

Crossroads Chronicle

Journal of the Crossroads Chapter / Oregon-California Trails Association



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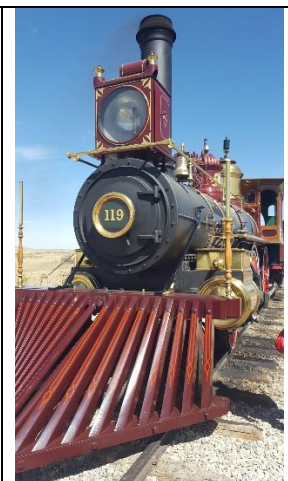
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Spike 150

This year marked the 150th Anniversary of the driving of the Golden Spike which completed the Transcontinental Railroad in 1869 at Promontory, Utah. Crossroads volunteers donated many hours to the festival doing everything from frontier laundry demonstrations to crowd control to parking. Check out this video to see some highlights of the reenactment ceremony.

<https://www.youtube.com/watch?v=IJ-J6OCeZHK>



Hell on Wheels

Small railroad towns made up of tent buildings and shacks popped up all along the Union Pacific railroad as it moved west. These temporary towns were referred to as "Hell on Wheels". The term "Hell on Wheels" was first used by the Massachusetts, *Springfield Republican* newspaper editor Samuel Bowles in 1869.



Corinne, Utah 1869: a wild railroad encampment

Hell on Wheels was the itinerant collection of flimsily assembled gambling houses, dance halls, saloons, and brothels that followed the army of Union Pacific railroad workers westward as they constructed the First Transcontinental Railroad in 1860s North America. The huge numbers of wage-earning young men working in what was a remote wilderness, far from the constraints of home, provided a lucrative opportunity for business. As the end of the line continually moved westward, Hell on Wheels followed along, reconstructing itself on the outskirts of each town that became, in turn, the center of activity for the Union Pacific's construction work. (Klein, Maury (2006) [1987]. Union Pacific: Volume I, 1862–1893. U of Minnesota press. pp. 100–101. ISBN 1452908737.)

Billy Own lived in Laramie, Wyoming during the Union Pacific construction era. His first hand account of that life is interesting to read. <https://www.wyohistory.org/encyclopedia/kid-hell-wheels-laramie-railroad-arrived>

Spike 150's Railroad Encampment



Connie Bauer and Ann Kartchner-Hauley Laundry Exhibit



Spike 150's Encampment had demonstrations and pioneer items for sale.



Two Pioneer Encampment enthusiasts. Everything was hand-made or period authentic (except the red oil lamp).



Shoshone Native American Tee Pee



Period wagon with harnesses.

This encampment was about as tame as it could be with mounted Sherriff Deputies to keep the gambling and gun slinging to a minimum.



The Railroad worker camp.

A shout-out to the Crossroads parking lot crew:



Crossroads President, Steve Allison, made parking cars fun for the volunteers which included Boy Scout Troops, local folks, Missionaries from the Church of Jesus Christ of Latter-day Saints, and his wife, Penny.

Over the three days of the Spike 150 Celebration, we parked over 35,000 cars, trucks, campers, and motorhomes.

Fun story

A woman driving a Tesla (electric) car entered the parking lot (a rented dirt field) and asked if I knew where she could plug her car into for a charge. I said to her, pointing to a nearby hill, "Do you see that hill over there?"
"Yes."
"The Middle of Nowhere is just on the other side of that hill."
"So," she surmised, "no Tesla charging station out here?"

Here's a video of a "normal" day at the **Golden Spike National Historic Park:**

<https://www.screencast.com/t/30N8Ga7aD>

Other Spike 150 Celebrations

Crossroads Chapter & the National Stagecoach & Freight Wagon Conference by Terry Welch

By far the largest event in Northern Utah in early May of this year was the Commemoration of the driving of the Golden Spike at Promontory. But it wasn't the only show in town that week

Crossroads Chapter member Eli Anderson is also a director of the **National Stagecoach & Freight Wagon Association**. He invited chapter members to both attend and participate by giving presentations, on site commentary, and serve as a resource as we followed and studied the trail of the 1841 Bidwell/Bartleson Company as they came south from Soda Springs, ID and crossed north of the Great Salt Lake.

We met briefly each of the four days in a motel conference room and then enjoyed many sites and trails. Expert presenters kept the event lively and informative—most presentations were on-site.

Presentations were given by state and local historians at such sites as Park Valley, Tremonton, at various trail markers along the Bidwell/Bartleson and Salt Lake Cutoff and at Corinne, a major junction of the Bear River, the railroad and freight routes to Montana.

Our Crossroads Chapter members were complemented to be invited and to participate in this most interesting and worth-while convention.



Kelton, Utah—once a railroad station, freight and stage coach destination, complete with hotels and other businesses. What's left—the cemetery!



Hampton Ford Crossing of the Bear River: used by Native Americans and thousands of westward bound travelers. The barn is a theater—a local cast wrote, produced and performed a play illustrating the crossing site and the early inhabitants involved—just for this convention.



Terry Welch (Crossroads Past President) teaches the stagecoach folks at Monument Point, on the road leading to Locomotive Springs.

Visit the **National Stagecoach and Freight Wagon Association** web site:
<http://www.stagecoachfreightwagon.org/index.html>



Eli Anderson's wagon museum: documented history of hundreds of wagons of every variety.



The National Stagecoach & Freight Wagon Association (NSFWA) is a not-for-profit organization created to help detail the triumphs, struggles and day-to-day operation of these legendary vehicles within the extremely competitive, early commercial empires they supported.

U.P. 844 and Big Boy 4014 arrive in Ogden, Utah to celebrate Spike 150

by Steve Allison

On our way to Promontory for the Spike 150 Celebration we stopped in Ogden, Utah to check out U.P. 844 and the U.P. Big Boy 4014 steam locomotives. Both have been meticulously restored and are in great running condition.



Left Big Boy 4014; Right U.P. 844 photo by Steve Allison

It could be said that men and women, horses and mules, and oxen teams and wagons opened the west to settlement from the east. But it was the steam train that populated the west with people and supplies that built way stations, towns and cities. These two trains represent the end of that age. The first steam trains, traveling about 10 mph, came west covering in an hour what it took a wagon train a day to accomplish. In the 1880s it took 4 weeks to go from the East coast to California. By the 1930's train travel across the continent was reduced to 4 days. By the late 1940's Big Boy and U.P. 844 could highball at 80 to 120 mph respectively, and make fewer cross-country stops.

Learn more at: <https://www.mnn.com/green-tech/transportation/stories/how-fast-could-you-travel-across-the-us-in-the-1800s>

Here is a list of videos where you can see these trains in action:

- 844 Highballing up the Columbia River Gorge in 2010 (last half of video is best)
<https://www.youtube.com/watch?v=ZjWBw4tZUO4>
- 844 Highballing out of Lodgepole, NB <https://www.youtube.com/watch?v=DoI7MOWJZ-A>
- Big Boy & 844 together down Echo Canyon, May 2019
<https://www.youtube.com/watch?v=pOFTIQHaQho>

Learn more about 844: https://en.wikipedia.org/wiki/Union_Pacific_844

Learn more about Big Boy 4014: https://en.wikipedia.org/wiki/Union_Pacific_4014

March 21, 2019 Chapter Meeting Report

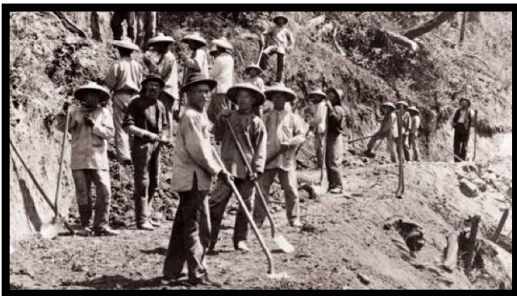
Max Chang, one of four board members of the Spike 150 Foundation spoke to our Crossroads members at the Fort Douglas Museum. While learning about the Transcontinental Railroad in his Utah History class in the 7th grade at Churchill Jr. High, Max noticed that the contributions of the Chinese railroad worker was a



Max Chang speaking to Crossroads members at Ft. Douglas Museum

footnote, at best. At the age of 12, he decided he would not visit the Golden Spike National Historic Site until the Chinese railroad workers were either properly recognized or until he had the opportunity to help ensure their proper recognition. His presentation highlighted the contributions of the Chinese workers, without whose hard work, knowledge of explosives, and keen work ethic, the

railroad could not have been completed when it was. Max told stories of the lives of a few Chinese individuals and what working on the railroad was like for them. His presentation opened our minds to an important part of our railroad history.



