-century of American interest in the trans-Mississippi West. Discovery of the Columbia River and the lucrative fur-trading potential of the Pacific Northwest near the end of the eighteenth century led to rival American and British enterprises there. As fur traders spread east from the Columbia River and west from the Missouri in the 1810s and 1820s, the interior of the Great American Desert and the Rocky Mountains was slowly explored and charted. Military explorations and wandering missionaries added to the general knowledge of the vast lands between the Missouri River and the Pacific Ocean during the 1830s, and by the beginning of the 1840s travel between one and the other was possible. All that was lacking was the motive and the means.

The motive was supplied from several sources. Nation-wide depressions in 1837 and 1842 caused men to question their long-held beliefs that a lifetime of honest toil would inevitably lead to a better life for themselves and their children. The effects of the depressions, coupled with the

beginnings of the industrial revolution, combined to drive men off the land and led to their search for a better way of life. The age of Manifest Destiny was also dawning in America, spawned by politicians, explorers and missionaries who preached the obligations and opportunities which awaited those who were willing to reach out and conquer the vast unsettled territory of the west. This feeling was fanned into a fever by the presence of Great Britain--still regarded by Americans with hostility and suspicion--in the Pacific Northwest. The combination of patriotism, economic hardship, and the promise of rich and fertile promised lands in Oregon provided a powerful motive for emigration.

The means for making that emigration were provided in the early 1840s, when a trickle of emigrants began to move to Oregon, following a route used by fur traders. By and large, they were unprepared for the trip.

Between Missouri and Oregon lay 2,000 miles of prairies, mountains, parched deserts, swollen rivers and other unknown hardships. The journey took five months to complete. But 32 emigrants arrived in Oregon in 1841, and 107 followed in 1842. They had proven that a family of emigrants with several thousand pounds of household equipment and supplies loaded in a wagon could successfully negotiate the route. When their glowing descriptions of the Willamette Valley were publicized, confirming the earlier tales of fertile farmland for the taking, the floodgates of emigration opened. The Oregon Trail came into its own with the Great Migration of 1843, when 875 emigrants made the journey. Over 1,750 emigrants arrived in Oregon in 1844, 3,000 in 1845, 1,500 in 1846, 4,500 in 1847, and 1,000 in 1848.

Emigration continued through the 1850s and 1860s, although precise figures are difficult to obtain after the California Gold Rush started in 1849. Most California-bound emigrants and gold rushers used the Oregon Trail from Independence to central Idaho, where the California Trail left the older route. As emigration to California and Oregon continued, the Oregon Trail became the single great route of western expansion, used wholly or in part by emigrants, military expeditions, stage lines, freighting outfits and the Pony Express. The route saw continuous use until it was gradually replaced by the transcontinental railroads in the late 1860s and early 1870s.

Settlers who came west over the Oregon Trail were by and large substantial citizens. They had to have considerable resources to afford the trip. Roughly \$800 to \$1,200 was required to obtain a proper outfit and to provide for food and clothing for an entire year before crops could be planted and harvested in Oregon. This was an appreciable amount at a time when Pennsylvania coal miners were earning 44¢ per day, and could usually be accumulated only by those who had a farm or a business to sell. Less affluent emigrants were able to make the trip, but only if they were able to hire out as teamsters, cattle drivers, hunters, or guides.

Historians have estimated that between 250,000 and 300,000 emigrants used the Oregon Trail and its various cutoffs and alternates to move from the Missouri River to the Pacific Ocean between 1840 and 1869. Not all of them completed the trip, for the hardships were numerous and accidents and death were frequent. An estimated 30,000 emigrants died along the

route, leaving an average of 15 graves for every mile of the trail. Disease was the leading cause of death, especially during the peak emigration years when poor sanitation and the contamination of water sources led to epidemics of cholera and dysentery. Accidental deaths were the second leading cause, ranging from gunshot wounds to overturned wagons. Contrary to popular belief, relatively few emigrants were killed by Indians, although there were some well-publicized "massacres" along the trail. Many emigrants set out on the long journey ill-equipped for the land they were to cross, and starvation and thirst added to the death toll.

From its beginning in the 1840s to its demise, the Oregon Trail was never an improved road. Little work was done to upgrade the trail, for emigrants lacked the incentive to engage in road building when they never expected to return over the route they were following. The location of the Oregon Trail was dictated by geography. A viable route required grades that wagons could ascend, although emigrants were willing to go up and down some steep grades in order to follow a direct route. An extra 10 or 15 miles might add a day to the trip, so unnecessary wandering was avoided. Water and grass for the stock had to be available at least every few miles, and a dry stretch of more than 20 miles created an ordeal for man and beast. A few years of heavy grazing along the trail brought changes in vegetation that created major problems for later travelers, who in places had to take their stock several miles off the route to get past the overgrazed zone. Variations in the route came more and more often in later years, and after settlements began to develop along the trail, major changes emerged in the

transportation pattern. Two basic considerations always governed use of the trail, however. Emigrants had to leave Independence in the late spring, after seasonal rains had brought out the prairie grass for the animals and after the sun had dried the mud enough for travel. The Cascade Range of Oregon had to be reached and crossed by early fall, before the early snows blocked the passes and signaled the end of another travel season.

The impacts of the Oregon Trail upon American history are vast and varied. The trail led directly to the settlement of the Pacific Northwest, and to the treaty of 1846 with Great Britain which defined the northwest boundary of the United States. As the trail developed into a corridor of western expansion in the 1850s and 1860s, it led to the settlement of much of the interior of the nation. Military posts were established along the trail to protect the emigrants from Indians. Towns and villages grew up around way stations and river crossings of the trail, leading to many of the cities and urban areas of today. The general route of the trail is still used as a major transportation and communication route, as seen by the highways, railroads, power lines and pipelines which follow its corridor.

Inevitably, much of the route has been lost to those uses, or to natural forces. Fortunately, some segments of the trail and many historic sites associated with it are still intact, especially west of Fort Laramie, Wyoming. Despite the many uses which man has found for this natural transportation link across the Great Plains and the Rocky Mountains, 310 miles of discernible ruts marking the original line of the Oregon Trail still exist.

Identifying an official route and protecting the remaining significant sites and segments of a major historic trail is a new concept in historic preservation. Already, interest in historic trails has created a new pastime. Private groups and commercial enterprises are seeking ways to re-live the Oregon Trail experience by traveling the route in duplicates of the covered wagons, dressing in emigrant clothes, and preparing meals using emigrant foods and cooking methods.

The 1977 Bureau of Outdoor Recreation report included an analysis of current and estimated public use of the Oregon Trail. The report predicted five million visitor days per year use of the 115 high-potential sites identified in that report, if they were optimally developed. No prediction was given for the use of cross-country segments. The five million figure is based on a travel season lasting about six months.

The energy situation may put a damper on the amount of visitation the Oregon Trail would otherwise receive, but notwithstanding, the Oregon Trail, as a vital part of our nation's history, will be increasingly appreciated and visited. Automobile tour guides already are available which identify important sites along the Oregon Trail and describe how they can be reached by road. With publication of the present report and subsequent actions by the National Park Service and other management jurisdictions in establishing a viable Oregon National Historic Trail, additional interest will be stimulated. The Oregon Trail as an historic and recreational resource can be expected to grow in importance with each passing year.

Primary Route

The Oregon Trail was not a single, simple right-of-way extending from Independence, Missouri, across 2,000 miles to Oregon City, Oregon. Rather, where terrain permitted, the emigrants fanned out and traveled abreast in places so as to avoid having to endure each other's dust. In some places, the trail was several miles wide. There were alternate routes and cut-offs and side trails to watering spots or campsites. The route taken by the emigrants of one period differed significantly from the route followed by the emigrants of other periods as more advantageous routes were discovered. Seasonally, there were differences occasioned by flooding rivers or the need to reach watering spots. The route moved laterally as grass was consumed and new grass was sought to feed the grazing animals.

However, it is infeasible to hope to protect all of the terrain the Oregon Trail emigrants utilized. Instead, the decision was made by Congress to concentrate on the most important right-of-way for purposes of official designation and marking. Where an alternative right-of-way of equal importance existed, both were selected. The years 1841-1848 were designated for determining the primary route, to avoid confusion with the route of the Forty-niners to California.

The consultant historians identified the location of the primary route by tracing it on 358 USGS map sheets. In their collective judgement, this is the route most heavily used between the years 1841 and 1848. As a

result the primary route is shown as a single line on most of the map sheets. Two alternate routes of significance are included. The first is the South Alternate Route in western Idaho, which was used by emigrants who were unable to ford the Snake River at Three Island Crossing. The second is the Columbia River Route of western Oregon from The Dalles to Oregon City used by all emigrants prior to the opening of the Barlow Road in 1846. The official route of the trail is indicated on Map 1 in this report, as well as in much greater detail on the maps contained in Appendix II.

In most places, the official route is the one selected by the consultant historians. Some corrections were made as a result of the recent Bureau of Land Management study and other subsequent research. The route varies from the one identified in the Bureau of Outdoor Recreation report only where later information indicated the need for revision. If subsequent research dictates a change in the primary route, the Secretary of the Interior can correct it by publishing the change in the Federal Register.

Location and Status

The Oregon Trail was a long and arduous journey for emigrants who were loaded down with household goods, farming equipment, and enough food and supplies to last for a year. It was not a trip to be taken lightly, and most emigrants eagerly devoured the guidebooks which appeared with increasing regularity over the years. Those books described the general

route of the trail, using easily identifiable landmarks such as trading posts, river crossings, and geographic features.

For the typical emigrant of the period 1841-1848, the journey was broken down into eight distinct legs, anchored by the landmarks. The first leg, 305 miles, was from Independence to the Platte River. The trail left Independence and followed the older Santa Fe Trail to the southwest for 39 miles, then turned northwest to head for the Platte. The land to be crossed consisted of the rolling hills of the eastern Great Plains, bisected by numerous rivers and streams. The Wakarusa, Kansas, Red Vermillion, Black Vermillion, and Big Blue rivers were crossed, and the Little Blue River valley was followed into Nebraska. When that river turned to the south, the trail continued northwest over the hills to the broad Platte River valley.

This portion of the trip was generally used as a shake-down period, when leadership of the wagon trains was organized and reorganized, equipment and supplies were repacked and discarded as necessary, and the emigrants adapted to the art of living on the trail. They became proficient in yoking and driving oxen and mules, making and breaking camp, cooking over campfires, washing in streams, and preparing for river crossings.

Arrival at the Coast of Nebraska, as the Platte River was generally called, meant the beginning of the second leg of the journey, 345 miles to Fort Laramie. After the establishment of Fort Kearny in 1848 and the start of the California Gold Rush, the plains along the Platte River

became known as the Great Platte River Road, a natural and major transportation corridor to the Rocky Mountains. Travel along this stretch was characterized by endless and boring days of repetitious travel with little more than violent thunderstorms to break the heat, dust, and monotony. The trail was relatively easy, and it was impossible to get lost, for the emigrants had only to follow the Platte River to its forks in western Nebraska, cross the South Platte at California Hill, and descend into the North Platte Valley through Ash Hollow.

The Great Platte River Road, however, became infamous for epidemics of cholera and dysentery during peak migration years, as water sources became overused and polluted. Wood was practically non-existent and the emigrants quickly adapted to the use of buffalo chips. The arid land dried out man, beast, and equipment, and wagons which had been tight in Missouri became rickety wrecks by the time Fort Laramie was reached. By then, most emigrants were eager to press on to the next leg of the journey over the Rocky Mountains. Although they knew that the trail would become more difficult, they were ready for a change of scenery.

Arrival at Fort Laramie, the first major stopping place on the trail, was an occasion for celebration and recuperation. The journey was now almost one-third completed, and early emigrants took advantage of the first outpost of civilization they had seen since Missouri to rest, refit, resupply, and prepare for their ascent over the Rocky Mountains.

From Fort Laramie to South Pass, the famous crossing of the Continental Divide, was 264 miles. To get there, the trail headed northwest over the

dry ranges connecting the meanders of the North Platte River, crossed and left the North Platte at present-day Casper, and headed southwest across the gradually ascending high range country of Wyoming towards Independence Rock. There they met the Sweetwater River, a stream which they would follow for 90 miles and cross nine times before finally reaching South Pass. Although they were not quite correct, most emigrants viewed South Pass as the half-way point of their trip, and began their descent of the Pacific slope of the Rocky Mountains full of renewed hope and energy.

The next major objective was Fort Bridger, a small and isolated fur trading post in southwestern Wyoming, 112 miles southwest of South Pass. This portion of the trail, as it crossed the Dry Sandy and Big Sandy rivers, varied from stretches of arid rangeland to the welcome water, grass and shade along the Green River. Although the way was rough, little mention of this stretch of the trail was made in the diaries, for most emigrants were by now seasoned travelers who were less inclined to comment upon trail conditions and natural wonders. Fort Bridger, although less important than Fort Laramie, was the second of the major resupply points along the trail, where animals could be traded or reshod, some supplies could be obtained, and a few well-earned days of rest were taken.

From Fort Bridger, the trail again headed northwest towards Fort Hall, 197 miles away. The emigrants were now forced to apply the arts of wagon travel which they had accumulated along the way, for the trail wound up and over the rugged Bear River Divide, necessitating much hard pulling. After crossing the divide, the trail followed the Bear

River into Idaho, and then left it to head across the desert towards Fort Hall, on the banks of the Snake River. Fort Hall, an isolated fur trading post operated by the Hudson's Bay Company, was also a supply point and aid station for weary and worn emigrants. The various managers of the post provided considerable help and proved willing to trade or sell much-needed supplies to the travelers.

