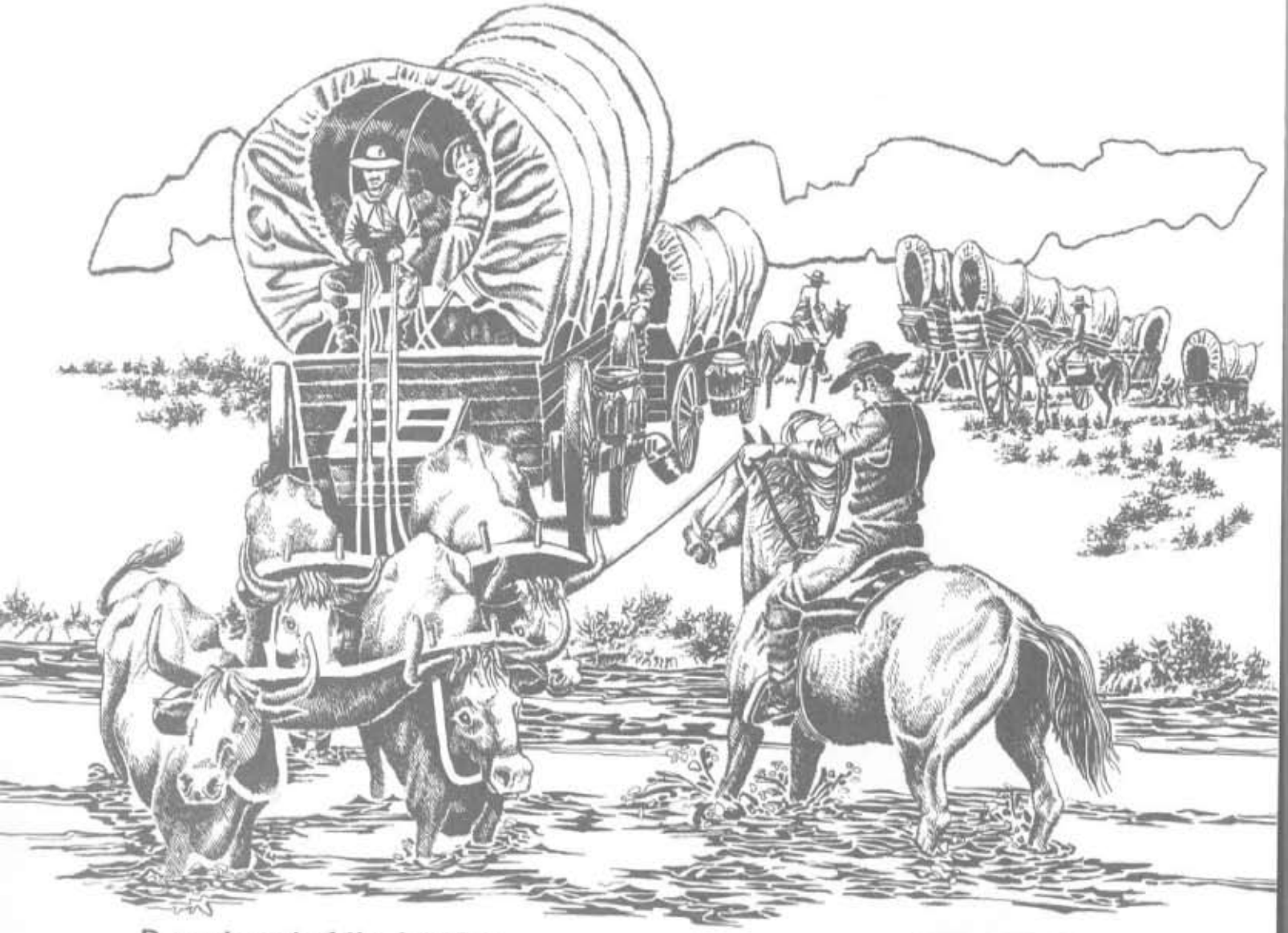
OREGON/MORMON PIONEER NATIONAL HISTORIC TRAILS

MANAGEMENT PLAN



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PART I
INTRODUCTION

LOCATION AND SETTING

This management plan covers the Oregon and Mormon Pioneer National Historic Trails on the public lands managed by the Bureau of Land Management in the State of Wyoming. The trails are located in the Platte River Resource Area of the Casper District, the Lander Resource Area of the Rawlins District, and the Pinedale, Big Sandy, and Kemmerer Resource Areas of the Rock Springs District.

The trail routes across the State of Wyoming are shown on Map 1. The trail route follows the North Platte River through most of the Casper District. It follows the Sweetwater River nearly to South Pass in the Rawlins District. In the Rock Springs District, the corridor divides with individual routes and cutoffs leading west, northwest, and southwest through Fremont, Sublette, Sweetwater, Lincoln, and Uinta counties.

The land ownership pattern along the trail is diverse. In the eastern part of the state, little of the trails are on public lands. In the western part of the state long stretches of the primary trail routes and major trail alternatives are on public lands.