Chinese railway workers

Learn more about the Chinese RR workers: (Use the menu on the left to access information)

<https://web.stanford.edu/group/chineserailroad/cgi-bin/website/>



China Section Gang Promontory, The Denver Public Library, Western History Collection



Terence Chen, a descendant of a Chinese railroad laborer, tried to soak in what it might have been like for his ancestor 150 years ago.

Chang W. Lee/The New York Times (online May 14, 2019)

Utah State History Day Competition

OCTA Crossroads was one of nine Special Award Sponsors for the **2019 Utah History Day State Contest**. Junior and Senior High School students compete in a contest to understand, feature, and promote Utah State History. Projects include original one act plays, research papers, musical compositions, art, web pages, and dioramas. Crossroads awarded three, one hundred-dollar prizes to students who created projects for the theme, "Trails and Rails". The contest was April 26th at the **Utah Cultural Celebration Center** in West Valley City. Gar Elison headed up the Crossroads judging delegation which included Penny Allison, Steve Allison and Joyce Marsing. The research, work, and creativity that went into these projects was impressive.

Judging was based on the Historical Quality, Relation to the Theme, and Clarity of the Presentation. There were many outstanding dioramas that fit within our theme of Trails and Rails. An outstanding one act play featured two old Chinese men (high school students in costume) reminiscing about their days working on the Transcontinental Railroad. Our winners came from Tremonton, Beaver, and San Juan, Utah.

Crossroads Award Winners:

Junior Group Exhibit: The Triumphs and Tragedies of the Transcontinental Railroad, by Whitley Hughes, Lyndsie Pender, Taisley Marshall, Elle Williams, Heidi Harris. Teacher: Tina McMullin, Beaver High School. (Figures 3 & 4)

Junior Group Website: Completing the Transcontinental Railroad: A Triumph for the Nation, a Tragedy for the Migrant Worker, by Amelia Goodwin, Rachael Goodwin. Teacher: Julia Wilcox, Alice C Harris Intermediate. (Not pictured)

Senior Group Exhibit: Journey to Zion, by Hayley Shumway, Brittany Grover, Tyler Shumway, Madison Palmer. Teacher: Jenna Rogers, San Juan High School. (Figures 1 & 2)

Here are a few of the videos and web sites various students created:

- <https://youtu.be/Ezn521HdzZ8>
- <http://23782952.nhd.weebly.com>
- <http://90052740.nhd.weebly.com>

Figure 2

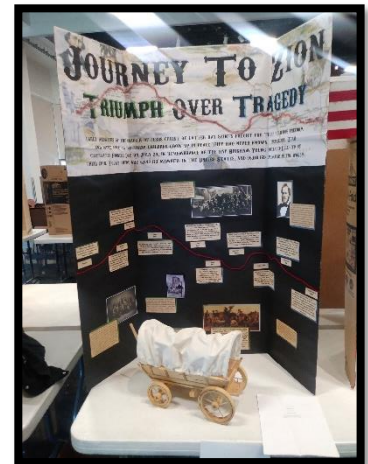
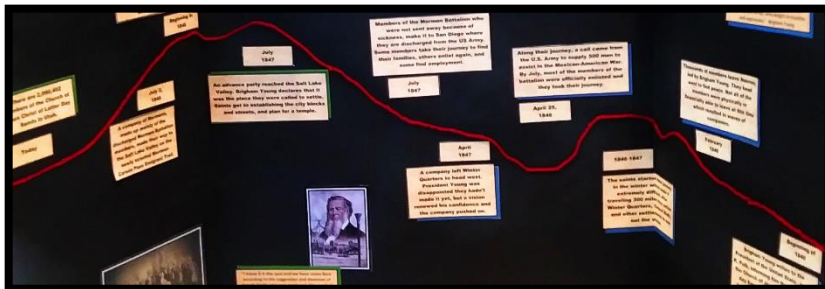


Figure 1

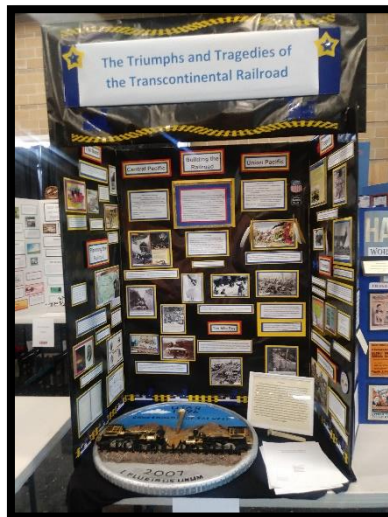
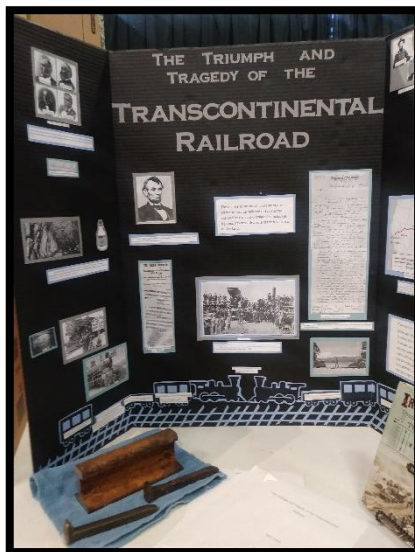


Figure 4



Figure 3

Fall Crossroads Meeting Report

Laura Anderson shared her Santa Fe Convention presentation with us on Sept. 28th. Entitled, "Women, the Sick Detachment, and Other Left Behind," Laura told some of the history of Melissa Coray, Lydia Hunter, Phoebe Palmer Brown, and others who made the journey with the Mormon Battalion. Melissa Coray was the only woman to cross over Carson Pass with members of the Battalion. Lydia Hunter died giving birth to a son.



Major Laura Kay Anderson is the Senior Historian for the Mormon Battalion Association and past secretary of the Crossroads Chapter of OCTA. Laura is a founding member of the Early Saints Research Group. You can see her Santa Fe presentation hosted on the OCTA web site. (\$10)

<https://www.octa-trails.org/product/laura-anderson-women-the-sick-and-others-left-behind/>



Grave Marker honoring Lydia Hunter and all the women who accompanied the Mormon Battalion, Fort Rosecrans National Cemetery, San Diego, CA.

The Mormon Battalion Association has a great online Interactive Map. (Your computer must support WebGL 3D graphics). Check it out at:

<http://www.mapntour.com/viewer/?c=487>



Interactive Mormon Battalion Map

OCTA National Convention Santa Fe Report

by Steve Allison

My wife and I had not been to New Mexico before so we took the long way around to get there. We drove from South Jordan, Utah to Moab and took a night boat ride up the Colorado River. Then we headed east through Colorado visiting Telluride, Ouray, and Pagosa Springs where we attended the Four Corners Folk Festival! The festival treated us to a music genre new to us: Blue Grass! One of the artists was Billy Strings. Awesome.

From Pagosa Springs we drove to Santa Fe to attend the OCTA Convention. You can watch the various lectures at this OCTA web site for 10 bucks each: <https://www.octa-trails.org/product-category/convention-speaker-videos/santa-fe-convention-2019/>

In this report I will share some the wonderful things we learned about the culture of Old Santa Fe. Many old customs and traditions are still part of today's Northern New Mexico.



Billy Strings, Blue Grass extraordinaire

<https://www.youtube.com/watch?v=Y6CyQftidOw>



Entering New Mexico

Goats, goats, and more goats.