Refreshed once again, the emigrants then set out for Fort Boise, 289 miles to the west. The trail generally followed the line of the Snake River through southern Idaho. Periods of pleasant camping along the riverbanks alternated with long dry stretches of desert, when the trail left the Snake to cut across country and save time. The Snake River was forded at Three Island Crossing, when possible. Once across, the trail skirted the mountains north of the Snake toward Fort Boise, another Hudson's Bay Company trading post, and another spot where rest and resupply were possible before re-crossing the Snake. Approximately half the emigrants were unable to cross the river at Three Island Crossing, and were forced to use the 126-mile South Alternate Route, one of the most dreaded stretches of the entire trail. Days of hot and dusty travel along the south bank of the Snake were then required before the main trail was rejoined just west of Fort Boise. Whichever route was used between Fort Hall and Fort Boise, the Snake River portion of the Oregon Trail was the most dangerous with regard to Indian attack.

From Fort Boise, the trail crossed the arid range land of eastern Oregon, broken by the Malheur River, and met the Snake River for the last time at Farewell Bend. It then turned northwest towards the Columbia River

at The Dalles, 308 miles from Fort Boise. Arid rangelands were broken by the Blue Mountains. Emigrants were glad to see a forest for the first time since leaving Missouri, but the trail through the Blue Mountains was taxing. After leaving the mountains, the trail turned west and crossed the desolate lands of north-central Oregon. This was another trial for the weary emigrants, and entailed many days of difficult travel across the dry, sandy and hot land. The desert gradually turned into canyonlands, the John Day and Deschutes rivers were forded, and the trail finally descended into the Columbia River Valley just east of The Dalles.

There the overland portion of the trail ended until 1846, when the Barlow Road was opened. Before that time, the emigrants built rafts to travel down the Columbia River to Fort Vancouver and then up the Willamette River to Oregon City, a distance of 114 miles. The river route was extremely hazardous at best, and usually involved a difficult portage around the Cascades of the Columbia. It did, however, include a welcome stop at Fort Vancouver, headquarters of the Hudson's Bay Company in the Pacific Northwest. After 1846, most emigrants preferred to head south from The Dalles to Tygh Valley and then west across the southern shoulder of Mount Hood on the Barlow Road. The going was tough, and numerous steep inclines were encountered, but it was safer than risking the wild Columbia River. The forests of the Cascade Range, though, were so thick and damp that many emigrants, accustomed to months of an arid environment, fell victim to chills and fevers. The Barlow Road, 110 miles long, crossed the Cascade Range at Barlow Pass, and descended into Oregon City, the end of the trail.

The primary route includes 18 miles in Missouri, 173 miles in Kansas, 427 miles in Nebraska, 495 miles in Wyoming, 510 miles in Idaho, and 547 miles in Oregon, for a total of 2,170 miles. These figures include the 126-mile South Alternate Route in Idaho and eastern Oregon and the 114-mile Columbia River Route in Oregon.

Although today land ownership patterns are constantly changing along the route as lands are bought and sold, and exchanged between the private and public sector, approximately half of the primary route of the Oregon Trail is privately owned. The remaining half is divided between state and Federal lands. More specifically, 1,092 miles (53%) of the trail is in private ownership, 400 miles (20%) is in State ownership, and 564 miles (27%) is under the administration of Federal agencies, chiefly the Bureau of Land Management. Included in the private ownership are 51 miles across two Indian reservations. The 114-mile stretch of the Columbia River Route is not included in the above percentages.

Only about 15 percent of the primary route is still intact. The balance of 85 percent has been irretrievably lost to farmlands, reservoirs, highways, railroads, pipelines, industry and urban development. The remaining 15 percent of the trail can only be saved by adopting a concept of scarcity. What is left now is all there will ever be--the Oregon Trail is a resource which can only be depleted.

SIGNIFICANT RESOURCES

Selection of the historic sites and cross-country segments identified in this chapter was accomplished in several steps. The National Park Service study team first requested the five consultant historians to identify the historic sites they believed to be the most significant, and the cross-country segments which offered the most potential for historic/recreation enjoyment. To qualify, a site had to have a major historical significance pertaining to the various migrations or other associated activities along the Oregon Trail. The historians drew on their own personal knowledge of the Oregon Trail obtained by studying it on the ground and from reading the numerous references and many of the more than 700 emigrant journals. The types of sites selected included geographic landmarks, river crossings, campsites, graves, trail junctions, and short stretches of visible ruts. Associated activities include such other features as fur trading and military posts, and Pony Express and stagecoach stations.

In selecting the cross-country segments, the criteria used were that a segment should be at least one day's journey by foot, or a minimum of 10 miles in distance, that it be cross-country rather than following a public road, and that the historic and/or scenic values offer an outstanding experience. All the segments identified in this report are dominated by long remnants of visible Oregon Trail ruts.

Following the selection of significant sites and segments by the historians, and consultation with other historical interests, the National Park Service study team made field inspections of each selection, beginning at Independence, Missouri, in 1979, and ending at Oregon City, Oregon, in 1980. Where possible, the agency or individual managing or owning the site/segment participated in the field inspection. In this way, the study team was apprised of existing plans for the site or segment by the managing agency or owner.

The field inspections afforded the study team the opportunity to see first-hand the sites and segments and to determine their status and condition. In some instances, the study team found changes from conditions reported by the historians or others with whom it had talked, with the result that a few sites and segments were removed from the list, while others were added. The visit also provided the opportunity to decide in a conceptual way what, if any, additional protection or interpretation were needed and which jurisdiction could best be responsible for taking the initiative.

A total of 125 historic sites or site complexes and seven cross-country segments were selected during the study as being qualified for designation as components of the Oregon National Historic Trail. These are summarized in Table 1.

Table 1. Number of Historic Sites (or Complexes) and Cross-Country Segments Qualified to be Components of the Oregon National Historic Trail

	<u>Site or Site Complex</u>	<u>Segment</u>
Missouri	6	-
Kansas	11	-
Nebraska	20	-
Wyoming	29	2
Idaho	29	2
Oregon	28	3
Washington	<u>2</u>	-
Total	125	7

Many of the 125 sites and seven segments are already on lands in public ownership, but a significant number involve lands that are privately owned. As revealed in Table 2, of the 125 sites finally determined by the study team to be significant, 28 (22 percent) are predominantly on Federal lands, 47 (38 percent) are on state or local lands, and 50 (40 percent) are on privately owned lands. Of the sites on Federal lands, 17 are on lands managed by the Bureau of Land Management, four by the National Park Service, three by the U.S. Forest Service, and four by other Federal agencies.

Table 2. Number of Historic Sites (or Site Complexes)
in each State by Ownership*

<u>Ownership</u>	<u>Mo.</u>	<u>Kans.</u>	<u>Nebr.</u>	<u>Wyo.</u>	<u>Idaho</u>	<u>Oregon</u>	<u>Wash.</u>	<u>Total</u>
<u>Federal</u>								
Bureau of Land Management				8	6	3		17
National Park Service			1	1			2	4
U.S. Forest Service						3		3
Navy						1		1
Corps of Engineers						1		1
Veteran's Administration	—	—	<u>1</u>	—	<u>1</u>	—	—	<u>2</u>
Subtotal	0	0	2	9	7	8	2	28
<u>State/Local</u>								
State		2	6	5	5	10		28
Local	<u>4</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>5</u>	<u>3</u>	—	<u>19</u>
Subtotal	4	4	8	8	10	13	0	47
<u>Private</u>	<u>2</u>	<u>7</u>	<u>10</u>	<u>12</u>	<u>12</u>	<u>7</u>	—	<u>50</u>
Total	6	11	20	29	29	28	2	125

*Although most sites are on lands owned by a single entity, 13 involve mixed public/private ownerships. For purposes of this tabulation, each of the 13 is assigned to the jurisdiction having predominant ownership.

The seven segments identified in the study as having significant historical and recreational values include a total of 318 miles, as shown in Table 3. Of these, 190 miles (60 percent) are on Federal lands, 99 miles (31 percent) are on private lands, and 29 miles (9 percent) are on State lands.

Table 3. Number of Miles in Cross-Country Segments and Ownership

	<u>Federal</u>	<u>State</u>	<u>Private</u>	<u>Total</u>
1. South Pass, Wyoming	72 (BLM)	10	43	125
2. Bear River Divide, Wyoming	16 (BLM)	7	8	31
3. North Trail, Idaho	45 (BLM)	6	32	83
4. Sinker Creek, Idaho	13 (BLM)	-	5	18
5. Blue Mountains, Oregon	7 (USFS)	1	9	17
6. Boardman, Oregon	7 (Navy)	5	-	12
7. Barlow Road, Oregon	<u>30 (USFS)</u>	<u>—</u>	<u>2</u>	<u>32</u>
Total	190	29	99	318

Land ownership, while not a factor bearing on the historic or historic/recreational importance of the 125 sites and seven segments identified in this report, was important in determining the initial components of the Oregon National Historic Trail. Only the lands at historic sites and cross-country segments in Federal ownership initially achieve status as federally protected components. Those components, including 28 sites and portions of seven segments, are as follows:

Sites Including Federal Lands:

Fort McPherson, Nebraska (Veteran's Administration)

Scotts Bluff, Nebraska (National Park Service)

Fort Laramie, Wyoming (NPS)
Emigrant Gap, Wyoming (Bureau of Land Management)
Bessemer Bend, Wyoming (BLM)
Devils Gate, Wyoming (BLM)
Split Rock, Wyoming (BLM)
Ice Spring Slough, Wyoming (BLM)
Rocky Ridge, Wyoming (BLM)
South Pass, Wyoming (BLM)
Parting-of-the-Ways, Wyoming (BLM)
Raft River Crossing, Idaho (BLM)
Milner Ruts, Idaho (BLM)
Thousand Springs, Idaho (BLM)
Upper Salmon Falls, Idaho (BLM)
Hot Springs, Idaho (BLM)
Fort Boise (Army), Idaho (Veteran's Administration)
C.J. Strike Ruts, Idaho (BLM)
Keeney Pass, Oregon (BLM)
Flagstaff Hill, Oregon (BLM)
Well Spring, Oregon (Navy)
Fourmile Canyon, Oregon (BLM)
Cascades of the Columbia, Oregon (Corps of Engineers)
Barlow Pass (Complex), Oregon (U.S. Forest Service)
Laurel Hill, Oregon (USFS)
Barlow Tollgate, Oregon (USFS)
Whitman Mission, Washington (NPS)
Fort Vancouver, Washington (NPS)

<u>Segments on Federal Lands:</u>	<u>Miles</u>
South Pass, Wyoming (BLM)	72
Bear River Divide, Wyoming (BLM)	16
North Trail, Idaho (BLM)	45
Sinker Creek, Idaho (BLM)	13
Blue Mountain, Oregon (USFS)	7
Boardman, Oregon (Navy)	7
Barlow Road, Oregon (USFS)	<u>30</u>
Total	190

Brief descriptions of all 125 historic sites and seven cross-country segments, including the ownership and the suggested responsibility for carrying out the recommendations contained in Chapter V and Appendix III, are given below, beginning at Independence, Missouri, and proceeding west. Much more detailed information about these sites and segments, including the status and the conceptual plans proposed by the study team for their protection and interpretation, is included in Appendix III.

Missouri

Sites:

Independence Landing. Landing site on Missouri River near Independence used by emigrants debarking to begin overland travel. Privately owned. Recommended responsibility: Jackson County Highway Department and Jackson County Historical Society.

Independence Courthouse Square (Complex). Mile 0. The jumping-off point for the Oregon Trail. Includes several historic buildings, monuments, and Independence Spring. Site of a proposed interpretive center. Ownership and recommended responsibility: City of Independence.

Independence-Westport Crossing, Blue River. Mile 5, Westport Alternate Route. First major river crossing of one branch of the Oregon Trail. Ownership and recommended responsibility: Kansas City Parks and Recreation Department.

Westport. Mile 10, Westport Alternate Route. A rival to Independence as an outfitting and starting point for the Santa Fe and Oregon Trails. Ownership: Kansas City Parks and Recreation Department. Recommended responsibility: Westport Historical Society and Kansas City Parks and Recreation Department.



The only remnants of the Oregon Trail left in the State of Missouri are short and shallow rut swales, such as this one seen in Minor City Park.



Alcove Spring is the most important Oregon Trail site in Kansas. The spring was a favorite campsite and water source for the emigrants, and today is famous for the emigrant names carved in the soft rock around this ledge.

Red Bridge Crossing, Blue River. Mile 15. First major river crossing for the Sante Fe Trail and the Oregon Trail. Ownership and recommended responsibility: Kansas City Parks and Recreation Department.

New Santa Fe. Mile 18. Town where Santa Fe and Oregon Trail emigrants left Missouri and passed beyond the limits of law and order into Indian Territory. Privately owned. Recommended responsibility: Jackson County and Jackson County Historical Society.

Kansas

Sites:

Shawnee Methodist Mission. Mile 12, Alternate Route. Indian school, emigrant camping spot, home for Kansas' first territorial legislature, and barracks for Union troops during the Civil War. Ownership and recommended responsibility: Kansas State Historical Society.

Lone Elm Campground. Mile 32. First major campground on Oregon and Sante Fe Trails. Privately owned. Recommended responsibility: Johnson County Historical Society and Johnson County Highway Department in cooperation with private owner.

Sante Fe Trail Junction. Mile 39. Point where the Oregon Trail split from the older Sante Fe Trail. Privately owned. Recommended responsibility: Kansas State Historical Society.

Blue Mound. Mile 54. First major natural landmark. Also a camping spot. Privately owned. Recommended responsibility: Kansas State Historical Society in cooperation with private owner.