BACKGROUND INFORMATION

National Historic Trail Designation

In November 1978, with the passage of an amendment (Public Law 95-625) to the National Trail System Act (Public Law 90-543), the Oregon and Mormon Pioneer Trails were designated as National Historic Trails by Congress. The National Historic Trails System Act, as amended, places responsibility for administering the trails with the Secretary of the Interior.

The purpose of National Historic Trail designation is to identify and protect the Oregon and Mormon Pioneer Trails, along with their historic remnants and artifacts, for public use and enjoyment. The National Trail System Act also directs the Secretary of the Interior to prepare comprehensive management plans and to adopt uniform markers for both trails.

In April of 1983, an interagency agreement between the Rocky Mountain Region of the National Park Service and the Wyoming BLM was completed. The purpose of the agreement is to provide the basis for cooperation between NPS and BLM to implement the comprehensive plan for the Mormon Pioneer National Historic Trail.

National Park Service Responsibilities

The National Park Service was delegated the responsibility by the Secretary of the Interior to complete comprehensive management plans for both of the trails. The plans for both trails were completed in 1981. Both are so-called "umbrella" plans which provide general management direction for the entire length of the trails.

The National Park Service has the overall responsibility to administer the trails and to playa continuing oversight and assistance role for the various interests involved with trail management. Those interests include private landowners, state governments, the U.S. Forest Service, the Bureau of Land Management (BLM), and the U.S. Fish and Wildlife Service.

Specific National Park Service responsibilities related to BLM management of the trails are as follows:

1. Encouraging and assisting in the implementation of the recommendations for the trails as identified in the comprehensive plans;

2. Encouraging and assisting the BLM 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 two National Historic Trails, either within or outside federally administered areas;

3. Reviewing all detailed management and use plans prepared by the BLM for sites and segments of the trails. Those plans will be reviewed to assure that they conform generally with the intent of legislation and with the concepts and guidelines in the National Park Service Comprehensive Plans;

4. Promulgating and issuing regulations which have general application along the Oregon and Mormon Pioneer National Historic Trails;

5. Encouraging, performing, or arranging for historical and archaeological research; and

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

Bureau of Land Management Responsibilities

Bureau of Land Management responsibilities are to take the initiative in carrying out the recommendations included in the comprehensive plans on the public lands under its jurisdiction. However, if some of those recommendations cannot be implemented, the reasons for not doing so will be made clear to the public.

The BLM is responsible for protecting and interpreting the trail resources under its jurisdiction. This management plan is being written to describe how the BLM proposes to carry out that responsibility on sites and segments of the National Historic Trails on the public lands. Specific BLM management responsibilities include the following:

1. Regularly monitoring the status of all Wyoming sites and segments identified in the comprehensive plan in order to ascertain changes in ownership or impending developments; keep NPS informed.

2. Arranging to have inventories and studies performed; seeking public access; defining boundaries; erecting and maintaining trail markers; providing and maintaining local facilities; issuing and enforcing regulations; working closely with the National Park Service, the states through which the trail passes, or other public or private interest groups; and nominating qualified sites to the National Register of Historic Places.

3. Because of the Trails' status as congressionally designated components of the National Trails System, management decisions have been made that significant segments of the Oregon and Mormon Pioneer Trails are to be protected. It is incumbent on BLM managers to maintain the scenic/historic integrity of historic sites and cross country segments on the public lands, to avoid destruction of trail resources, to mitigate unavoidable impacts, to accord the trails a priority status in the land use planning process, and generally extend to the trails the type of protection afforded to other nationally significant historic sites.

Previous BLM planning efforts have dealt with Oregon and Mormon Pioneer Trail issues. Protective measures have been prescribed within the individual districts for sites and segments on public lands. This planning effort will refine the previously established protective measures and provide uniform statewide management guidelines.

TRAIL DESCRIPTION

There are over 315 miles of Oregon, Mormon Pioneer and California Emigrant, and Pony Express Trail on public lands in the State of Wyoming. With the exception of a short segment of the Pony Express route, all 315 miles are referred to as the Oregon or Mormon Trails.

The Oregon and Mormon Pioneer Trails entered the state of Wyoming along the North Platte River near Torrington. The trails followed the North Platte to the present city of Casper. From near Casper, the trails left the North Platte and head west, then southwest, ascending high hills, toward the Sweetwater River and Independence Rock.

The trails then followed the Sweetwater for ninety miles crossing it numerous times. At Burnt Ranch the trail crossed the river for the final time and the primary route headed southwest through Farson to Fort Bridger. From Fort Bridger the Oregon Trail headed north and northwest, leaving the state near Cokeville, while the Mormon Trail continued west and southwest and left Wyoming just south of the town of Evanston.