Juan de Oñate brought a thousand goats to the New Mexico area from Spain in 1598. The hardy creatures adapted well to the desert environment. They became a mainstay of the economy providing milk and wool. Learn more about New Mexico goats:

https://www.santafenewmexican.com/magazines/goats-and-glory/article_e4cfad28-be8c-11e2-a356-001a4bcf6878.html

Weaving, Baking, and Apache culture

At the El Rancho de las Golondrinas, a working 16 century ranch, we were introduced to making and dying wool, tin working, baking using an adobe oven, and weaving. Click of each topic to learn more or see a video.

Weaving



Chimayo Weaving Art

Click this link to learn more:

<https://www.screencast.com/t/ZSmNbOIOQfa>

Horno Bread

At El Rancho de las Golondrinas they have Horno ovens fired up and ready to cook delicious bread for us to taste. See the bread cooking demonstration here:



<https://www.screencast.com/t/OKwNjZxM>



We were introduced to two Apache tribal leaders who sang a Healing Blessing Song to us. View it here:

<https://www.screencast.com/t/TxmQafNR>



Don Juan de Oñate statue

Pueblo was destroyed. Around 800-1000 Ácoma were killed.

Today Oñate is known for the 1599 Acoma Massacre. Following a dispute that led to the death of thirteen Spaniards at the hands of the Ácoma, including Oñate's nephew, Juan de Zaldivar, Oñate ordered a brutal retaliation against Acoma Pueblo. The



The Goat that Won the South West



Wool dyed with natural, local dyes.



El Rancho de las Golondrinas

Three Apache Tribes in New Mexico

Jicarilla Apache Nation

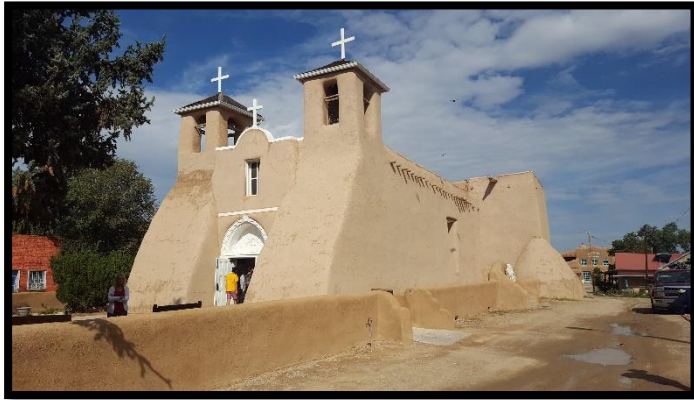
Mescalero Apache Tribe

Chiricahua Apache Tribe

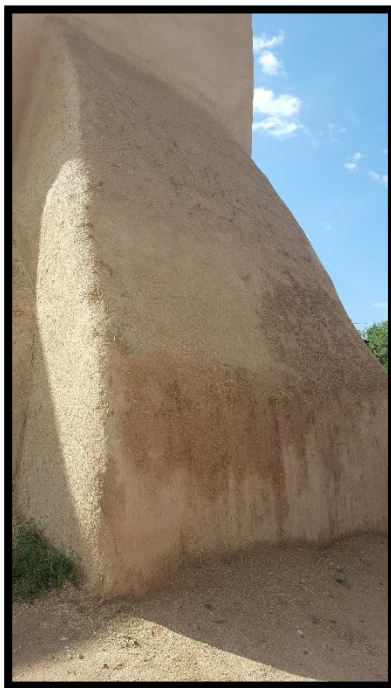
For centuries, the Apache fought off all who tried to take their lands. They were one of few nations who kept the Spanish at bay. Recently the Apache were invited to return to Arizona from their exile in Oklahoma.

Learn more about Apache culture in New Mexico: <https://www.everyculture.com/multi/ABr/Apaches.html>

San Francisco de Asís Mission Church photos by Steven Allison



This wonderful Spanish colonial church was built between 1772 and 1816 in Taos. It is popular with photographers. It was constructed of adobe bricks with a thick coat of adobe plaster covering its exterior. We arrived the morning after a huge rain storm and the walls were still wet and a lot of the adobe plaster had washed off.



Notice the wet areas on the walls (left photo). Also note the adobe and straw at the base of the wall that had washed off during the storm.



Adobe production area next to the church. Both bricks and plaster are made on site to keep the church strong. The church exterior plaster or mud is recoated each Spring.

In the photo to the right (from a nearby rancho) notice the construction techniques used to make a sturdy, adobe wall.



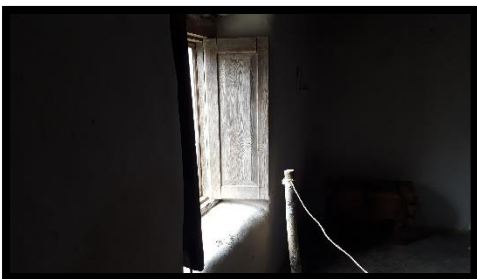
Adobe wall construction layers at Taos rancho

Check out this video to see how adobe is made: <https://www.youtube.com/watch?v=5E11PjkYSQ4>
(Note: Mix #2 is similar to the exterior walls of the San Francisco de Asís Mission Church.)

Here are two links to learn more about the San Francisco do Asís Mission Church:

https://en.wikipedia.org/wiki/San_Francisco_de_As%C3%ADs_Mission_Church

https://www.nps.gov/nr/travel/american_latino_heritage/San_Francisco_de_Assisi_Mission_Church.html



Thick adobe walls controlled temperature and helped with defense.



With Good Rain, Food was plentiful.

Santuario de Chimayo`

Built in 1816 and donated to the Catholic church in 1929, this small community church has become a modern pilgrimage site. Thousands make the 26 miles trek each year during holy week and over 300,000 others visit yearly. Thousands tell stories of being healed by their faith in God and by applying the Church's healing sand to their bodies. Many come with bandaged wounds or crutches and leave them behind as a testimony of their being healed. Pilgrims post photos of themselves on the booth walls. There is a peaceful, serene feeling at Santuario do Chimayo`.

You can learn more about his fascinating place by clicking these links:

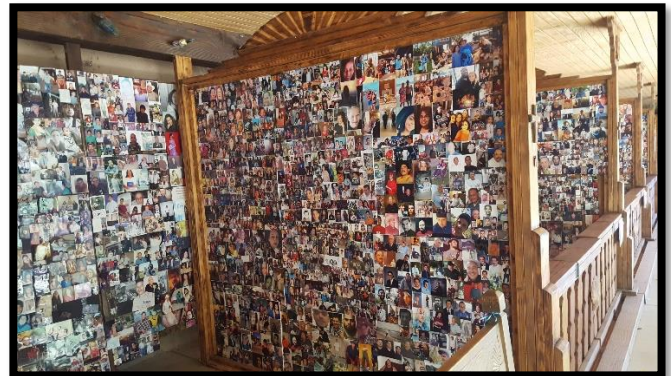
<https://www.holychimayo.us/>

https://www.youtube.com/results?search_query=santuario+de+chimayo+new+mexico

Or type 'santuario de chimayo New Mexico' into the YouTube or Google search tool.



Santuario de Chimayo`



Photos of pilgrims posted in worship booths

Wagons on the Hastings

Mr. Vixie Making History Come Alive for Students

In September 2019 Crossroads past president Linda Turner was touring along the Hastings Cutoff in Tooele County, Utah, and came across a wagon train working its way up the east side of Hastings Pass. A few days later I made contact with Garrison Chaffee, one of the wagon train's support vehicle drivers via phone. He wanted to know if I knew who had the key to open the gate into Donner Spring. Some of their number had crossed the Salt Flats and came "ashore" right at the spring while others, delayed by the mud, were south of the gate. I did not know who had the key. (They solved the problem by going around the gate on the Salt Flats.)

Who were these people? **Garrison Chaffee**, the support guy I talked to, explained this amazing expedition.