Kansas River Crossing. Mile 88. First difficult river crossing and site of Pappan's Ferry. Ownership and recommended responsibility: Topeka City Park Commission.

Saint Mary's Mission. Mile 110. Jesuit school for Pottawatamie Indians and important emigrant stopping point. Privately owned. Recommended responsibility: Kansas State Historical Society.

Red Vermillion River Crossing. Mile 120. Site of Vieux toll bridge used by emigrants, camping spot, and cemetery. Ownership: Pottawatomie County. Recommended responsibility: Pottawatomie County and Kansas State Historical Society.

Scott Spring. Mile 132. Favorite camping spot near spring noted for its "delicious cold water." Privately owned. Recommended responsibility: Kansas State Historical Society in cooperation with private owner.

Alcove Spring. Mile 165. A picturesque area and a favorite campsite located near Independence Crossing of the Big Blue River.

Privately owned. Recommended responsibility: Kansas State Historical Society in cooperation with private owner.

Junction of St. Joseph and Independence Roads. Mile 180. Point at which emigrants departing St. Joe merged with emigrants departing Independence. Privately owned. Recommended responsibility: Kansas State Historical Society and Washington County.

Hollenberg Ranch. Mile 182. Way Station where emigrants obtained provisions and later a stage station and a Pony Express station. Ownership and recommended responsibility: Kansas State Historical Society.

Nebraska

Sites:

Rock Creek Station. Mile 201. Supply point for later emigrants, stagecoach station, and Pony Express station. Location of 1,600 feet of ruts. Wild Bill Hickok was a young cowhand there. Ownership and recommended responsibility: Nebraska Game and Parks Commission.

George Winslow Grave. Mile 210. A famous Oregon Trail gravesite and location of short stretch of ruts. Privately owned.

Recommended responsibility: Nebraska Game and Parks Commission in cooperation with private owner.

The Narrows. Mile 252. Location where the trail is confined between the Little Blue River and cliffs rendering travelers vulnerable to Indian attacks. Privately owned. Recommended responsibility: Nuckolls County in cooperation with private owner.

Simonton-Smith Gravesite and Ruts. Mile 283. Wagon train massacre site and location of 300 yards of ruts. Privately owned. Recommended responsibility: Adams County in cooperation with private owner.

Thirty-two Mile Station. Mile 288. Way Station serving emigrants, stagecoaches, and freight trains. Privately owned. Recommended responsibility: Adams County and Adams County Historical Society in cooperation with private owner.

Susan Hail Grave. Mile 304. Famous gravesite and point where emigrants first observed Platte River. Ruts in vicinity. Privately owned. Recommended responsibility: Nebraska Game and Parks Commission, Adams County and Adams County Historical Society in cooperation with private owner.

Fort Kearny. Mile 319. Intersection of several major trails, eastern anchor of the Great Platte River Road, "Gateway to the Great Plains," and important supply point and military post. Ownership

and recommended responsibility: Nebraska Game and Parks Commission.

Plum Creek. Mile 351. Campsite, stage station, Pony Express station, massacre site, and cemetery. Ownership: Phelps County. Recommended responsibility: Phelps County and Phelps County Historical Society.

Midway Station. Mile 383. One of a series of road ranches which helped to supply emigrant trains. Also a stage and Pony Express station. Privately owned. Recommended responsibility: Dawson County in cooperation with private owner.

Fort McPherson. Mile 406. One of the string of military posts established to protect the emigrants and a major camping, supply, and refitting location. Presently an active National Cemetery. Ownership: Veteran's Administration. Recommended responsibility: Veteran's Administration and Lincoln County.

O'Fallon's Bluffs. Mile 432. Natural landmark and location of ruts. Ownership and recommended responsibility: Nebraska Department of Roads.

California Hill. Mile 486. The first major grade faced by the emigrants, located immediately after crossing the South Platte River. Imposing ruts. Privately owned. Recommended responsibility: Nebraska Game and Parks Commission in cooperation with private owners.

Ash Hollow. Mile 504. Natural landmark, campsite, cemetery, and gateway to the North Platte Valley. Ownership and recommended responsibility: Nebraska Game and Park Commission.

Amanda Lamin Grave. Mile 554. A famous gravesite of a 28-year-old emigrant who died of cholera in 1850. Also nearby ruts. Privately owned. Recommended responsibility: Morrill County in cooperation with private owner.

Courthouse Rock. Mile 561. One of several important natural landmarks in Nebraska. Ownership and recommended responsibility: City of Bridgeport and Nebraska State Historical Society.

Jackson Panorama. Mile 571. Point at which artist William Henry Jackson made a famous painting of the North Platte Valley. Ownership: State of Nebraska. Recommended responsibility: Nebraska Department of Roads and Nebraska State Historical Society.

Chimney Rock. Mile 575. One of the most famous natural landmarks along the Oregon Trail. Ownership and recommended responsibility: Nebraska State Historical Society.

Scotts Bluff. Mile 596. Last of the famous natural landmarks in Nebraska. Ownership and responsibility: National Park Service.

Robidoux Pass. Mile 601. Summit of the route through the semicircular line of bluffs comprising Scotts Bluff, favorite camping



Courthouse Rock, as seen looking south from the Oregon Trail, was one of the famous guiding landmarks along the Great Platte River Road in Nebraska.



The Oregon Trail Ruts, south of Guernsey, Wyoming, give an indication of the effect of thousands of wagons crossing the country.

spot, and site of early trading post and blacksmith shop. Privately owned. Recommended responsibility: National Park Service in cooperation with private owners.

Horse Creek Treaty Grounds. Mile 615. Site of signing of first Fort Laramie Treaty which established tribal grounds and the right of emigrant travel along the Oregon Trail. Privately owned. Recommended responsibility: Nebraska State Historical Society.

Wyoming

Sites:

Grattan "Massacre" Site. Mile 641. In a confrontation with Indians at this point, 29 soldiers were slain. Privately owned. Recommended responsibility: State of Wyoming in cooperation with private owner.

Fort Laramie. Mile 650. First major emigrant resupply point and military post. Junction of Oregon and Mormon Trails. Ownership and responsibility: National Park Service.

Register Cliff. Mile 658. Most famous of the surviving emigrant registers, where thousands of names were inscribed on a line of cliffs. Ownership and recommended responsibility: State of Wyoming.

Oregon Trail Ruts. Mile 661. Most impressive ruts, worn to a depth of 5 feet in places. Ownership and recommended responsibility: State of Wyoming.

Hembree Grave. Mile 722. Oldest identified and marked gravesite on Oregon Trail. Also Pony Express station. Privately owned. Recommended responsibility: State of Wyoming in cooperation with private owner.

Ayers Natural Bridge. Mile 724. Natural phenomenon often visited by emigrants after a short sidetrip. Ownership and recommended responsibility: Converse County.

Unthank Grave. Mile 734. Burial place of emigrant who signed Register Rock. Privately owned. Recommended responsibility: State of Wyoming in cooperation with private owner.

Mormon Ferry. Mile 762. Mormon-operated ferry site at crossing of North Platte River. Ownership and recommended responsibility: Casper City Parks Department.

Fort Caspar. Mile 766. Reconstructed fort. Ownership and recommended responsibility: Casper City Parks Department.

Emigrant Gap. Mile 774. Beginning of ascent to the high Wyoming mountains. Ownership and recommended responsibility: Bureau of Land Management.

Bessemer Bend. Mile 774. Alternative crossing site of North Platte River. Ownership and recommended responsibility: Bureau of Land Management.

Rock Avenue. Mile 784. Area of jutting rock formations through which the Oregon Trail twisted. Ownership and recommended responsibility: State of Wyoming.

Willow Springs. Mile 792. First safe water west of Casper and popular camping area. Ruts ascend Prospect Hill to west. Privately owned. Recommended responsibility: Bureau of Land Management in cooperation with private owner.

Independence Rock. Mile 815. Noted natural landmark and emigrant register. Ownership and recommended responsibility: State of Wyoming.

Devils Gate. Mile 820. Deep, narrow cleft carved by the Sweetwater River. Also many nearby gravesites. Mixed public and private ownership. Recommended responsibility: Bureau of Land Management and State of Wyoming in cooperation with private owners.

Split Rock Mile 838. Interpretive site near highly visible landmark which helped guide emigrants, Indians, and fur traders. Ownership and recommended responsibility: Bureau of Land Management.

Three Crossings. Mile 851. Narrow canyon where emigrants were faced with three difficult crossings of the Sweetwater River. Mostly in private ownership. Recommended responsibility: Bureau of Land Management in cooperation with private owners.

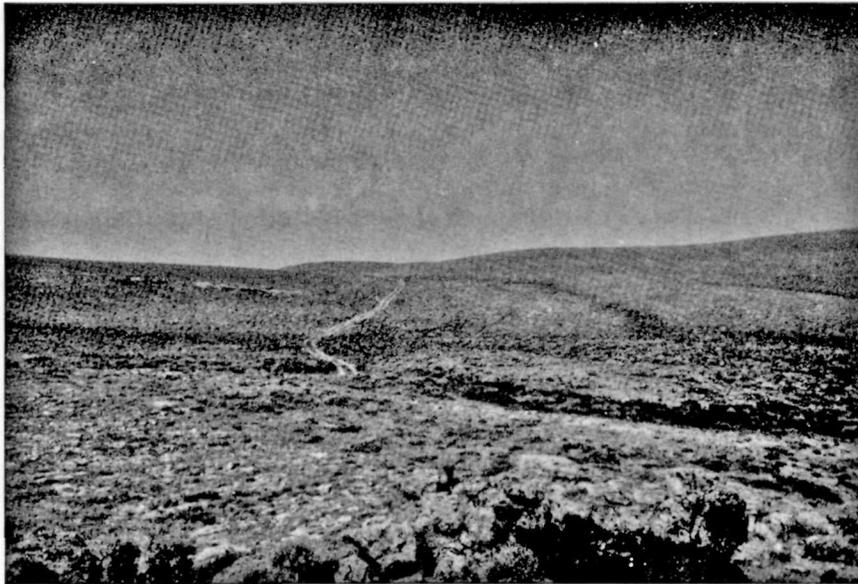
Ice Spring Slough. Mile 863. Source of ice welcomed by emigrants. Ownership and recommended responsibility: Bureau of Land Management.

Rocky Ridge. Mile 889. A barren, rocky ridge up which the Oregon Trail ascended after leaving the Sweetwater River valley. Ownership and recommended responsibility: Bureau of Land Management.

Burnt Ranch. Mile 905. Last crossing of the Sweetwater River and favorite resting and camping spot. Also the beginning point of the Lander Road, stage and Pony Express station, military post, and early ranch. Privately owned. Recommended responsibility: Bureau of Land Management in cooperation with private owner.

South Pass. Mile 914. The Continental Divide and half-way point along the Oregon Trail. Ownership and recommended responsibility: Bureau of Land Management.

Pacific Springs. Mile 916. Campsite, first water source flowing to the Pacific Ocean, and location of stage and Pony Express stations. Privately owned. Recommended responsibility: Bureau of Land Management in cooperation with private owner.



Long stretches of the Oregon Trail remain in almost pristine condition today in the states of Wyoming, Idaho, and Oregon. This view is from the Rocky Ridges, Wyoming.



The dramatic Parting-of-the-Ways, Wyoming, where the Sublette Cutoff (on the right) left the Oregon Trail (on the left).

Dry Sandy. Mile 927. First water west of Pacific Springs and difficult stream crossing. Location of stage and Pony Express station. Privately owned. Recommended responsibility: Bureau of Land Management in cooperation with private owner.

Parting-of-the-Ways. Mile 932. Junction of Oregon Trail and Sublette Cutoff. Ownership and recommended responsibility: Bureau of Land Management.

Lombard Ferry. Mile 974. Named for the nearby Lombard Buttes. The emigrants crossed the formidable Green River there by ferry. Privately owned. Recommended responsibility: U.S. Fish and Wildlife Service.

Church Butte. Mile 1,007. Prominent landmark and site of Pony Express station. Privately owned. Recommended responsibility: State of Wyoming.

Name Rock. Mile 1,018. Low cliff on which emigrants inscribed their names, the date, and place of origin in wagon tar. Privately owned. Recommended responsibility: State of Wyoming in cooperation with private owners.

Fort Bridger. Mile 1,026. Fur trading post established in 1843 by Jim Bridger and a major resting and supply point for the emigrants. Also the point where the Mormon and Oregon Trails separated, and the location of a stage and Pony Express station, and a military

post. Ownership and recommended responsibility: State of Wyoming.

West End, Sublette Cutoff. Mile 1,098. Point where the Sublette Cutoff rejoins the Oregon Trail. Privately owned. Recommended responsibility: State of Wyoming.

Segments:

South Pass Segment. Mile 815 to Mile 940. This first cross-country segment extends 125 miles from Independence Rock to west of Parting-of-the-Ways. Oregon Trail ruts are visible most of the distance as they extend over almost unbroken range lands, follow the Sweetwater River, and cross South Pass. Forty-three miles are in private ownership. Recommended responsibility: Bureau of Land Management in cooperation with the State of Wyoming and private owners.

Bear River Divide Segment. Mile 1,049 to Mile 1,080. Located between U.S. Highway 189 and Wyoming Highway 89, this 31-mile segment crosses rugged Bear River Divide. Eight miles are in private ownership. Recommended responsibility: Bureau of Land Management in cooperation with State of Wyoming and private owners.

Idaho

Sites:

Thomas Fork Crossing. Mile 1,115. Wagon crossing of the swift-flowing Thomas Fork, once the location of a toll bridge. Privately owned. Recommended responsibility: Idaho Department of Transportation.