The general trail routes were originally found and used by prehistoric Native American groups. These nomadic groups utilized the natural routes along the rivers and mountain passes, mostly in search of seasonally available resources. In early historic times, Euro-American fur traders took advantage of these same routes to travel throughout the Rocky Mountain region and beyond in the pursuit of fur resources. This original fur trade route, the Platte River road, developed over the years into perhaps the most important transportation route ever used during the settlement and early development of the west. Use of the transportation route facilitated settlement of the west. The large increases in settlements in the Pacific Northwest were the single most important factor that solidified the U.S. claim to the Oregon Territory.
Over the years, alternatives or cutoffs from the primary route were pioneered. These provided better roads, shorter routes, and better access to water and feed for livestock.

Near Torrington, the primary route of the Oregon Trail was south of the North Platte River while the Mormon Trail followed the old fur trappers trace on the north side of the river near Guernsey. In addition to the primary route for the Oregon and Mormon Trails, the Plateau route lay to the south and the Childs Route of 1850 lay to the north. There were numerous short detours and bypasses in addition to these noted alternatives.

Near Casper, the Childs Route was north of the North Platte River while the primary route of the Oregon and Mormon Trails was south of the river until reaching the Mormon Ferry northeast of the city. An alternate river crossing was near the present Fort Caspar on the west end of town.

West of Casper the routes divided further. The Bessemer Bend route followed the present Highway 220 west of Casper, as did two other alternatives north of the river but south of the primary route. The primary route led generally west from present day Mills, Wyoming (a suburb of Casper) along the Poison Spider road to Emigrant Gap about nine miles west of Casper. The Bessemer Bend Route rejoins the primary route of the Oregon and Mormon Trails about seven miles southwest of Emigrant Gap. From that point for many miles only one route was utilized, with few detours and/or alternatives.

The vast majority of the routes described so far are on private or state lands. Few vestiges of 'he original routes remain as most have been obliterated by agricultural practices, road building, urban development, or other activities.

The primary route then led southwest through such notable landmarks as Rock Avenue, Willow Spring, and Prospect Hill to the Sweetwater River and Independence Rock, one of the most important and well known historic sites on the Oregon Trail. West of Independence Rock the land ownership pattern changes radically with the majority of the trails being on public land managed by the BLM.

Near Jeffrey City, alternatives were pioneered to bypass the primary route's three crossings of the Sweetwater. One alternative passed through present Jeffrey City while the other, the Deep Sand Route, passed the present site of the Western Nuclear Uranium Mill 1.5 miles to the north.

The next major alternative to the primary route is the Seminoe Cutoff which led south of the Sweetwater River near Sweetwater Canyon and the famous Rocky Ridges. This alternative is generally associated with the California Gold Rush and is commonly referred to as the California Emigrant Trail. The Seminoe Cutoff rejoined the primary route near Burnt Ranch. Other minor alternatives avoided the Rocky Ridges both to the south and north of the primary trail route.

At Burnt Ranch, another major route alternative was the Lander Road. This cutoff led northwest through Sublette County, then west over the Wyoming Range in the present Bridger National Forest. It entered the Star Valley south of Smoot and left the state of Wyoming near Auburn. The Lander Road was developed by the U.S. Government to shorten the route to Oregon and to provide better forage for livestock and draft animals used in the westward migration.

In 1844, a major cutoff to the Oregon Trail was established in the Green River Basin. This became known as the Sublette Cutoff. It was first developed by Caleb Greenwood and William Sublette. Its major advantage was that it cut off the 50 to 60 mile loop to Fort Bridger, a distance equivalent to about three days' travel. As a result it was very popular with the California emigrants and the 4gers headed for the gold rush. This cutoff was noted for its lack of water and other hardships because of the desert crossing.

From Fort Bridger, the Mormon Pioneer Trail diverged from the Oregon Trail and led west-southwest through the Bridger Valley and exited Wyoming through the "Needles" south of the town of Evanston.

The Bridger Route of the Oregon Trail headed Northwest from Fort Bridger, crossing the Bear River Divide in various ways, and entered present day Idaho south of Cokeville, Wyoming. Several bypasses and detours were found along the primary route southwest of Fossil Butte National Monument.

Other lesser known alternatives include the Slate Creek Cutoff which led from the Big Sandy River east of Lombard Ferry on the Green River to the Green River at the Case-Davis Ferry near the present-day Fontenelle Dam. Others included the Kinney Cutoff which led from Lombard Ferry on the Green River to the Sublette Cutoff at Rocky Gap, and the Dempsey-Hockaday cutoff which shortened the Sublette Cutoff somewhat from Rocky Gap to a point west on the Sublette Cutoff. Table 1 lists the principle routes and cutoffs by name and general location.