As a kid I had the joy of experiencing the Oregon Trail, a shooting and hunting computer game. In the game I experienced delays coming west while grandma or a sibling or the oxen rested and hoped to recuperate rather than die. I was pretty good at the game. But that was on the 1985 version of the game "The Oregon Trail" on my Macintosh computer. I never dreamed I would actually get to travel west with real wagons and mules towards home: Paradise California! For many years, master educator Dave Vixie has made history come alive for 7th and 8th grade students in Paradise, California by taking them on a wagon trip along



the Oregon Trail. This year's epic annual adventure was threatened when nearly all of Mr. Vixie's wagons and 1800's artifacts (used to make the trip an authentic representation of the historic wagon trips) were burned in the Camp fire on November 8, 2018 that ravaged Paradise California and the surrounding areas. The fire burned for 17 days and consumed 153,336 acres and destroyed 18,904 structures, 14,000 of which were homes. Worst of all, the fire took away 86 lives. We wondered if the famous Vixie Wagon

Trip era had died with the fire.

Which is why it was so exciting that on Sunday morning, September 22, before sunrise, 19 pioneers set out for an amazing journey! Our modern gas powered wagons ate up 649 miles in one day which put us on the Hastings Cutoff in Utah where we began our adventure experiencing the great westward expansion of the 1840's. We arrived to the beautifully star-lit Utah sky late Sunday night and set up camp in the dark. Somewhere around Wendover our "Magic Schoolbus" had taken us back in time! The kids awoke the 47-degree F morning in 1846 on the Hastings Cutoff before sunrise to feed and water the mules and then themselves; cooking over an open flame on cast iron skillets.

They hitched up their teams and with Wagon Master David Vixie and set off with their backs to the sun rising in the east and their fronts facing west toward the great unknown promised land, California. They consumed 15 miles that day and camped that evening at the delicious waters of Redlum Spring. Resting their weary teams and their blistered feet, they journaled along the way noting what it was like to be a pioneer and walk for 10+ hours a day. Whenever they stopped to eat and drink, they had to unhitch and care for the mules so the teams could care for them and help them get 'home'.



As the days rolled by, the hard road of the pushing and pulling wagons with ropes to help the mules up and down mountains gave way to the harder road of the rolling sand dunes of the Playa beyond which in turn gave way to the Bonneville Salt Flats where the students experienced the incredible challenge of pushing wagons that broke through the salt crust and sank into the thick mud beneath, all the while longing for the waters of Donner spring at the base of Pilot Peak which seemed to remain ever one mirage away.

After 60 miles of walking the hard roads of the California Trail, Hastings Cutoff, students arrived at Donner Springs and got to experience the relief of reaching water. All along the trip, Mr. Vixie would read journal excerpts from various pioneers who traveled before them and they didn't have to imagine the swollen tongues desperate for water or the blistered feet because they were living the experience. The

life lessons learned along this hard road will stay with these students forever. Student Makayla Chaffee said, "There were so many profound life lessons that Mr. Vixie taught me on the wagon trip that I will take with me forever."

Students have set up a Go Fund Me account to help Mr. Vixie replace things lost in the fire so he can continue to provide living history for many generations to come. While enough money was raised for this trip, so many things still need to be replaced.

Go Fund Me account to help keep these living history events going: https://www.gofundme.com/f/mr-vixie-education-fund?utm_source=customer&utm_medium=copy_link&utm_campaign=p_cp+share-sheet

YouTube videos about Dave Vixie's wagon trains and teaching philosophy:

<https://youtu.be/yQ2huOodg8s>

https://www.youtube.com/watch?v=WZF2-_VRek8 <https://www.youtube.com/watch?v=YzP6XdB79lg>

Photos from web pages above.

Service Project to Replace old BLM Signs

On September 18, 2019 three Crossroads members joined with BLM workers to replace old or missing signs along the Hastings Cutoff. Ray Kelsey told us that the old signs were most likely damaged or knocked down by wild horses or cattle. Animals use the signs for shade and crowd up against them or they use the signs to scratch their hides. In a few cases the old signs had been used for target practice by humans.

The old signs were made of thin metal mounted on plywood. The new signs are aluminum with rows of metal strips on the backside.

Our first stop was the west side of Hastings Pass. We placed the new sign about 10 feet south of the wagon ruts. We found the old sign lying in pieces about 100 yards west in the grass. We removed the old signage.

We replaced signs on the west side of Hastings Pass, and on the Donner Trail at the north end of Silver Island Mountain. We set up a new sign on the east side of Bidwell Pass (about 19 miles south of Donner Spring).



Location of the three signs



New sign at Bidwell Pass



New sign placed on west side of Hastings Pass.



Attach new sign to poles



Carry sign to location



Dig post holes



Set sign in holes



Cement poured into post holes

We appreciate and applaud the work Ray Kelsey has done over the years to research, identify, and protect historical trails and sites. We wish him well on his new assignment with the BLM supervising Land and Water Resources. Thanks, Ray!

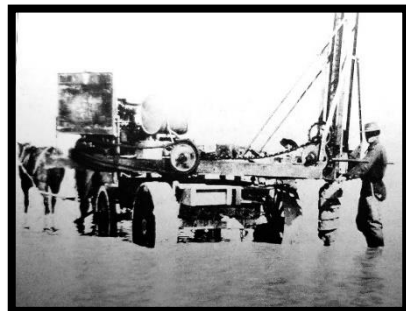
Winter Crossroads Meeting Report



Author Ron Bateman (left) with Oscar Olson



Cpl. Rao Bateman (left) and unidentified crewman.



Workers installing telephone poles in wet season



Victory Highway opening celebration

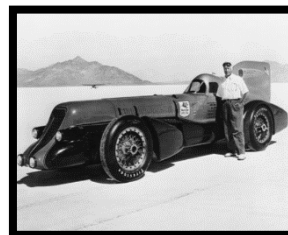
June 13, 1925

Our winter Crossroads meeting was held at the Fort Douglas Museum on November 7th. Our guest lecturer was Ronald R. Bateman. Ron presented an overview of the history of Wendover, Utah. His book, Wendover, Winds of Change, a History, is a great read. It is full of photos and interviews not found in any other source. Ron’s slide show was entertaining and informative. His family roots hail from that area and they own a ranch in nearby Ibapah, Utah. Ron’s father was an aircraft mechanic who worked on the Enola Gay, the B-29 bomber that dropped an atomic bomb on Hiroshima, Japan on August 6, 1945.

Ron chronicled the history of Wendover from 1827 when Jedidiah Smith was in the area to modern times. The list of Who’s Who in the Wendover area is interesting with the following trappers, trail riders, and pioneers passing through: Bonneville(1832), Leonard(1833), Rose(1834), Bidwell-Bartleson(1841), Fremont(1845), Hastings, Lienhard, Bryant-Russell, Harlan-Young, and the Donner-Reed groups(1846). In 1849 Stansbury’s Expedition reached the base of the Pilot Range. Many Gold Rush pioneers passed through the area. In 1857 the first mining district was founded. In 1896 W. D. Rishel rode a bicycle across the Salt Flats. In 1907 the Western Pacific Railroad reached the Nevada/Utah state line. That year Rishel returned to the Salt Flats with a 4-cylinder Pierce Arrow but was turned away after sighting a shimmering lake in the distance. It was a mirage. In 1910 Ab Jenkins traveled 60 mph on the salt on a motorcycle. Land speed records would continue to be set and broken until recently when the Salt Flats have been too wet to race on.

At Wendover the Victory Highway was completed. The first cross-continent telephone line was completed.

It was a terrific meeting with Ron providing facts, telling stories and sharing his experiences doing research for his book. It seems that he and his relatives know just about everyone who was anyone in Wendover.



Ab Jenkins with his Mormon Meteor on the Salt Flats.

ATV ride over Hastings Pass by Steve Allison

On July 11, 2109, I took a group of friends over Hastings Pass on ATVs and side-by-sides. On our way we stopped at the Donner Museum in Grantsville, Utah. From there we went to Redlum Spring where we unloaded our machines and rode all the way to the west side of the pass. The weather was threatening so we turned back. I shared Donner Party and Lienhard journal entries along the way. We located original wagon ruts in the pass. It was a great trip. Doing it on ATVs puts one closer to the ground and we gained some appreciation for the difficulty the pioneers conquered going over the pass. Museum: **90 Cooley St. Grantsville, Ut. 84029**



Massive wagon hub believed to be part of James Reed's "Palace Wagon"

Donner Museum: Dee Mair 435-228-8251

Wild Horses Still Roam the Pony Express Trail by Terry Welch

If Major Howard Egan could visit this location at this point in history, he would certainly pause to look and reminisce. He knew the route well, riding for George Chorpennig's Jack Ass Mail service, as a Pony Express rider and later traveling with wagon companies crossing the Central Overland Trail to California. Each of these ventures used basically the same trail.