Smith's Trading Post. Mile 1,126. Site on the banks of the Bear River of a trading post operated by Peg Leg Smith. Privately owned. Recommended responsibility: Idaho Department of Transportation.

Soda Springs (Complex). Mile 1,159. Steamboat Spring, Wagonbox burial, Hooper Spring, and two short traces of Oregon Trail ruts comprise a complex of sites in and near the town of Soda Springs. Mixed public and private ownership. Recommended responsibility: Caribou County Historical Society in cooperation with other public and private interests.

Sheep Rock. Mile 1,164. Prominent natural landmark near which are located several other sites. Mixed public and private ownership. Recommended responsibility: Idaho Department of Transportation and Idaho State Historical Society in cooperation with private owners.

Fort Hall (HBC). Mile 1,223. Major fur trading post established by Nathaniel J. Wyeth and then sold to the Hudson's Bay Company. An important emigrant way station and source of supplies. Located on the Fort Hall Indian Reservation. Recommended responsibility: Shoshone-Bannock Tribal Council and Bureau of Indian Affairs.

Fort Hall Replica. A re-creation of Fort Hall situated on the outskirts of Pocatello. Ownership and recommended responsibility: City of Pocatello and Fort Hall Replica Committee.

American Falls. Mile 1,247. Natural landmark and favorite camping area. Ownership: Idaho Power Company and Bureau of Reclamation. Recommended responsibility: City of American Falls.

Massacre Rocks. Mile 1,257. Natural landmark near the site of Indian attacks, and location of well-defined ruts and rocks on which many emigrant names are inscribed. Ownership and recommended responsibility: Idaho Department of Parks and Recreation.

Raft River Crossing and California Trail Junction. Mile 1,271. After crossing the Raft River, the California Trail split from the Oregon Trail. Beyond the junction are seven miles of pristine Oregon Trail ruts. Mixed public and private ownership. Recommended responsibility: Bureau of Land Management in cooperation with private owners.

Milner Ruts. Mile 1,312. Four miles of ruts and a BLM interpretive site. Ownership and recommended responsibility: Bureau of Land Management.

Caldron Linn. Mile 1,319. A narrow chute in the Snake River which prevented river travel. Emigrants were attracted by the roar of the river. Privately owned. Recommended responsibility: Twin Falls County, Idaho Department of Transportation and Idaho State Historical Society in cooperation with private owners.

Stricker Store. Mile 1,328. Trading post and favored camping spot. Privately owned. Recommended responsibility: Twin Falls County and Idaho State Historical Society in cooperation with private owners.

Shoshone Falls. Mile 1,338. Sightseeing sidetrip for emigrants. Ownership and recommended responsibility: City of Twin Falls.

Rock Creek Crossing. Mile 1,339. First cut in the banks of the Rock Creek chasm which permitted emigrant wagon crossings. Privately owned. Recommended responsibility: Twin Falls County and City in cooperation with private owners.

Kanaka Rapids. Mile 1,357. Spot along Snake River where emigrants traded with Indians for salmon. Ownership and recommended responsibility: Gooding County and Idaho State Historical Society.



The Oregon Trail crosses the rangeland of Idaho, southeast of Three Island Crossing.



Pristine ruts of the Oregon Trail may be seen near Wild Horse Butte, Idaho, part of the Sinker Creek Segment.

Thousand Springs. Mile 1,364. A natural landmark of considerable interest to the emigrants. Ruts in vicinity. Ownership and recommended responsibility: Idaho Department of Transportation and Bureau of Land Management.

Upper Salmon Falls. Mile 1,367. Emigrants bartered with Indians for salmon which were caught at the falls. Ownership and recommended responsibility: Bureau of Land Management.

Three Island Crossing. Mile 1,398. Dangerous crossing of Snake River. During high water, rather than crossing, emigrants took alternate route which followed south of the river. Ownership and recommended responsibility: Idaho Department of Parks and Recreation in cooperation with Bureau of Land Management.

Hot Springs. Mile 1,418. Favorite emigrant campsite. Mixed public and private ownership. Recommended responsibility: Bureau of Land Management in cooperation with private owner.

Rattlesnake Station. Mile 1,421. Emigrant campground and location of stagecoach station and original townsite of Mountain Home. Privately owned. Recommended responsibility: Idaho Department of Transportation and Idaho State Historical Society in cooperation with private owners.

Canyon Creek Station. Mile 1,430. Stage station and emigrant campground near where Oregon Trail crossed Canyon Creek.

Privately owned. Recommended responsibility: Bureau of Land Management and Idaho State Historical Society in cooperation with private owner.

Register Rock. Mile 1,438. A sharp outcropping of rocks on which emigrant names are inscribed in wagon tar. Privately owned. Recommended responsibility: Bureau of Land Management in cooperation with private owner.

Bonneville Point. Mile 1,453. High promontory crossed by Oregon Trail before descending to the Boise River at present-day Boise. Ownership: City of Boise. Recommended responsibility: Bureau of Land Management.

Fort Boise (Army). Mile 1,466. Important military outpost, cemetery, and waystop for later emigrants. Ownership: Veteran's Administration and City of Boise. Recommended responsibility: Veteran's Administration, City of Boise, and Idaho State Historical Society.

Ward Massacre Site. Mile 1,488. Massacre of 18 emigrants by Indians at this site and subsequent retaliation by troops resulted in hostilities which imperiled emigrant use of the trail for 10 years. Ownership: Idaho Department of Lands. Recommended responsibility: Idaho Department of Parks and Recreation.

Canyon Hill Ruts. Mile 1,492. Short section of ruts where Oregon Trail descended to the Boise River. Privately owned. Recommended responsibility: City of Caldwell in cooperation with private owners.

Fort Boise (HBC). Mile 1,512. An important Hudson's Bay Company trading post on the east bank of the Snake River where emigrants were resupplied and ferried across the river. Ownership: Idaho Department of Fish and Game. Recommended responsibility: Idaho Departments of Fish and Game, Parks and Recreation and Idaho State Historical Society.

C.J. Strike Ruts. Mile 1,430, South Alternate Route. One and one-half miles of distinct ruts. Ownership and recommended responsibility: Bureau of Land Management.

Givens Hot Springs. Mile 1,485, South Alternate Route. A favored campground for emigrants and Indians. Privately owned. Recommended responsibility: Idaho State Historical Society.

Segments:

North Trail Segment. Mile 1,379 to Mile 1,462. A 83-mile segment extending from the Twin Falls-Elmore County line to the outskirts of Boise and featuring excellent ruts through scenic rangelands and foothills. Thirty-two miles are in private ownership. Recommended responsibility: Bureau of Land Management in cooperation with State agencies and private owners.

Sinker Creek Segment. Mile 1,452 to Mile 1,470, South Alternate Route. Eighteen miles of cross-country trail, including many miles of almost pristine ruts, extending from Castle Butte to four miles northeast of Murphy. The segment lies south of the Snake River with portions within the Birds of Prey Natural Area. Five miles are on privately owned lands. Recommended responsibility: Bureau of Land Management in cooperation with private owners.

Oregon

Sites:

Keeney Pass. Mile 1,522. Half mile of ruts and an interpretive site. Ownership and recommended responsibility: Bureau of Land Management.

Vale (Complex). Mile 1,528. Location of the Malheur River crossing, the first good water source beyond the Snake River. Also location of the John D. Henderson grave, Malheur Hot Springs popular with emigrants, and Old Stone House. Mixed public and private ownership. Recommended responsibility: City of Vale and Malheur Country Historical Society in cooperation with private owners.

Farewell Bend. Mile 1,553. Important campground and last departure from the Snake River. Ownership and recommended responsibility: Oregon Parks and Recreation Division.

Weatherby Rest Area. While having no direct Oregon Trail significance, this highway rest area features one of a series of excellent interpretive kiosks about the Oregon Trail. Ownership and recommended responsibility: Oregon Parks and Recreation Division.

Flagstaff Hill. Mile 1,601. From the brow of Flagstaff Hill, the emigrants first saw the Blue Mountains. A long line of ruts ascend the hill. Mixed public and private ownership. Recommended responsibility: Bureau of Land Management in cooperation with private owners.

Baker Valley Rest Area. Although not on the Oregon Trail, this area contains a kiosk which depicts Oregon Trail history. Ownership and recommended responsibility: Oregon Parks and Recreation Division.

Ladd Canyon Ruts. Mile 1,634. Several miles of ruts extending up, over and down a steep ridge overlooking the Grande Ronde valley. A kiosk at a nearby highway rest area describes the ordeal. Privately owned. Recommended responsibility: Oregon Parks and Recreation Division in cooperation with private owner.

Hilgard Junction. Mile 1,649. Favorite camping spot at crossing of the Grande Ronde River, and nearby ruts. Another roadside rest area and kiosk. Ownership and recommended responsibility: Oregon Parks and Recreation Division.

Meacham. Mile 1,664. Campground and emigrant graves. Privately owned. Recommended responsibility: Umatilla County.

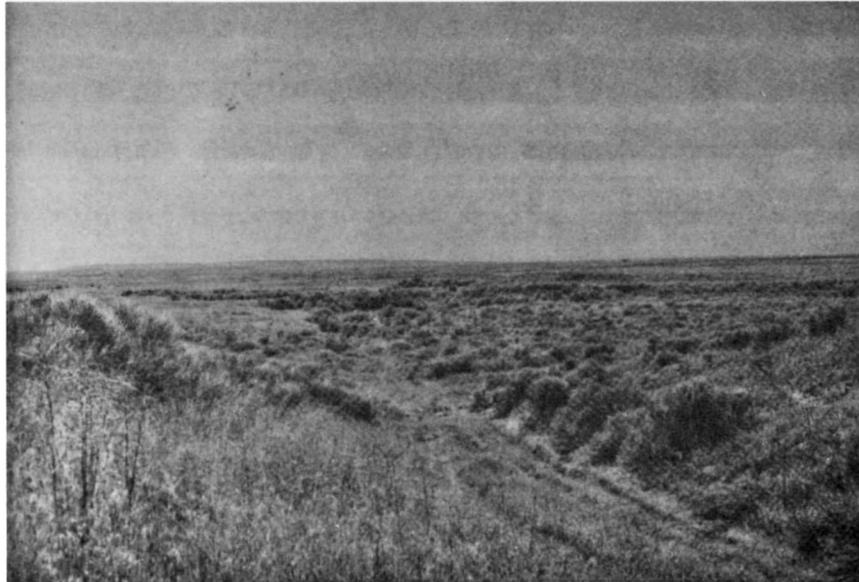
Emigrant Springs. Mile 1,669. A favored water source and camping spot. Ownership and recommended responsibility: Oregon Parks and Recreation Division.

Deadman Pass. Mile 1,675. Last obstacle before the Oregon Trail left the Blue Mountains. Roadside rest stop and kiosk. Mixed public and private ownership. Recommended responsibility: Oregon Parks and Recreation Division and the Confederated Tribes of the Umatilla Indian Reservation.

Emigrant Hill. Mile 1,680. The long descent from Deadman Pass to the Umatilla River valley. At the bottom, an alternate route veered north to the Whitman Mission. Privately owned. Recommended responsibility: The Confederated Tribes of the Umatilla Indian Reservation.

Stanfield Rest Area. One of the series of roadside areas with kiosks interpreting the Oregon Trail migration. Ownership and recommended responsibility: Oregon Parks and Recreation Division.

Echo Meadows. Mile 1,718. Three miles of ruts. Mostly in private ownership. Recommended responsibility: Bureau of Land Management in cooperation with private owners.



Distinct ruts of the Oregon Trail appear at Echo Meadows, as the trail crosses the arid rangeland of northcentral Oregon.



A portion of the Barlow Road in Mount Hood National Forest, Oregon, shows the well-preserved path of the Oregon Trail.

Well Spring. Mile 1,739. A principal water source with nearby stagecoach station, cemetery, and ruts, located on the southern boundary of the Boardman Bombing Range. Ownership and recommended responsibility: Department of the Navy.

Fourmile Canyon. Mile 1,757. Location of interpretive site and ruts. Mixed public and private ownership. Recommended responsibility: Bureau of Land Management in cooperation with private owners.

McDonald Ford. Mile 1,776. Crossing of the John Day River. Mostly in private ownership. Recommended responsibility: Bureau of Land Management in cooperation with private owners.

Biggs Junction. Mile 1,801. First view of the Columbia River from canyon rim to the south. Ruts in vicinity. Private ownership. Recommended responsibility: Bureau of Land Management in cooperation with private owners.

Deschutes River. Mile 1,805. Difficult crossing of the Deschutes River immediately above its confluence with the Columbia. Wayside rest area and kiosk. Ownership and recommended responsibility: Oregon Parks and Recreation Division.

The Dalles (Complex). Mile 1,820. A grouping of sites in and near The Dalles related to the Oregon Trail emigration, military and religious activities, and early settlement. Until the Barlow Road was

opened in 1846, emigrants used the Columbia River Route from the Dalles. Ownership: City of The Dalles. Recommended responsibility: City of The Dalles and Corps of Engineers.

Memaloose Rest Area. Mile 1,831, Columbia River Route. Attractive roadside area and kiosk. Ownership and recommended responsibility: Oregon Parks and Recreation Division.

Cascades of the Columbia. Mile 1,863, Columbia River Route. The feared Cascades of the Columbia River, run by some, but portaged by most. Ownership and recommended responsibility: Corps of Engineers.

Tygh Valley. Mile 1,847. Popular campsite along Barlow Road, with ruts ascending south of the valley. Privately owned. Recommended responsibility: Wasco County Highway Department and Wasco County Historical Society.

Barlow Gate. Mile 1,858. Point on east side of Barlow Road where fees were collected. Ownership: Oregon Department of Fish and Wildlife. Recommended responsibility: U.S. Forest Service in cooperation with Oregon Department of Fish and Wildlife.