Certified sites and segments of the Oregon and Mormon Pioneer National Historic Trails are listed in Tables 2, 3, and 4. A certified site or segment of a National Historic Trail is an official designated component of the National Trail System. These, at present, are limited to sites and segments on

TABLE 1
ROUTE SEGMENTS AND CUTOFFS INCLUDED IN THIS PLAN

Individual Trail Segment	Name and Location
TIR	Oregon/Mormon Trail -Torrington to Independence Rock
CR	Childs Route - Fort Laramie to Casper
SS	Sweetwater/South Pass Segment -Independence Rock to Little Sandy Crossing
LF	Lombard Ferry Segment -Little Sandy Crossing to Fort Bridger
BR	Bridger Segment - Fort Bridger to Bear River Divide
BD	Bear River Divide Segment - Bear River Divide to Idaho
MC	Mormon/California Trail Segment -Fort Bridger to Utah (Needles)
SC	Seminoe Cutoff -Warm Springs to Burnt Ranch
LR	Lander Road - Burnt Ranch to Idaho State Line near Auburn
SC	Sublette Cutoff -Parting-of-the-Ways to Cokeville
KC	Kinney Cutoff -Lombard Ferry to the Slate Creek Cutoff
SL	Slate Creek Cutoff -Big Timber Station to Rocky Gap
DH	Dempsey - Hockaday Cutoff -Rocky Gap to Dempsey Ridge
BF	Blacks Fork Cutoff -Black's Fork River to Ziller Ranch

TABLE 2
CERTIFIED HISTORIC SITES1 AND LANDMARKS ON THE OREGON AND MORMON PIONEER NATIONAL HISTORIC TRAILS IN THE STATE OF WYOMING

Name	Management Responsibility
Oregon Trail	
Emigrant Gap	BLM - Casper District
Bessemer Bend	BLM - Casper District
Devil's Gate	BLM - Rawlins District
Split Rock	BLM - Rawlins District
Ice Slough Spring	BLM - Rawlins District
Rocky Ridge	BLM - Rawlins District
South Pass	BLM - Rock Springs District
Parting-of-the-Ways	BLM - Rock Springs District
Mormon Trail	
Devil's Gate	BLM - Rawlins District
Martins Cove	BLM - Rawlins District
Split Rock	BLM - Rawlins District
Split Rock Historic Site	BLM - Rawlins District
South Pass	BLM - Rock Springs District
Parting-of-the-Ways	BLM - Rock Springs District

1 A certified site or segment that is an officially designated component of the National Historic Trail System.

TABLE 3
CERTIFIED SEGMENTS1 OF THE OREGON AND MORMON PIONEER NATIONAL HISTORIC TRAILS IN THE STATE OF WYOMING

Name	Miles on Public Land (BLM)
Oregon Trail	
South Pass	72.0
Bear River Divide	16.0
Mormon Trail	
Fort Laramie	0.0
Independence Rock	3.5
Split Rock	1.0
South Pass	18.0
Dry Sandy	15.0
Lombard Ferry	0.0

1 A certified segment that is an officially designated component of the National Historic Trail system designated as such when Congress adopted the NPS Comprehensive Plans.

TABLE 4

HISTORIC SITES ON THE OREGON AND MORMON TRAILS PRESENTLY LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES

Site Name	Ownership	Date Enrolled
Fort Laramie'	NPS	-
Devil's Gate2	BLM	08/17/59
Independence Rock2	State	07/02/61
South Pass2	BLM	12/--/61
Oregon Trail Ruts2	State	05/13/66
Fort Bridger	State	04/16/69
Names Hill	Private	04/16/59
Granger Stage Station	Private	02/26/70
Register Cliff	State	03/03/70
Piedmont Charcoal Kilns	Private	06/07/71
Parting-of-the-Ways	BLM	01/11/76
Johnston Scout Rocks	BLM	11/07/76
Split Rock	BLM	12/22/76
Martins Cove	BLM	03/08/77

'National Historic Site

11National Historic Landmark

public lands managed by the BLM. Sites and trail segments on state or private lands are not, at this time, part of the National Historic Trail system.

The Oregon/Mormon Trails and their cutoffs cross 345.5 miles of public lands in Wyoming. Total trail mileage, which includes State and private lands is 453 miles for the Mormon Trail in Wyoming and 495 miles for the Oregon Trail. This trails plan addresses the 345.5 miles on public lands administered by BLM. Of this 345 miles (as shown on Table 5), 41.1 miles have received cultural survey sufficient to clear development projects. The remaining 304.4 miles are unsurveyed.

There are six sites along the trails that are presently listed on the National Register of Historic Places. These six sites are: Devils Gate, Martins Cove, Split Rock, South Pass. Parting-of- the Ways, and Johnston Scout Rocks. The listings for these sites have an acreage designation which cannot be related to trail mileage.

MAJOR PROBLEMS AND ISSUES

This section describes problems and issues that guide the preparation of the management plan.

1. The potential for adverse effects on private lands by public use of the Oregon and Mormon Trails is of considerable concern.
2. Trail segments and sites along the trail are being lost through inadvertent blading or other unauthorized use of trail ruts by parties working in the area.
3. Vandalism of developed historic sites and trail markers is a major concern of managing agencies and private landowners along the trail.
4. Administration/management of recreational use of the trails is difficult due to intermingled private lands, lack of access, and fragile trail resources. The BLM is faced with the task of making the trail available to the public for education, use, and enjoyment and, at the same time must ensure that the trail resources are not degraded, thus denying them for future generations to use and enjoy.
5. Management of trail segments within the three Wyoming BLM districts will be consistent with the National Trails System Act and current land use plans.