Simpson Springs

First named "Pleasant Springs" during a short surveying visit in the fall of 1858 by Captain Simpson, it became "Simpson Springs" the following spring when Simpson took 60 men and fourteen wagons west to look for a route to get supplies from California back to General Johnston's army at Camp Floyd.

Perhaps it is the remoteness, perhaps it is the experience of being on the Pony

Express Trail—there is something to learn by being on-site that cannot be learned from books.

If you look carefully in the lower right corner of the horses picture you will see an apple. It was place there by my daughter-in-law, who spent her early life around horses. The apple was placed, we went on to Simpson Springs and returned along the route. There were horses mere feet away from the apple—totally ignoring the treat. Perhaps it was too foreign to them...

Final thought: gather up the kids, grand-kids, friends, neighbors and go visit a historical site. Soak up the history.

- To learn more about the issues facing Utah's wild horses check out this video: <https://www.youtube.com/watch?v=pgQl6Aecljo>
- To see a video about the Pony Express Re-ride: <https://www.youtube.com/watch?v=hmFIKfxl-5Y>



Picture taken along the Pony Express Trail east of Simpson Springs (This site is just west of Government Springs and north of Porter Rockwell's ranch.)

Rail Post Marker for Deadman's Cave by Jess Petersen

In the western part of the Salt Lake Valley, both the Hastings Cutoff and the later Tooele Branch of the Central Overland Trail went past the northern tip of the Oquirrh Mountains. Diaries written by emigrants who were traveling both of these trails mention passing a cave that was located at the base of low butte that extended northward from the mountain. One emigrant wrote that a human skeleton was found in the cave and that may have been the origin of the cave's most commonly used name; "Deadman's Cave." The other, and probably more



Toronto's Cave AKA Dead Man's Cave

official, name is "Toronto's Cave," which was the name of an early owner of the property surrounding the cave. Today the owner of this property is Utah Kennecott and they consider the area to be security sensitive and do not allow public access to the cave. However, for traffic that is westbound on State Road 201 there is a small turn-out that is located a quarter of a mile directly south of the cave. From the turn-out you can look to the



Rail Post Marker left of current DUP marker

north and see the old two-lane concrete road that was once the Lincoln Highway; the nation's first coast-to-coast automobile route. This old road goes directly past the cave which is out of sight from the turn-out.

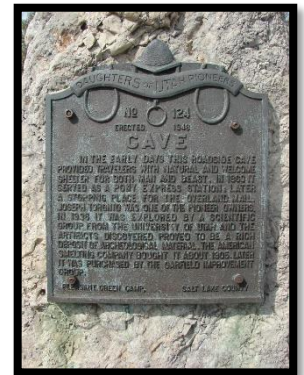
On the north edge of the turn-out there is a large boulder to which are attached two metal plaques. The first one is a recent replacement for a plaque that was placed here in 1948 and then stolen sometime in the early 2000s.

New Marker Text

TORONTO'S CAVE
Aka Dead Man's Cave

"In the early days, this roadside cave provided travelers with natural and welcome shelter for both Man and beast. In 1860, the cave served as a Pony Express Station and later became a stopping Place for the Overland Mail. Joseph Toronto was one of the Pioneer owners. In 1905, the American Smelting Company bought the station. Later, it was purchased by the Garfield Improvement Group. In 1938, a scientific group from the University of Utah explored the cave. Artifacts which were discovered proved to be a rich deposit of archeological material

1948	No. 124	DUP Pleasant Green Camp
Pleasant Green Camp		Salt Lake County



(In the interest of historical accuracy, it must be pointed out that the Pony Express that was operated by the firm of Russell, Majors, and Waddell in 1860 and 1861 did not use this route. However, the Overland Mail stage coaches did use it between 1865 and 1869, and it is certainly possible that they may have used the cave as an unofficial stopping place.)

As a part of the Utah Crossroads Chapter's on-going rail post Markers placement project, on August 14, 2019 a small crew of Crossroads members gathered at the turn-out and installed a rail post Markers a few feet to the west of the rock with the plaques. The crew consisted of Victor Heath, Bryce Billings, Terry Welch, and Jess Petersen.

The plaque on the new rail post reads:

HASTINGS CUTOFF / CENTRAL OVERLAND TRAIL – DEADMAN'S CAVE

"Two miles farther on, we arrived at the foot of the mountain. ... In this vicinity stood an immense, isolated rock under which was a cave, and those going into it found a human skeleton."

Heinrich Lienhard, August 9, 1846

"This morning several of us walked ahead of the company. ...We passed a high mountain in which was a large cave. Some of them rode their horses into it."

Clara Downes, July 9, 1860

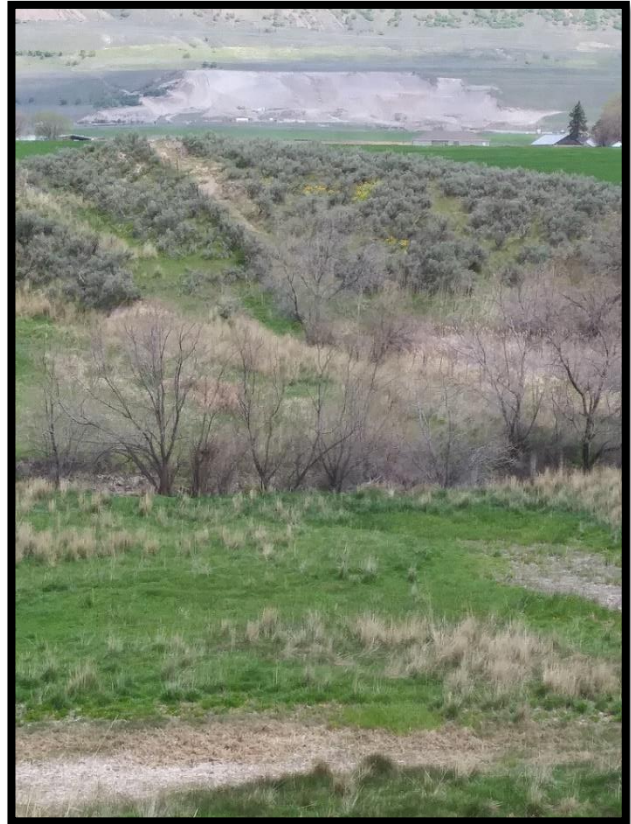
To see a video walk-through of Dead Man's Cave: <https://www.youtube.com/watch?v=Zl1eK1GuoxQ>

Fieldwork Along Hensley Salt Lake Cutoff
by Gar Elison

In preparation for the 2018 National OCTA convention a group of chapter members reinstalled the T-rail marker at the Rocky Ford crossing of the Malad River on the 5th of May. On that day, the land owner Jeff Roche, commented to me that at some future date he wanted us to go with him west from the Toponce Spring Ranch house as there were ruts up though his fields and maybe we could see if we thought those indicated use by emigrants to travel over the high mountain between there and Blind Spring. That field trip took place on October 18 2019. The weather on the 17th had been a mix of rain and snow in the northern Utah, but Jeff said, "I think if we wait until about noon it will be dry enough so we can reach the pass and see where those ruts went."