Barlow Pass (Complex). Mile 1,878. String of sites stretching along three miles of the Oregon Trail where it crosses the Cascade mountains south of Mount Hood, including Devil's Half Acre, Barlow Pass, Pioneer Woman's Grave, and Summit Meadow. Mixed public and

private ownership. Recommended responsibility: U.S. Forest Service in cooperation with private owners.

Laurel Hill. Mile 1,885. Last major obstacle along Barlow Road, including "the chute" where emigrants lowered their wagons down a 60-degree slope. Ownership and recommended responsibility: U.S. Forest Service.

Barlow Tollgate. Mile 1,890. Fee collection point on west side of Barlow Road. Ownership and recommended responsibility: U.S. Forest Service.

Oregon City (Complex). Mile 1,930. Western end of the Oregon Trail where Barlow Road and the Columbia River route met. McLoughlin's residence and other structures from settlement days. Site of proposed visitor center. Ownership and recommended responsibility: Oregon City and Clackamas County Historical Society.

Segments:

Blue Mountain Segment. Mile 1,642 to Mile 1,659. Seventeen miles of Oregon Trail, including many miles of ruts through the picturesque and heavily forested Blue Mountains, extending from LaGrande to the Mount Emily Interchange of I-84. Nine miles is in private ownership. Recommended responsibility: U.S. Forest

Service in cooperation with Oregon Parks and Recreation Division and private owners.

Boardman Segment. Mile 1,734 to Mile 1,746. This 12-mile segment, reaching from the eastern boundary of the Boardman Bombing Range to Immigrant Road, includes unspoiled traces of the Oregon Trail. An appealing landscape of rough sagebrush-covered desert is much as it must have been during the emigrant years. The Navy owns the eastern seven miles and the balance is leased by the state to the Boeing Company. Recommended responsibility: U.S. Navy and National Park Service in cooperation with Boeing.

Barlow Road Segment. Mile 1,858, to Mile 1,890. The Barlow Road segment begins at Barlow Gate and swings south around Mount Hood, terminating in 32 miles at Barlow Tollgate. Ruts remain along most of the distance, and the scenic qualities are exceptional. The entire segment is within the Mount Hood National Forest. Two miles are in private ownership. Recommended responsibility: U.S. Forest Service in cooperation with private owners.

Washington

Sites:

Whitman Mission. The Oregon Trail led through the mission in early years when it served as a vital way station and supply point. The

mission was bypassed after 1844 when a shorter route was developed 31 miles south. Ownership and responsibility: National Park Service.

Fort Vancouver. Mile 1,903, Columbia River Route. A Hudson's Bay Company post, a haven for emigrants following the Columbia River, and a military post, Fort Vancouver was the most important settlement in the Northwest during its day. From Fort Vancouver, the emigrants followed the Willamette River 36 miles upstream to Oregon City. Ownership and responsibility: National Park Service.

MARKING

The National Trails System Act (P.L. 90-543), as amended, directs the Secretary of the Interior to establish a uniform marker, including thereon an appropriate and distinctive symbol for the Oregon National Historic Trail. Where the trail follows existing public roads, developed rights-of-way, or waterways, and similar features of man's non-historically related development approximating the original location of the historic route, it may be marked to commemorate the historic route and to facilitate retracement of the route. Where the trail crosses lands administered by Federal agencies, markers are to be erected at appropriate points along the trail and maintained by the Federal agency managing the trail in accordance with standards to be established by the Secretary. Where the trail crosses non-Federal lands, in accordance with cooperative agreements, the Secretary is to provide uniform markers to cooperating agencies or private interests for erection and maintenance by those agencies in accordance with the established standards.

At the present time, no uniform method is used to mark the Oregon Trail. Portions are marked in various ways. Some states have erected posts or monuments at road crossings. The Bureau of Land Management in Wyoming, Idaho, and Oregon uses rectangular concrete posts which are placed at intervals alongside the right-of-way. The posts are constructed of reinforced concrete, are four inches on a side and eight feet tall, with the lower one-half buried in the ground, and have "OREGON TRAIL" engraved on the side. Within the Mount Hood National Forest in Oregon



A sturdy concrete post, inscribed "Oregon Trail", is typical of the markers used by the BLM in the states of Wyoming, Idaho, and Oregon. This one is located in Idaho, looking west from the Raft River Crossing.



The Forest Service has adopted this wooden post to mark the Barlow Road through the Mount Hood National Forest in Oregon. The post has a tollgate blazed on one side, and a wagon wheel on the other.



This is one of a series of markers used by the State of Nebraska to mark the Oregon Trail in 1912.



A monument was placed in 1916 to mark the summit of South Pass.

the U.S. Forest Service has adopted a marking system for the Barlow Road consisting of three-sided cedar posts emblazoned with "Oregon Trail" and the wagon wheel and tollgate symbols for the Barlow Road. Long segments of the Oregon Trail remain unmarked, especially east of Wyoming.

The recommended method of marking the Oregon National Historic Trail is the use of a uniform symbol placed on posts located alongside the actual primary route. The symbol is triangular in shape, in conformance with other national historic and national scenic trails. Possible symbols are shown below. Final selection of a symbol has yet to be made.





The symbol should be about six inches in diameter and readily imprinted on marker posts by means of a stencil.

Posts may vary in size and material, depending upon what is most appropriate for the particular section of trail. For example, along forested sections, wooden posts or standing trees may prove most appropriate. Along other stretches, posts of concrete, wood, or some other material may be most suitable. The one feature in common is use of the official symbol, stencilled on both sides of the post facing the direction of the trail.

Markers should be placed within sight of each other or approximately at quarter-mile intervals. Where the trail extends across cultivated lands or other developed areas, the posts should be located at the edges of those areas or in a way which will not interfere with established use of the lands. No marking of privately owned lands will be done without the owners consent.

Where another National Historic Trail follows the same route as the Oregon Trail, its marking should be coordinated with the Oregon Trail marking. For example, the official symbol of both trails could be stencilled on common marker posts. The Mormon Pioneer National Historic Trail follows the route of the Oregon Trail for 376 miles in Wyoming.

Where the Oregon Trail is overlain by federally funded roads and highways the marking will have to be accomplished in conformance with the Federal Highway Administration's Manual on Uniform Traffic Control Devices.

Where the trail crosses Federal lands, the agency administering those lands is responsible for providing, erecting and maintaining the markers. Across non-Federal lands, the National Park Service is responsible for providing markers and the non-Federal agencies or private interests are responsible for their erection and maintenance.

There is an urgent need to mark the Oregon Trail from one end to the other as soon as possible. This will permanently establish the location in many places where no visible ruts or other traces remain and the location is known only to a local resident or two. Permanently marking the trail will assist the individuals who wish to follow the route by making it possible for them to visually find the location on the ground. It will also help to protect the trail from inadvertent development.

MANAGEMENT

Upon submission of this report to Congress, the Oregon Trail nominally becomes a functioning National Historic Trail. The primary route is marked on 7½' or 15' USGS quads (see Appendix II) and the locations of the most significant historic sites and segments have been selected (see Appendix III). Only those sites and segments, or portions thereof, identified in this report which are located on Federal lands become the initial components of the Oregon National Historic Trail. Sites and segments identified in the report which are on non-Federal lands, plus others which may subsequently be found to qualify, are eligible to become components at a later date, if the owners so elect.

The legislative requirements and the recommended management objectives under which Oregon National Historic Trail are to be administered are discussed in the following sections, as are the recommended responsibilities of the National Park Service and the owners or managers of individual sites and segments. The chapter concludes with a listing of management priorities.

Legislative Requirements

The National Trails System Act (P.L. 90-543), as amended, includes a number of instructions which apply to the management of National Historic Trails. Those instructions recognize the extended character of such trails and the need for the agencies having management responsibility to work closely and cooperatively with the many counties and other local jurisdictions through which a trail passes, as well as with private owners of adjacent lands.

Full consideration is to be given to minimizing the adverse effects upon the adjacent landowners or users and their operations. Development and management of each site or segment of the National Trails System is to be designed to harmonize with and complement any established multiple-use plans for that specific area in order to insure continued maximum benefits from the land (Section 7(a)).

Private lands included in National Historic Trails by cooperative agreement of a landowner is not to preclude the owner from using motorized vehicles on or across the trail or adjacent lands from time to time (Section 7(c)).

National Historic Trails may contain campsites, shelters, and related public-use facilities. Other uses along the trails which will not substantially interfere with the nature and purposes of the trails also may be permitted (Section 7(c)).

Reasonable efforts are to be made to provide sufficient access opportunities to National Historic Trails. To the extent practicable, activities incompatible with the purposes for which the trails were established are to be avoided (Section 7(c)).

The administration of a National Historic Trail is to provide for the development and maintenance of the trail within federally administered areas and seek cooperation with and encourage the states to operate, develop, and maintain portions of the trail which are located outside the boundaries of federally administered areas. When deemed to be in the public interest, the Secretary may enter into written cooperative agreements with the states or their political subdivisions, landowners, private organizations, or individuals to operate, develop, and maintain any portion of the trail either within or outside a federally administered area (Section 7(h)).

The Secretary, with the concurrence of the heads of any other Federal agencies administering lands through which a National Historic Trail passes, and after consultation with the states, local governments, and organizations concerned, may issue regulations, which may be revised from time to time, governing the use, protection, management, development, and administration of the trail. In order to maintain good conduct on and along trails located within federally administered areas and to provide for the proper management and protection of those trails, the Secretary shall prescribe and publish uniform regulations as he deems necessary. Violation of these regulations is a misdemeanor, punishable by a

fine of not more than \$500, or by imprisonment not exceeding 6 months, or both fine and imprisonment (Section 7(i)).

Management Objectives

The Oregon National Historic Trail should be managed in a manner consistent with the intent of the enabling legislation and so as to achieve the following broad, long-term objectives.

1. The entire length of the actual primary route should be identified by the placement of uniform markers, as discussed in Chapter IV.
2. All historic sites and cross-country segments identified in Appendix III, including those both on and off Federal lands, should be managed to protect and interpret their historic values. Detailed management and use plans for accomplishing this objective should be prepared by competent planners for each site and segment.
3. This report focuses on the primary route and the most significant historic sites of the Oregon Trail. Several well-known cutoffs and alternate routes of the trail, and many historic sites of lesser significance, are not addressed. The historic values along those alternate routes and at the other historic sites should

nevertheless be safeguarded. If subsequent research indicates that historic sites or cross country segments not identified in this report are significant enough to warrant their certification as components of the Oregon National Historic Trail, application should be made to the Secretary of the Interior, as outlined in Appendix V.

4. Positive steps to enhance the public use of the sites and segments identified in Appendix III should not be made until all necessary steps have been taken to assure their protection.

5. After appropriate protection measures have been completed, all sites and segments should be accessible and available for public use and enjoyment, to the extent that such accessibility does not impact upon historic values.

6. Every effort should be taken to make the visiting public aware that private property rights along the trail are to be respected.

7. A full range of publications, maps, and other materials interpreting the trail and the component sites and segments should be made available by mail and at conveniently located points along the trail. This publication program should be a cooperative effort of private publishers, the National Park Service and the administering states and Federal agencies and private landowners.

8. A research program should be organized and carried out by the National Park Service and cooperating states and Federal agencies

and private land owners which seeks to round out knowledge of the trail and its sites and segments and assists in their protection and interpretation.

9. All planning and programs for marking the Oregon Trail and protecting and interpreting its sites and segments should be formulated and coordinated effectively through clear organizational arrangements and procedures and in a manner reflecting the interest and responsibilities of affected Federal, State, and local governments and private landowners and interests.

10. Existing land uses within the sites and segments identified in Appendix III which are compatible with historic preservation and public use should be continued. Land uses which adversely affect those sites and segments should be carefully monitored and, if necessary, modified or discontinued.

11. The National Park Service and the jurisdictions responsible for the individual sites and segments should work in close cooperation and communicate fully to help achieve a consistently high standard of operation and maintenance and a reasonable degree of uniformity in their management and in the facilities provided.

12. Public use facilities should be simple in design and kept to a minimum, be consistent with sound carrying capacity principles, and be planned and located so as to harmonize with their surroundings. Facilities should be cost effective and constructed only when

resource protection needs, safety hazards or significant public use justifies the expenditure.

13. Special consideration should be given to the uses permitted along visible ruts. Some ruts are too fragile to withstand any use by hikers, horseback riders or motorists. Others are more durable. The kinds and extent of uses permitted should be determined on a case by case basis, and use should be monitored in the event adjustments are needed.

14. Regulations needed to protect markers and historic and scenic values and public use facilities from vandalism or improper use should be as unrestrictive as possible, stated in clear and easily understood language and widely disseminated.

15. Several historic sites and segments, as identified in Appendix III, appear to meet eligibility requirements for the National Register of Historic Places, but have not yet been nominated. Appropriate Federal agencies and State Historic Preservation Officers should nominate those sites and segments to the Register as soon as possible.

16. A privately chartered and endowed Oregon National Historic Trail "Association" should be established to serve as the focus for citizen interest in the trail.

17. A system of public highways should be identified and marked along the entire length of the primary route in order to facilitate visitation by motorists.

18. Where the Oregon National Historic Trail and another trail share a common site or trail alignment, the protection of historic values should take precedence. That is, the objectives of the other trail shall be subordinate to historic trail management.

Management Responsibilities

The task of managing the Oregon National Historic Trail and its component historic sites and cross-country segments should be shared among the National Park Service and the owners or managers of the individual sites and segments.