TABLE 5

TRAIL MILEAGE ON PUBLIC LAND BY BLM DISTRICT

District	Miles	Miles With Cultural Survey
Casper District		
Primary Trail	29.0	3.5
Casper Total	**29.0**	**3.5**
Rawlins District		
Primary Trail	45.0	1.5
Lander Cutoff	2.0	0.0
Seminoe Cutoff	23.0	0.1
Rawlins Total	**70.0**	**1.6**
Rock Springs District		
Primary Trail	109.5	17.0
Lander Cutoff	44.0	0.5
Sublette Cutoff	53.0	9.0
Kinney Cutoff	1.0	0.0
Slate Creek Cutoff	17.0	2.0
Dempsey Hockaday Cutoff	7.0	7.0
Blacks Fork Cutoff	15.0	0.5
Rock Springs Total	**246.5**	**36.0**
Total miles on public	**345.5**	**41.1**

6. Administration of commercial and other group use on the trail is a major concern. Large groups have the potential to more adversely impact trail resources and adjacent private lands.
7. Trail resources are being lost due to natural processes of erosion.
8. Legal public access does not exist to important sites and segments of the trail.
9. There are numerous threats to the trails and associated historic sites from a variety of resource uses and development projects. Examples of these are: energy development, rights-of-way, recreational uses, and unauthorized upgrading of the trails into roads.

PART II

MANAGEMENT OBJECTIVES AND CONSTRAINTS

The Oregon and Mormon Pioneer National Historic Trails will be managed to achieve the following long-term objectives.

The overall goal of BLM management is to manage the Oregon/Mormon Pioneer Trails in a manner to protect the quality of cultural, natural, and historic values, and to protect certain trail corridors in their natural condition so as to provide for outdoor recreation and public use.

GENERAL MANAGEMENT OBJECTIVES

1. The BLM will adopt and utilize consistent general statewide trail management guidelines for the historic sites and trail segments on the public lands in Wyoming.

2. The entire length of the primary trail routes and major cutoffs and alternatives will be identified by the placement of uniform trail markers on BLM administered lands.

3. All historic sites and cross-country segments of the trails on federal lands should be managed to protect and interpret their historic values.

4. This plan focuses not only on the primary routes of the Oregon and Mormon Pioneer Trails but other heavily used or well-known cutoffs and alternatives as well. Even though these cutoffs and alternatives are not certified national historic trails. their historic values should nevertheless be safeguarded. Portions of those alternatives or related historic sites should be considered for certification as components of the National Trail System.

5. A continuing inventory and study program will be organized by the BLM. the state of Wyoming, and the National Park Service to complete the knowledge of the trail and its sites and segments. Such information will be used to assist in the protection and interpretation of the trails.

6. All planning and programs for marking the Oregon and Mormon Trails and protecting and interpreting their sites and segments will be coordinated with NPS, the State of Wyoming, and affected private landowners along the trails.

7. Existing land uses within the sites and segments identified in this plan which are compatible with historic preservation and public use will be continued. Existing land uses which may be incompatible with historical preservation of sites and trail segments will be monitored and, if necessary, modified to make them as compatible as possible.

8. Special consideration will be given to the uses permitted along fragile trail resources. Some are too fragile to withstand any use by vehicle or foot travel. Others are more durable. The kinds and extent of uses permitted will be determined on a case-by-case basis. Use of trail resources will be monitored to determine if adjustments in use are needed. 9. Certain sites and segments along the trails will be considered for nomination to the National Register of Historic Places.

9. The sites and segments of the trail will be managed in a manner that protects the trail as well as the health and safety of visitors.

10. Trail management will not restrict authorized land uses or activities that were existing within the trail corridors at the time of designation as National Historic Trails, unless these uses are or become incompatible with trail preservation or protection.

11. Attempts will be made to stabilize fragile trail remains and historic structures along the trails to ensure their availability for future generations to use and enjoy. Ruts may be stabilized through seeding, construction of natural appearing water bars, or restricting uses that promote erosion or other appropriate measures.

12. Off-road vehicle use guidelines will be identified commensurate with public access needs, the capability of the trails to handle use, and other resource use needs.

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

14. Actions that facilitate or enhance the public use of the sites and segments identified in this plan should not be made until adequate management capability has been implemented to assure their protection. For example, public

use and enjoyment, to the extent that such accessibility does not impact upon historical values.

15. Actions that facilitate or enhance the public use of the sites and segments identified in this plan should not be made until adequate management capability has been implemented to assure their protection. For example, public access will not be improved and areas will not be popularized if the result would be damage to trail resources and historic sites.

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

17. A selection of maps and user brochures and other materials interpreting the trails and the component sites and segments will be made available by mail, at BLM offices, and at conveniently located points along the trails. These will be developed in cooperation with the Wyoming Recreation Commission.