The group consisting of Terry Welch, Oscar Olson, Bryce Billings, and Gar Elison spent the day seeking places for placing additional T-markers on the Hensley Salt Lake Cutoff and to explore the ruts on the Roche property. In Bothwell we met Eli Anderson and proceeded to the site of the old bridge on the Malad. Some of us had previously visited this location from the west side with Eli and Fred Selman and the evidence shows it was heavily used, but this time we went to the east side to see evidence of the crossing as the traffic would had gone straight west after crossing the Bear. This location is about two miles south of the Hampton Ford on the Bear and is noted on the kiosk which sets atop the hill south of Collinston. Further it is noted in early records as being a legislative approved location and supported with some specific restriction. In Heart Throbs of the West vol. 10 1949, p 106 this location is noted has having received legislative approval for Abraham Hunsaker to operate a Ferry across the Bear River and charge for the service, with the provision that he also provide free passage on a bridge across the Malad River to the west of Bear River Ferry. A road right-of-way is still visible at this location, but is best seen from the east side.

We went to the east side of the Malad River as the old right-of-way is still visible as are the ruts down to the crossings. We all concurred we want to interpret this site and place a marker as this is clearly an additional crossing and about 2 miles south of the Hampton Ford. With this route established in the late 1850s there was no longer a need to go to Rocky Ford. This shortens the route to Salt Wash Spring about 8



Malad Crossing looking eastward with the abutments of the bridge still visible between the right two trees.



Malad crossing looking westward



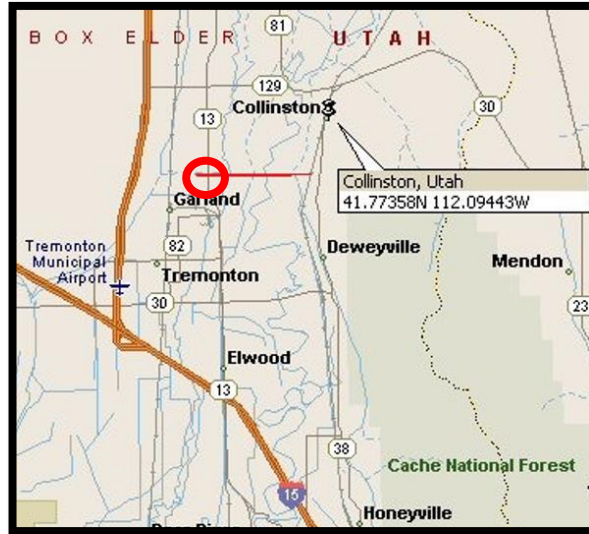
Malad Crossing looking westward down the Right-of-way to where the old bridge was.

miles by crossing the Malad here rather than at Rocky Ford. We also determined placing a sign or T-Marker on the Fielding highway (SR 13) was the best place to place allow the public access to this old route. And from what we know have it is apparent how early this alternate crossing came into use.

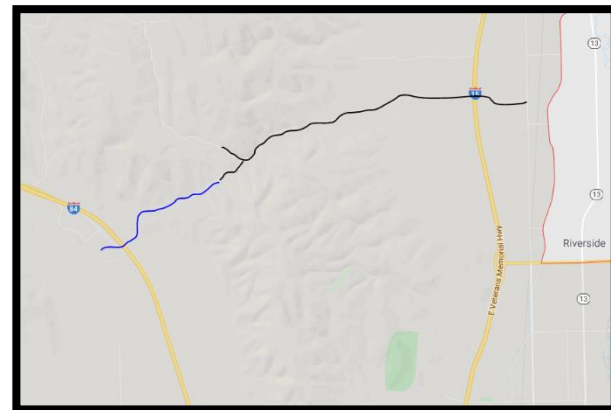
The time with Jeff was windy and rather cool (noon – 3:30), but everyone was glad to be able to do this exploration and to learn where the old ruts went. As seen in the photos below, **the black line is our route to the pass and the blue is where any parties which may have gone this way would have descended to Blind Spring.** Going west is a gradual ascent, but near the top, just before the branch to the NW there is a very steep section. The descent off the west side like that at Granite Pass, Sublett and Jensen passes is very steep and we wonder why did the emigrants decided to take such routes? But because they did, we still wonder if some groups might have gone over this pass.

We stopped to assess the location of ruts and steepness of the route, but this did not help solve the mystery of how the ruts got on the mountain as all of our group strongly argued the wagons would have gone the 9 extra miles south and back to Blind Spring rather than putting the stress on the animals to pull up and over the mountain to Blind Spring even though it cut off about 9 miles. But the ascent was about 2,000 feet and from Toponce Spring to the pass and then to descent to Blind Spring was the 2,000 feet. This was a very hard alternate route for only saving about 7 miles as the crow flies and even less with the winding route down. The puzzle is not solved as we find no mention of any trees being hauled off the mountain. In fact, at present, trees are about 10 miles further north, and there are no records of any minerals being removed from these hills. We will have to go through the collection of diaries and journals given to Utah Crossroads and placed at the State History Library for public use, to check all entries of those using the Hensley Salt Lake Cut Off to check for notes about any party which may have used this route even though we do not think it was a logical way to go as it placed difficult stress on both animals and people. However, many of you have been up and over Granite Pass and also on the Sublett and Jensen passes on the Hudspeth Cutoff and know how steep those western descent routes are. We can't say no one took the route as there are ruts and evidence of a fair amount of traffic. Thus, we need to do further checking.

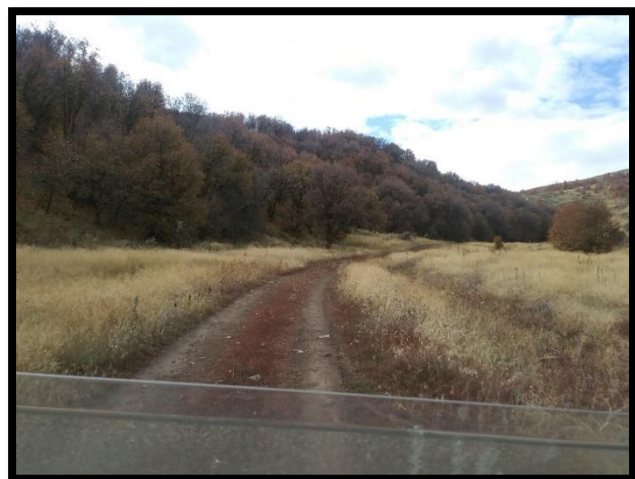
Once off the mountain we drove to the I-84



This map shows the old route and where on SR 13 we propose to place the marker.



The black line is our route to the pass and the blue is where any parties which may have gone this way would have descended to Blind Spring.



Gradual West ascent

interchange on the west of Tremonton and stopped to see where the old route was, going west from Salt Wash Spring. It was near the east side of the canal, see the red line west of I-84.

From here we drove to Boise Ford, which proved to be a highlight for all. This is a third crossing of the Bear and about 3 miles south of Hampton Ford. If the year chiseled on the rock is correct this crossing was in use as early as 1853. We got additional photos of the crossing, GPS coordinates, and the setting of getting there.

We drove next to the Jim Bridger monument on the north of Bear River City and got GPS reading so this is in the booklet.

We finished the day by going to another known ford of the Malad River, the Native American crossing about a mile south of Bear River City on SR 13. The photos are from the west bank and show how steep the banks of the Malad are and why it was such a difficult barrier to Travelers. With these additional crossing identified; we can determine if we have the records with material for additional T-Markers along Alternate Crossing on the Hensley Salt Lake cutoff.

We do not have any accounts that this crossing of the Malad was used by more than the Native Americans who used this route for crossing the Malad just before it flows into the Bear River.

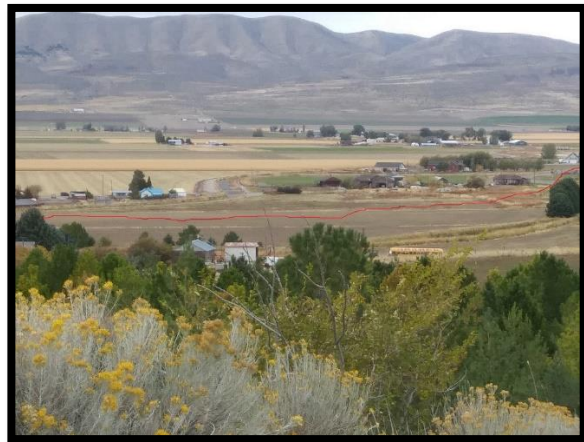
Field work days are rewarding and this day added to our appreciation for what is in Box Elder County. We hope the newsletter article will give chapter members increased appreciation for a portion of the Hensley Salt Lake Cutoff. Which became a major route after 1848 for both those bound to Oregon and California.