National Park Service

The National Park Service has the responsibilities delegated by the Secretary of the Interior to administer the Oregon National Historic Trail including a continuing oversight and assistance role to ensure implementation that is consistent with the plan. Those responsibilities,

while not including the actual management of component sites and segments, except at four existing National Park System units, include:

1. Encouraging and assisting in the implementation of the recommendations for the historic sites and cross country segments as discussed in Appendix III.

2. Encouraging and assisting in the submission of applications from state or local agencies or private interests seeking to have historic sites or segments certified as components by the Secretary. Those applications are to be submitted through the State Historic Preservation Officers to the National Park Service and then forwarded to the Secretary along with appropriate analyses and recommendations. (See Appendix V for the application procedure.)

3. Encouraging and assisting Federal agencies to enter into cooperative agreements with state or local agencies, private landowners, and private organizations or individuals for the protection and interpretation of portions of the Oregon National Historic Trail, either within or outside federally administered areas.

4. Reviewing all detailed management and use plans prepared by the jurisdictions responsible for sites and segments. Initially, review applies only to the component sites and segments identified in Appendix III which are on Federal lands. Review will extend to sites and segments identified in Appendix III which are not on Federal lands upon their certification as components by the Secretary

of the Interior. Those plans will be reviewed to ascertain that they conform generally with the conceptual plans contained in Appendix III, and that they harmonize with the pertinent "management objectives" discussed above.

5. Developing conceptual plans for the protection, interpretation, and management of sites and segments which are not addressed in the present report, but which may later be certified by the Secretary as components.

6. Regularly monitoring the status of all sites and segments identified in the report in order to ascertain changes in ownership, or impending developments.

7. Promulgating and issuing regulations which have general application along the Oregon National Historic Trail.

8. Encouraging, performing or arranging for basic historical and archaeological research.

9. Relocating the primary route by publication in the Federal Register, if subsequent research indicates relocation is warranted.

10. Reviewing and commenting on utility rights-of-way, pipeline, highway, and other development proposals on non-Federal lands which may adversely affect the primary route or any historic sites or cross-country segments. Responsibility for such reviews for sites

and segments on Federal lands remains with the managing Federal agencies.

11. Arranging for and coordinating marking the primary route from end to end, as discussed in Chapter IV.

12. Helping to arrange for the establishment and operation (but not funding) of interpretive centers located in Independence, Missouri, and Oregon City, Oregon, and intermediate points where the public may obtain information and publications about the Oregon National Historic Trail.

13. Encouraging establishment of an Oregon National Historic Trail Association to serve as a rallying point for the protection of the trail by the many concerned private groups and individuals.

14. Seeking the early submission of applications for all qualified historic sites or segments for listing on the National Register of Historic Places.

15. Arranging for the availability of maps, reports, books, brochures, and other interpretive publications for distribution at interpretive centers and other visitation points.

16. Providing support to the Oregon National Historic Trail Advisory Council.

Jurisdictions Responsible for Individual Sites and Segments

Responsibility for carrying out the recommendations in Appendix III for the 125 historic sites or site complexes and the seven cross-country segments remains with the present owners of land upon which those sites or segments are located.

The sites and segments, or portions thereof, which are on Federal lands and which comprise the initial components of the Oregon National Historic Trail, continue under the management of the Federal agencies as at present. It is incumbent upon those agencies to begin to protect and interpret those sites and segments, as discussed in Appendix III. Detailed management and use plans, modeled after the recommendations in Appendix III, should be prepared and implemented as soon as possible.

The sites and segments, or portions thereof, which are not on Federal lands, are potential components of the Oregon National Historic Trail. The owners/managers of those areas are encouraged to continue to protect historic values, and to apply to the Secretary of the Interior to have the areas certified as components of the Oregon National Historic Trail.

Lead Jurisdictions

In order to facilitate the protection and interpretation of the 125 sites and seven segments, as recommended in Appendix III, this report suggests a lead jurisdiction for each site and segment. The function of the lead

jurisdiction will be to take the initiative in seeking to carry out the recommendations. Where a site or segment is owned by a single public agency, that agency should have the responsibility. Where land ownership is mixed, the jurisdiction best able to assume the lead is recommended. Where a site is in private ownership, in all but two instances, the report suggests that a public agency, because of its planning and management capabilities, take the initiative in seeking to carry out the recommendations. The two exceptions are sites on Indian Reservations (Fort Hall (HBC), Idaho, and Emigrant Hill, Oregon).

As summarized in Tables 4 and 5, the report recommends that state or local agencies have the lead at 81 sites, Federal agencies at 42 sites and all seven cross-country segments, and private owners at two sites mentioned above.

The lead entity would take the initiative in seeking to make whatever arrangements are necessary to protect and interpret the assigned site or segment. This includes encouraging and assisting in the preparation and submission of applications for certification, negotiating cooperative agreements, and the preparation and implementation of detailed management and use plans modeled after the concepts proposed in Appendix III. Such preparation and implementation would be carried out in close cooperation with other involved public and private interests. At sites or segments involving mixed ownership, the lead agency would seek to enter into agreement with the owners on the division of responsibilities. Agreement would be voluntary.

Table 4. Number of Historic Sites (or Site Complexes)
In Each State by Recommended Lead Responsibility

	<u>Mo.</u>	<u>Kans.</u>	<u>Nebr.</u>	<u>Wyo.</u>	<u>Idaho</u>	<u>Oregon</u>	<u>Wash.</u>	<u>Total</u>
<u>Federal</u>								
Bureau of Land Management				13	9	6		28
National Park Service			2	1			2	5
Fish and Wildlife Service				1				1
U.S. Forest Service						4		4
Navy						1		1
Corps of Engineers						1		1
Veteran's Administration			1		1			2
Subtotal	<u>0</u>	<u>0</u>	<u>3</u>	<u>15</u>	<u>10</u>	<u>12</u>	<u>2</u>	<u>42</u>
<u>State/Local</u>								
State		8	10	11	10	10		49
Local	6	3	7	3	8	5		32
Subtotal	<u>6</u>	<u>11</u>	<u>17</u>	<u>14</u>	<u>18</u>	<u>15</u>	<u>0</u>	<u>81</u>
<u>Private</u>								
Total	<u>6</u>	<u>11</u>	<u>20</u>	<u>29</u>	<u>29</u>	<u>28</u>	<u>2</u>	<u>125</u>

Table 5. Recommended Lead Responsibility for Cross-Country Segments

<u>Segment</u>	<u>Lead Responsibility</u>
Wyoming	
South Pass	Bureau of Land Management
Bear River Divide	Bureau of Land Management
Idaho:	
North Trail	Bureau of Land Management
Sinker Creek	Bureau of Land Management
Oregon:	
Blue Mountain	U.S. Forest Service
Boardman	Department of the Navy
Barlow Road	U.S. Forest Service

Wherever possible, land should continue to be owned and operated by the present owners. In many instances, private owners may prefer to have the lead agency or some other party, such as a local historical association, bear the responsibility and costs of protection and interpretation, while retaining title. In other instances, private owners may wish to donate lands to a public agency, or obtain other public lands in exchange.

As part of their responsibility, the lead entities should arrange to have research performed, seek public access, define boundaries, erect and maintain markers, provide and maintain local facilities, issue and enforce regulations, work closely with the National Park Service and the proposed Oregon National Historic Trail Association, and nominate qualified sites to the National Register of Historic Places.

As a Congressionally designated component of the National Trails System, the decision has been made that the Oregon Trail is to be protected. It is incumbent on the managers to maintain the scenic/historic integrity of the selected historic sites and cross country segments, to avoid destruction of trail resources, to mitigate unavoidable impacts, to accord the trail a priority status in the land planning process, and generally to extend to the Oregon Trail the type of protection afforded to other significant historic sites.

The task of making the Oregon National Historic Trail fully operational, as intended by Congress, will be phased over an extended period. It will depend upon how rapidly sites and segments on non-Federal lands are certified as components, cooperative agreements are achieved, protection

and interpretation plans are drawn up and implemented, and public use facilities are constructed. At some sites identified in this report, little or nothing remains to be done as they are already adequately protected and interpreted. The study team estimates that a good many years may elapse before the recommendations in Appendix III can be implemented and the Oregon National Historic Trail becomes fully operational. Only then will the following range of educational and recreational experiences be available to the public.

1. The entire primary route of the Oregon Trail will be marked. This will enable visitors to retrace the portions of the route which are open to the public. Although only the 15 percent of the route which still exists on the ground may be followed precisely, the remaining 85 percent of the trail could be generally retraced, using a network of highways, county roads, and section line roads.

2. The route will be anchored by manned visitor centers located at some of the most significant historic sites along the trail. Those manned centers will be supplemented by a series of unmanned interpretive points and highway interpretive panels located at each of the other historic sites along the trail. Although the location of those interpretive points has been dictated by the location of the historic sites, a general pattern is still evident. The average distance between historic sites is 17 miles; the shortest is two miles, and the longest is 66. With the exception of a few isolated sites along the cross-country segments, all will be accessible by passenger automobile or by a short walk.

3. The cross-country segments will be established and available for public use. Such use could vary from a half-day hike to a cross-country trail experience lasting more than a week.

4. A continuous, integrated and consistent interpretive theme will be employed throughout the trail system. Each site should relate to the ones preceding it, giving such information as the distance from Independence and the average number of days which the emigrants had been on the trail. The significance of each site would be emphasized, relating its importance to the emigrants and how it fits into the general trail experience.

With the implementation of the report recommendations, trail users will have a variety of experiences from which to chose. The trail may be generally followed by automobile, with stops at the visitor centers and historic sites. The cross-country segments will provide opportunity for a more personal historical and recreational experience. In either case, visitors will be able to retrace the trail and gain some appreciation of what the emigrants endured.

Management Priorities

It is important that in proceeding to make the Oregon National Historic Trail fully operational, those tasks which either are in most urgent need of accomplishment or which logically should be started first be identified and assigned a priority.

The tasks having highest priority are:

1. The National Park Service should appoint a qualified person to administer the Oregon National Historic Trail. Immediate appointment of an administrator is urged so that no time will be lost in beginning to implement this Comprehensive Management and Use Plan.
2. All historic sites identified in this report which are on Federal lands should immediately be given protective status under existing authorities. A protective corridor should also be established along cross-country segments on Federal lands. The width would vary according to the need to protect scenic and historic values, but would likely average one-half mile.
3. Work should begin as soon as possible to mark the primary route from end to end so as to minimize the risk that its location in places may be lost due to the death of knowledgeable individuals, or that rut-traces may inadvertently be damaged. Although the primary route is shown on the maps in Appendix II, its actual location on the ground must be determined and uniformly marked as discussed in Chapter IV.
4. A memorandum of understanding should be arranged between the National Park Service and each of the other Federal agencies having responsibility for site or segment components. Those agreements will spell out the responsibilities of the National Park

Service and the other Federal agencies for the Oregon National Historic Trail and the components located on Federal lands. An example is the agreement between the National Park Service and the U.S. Forest Service for the Appalachian National Scenic Trail (see Appendix IV).

5. Application should be made as soon as possible to have all of the sites and segments identified in Appendix III which are not on Federal lands certified by the Secretary of the Interior as components of the Oregon National Historic Trail. Each such site and segment is eligible for early certification. The procedure to be followed is in Appendix V.

6. The recommended lead jurisdiction for sites or segments which include multiple land ownerships should seek cooperative agreements with the owners of those lands in furthering the recommendations contained in Appendix III.

7. The jurisdictions responsible for component historic sites or cross-country segments should proceed with the preparation of detailed plans patterned after the conceptual plans found in Appendix III, and then with the implementation of those plans. This is basic to making the Oregon National Historic Trail an effective reality. Therefore, work should begin at the earliest date. Every effort should be made to complete and implement plans for all component sites and segments identified in this report.

8. Private publishers should be encouraged to prepare and issue materials describing the Oregon National Historic Trail and identifying the primary route and the component sites and segments. There is a growing demand for information about the trail as a result of the publicity attendant with its designation by Congress.

9. Visitor centers should be established at key points along the trail, including Independence, Missouri, and Oregon City, Oregon. Officials in both Independence and Oregon City have indicated interest in providing facilities for such centers, as discussed under those sites in Appendix III. The National Park Service should supply publications for handout or sale, and other technical assistance.

10. An Oregon National Trail Historic Trail Association should be organized and begin functioning. There is intense interest along the full length of the trail on the part of historians and local residents, and so organization of the association should have popular support. An aggressively functioning association will be of great value in helping to make the Oregon National Historic Trail an effectively operating reality. It should be privately financed.

CONSEQUENCES

The consequences of designating the Oregon Trail a National Historic Trail are discussed in broad terms in the 1977 Bureau of Outdoor Recreation report, "Final Environmental Statement on the Oregon Trail Proposal." The consequences are discussed in more specific terms in the present report, especially in Appendix III. Detailed consequences will not be known until detailed development plans are prepared by the jurisdictions responsible for each of the component historic sites and cross-country segments of the Oregon National Historic Trail.

Based on the results of the present study, the more significant consequences are identified as follows.

Land Use

Implementation of the recommendations in this report will affect land use at many of the selected sites and segments both on public lands and on lands in private ownership.

This report recommends that the Federally owned lands at all sites and along all segments as identified in this report be immediately given protective status under existing authorities and that those lands be dedicated to protecting the Oregon Trail and facilitating its use for

public purposes. This action may influence the use of portions of those lands for agricultural purposes or for mineral development. It will also require special precautions in the future location and construction of roads, railroads, utility lines, pipelines and water development projects. Grazing would not be affected.

The greatest impact of this protective action would be along the South Pass and Bear River Divide Segments in Wyoming, both of which may be faced with mineral development. Portions of the North Trail Segment in Idaho are faced with development for agricultural purposes.