18. The trails will accommodate hiking, horse-back riding, pleasure driving, limited recreational vehicle use, camping, picnicking, and sightseeing, where compatible with historic and natural resources and inter-mingled private lands and interests. A continuous route may be identified for trekking purposes on the Oregon and Mormon Pioneer Trails. The route need not always follow the trails, especially in areas of predominately private lands or fragile trail resource. It could follow other roads or other appropriate detour routes.

19. Public use areas will be identified along the trails. These include campsites, interpretive sites, access points, etc. Public use facilities will 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 will be cost effective and constructed only when resource protection needs, safety hazards or significant public use justifies the expenditure.

20. User data will be systematically collected so that the BLM is aware of use patterns and trends along the trails. Monitoring use will allow BLM to respond to problems quickly with management actions.

MANAGEMENT CONSTRAINTS

A management constraint is something which helps determine or guide BLM management. It is a limitation on what the BLM can do in terms of trail management.

1. The intensity of management will be directly related to funding levels.

2. Land Ownership Pattern -The pattern of land ownership, i.e., private lands intermingled with the federal lands, precludes the establishment of a continuous trekking route on the actual trail from Torrington to Farson. This land pattern also precludes access to certain historic sites.

3. Historic and Cultural Preservation Laws -Will constrain to some degree the development and use of the trails.

4. Potential for Vandalism -This will place some limits on the type and extent of development that could be carried out along the trails.

5. Public Input and Local Concerns -These will affect the contents of the final management plan for the trails. Trail management will incorporate consideration of local concerns such as effects on private lands, level of use, access, etc.

6. Fragile, Nonrenewable Resources -The historic sites and trail segments are very fragile and nonrenewable. Excessive development and improper use could cause irreparable harm to the resources.

7. Law Enforcement Capability -The BLM has a limited capability to monitor use and enforce laws on the public lands.

8. Much of the Oregon and Mormon Trails have been drastically altered by private and govern- mental management, farmlands, roads, urban settings, energy development, utility lines, and other evidence of modern development so that today only limited portions of the routes remain as the pioneers saw them.

9. Protection, interpretation, development, and management is to be based on the cultural, historical, natural, and recreational values found along the trails.

PART III

OREGON/MORMON TRAIL

GENERAL MANAGEMENT POLICY

This policy describes how the Oregon/Mormon, California, and Pony Express Trails will be managed on the public lands in the State of Wyoming. It is intended to be a general policy applicable to all three districts having management responsibility for the above trail resources. It is designed to be flexible to ensure that unforeseen problems or circumstances can be handled without major policy changes.

LIMITATIONS OF THE MANAGEMENT PLAN

This management plan is limited to lands managed by the Bureau of Land Management. State, private. and other federal lands are not included in the BLM's management program for these trails, except where exchanges. acquisition, or easements are planned.

SPLIT ESTATE LANDS

Management of surface resources is con- strained by split ownership of the surface and mineral estates. Mineral estate and surface management responsibilities will be closely coordinated to minimize impacts on the Oregon and Mormon Pioneer Trails when private surface owners are willing to cooperate.

The specific policy is as follows:

Federal Minerals -Private or State Surface

The BLM is required by law to protect the environmental integrity of National Register eligible sites from potentially damaging federal actions. Surface ownership is not an issue unless the private owner denies access for cultural resource investigations and clearance for oil and gas wells in an area of proposed impact.

Whenever a significant split-estate segment of trail is discovered the District Manager will consult with the private surface owner to determine whether or not the owner wants the trail to be protected. If protection is desired, protective stipulations will be attached to the authorization of the action, and the owner will be referred to NPS for possible certification of the land as a protected segment of the National Historic Trail(s). If the owner does not want the trail to be protected, then the district will consult with the Advisory Council on Historic Preservation, in accordance with Section 106 of the National Historic Preservation Act of 1966. After comments have been received and considered, the landowner's wishes will be followed.

Federal Surface - Private or State Minerals

Under this situation, the BLM, as surface manager, cannot reasonably prohibit development of mineral resources. The BLM can influence how development would take place. Where significant trail resources are found, the BLM could influence the location of access roads, the manner of construction, final location of sites, and have input into design of reclamation measures. In the event that mineral development would result in the loss of significant trail resources, the BLM would work with mineral owners or developers to develop a satisfactory mitigation program. This would consist of interpretive facilities to replace lost wagon ruts, restoration of the site, or other measures on a case-by-case basis.

PROTECTIVE CORRIDOR CONCEPT

The protective corridor will not apply to the entire routes of the trails across Wyoming. However, where warranted, a protective corridor may be established on a site specific basis for significant sites and segments (for criteria see Appendix IV) at the discretion of individual districts along primary routes and important alternatives to the Oregon and Mormon Pioneer National Historic Trails. A width of '/4 mile either side of the trail or the visual horizon, whichever is less, is the recommended protection. This

corridor should be considered for an Area of Critical Environmental Concern.