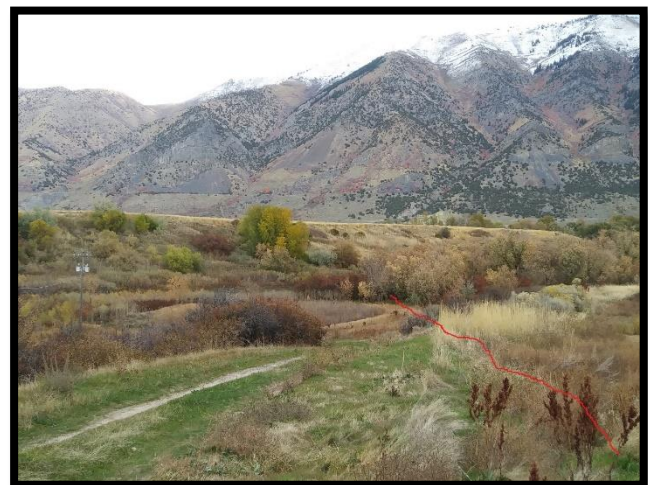
The ford just beyond the T-Marker



Westerly view from the pass with the steep descent



Red line represents possible trail.



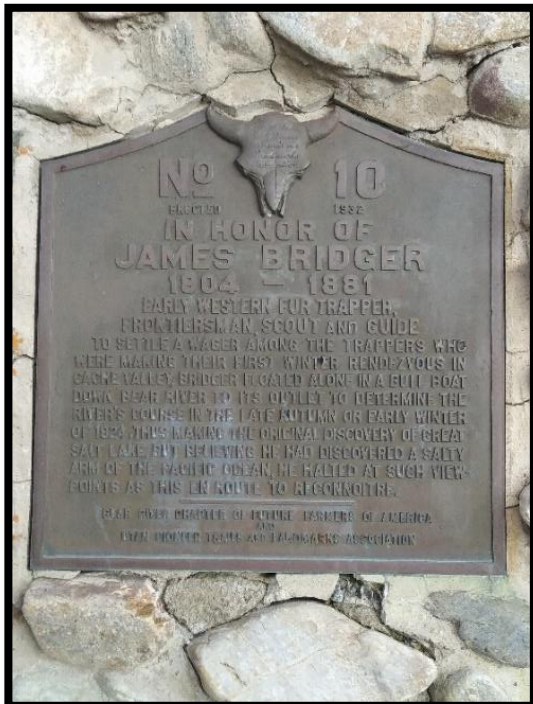
View of descent from west side to Boise Ford to cross the east



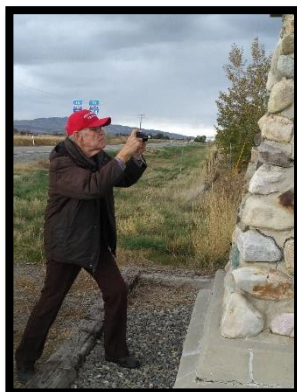
The Boise ford plaque



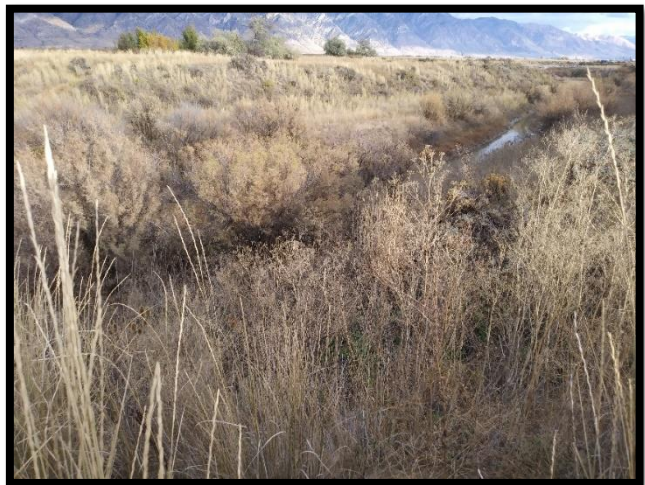
Boise ford rock chiseled date: 1853



Jim Bridger came to this point when exploring in 1826 the Bear River to Great Salt Lake



Bryce Billings photographs monument and takes GSP reading for OCTA and State History database.



Possible ruts



Possible ruts

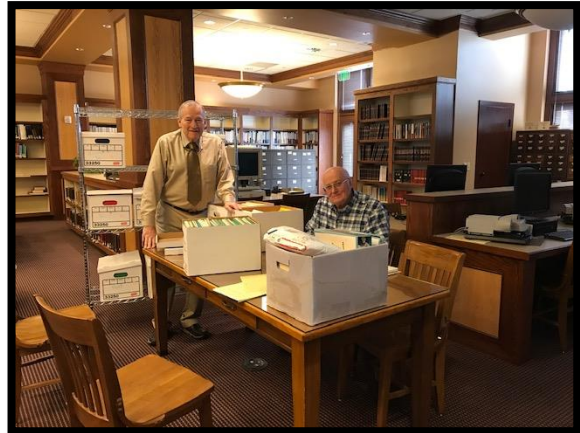
"Field work days are rewarding and this day added to our appreciation for what is in Box Elder County." Gar Elison

New Research Tools

In November 2019, Gar Elison and Terry Welch got their first look at the collection containing the research that Gregory Franzwa, Don Buck, and Otto and Will Bagley pulled together. It contains journals and other records on the routes emigrants used to go west on the Oregon and California National Historic Trails.

Gar told me that, "Crossroads was given the Otto Collection of articles dealing with segments of the Oregon and California trails. To make this usable to the public it was gifted to the State History Library. The articles are ones which cover trails into and out of Utah. For example, there are files that deal with the Hensley or Salt Lake Cutoff and the Hastings. There are approximately 400 articles now and we may get copies of another 128 which are in Boise. They include accounts of those who came to Salt Lake City after 1849 and continued on to Boise or further on the Oregon Trail. The articles were collected from libraries all over the USA including historical societies, Universities, private collections, and state libraries. The real value is we no longer have to do the leg work. These were used to build the case for designating routes to be included in creating the National Historic Oregon and California Trails."

Eventually the collection, a treasure of information, will be digitized so patrons can access the information online.



Gar Elison (standing) and Terry Welch examine the Ott Collection at the Utah State History Library.

News for 2018 the Chronicle Missed

Railpost News by Jess Petersen

One day in mid-September, a good friend and supporter of the Utah Crossroads Chapter by the name of Eli Anderson contacted Terry Welch, the president of the chapter, informed him that one of the chapter's railpost markers had been tipped over. Eli is a former State Legislator and the owner of a wagon museum located in Tremonton. He told Terry that he had been following the Bidwell-Bartleson trail through northern Utah and checking out the rail posts that Crossroads has installed along that trail. When he got to marker number BBU-9 he found it alright but it was lying on the ground. This marker had been installed near a place known as Cedar Grove which is on what is called the Morris Ranch. The inscription on the marker quotes James John, a member of the 1841 Bidwell-Bartleson party who mentioned that the party had camped in a grove of cedar trees, "near a spring and in sight of the plain which orders on the Salt Lake."

Terry contacted the writer of this article and we decided that we ought to get the marker back in the ground as soon as we could make arrangements. We were quite certain that the marker was on private property, so Terry and I both started making attempts to identify and contact the owner in order to get permission to re-install it. This took several days to accomplish but I finally made contact with another rancher in the area who was able to give me the name and telephone number that we needed.

The name we needed was Brian Morris, the owner of the Morris Ranch which is also known as Lazy Eight Land and Livestock. When I talked with Mr. Morris he was totally cooperative and even apologetic. It seems that one of his family members had gotten a little too close to the railpost with a piece of heavy farm equipment. He readily gave us his permission to come onto his property to re-set the marker. And we both agreed that instead of putting it back in the same location, it would be a good idea to move it to a spot that would be less likely to be in the way of the equipment.