Eventually a corridor averaging a half mile wide centered along the trail along the full length of each of the seven cross-country segments (318 miles) should be protected from the kinds of use and development which may adversely impact the Oregon Trail.

Appendix III recommends specific voluntary actions which will affect lands in private ownership at sites and along segments. Those recommendations have as their goal the protection and interpretation of historic and scenic values and involve such measures as limitations on development, provision of access, and the placement of trail markers and interpretive signs. Not all sites in private ownership identified in this report are involved since at 14 sites roadside markers are all that is called for. The following sites in private ownership would be affected:

Kansas:

Blue Mound
Red Vermillion River Crossing
Alcove Spring

Nebraska:

George Winslow Grave
The Narrows
Simonton-Smith Gravesite and Ruts
Susan Hail Grave
Midway Station
California Hill
Robidoux Pass

Wyoming:

Grattan "Massacre" Site
Hembree Grave
Unthank Grave
Willow Springs
Devils Gate
Three Crossings
Burnt Ranch
Pacific Springs
Dry Sandy
Name Rock

Idaho:

Soda Springs (Complex)
Fort Hall (HBC)
Raft River Crossing
Caldron Linn
Striker Store
Register Rock
Canyon Hill Ruts

Oregon:

Flagstaff Hill
Ladd Canyon Ruts
Deadman Pass
Echo Meadows
Fourmile Canyon
McDonald Ford
Biggs Junction

Along the seven cross-country segments, 99 miles of a total of 318 miles are in private ownership, as follows:

South Pass	43
Bear River Divide	8
North Trail	32
Sinker Creek	5
Blue Mountain	9
Boardman	-*
Barlow Road	<u>2</u>
Total	99

(*Five miles of state lands in the Boardman segment are under a long-term lease to the Boeing Company.)

Protection and interpretation of sites and segment lands not in Federal ownership are not mandated in the legislation which designated the Oregon National Historic Trail. Voluntary arrangements should be sought by the lead jurisdiction with the owners, as well as at a number of historic sites which are impacted by developments on adjacent lands in private ownership. Fort Bridger, Wyoming, is crowded by several tourist businesses which are located immediately adjacent to the site. Stricker Store, Idaho, is abutted on one side by a farmyard and a corral.

Visitor use of sites and segments needs to be carefully monitored. Limitations on the amount, types, and seasons of use may be necessary at specific sites or along particular segments in order to protect ruts and other historic remnants and to ensure a high quality visitor experience.

Vehicular use along portions of the South Pass, Bear River Divide, North Trail and Barlow Road segments should be continued, at least for the present. But it should be monitored and may have to be curtailed if undue damage results. Vehicular use along the other segments is not recommended.

The public will be cautioned that property rights are to be respected at all sites or segments or portions thereof identified in this report which are in private ownership unless and until private owners agree to permit public access.

Although the original Act included comprehensive land acquisition authority, later amendments restricted that authority. Presently, no Federal funds may be used to acquire lands or interest in lands outside the exterior boundaries of existing Federal areas (national forests, national wildlife refuges, and national parks). This does not rule out the donation of lands or land exchanges. State and local governments are encouraged in the Act to enter into agreements with landowners and to purchase interest in lands to establish the trail outside Federal areas.

Although the expenditure of Federal funds for the acquisition of lands or interest in lands outside Federal areas is precluded, authority for such acquisition may be sought from Congress if a historic site or cross-country segment identified in the report were faced with imminent development of a nature which jeopardizes its historic integrity. This action would be taken only as a last resort after all other means of protecting the site had been exhausted.

Endangered Species

Based upon information provided by the U.S. Fish and Wildlife Service, a number of endangered species are believed to occur along the Oregon Trail, including the peregrin falcon, bald eagle, whooping crane, and black-footed ferret. The peregrin falcon may be observed along the Platte River, North Platte River, and South Platte River during spring and fall migrations and during winter in the counties listed on Table 6. That table also indicates the counties along the Oregon Trail route in Nebraska and Kansas where the bald eagle, whooping crane, and black-footed ferret may be seen. The endangered species which may be found along the trail route in Wyoming are the bald eagle, peregrine falcon and black-footed ferret. Extensive winter and migrational use by bald eagles occurs along the North Platte River and in the Woodruff Narrows vicinity of the Bear River in Wyoming. In Idaho, there are reports of bald eagles near American Falls Reservoir and the Fort Hall site. No endangered species conflicts are known in Oregon. No bald eagle or peregrine falcon nests have been seen along the trail.

Use of the Oregon Trail at the selected historic sites and along the cross-country segments should have little or no effect on endangered species, given the modest type and extent of facilities recommended in Appendix III. However, care will be exercised in providing for public access and in constructing facilities wherever endangered species are suspected. Special measures will be taken at prairie dog towns because of the possible adverse effects on the black-footed ferret. Care will also

be exercised in the Woodruff Narrows area of southwest Wyoming which is important to the survival and recovery of the bald eagle. Certain types of uses there, especially snowmobiling, could be disruptive of roosting and feeding. Use of bald eagle wintering areas and the removal of trees in those areas will be avoided.

Table 6. Range of Endangered Species intersected by the Oregon Trail

Kansas:

<u>County</u>	<u>Peregrin Falcon</u>	<u>Whooping Crane</u>	<u>Bald Eagle</u>
Wyandotte	X		X
Johnson	X		X
Douglas			X
Shawnee	X		X
Pottawatomie		X	X
Marshall		X	X
Washington		X	X

Nebraska:

	<u>Black-footed Ferrett</u>	<u>Whooping Crane</u>	<u>Peregrine Falcon</u>	<u>Bald Eagle</u>
Jefferson				X Bald Eagle
Thayer				X Migratory
Nuckolls	X			X Occurrence
Clay	X			X
Adams	X	X		X
Kearney	X	X	X	X
Phelps	X	X	X	X Winter
Gosper	X	X	X	X Bald Eagle
Dawson	X	X	X	X Occurrence
Lincoln	X	X	X	X
Keith	X	X	X	X
Deuel	X			X
Garden	X	X	X	X
Morrill	X	X	X	X
Scotts Bluff	X		X	X

Historic and Archaeological Remnants

One consequence served by designation of the Oregon National Historic Trail will be to enhance the protection of the historic and archaeological remains and artifacts at the designated sites and segments. The report recommends that this objective have top priority. Appendix III identifies specific additional protection needs at the following sites and segments:

Emigrant Inscriptions in Need of Protection:

Alcove Spring, Kansas
Name Rock, Wyoming
Register Rock, Idaho

Ruts in Need of Protection:

Simonton-Smith Gravesite and Ruts, Nebraska
Susan Hail Grave, Nebraska
California Hill, Nebraska
Amanda Lamin Grave, Nebraska
Robidoux Pass, Nebraska
Oregon Trail Ruts, Wyoming
Willow Springs, Wyoming
South Pass Segment, Wyoming
Bear River Divide Segment, Wyoming
Soda Springs, Idaho
Massacre Rocks, Idaho
Raft River Crossing, Idaho
North Trail Segment, Idaho
Canyon Hill Ruts, Idaho
C.J. Strike Ruts, Idaho
Sinker Creek Segment, Idaho
Flagstaff Hill, Oregon
Ladd Canyon Ruts, Oregon
Blue Mountain Segment, Oregon
Emigrant Hill, Oregon
Echo Meadow, Oregon
Boardman Segment, Oregon
Fourmile Canyon, Oregon
Biggs Junction, Oregon
Tygh Valley, Oregon
Barlow Road Segment, Oregon

Archaeological Survey Needed:

Robidoux Pass, Nebraska
Willow Springs, Wyoming
Three Crossing, Wyoming
Burnt Ranch, Wyoming
Pacific Springs, Wyoming
Lombard Ferry, Wyoming
Sheep Rock, Idaho
Fort Hall (HBC), Idaho
Striker Store, Idaho
Hot Springs, Idaho
Fort Boise, (HBC), Idaho
Well Springs, Oregon
Barlow Gate, Oregon

Grave Protection Needed:

Red Vermillion River Crossing, Kansas
Hembree Grave, Wyoming
Unthank Grave, Wyoming
Devils Gate, Wyoming
Burnt Ranch, Wyoming

Building Stabilization Needed:

Striker Store, Idaho
Canyon Creek Station, Idaho

Facility Needs

Many of the historic sites identified in the present report already have signs or markers which identify them. Most of the more important sites have been accorded park status and are administered by public agencies. Therefore, a good start has been made in interpreting the areas and providing for their use and appreciation by the public.

However, as discussed in Appendix III, there is a need to upgrade the interpretation, develop access trails, and otherwise improve public use facilities at many areas. Development of those facilities will require funding on part of the jurisdictions responsible for the individual sites and segments. Many sites require only upgraded interpretive and protective measures and improved trail marking. More extensive facilities are recommended for the following areas:

Manned Visitor Center:

Independence Courthouse Square, Missouri
Oregon City, Oregon

Unmanned Visitor Center:

Chimney Rock, Nebraska
Soda Springs, Idaho
Vale, Oregon
The Dalles, Oregon

Historic Park

Alcove Spring, Kansas
Susan Hail Grave, Nebraska

Interpretive Display:

Raft River Crossing, Idaho
Robidoux Pass, Nebraska

Trail Network:

Blue Mound, Kansas
Robidoux Pass, Nebraska

Trailheads:

South Pass Segment, Wyoming
Bear River Divide Segment, Wyoming
North Trail Segment, Idaho
Sinker Creek Segment, Idaho
Blue Mountain Segment, Oregon
Boardman Segment, Oregon
Barlow Pass Segment, Oregon

Costs

The costs in 1981 dollars of providing the additional facilities recommended in Appendix III for of each of the sites and segments on Federal lands, as estimated by the administering Federal agencies having jurisdiction or by the study team (not including land acquisition, archeological surveys or marking), are as follows:

Bureau of Land Management:

Emigrant Gap, Wyoming	\$ 6,000
Bessemer Bend, Wyoming	1,000
Devil's Gate, Wyoming	7,000
Split Rock, Wyoming	1,000
Ice Spring Slough, Wyoming	4,000
Rocky Ridge, Wyoming	1,000
South Pass, Wyoming	30,000
Parting-of-the-Ways, Wyoming	1,000
South Pass Segment, Wyoming	135,000
Bear River Divide Segment, Wyoming	52,000
Raft River Crossing, Idaho	75,000
Milner Ruts, Idaho	2,000
Thousand Springs, Idaho	22,400
Upper Salmon Falls, Idaho	3,600
Hot Springs, Idaho	4,300
C.J. Strike Ruts, Idaho	10,000
North Trail Segment, Idaho	114,000
Sinker Creek Segment, Idaho	29,500
Keeney Pass, Oregon	2,000
Flagstaff Hill, Oregon	4,000
Fourmile Canyon, Oregon	4,000
Subtotal	<u>\$508,800</u>

U.S. Forest Service:

Barlow Gate, Oregon	\$ 17,500
Barlow Pass (Complex), Oregon	3,000
Laurel Hill, Oregon	1,000
Barlow Tollgate, Oregon	10,500
Blue Mountain Segment, Oregon	-
Barlow Road Segment, Oregon	20,000
Subtotal	<u>\$ 52,000</u>

National Park Service

Scotts Bluff, Nebraska	\$ -
Fort Laramie, Wyoming	5,000
Whitman Mission, Washington	-
Fort Vancouver, Washington	5,000
Subtotal	<u>\$ 10,000</u>

Veteran's Administration:

Fort McPherson, Nebraska	\$ 6,000
Fort Boise (Army), Idaho	5,400
Subtotal	<u>\$11,400</u>

Fish and Wildlife Service:

Lombard Ferry, Wyoming	\$ 5,000
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Corps of Engineers:

Cascades of the Columbia, Oregon	\$ 1,000
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Navy:

Well Spring, Oregon	\$ 3,000
Boardman Segment, Oregon	34,000
Subtotal	<u>\$ 37,000</u>

TOTAL	<u>\$625,200</u>
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NOTE: Each of the Federal jurisdictions identified above will be responsible to seek funding through its own sources.

As discussed in Chapter IV, Marking, the report recommends that a uniform symbol be stencilled on posts located within sight of each other, or approximately at quarter-mile intervals. The posts may vary in size and material depending upon what is most appropriate for the particular section of trail. The one feature in common is the use of the official symbol (yet to be selected). The cost of marking the trail in this manner at 1981 prices is estimated to be \$250,000. This includes the cost of

implanting a concrete or wood post every quarter-mile along the approximately 1,500 miles of primary trail as yet unmarked, at \$40 to manufacture and install each post (total \$240,000), plus stencilling the official symbol on existing posts (\$10,000).

Where the trail crosses Federal lands, the agency managing those lands is responsible for providing, erecting and maintaining markers. Across non-Federal lands, the National Park Service is responsible for providing markers, while cooperating non-Federal agencies or private interests are responsible for erection and maintenance.

COOPERATING INTERESTS

The study was a cooperative effort. The study team worked closely with the various local, state, and Federal jurisdictions along the Oregon Trail during the site/segment selection/inspection phase of the study. Where possible private landowners were also contacted. The following were consulted.