Establishment of Corridors

The protective corridors should be established by the respective districts through the BLM's land use planning process. They will be established at the discretion of the district managers after full public input.

Requirements for Corridor Segments

Lands within the corridor segments should possess a reasonable degree of environmental integrity. The trails themselves should be in a relatively unmodified condition. For the most part they should appear as they may have in the mid- 1800s.

The following define how the protective corridors will be managed. However, final recommendations for mitigating trail impacts will be determined by BLM in consultation with the Advisory Council on Historic Preservation.

Certified National Historic Trails

Priority for consideration as protective corridors will be given to the certified segments of the Oregon and Mormon Pioneer National Historic Trails.

Fencing

New fencing projects will cross the trail corridor at right angles to minimize the number of feet per miles of fence within the corridor. Gates and, in some cases, cattleguards will be installed in the fence at trail crossings. Fragile or pristine trail ruts will be avoided with fence crossings.

Range Improvements

Range improvements in addition to fencing will be considered case-by-case. If environmental analysis indicates that they could be developed in the protective corridor without degrading the trail resources or affecting the trails natural setting (environmental integrity), they will be approved. Location of salt licks and stock reservoirs should be outside the corridor where possible.

Rights-of-Way

Right-of-way crossings of the protective corridors may be made. All crossings will be accomplished to minimize surface disturbance in the protective corridor. Crossings will be allowed in areas where trail ruts have been modified by modern uses, where previous crossings exist, or where new corridor crossings would not damage trail remains. All crossings will avoid fragile trail resources. Crossings should be made at right angles to the trail and corridor unless they follow a previous crossing, in which case they may deviate from a right angle. Vegetative species indigenous to the protective corridor will be used to rehabilitate right-of-way related surface disturbance. Any disturbed area will be returned to a natural contour.

Stipulations will be developed in consultation among the project proponent, adjacent private landowners, and BLM personnel. The stipulations will govern exactly where and how the right-of- way will cross the corridor and how rehabilitation procedures will be used to restore the area. Qualified cultural resource specialists or BLM personnel may be on-site during the construction phase of the project to ensure that the requirements of the right-of-way permit are met.

MINERAL MANAGEMENT

Mineral Leasing

The BLM will continue to issue mineral leases on public lands where both the surface and mineral estate are in public ownership. The leases will contain no surface occupancy stipulations to prevent disturbance of trail resources in the corridor. Access to mineral resources such as oil and gas may be available through off-site drilling or directional drilling.

Salable Minerals

The BLM will continue to consider applications for sand and gravel and other salable minerals in the trail corridor on a case-by-case basis. Approval of applications or the decision to attach special surface protection stipulations will be based on environmental review and analysis of each proposal.

R

Locatable Minerals

The portions of the protective corridor that are presently withdrawn from mineral location will continue under present management. Those portions presently open to location will be managed under the BLM's surface management regulations governing exploration and development. Plans of operations requirements may be instituted on sensitive trail segments and sites if necessary to protect significant trail resources, see *Code of Federal Regulations,* Title 43, 3809.1- 4. Any future modifications of the present withdrawal status will be considered in the respective district's resource management plans.

Valid Existing Rights

The BLM will recognize all valid existing rights in the protective corridors. Examples of valid existing rights are existing oil and gas leases.

TRAIL MARKING

The BLM will adopt a uniform system to mark the trails statewide on public lands. The marking program will include the five actions listed below.

1. Trail ruts and segments will be marked with 6" x 6" x 6' treated wooden signposts with routed names on the sides (see Figures 1 and 2). The posts will be treated to retard decay.

2. Major trail signs identifying the trail (see Figures 3 road crossings of the trails may be marked with and 4).

3. Signs will be labeled with standard BLM signs showing legal description of sign location. BLM sign S-8 will be used (see Figure 5).

4. Trail posts will be located every mile. or a distance determined to be appropriate by the individual area managers.

5. An inventory of the signs will be maintained. Annual field checks will be conducted and missing or damaged signs will be replaced. Signs' will be supplied by the National Park Service or the BLM Rawlins sign shop.

INVENTORY REQUIREMENTS

1. All previously unsurveyed segments of the trails will require intensive inventory prior to authorization of any action which might adversely affect the trails.

2. BLM's policies and procedures for inventory are delineated in the Bureau's 8143 manual, as well as NTL 85-1. See Appendix III.

3. No intensive inventories will be required on those areas which have already been adequately surveyed.

NATIONAL REGISTER OF HISTORIC PLACES

Selected sites and segments of the Historic Trails may, from time to time, be nominated to the National Register of Historic Places. All agencies involved with management of the trail resources (BLM, U.S. Fish and Wildlife Service, U.S. Forest Service, National Park Service, State of Wyoming) have agreed to cooperate in the development of a thematic nomination for the Oregon and Mormon Trail routes across Wyoming. The Wyoming State Historic Preservation Officer has completed the draft Statement of Significance. Individual site and segment nominations will be done at the discretion of the individual district managers.
Subsequent nominations would be made as needed for selected sites or trail segments.