On September 21st a small group of Utah Crossroads members and a couple friends made the 150-mile trip from the Salt Lake City area to Park Valley in northern Utah and reinstalled the rail post marker. The



BBU- 9 Marker is reset.

Crossroads members were Terry Welch, Victor Heath, Bryce Billings, Jess Petersen, and Nancy Petersen. Allen Thatcher, a friend of Terry, and Frank Bates, a friend of Vic, pitched in and helped.

All of these folks deserve our thanks, as does Mr. Brian Morris, and Eli Anderson who brought the problem to our attention.

Tri-Territory Marker

(Confluence of Louisiana, Mexican and British Territories) by Terry Welch

September 23 through 28, 2018—Crossroads Chapter members Doug Williams, Val Rasmussen, Terry Welch and trail enthusiast Dennis Ray travelled pioneer trails and visited historic sites in Western Nebraska and Wyoming.

In looking to explore little known trails, we had settled on the freight/stage route between Point of Rocks (30 miles east of Rock Springs) and the town/mines at South Pass (used in the 1860s and 70s). In bypassing private property at the Burnt Ranch trail crossing of the Sweetwater we approached the trail from the west.

County road 21 leaves State Route 28 a few miles east of Farson, Wyoming. This sign is at the beginning of that route to inform the traveler of the roads ahead.

From previous map study we know that this route would get us to the freight route, so our first objective was to visit the tri-territory historic site. (continue next page)



Sign east of Farson, Wy. detailing routes ahead.

Signage leading to this site is satisfactory. This is what we found where the 42nd parallel and the Continental Divide intersect. (Looking east-Divide Basin).

The center flag pole was designated for the flag of the United States. The left pole to commemorate the British Territory, the right pole for the Mexican Territory with the far side representing the Louisiana Purchase.



Tri-territory historic site.

Site Coordinates

- Degrees & Decimal Min. = N 42 0', W 108° 55.032'
- Degrees, Min & Sec = 42 0' 0" N, 108° 55' 1.92 W
- Elevation 7,775

Credit for the monument; Kiwanis Clubs of Lander, Riverton and Rock Springs, WY.

Dedication: 24 September, 1967

More detail and history can be found under "Tri-territory Marker" on Google.

In the 60 plus miles between paved roads we encountered only 2 vehicles; pick-ups driven by ranchers.

For a quick review of the North America Territorial Expansion:

<https://www.youtube.com/watch?v=XGJJGkiWpH0>

Happy trails: Volunteers Work to Locate & Map Historic Valley Routes Tremonton *Leader*, Jun 19, 2018

by Jeff DeMoss, editor

Members of the Utah Crossroads Chapter of the Oregon-California Trails Association gathered earlier this year at a location known as a historic crossing on the Malad River near Plymouth.

Members of the Utah Crossroads Chapter of the Oregon-California Trails Association gathered earlier this year at a location known as a historic crossing on the Malad River near Plymouth. They replaced a "T-rail" marker that was originally placed to mark a river crossing along the historic Bidwell-Bartleson pioneer route, where John Bidwell came through in 1841. The T-Post had been knocked down.

The Bear River Valley is full of historic trails. Native Americans found the paths of least resistance and sources of water throughout the area. Later, explorers, Mormon pioneers and



Gar Elison holds up a picture of riders crossing at that location.

others tapped into that knowledge and blazed trails of their own as they settled in the valley.

While many of those historic routes have been overgrown, faint wagon ruts and other signs of trails can be found, harkening back to settlement times and connecting the current residents of the area with their pioneer heritage.

But like the trails themselves, knowledge of these routes is fading and slowly disappearing as less and less knowledge passes from one generation to the next.

That's where Terry Welch and a dedicated group of volunteers he helps organize comes in.

Welch is the president (now past president) of the Utah Crossroads Chapter of the Oregon-California Trails Association. He and other local history buffs and trails enthusiasts get together from time to time to locate and map historic trails in the area, marking them with signs and trying to preserve this significant piece of pioneer and Native American heritage.



T-Post is leveled as cement is poured

“This is a work in progress to determine these routes while we still have people with us who know where the routes are,” Welch said. “If it doesn’t get done now, the knowledge will be gone.”

Earlier this year, Welch and several other members of the Utah Crossroads Chapter, gathered at a crossing on the Malad River that Welch and others believe is the historic Rocky Ford Crossing, which early pioneers used.

“That’s part of the excitement of it,” he said. “We’re really not sure if this is the spot, but that’s why we keep looking.”

Welch said the group has put in more than 100 trail markers since the chapter was started in the 1970s, but said

there are many hundreds more markers that need to be established so that historic locations can be preserved for future generations.

This year is significant for the group in that marks the 50th anniversary of the National Trails System Act of 1968, which established the Appalachian Trail and Pacific Crest Trail. Neither of these trails go through Utah, but the act also

indicated that Congress should consider expanding the National Scenic Trail system to include those such as the Mormon Trail, the Oregon Trail and others that have significant segments in Utah.

Laura Mulder, widow of trail enthusiast, Al Mulder, (Past Chapter President) passed away November 1, 2019. There was no service. We miss both of them. She was 97. Al died in 2014.

You may read her obituary:

<https://www.legacy.com/obituaries/saltlakatribune/obituary.aspx?n=laura-johanson-mulder&pid=194454962&fhid=13417>



Book Review (reprinted from Good Reads)

The Bear River Massacre: A Shoshone History

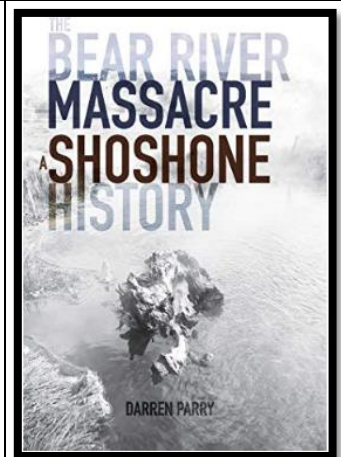
By Darren Parry

Even though the Bear River Massacre was a defining event in the history of the Northwest Band of the Shoshone, in Parry’s retelling the massacre did not trap his people in death, but offered them rebirth. While never flinching from the realities of Latter-day Saint encroachment on Shoshone land and the racial ramifications of America’s spread westward, Parry offers messages of hope. As storyteller for his people, Parry brings the full weight of Shoshone wisdom to his tales—lessons of peace in the face of violence, of strength in the teeth of annihilation, of survival through change, and of the pliability necessary for cultural endurance. These are arresting stories told disarmingly well. What emerges from the margins of these stories is much more than a history of a massacre from the Shoshone perspective, it is a poignant meditation on the resilience of the soul of a people. --W. Paul Reeve

<https://www.goodreads.com/book/show/49018449-the-bear-river-massacre>

Purchase a copy at Amazon for \$9.95:

https://www.amazon.com/gp/product/B0822BBJH5/ref=x_gr_w_bb_glide_sout?ie=UTF8&tag=x_gr_w_bb_glide_sou_t_20&linkCode=as2&camp=1789&creative=9325&creativeASIN=B0822BBJH5&SubscriptionId=1MGPYB6YW3HWK55XCGG2



New Book by Darren Parry

Crossroads Newsletter (Chronicle) Volume Number Correction and Missing Volumes.

The Year column represents years for which we have digital copies of Newsletters. We are missing Newsletters from 1998 to 2001, 2004, 2005, 2007, 2012, and 2013. If anyone has copies of the Newsletters we are missing we would appreciate knowing so we can add them to our collection.

A previous editor mis-numbered the 2016 Newsletter as Vol. 28 when it should have been 27. That error was corrected in 2018 which was correctly numbered Vol. 29. Therefore, the 2019 issues are volume# 30. –the Editor

Year	Volume #
1996	07
1997	08
2003	14
2006	17
2008	19
2009	20
2010	21
2011	22
2014	25
2015	26
2016	*28 [27]
2017	*29 [28]
2018	29
2019 (1)	30

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The End, Volume 30, #2 Winter 2019