FEDERAL

National Park Service

Veterans Administration

U.S. Fish and Wildlife Service

Bureau of Land Management

Bureau of Indian Affairs

U.S. Forest Service

U.S. Army Corps of Engineers

Department of the Navy

MISSOURI

State Historical Society of Missouri

Missouri State Park and Recreation Board

Missouri Department of Natural Resources

Independence Heritage Commission

Jackson County Historical Society

Parks and Recreation, City of Kansas City, Missouri

Landmarks Commission, City of Kansas City, Missouri

Gregory Franzwa, Gerald, Missouri

KANSAS

Kansas State Historical Society

Kansas Department of Transportation

Board of County Commissioners, Johnson County

Topeka City Park Commission

Board of County Commissioners, Pottawatomie County

County Commissioners, Washington County

NEBRASKA

Nebraska State Historical Society

Nebraska Game and Parks Commission

Nebraska Department of Roads

Nuckolls County Commissioners

Board of County Commissioners, Adams County

Phelps County Supervisors

Lincoln County Commissioners

Charles Martin, Omaha, Nebraska

Mrs. Helen Henderson, Bridgeport, Nebraska

WYOMING

Wyoming Recreation Commission

Wyoming State Archives, Museums and Historical Department

Wyoming State Planning Coordinator's Office

Converse County Commissioners

City Parks Department, City of Casper
Wyoming Mountain Men Trails Foundation

IDAHO

Idaho Department of Parks and Recreation
Idaho Department of Transportation
Idaho Department of Fish and Game
Idaho State Historical Society
Twin Falls County Park Department
Gooding County Commissioners
Parks and Recreation Department, Canyon County
Parks Superintendent, City of Pocatello
Parks Department, City of Twin Falls
Parks Department, City of Boise
City of Caldwell Parks Department
Fort Hall Replica Committee
Elaine Johnson, Soda Springs, Idaho
Dr. Merle Wells, Boise, Idaho

OREGON

Oregon Department of Fish and Game
Oregon Department of Transportation
Oregon State Parks and Recreation Division
City Coordinator, Vale, Oregon
Umatilla County Commissioners
City Manager, The Dalles, Oregon
Planning Staff, City of Oregon City, Oregon

McLoughlin Neighborhood Association, Oregon City, Oregon

Chamber of Commerce, Oregon City, Oregon

Clackamas County Historical Society

Oregon Historical Society

Dr. Stephen Dow Beckham, Lewis and Clark College, Portland, Oregon

Lenore M. Walters, Wamic, Oregon

Bob Rennells, La Grande, Oregon

OTHERS

Aubrey Haines, Bozeman, Montana

Merrill Mattes, Denver, Colorado

APPENDIX I.

CHARTER AND MEMBERSHIP

OREGON NATIONAL HISTORIC TRAIL ADVISORY COUNCIL

CHARTER

OREGON NATIONAL HISTORIC TRAIL ADVISORY COUNCIL

1. The official designation of the committee is the Oregon National Historic Trail Advisory Council.
2. The purpose of the council is to consult with the Secretary of the Interior in regard to matters relating to the Oregon National Historic Trail, including the selection of rights-of-way, standards for the erection and maintenance of markers along the trail, and the administration of the trail.
3. The council will require approximately 10 years to complete its work.
4. The council reports to the Regional Director, Pacific Northwest Region, National Park Service, Fourth and Pike Building, Seattle, Washington 98101.
5. Support for the council is provided by the National Park Service, Department of the Interior.
6. The duties of the council are solely advisory and are as stated in paragraph 2 above.
7. The estimated annual operating cost of this council is \$20,000, which includes the cost of 1/4 man-year of staff support.

8. The council meets approximately three times a year.

9. The council will terminate 10 years from the date of its establishment.

10. The members of the advisory council shall not exceed 35 in number, each appointed for a term of 2 years by the Secretary of the Interior as follows:
 - a. A member appointed to represent each Federal department or independent agency administering lands through which the trail passes, and each appointee shall be the person designated by the head of such department or agency;

 - b. A member appointed to represent each State through which the trail passes, and such appointments shall be made from recommendations of the Governors of such States;

 - c. One or more members appointed to represent private organizations, including corporate and individual landowners and land users, that, in the opinion of the Secretary, have an established and recognized interest in the trail, and such appointments shall be made from recommendations of the heads of such organizations.

The Secretary shall designate one member of the council to be chairman.

The members shall serve without compensation as such, but the Secretary may pay to non-Federal members, upon vouchers signed by the chairman of the Council, the expenses reasonably incurred by the Council and its members in carrying out their responsibilities.

11. The council is established pursuant to Section 14(d) of Public Law 95-625 amending Section 5(d) of the National Trails System Act.

 /s/ Cecil D. Andrus

Secretary of the Interior

Date Signed: June 14, 1979

Date Charter Filed: June 26, 1979

MEMBERSHIP

OREGON NATIONAL HISTORIC TRAIL ADVISORY COUNCIL

<u>Individual</u>	<u>Representing</u>
Mrs. William E. Mountford 442 N. Cherry Red Cloud, Nebraska 68970	Governor of Nebraska
Mr. Jim Cooper Missouri Department of Natural Resources P.O. Box 176 Jefferson City, Missouri 65102	Governor of Missouri
Dr. Siegfried B. Rolland Department of History University of Idaho Moscow, Idaho 83843	Governor of Idaho
Dr. E. G. Chuinard 3025 N. Vancouver Avenue Portland, Oregon 97227	Governor of Oregon
Mr. Ralph Rudeen Washington State Parks and Recreation Commission 7015 Clearwater Lane, KY-11 Olympia, Washington 98504	Governor of Washington
Mr. R. E. Worthington, Regional Forester Forest Service, Pacific Northwest Region Department of Agriculture P.O. Box 3623 Portland, Oregon 97208	Secretary of Agriculture
Mr. William Lockwood Chief of Management and Disposal Division Directorate of Real Estate (DAEN-REM) OCE, Department of the Army Room 5138, Pulaski Building 20 Massachusetts Avenue N.W. Washington, D.C. 20314	Secretary of the Army
Mr. Mark D. Badgett 165 W. Montana Sheridan, Wyoming 82801	Governor of Wyoming
Mr. Larry Jochims 4122 Ridgeview Terrace Topeka, Kansas 66609	Governor of Kansas

Mr. Merrill J. Mattes (Secretarial discretionary)
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Littleton, Colorado 80123

Mrs. Nancy N. Russell "
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P.O. Box 154
Blackfoot, Idaho 83221

Mr. Gordon Wilson "
Route 1, Box 75
Cheyenne, Wyoming 82001

Mrs. Bonnie Hamma Wong "
1320 N. Fir Villa Road
Dallas, Oregon 97338

Mr. Alnathan Davis "
1949 Melrose
Klamath Falls, Oregon 97601

Regional Director (Chairman) Department of the Interior
Pacific Northwest Region
National Park Service
Fourth and Pike Building
Seattle, Washington 98101

APPENDIX IV.

MEMORANDUM OF AGREEMENT, FEDERAL COMPONENT (Example)

MEMORANDUM OF AGREEMENT
between THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR
and THE FOREST SERVICE, U.S. DEPARTMENT OF AGRICULTURE
concerning THE APPLACHIAN NATIONAL SCENIC TRAIL

This memorandum of agreement is made and entered into by and between the National Park Service and the Forest Service, in furtherance of the Act of October 2, 1968 (82 Stat. 919; 16 U.S.C. 1241).

WHEREAS the afforesaid act provides that the "Appalachian Trail shall be administered primarily as a footpath, by the Secretary of the Interior, in consultation with the Secreatry of Agriculture;" and,

WHEREAS an agreement was entered into in May 1969, between the Departments of Agriculture and Interior (1) to establish mutual understanding on general matters pertaining to all operations of the National Trails System involving both Departments and (2) to provide for utilization of an Interagency Task Force to assist in the planning, coordination, development, and administration of that System; and

WHEREAS the said agreement recognizes the need and makes provisions for supplemental agreements to cover development and management of specific Trails where two or more agencies are involved; and

WHEREAS significant portions of the Appalachian National Scenic Trail traverse lands under the separate administrative jurisdictions of the National Park Service and the Forest Service, as well as privately owned lands within the exterior boundaries of units administered by those Services; and

WHEREAS, it is the desire of the National Park Service and the Forest Service to cooperate fully with each other, the Appalachian Trail Conference, the Advisory Council for the Appalachian National Scenic Trail, the affected States, political subdivisions thereof, and private owners in matters relating to administration and development, operation and maintenance of the said Trail (referred to herein as the Trail):

NOW, THEREFORE, the parties hereto mutually agree:

1. To cooperate with each other in developing uniform policies as to the location of the Trail corridor across private lands and as to the nature and extent of the interest in lands to be acquired.

It is further understood and agreed that all acquisitions of lands and interests in lands which are undertaken by the Forest Service for Trail purposes shall be reported to the National Park Service. General guidelines or criteria will be developed by those two agencies to determine the amount or porportion of such acquisition costs chargeable to the \$5,000,000 limitation contained in Section 10 of the aforesaid Act of October 2, 1968. The National Park Service shall compile and maintain a record of all appropriated funds expended by Federal agencies for the acquisition of lands or interests in lands for Trail purposes under that act, so that information will be available at all times as to the amounts expended and remaining available under the said statutory limitation.

2. For the purpose of enhancing the Trail environment, to designate zones for segments of the Trail which traverse areas under their separate administration, which zones will range from a minimum width of one hundred feet on each side of the Trail to any greater width necessary to assure maximum retention of the outdoor recreation experience for which the Trail was established. The determinations as to width of these zones will take into account variations in terrain, land cover, land management, scenic and historic points of interests, natural features, cultural qualities, recreational values and other factors that may affect operation, development, and maintenance of the Trail. Said zones shall be planned and designated on development or management plans prepared in consultation with the Appalachian Trail Conference. Changes may be made in such zones for the purpose of enhancing the Trail environment, on the basis of the variations referred to above, and such changes shall be subject to consultation with the Conference.

3. To relocate wherever desirable -- to the extent that the parties hereto have funds available for this purpose, and after consultation with the Appalachian Trail Conference -- those portions of the Trail located on lands under their jurisdiction which lie within one mile of paralleling routes for the passage of motorized transportation.

All relocations of the Trail, including adjustments or alterations of the footpath which do not change either the officially described route of the Trail or the published maps of the Trail, as described and published in the "Federal Register," should be reported to the National Park Service and the Appalachian Trail Conference so that descriptions and maps of the Trail and guidebooks may be revised as necessary. However, if the ultimate change is of such trivial nature as not to deviate more than 20 feet from the location established at the time of publication of the official Trail route, it need not be so reported.

4. To maintain -- to the extent that available funds permit -- the portions of the Trail which pass through areas under their separate jurisdiction in cooperation with the Appalachian Trail Conference.

5. Each party to this agreement shall afford the other party thereto opportunities to review and comment on development plans with a view to harmonizing each others use and development programs for the Trail. Both parties hereto will cooperate with and encourage States, political subdivisions thereof, landowners, private organizations and individuals, to operate, develop, and maintain portions of the Trail and related Trail facilities. The parties will especially encourage the Appalachian Trail Conference, through local member clubs, to actively participate in the maintenance of the Trail and in the operation, development, and maintenance of facilities along the Trail.

6. To erect at appropriate points on lands administered or controlled by them along the Trail, the uniform markers established for the Trail, and to maintain such markers. The erection and maintenance of these markers shall be in accordance with the standards established therefor.

7. To encourage local governments which have the authority to zone private lands adjacent to the Trail rights-of-way within the boundaries of areas under their separate jurisdictions, to control the uses of such properties, offering technical advice and assistance.

8. To cooperate in developing uniform regulations, insofar as possible, for the management, protection, development, administration, and use of segments of the Trail located on Federal lands under their separate jurisdictions, enforcement of which will be carried out by the agency administering the lands through which the Trail passes; and to encourage the adoption and enforcement of such uniform regulations by other Federal agencies for segments of the Trail they administer, and by States and local agencies for non-federally owned portions of it.

9. To correlate and coordinate their interpretive activities and programs to avoid duplication in these matters and to assure that the interpretive efforts of each agency will complement those of the other. The National Park Service, as administering agency, will be responsible for developing and publishing any needed maps, brochures, press releases, etc., of a general nature for the entire Trail.

10. To meet from time to time for a discussion of matters of mutual concern affecting administration, development, and use of the Trail so as to arrive at ways and means for furthering their cooperative efforts in these matters. Such meetings shall be held between persons or officials at comparable administrative levels.

Nothing in this agreement shall affect or interfere with fulfillment of the obligations and rights of the parties hereto to manage the lands and programs administered by them in accordance with their other basic land management responsibilities.

Either party may terminate this agreement by giving six months advance notice in writing to the other and either party may by similar notice to the other seek a modification of the agreement. It is subject to termination or modification at any time without prior notice, by mutual agreement.

This agreement supersedes "The Appalachian Trailway Agreement" entered into between the National Park Service and the Forest Service on October 15, 1938.

EDWARD A. HUMMEL, September 29, 1970

Acting Director, National Park Service

U.S. Department of the Interior

M.M. Nelson, October 6, 1970

Acting Chief, Forest Service

U.S. Department of Agriculture

APPENDIX V

COOPERATIVE AGREEMENT, NON-FEDERAL COMPONENTS

APPENDIX V

A site or segment becomes a component of the Oregon National Historic Trail upon certification by the Secretary of the Interior following submission of an application from a Federal, state or local agency or private interest.

The application should include pertinent information about each of the following

Historical or recreational significance

Physical description

Location

Present ownership and use

Access

National Register of Historic Places status and potential

Threats to the historical or recreational integrity, existing or potential

Protection and interpretation already offered

Protection and interpretation needed

Proposed management responsibility

Impacts of designation

The application should be submitted to the State Historical Preservation Officer (SHPO), and forwarded by the SHPO with his endorsement to the administrator of the Oregon National Historic Trail, for processing and eventual certification by the Secretary of the Interior.

As the nation's principal conservation agency, the Department of the Interior has basic responsibilities to protect and conserve our land and water, energy and minerals, fish and wildlife, parks and recreation areas, and to ensure the wise use of all these resources. The department also has major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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