MONITORING AND USE SUPERVISION

The BLM will implement a monitoring and use supervision program on the trails. It will consist of the following:

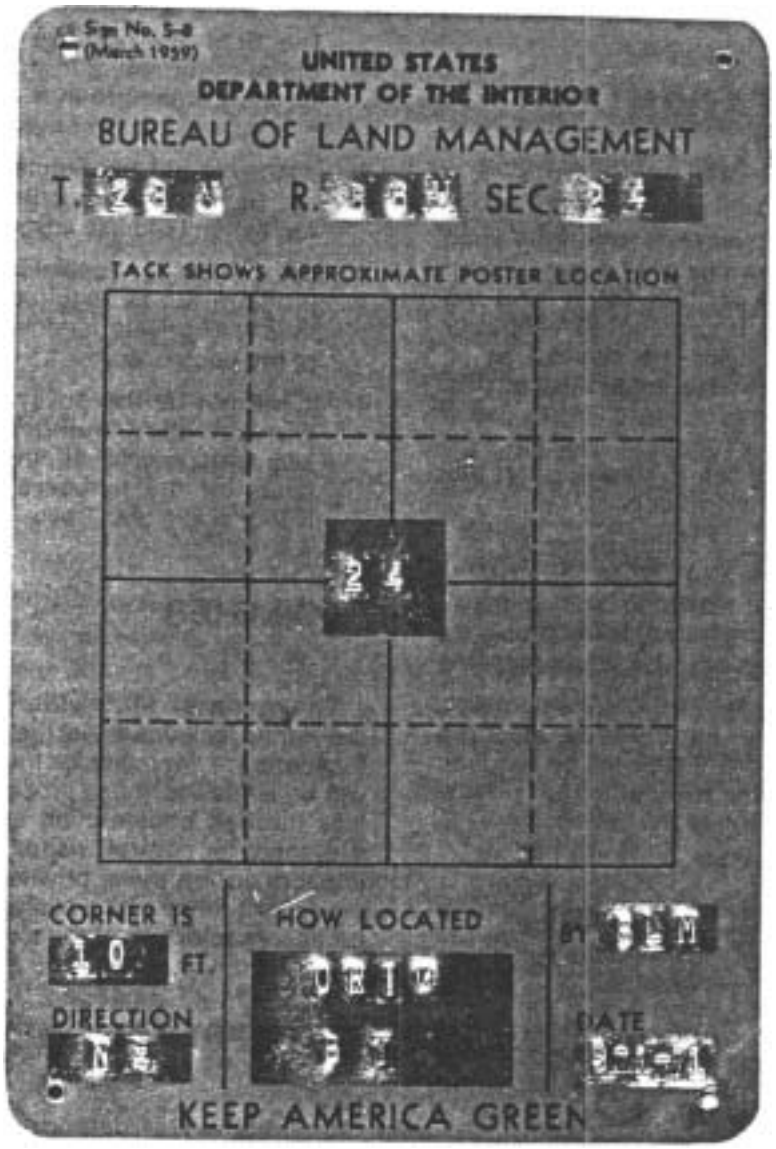
1. Monitoring recreational use through the use of volunteers or seasonal employees patrolling trails and historic sites. This may include visitor contact and live interpretation as time and budget permit;

Figures 1 & 2 Missing

Figure 3
MORMON PIONEER NATIONAL
HISTORIC TRAIL OFFICIAL EMBLEM

Figure 4
OREGON NATIONAL HISTORIC
TRAIL OFFICIAL EMBLEM

Figure 5
BLM SIGN 5-8, LOCATION INDICATOR



2. Placement of visitor registers at all interpretive sites and areas which serve as trailheads;

3. Placement of traffic counters at developed sites; and

4. Monitoring condition of trails and related resources annually. Document with photography to determine trend information.

SPECIAL RECREATION USE PERMITS (SRUP)

The BLM will use the Special Recreation Permit Policy, 43 CFR 8560. Permits will be required for all commercial use of the trails and all noncommercial groups exceeding 10 people or 5 vehicles in size. Vehicles are defined as all vehicles (motor or otherwise), regardless of size. Permits may be required for individual use if special circumstances or conditions warrant. This does not include excursions to sites or short trail segments by groups or individuals.

The permits will be administered by the respective resource area (RA) offices. For events or tours involving more than one district or RA, one permit only will be required. It will be issued by one RA office and coordinated with other RAs through which the tour would pass.

Compliance will be handled by affected resource area offices. Permittees will be required to coordinate the tour with affected private landowners as a condition of the permit.

OFF-ROAD VEHICLE (ORV) DESIGNATION

The Oregon and Mormon Pioneer National Historic Trails should be designated as limited or closed areas. No area should be designated as open.

The designation closed to ORV use will be utilized to protect fragile pristine trail ruts which would be damaged or lost through continued ORV use.

IMPACTS ON PRIVATE LANDOWNERS

Management actions will be designed to minimize impacts on private landowners. BLM actions will consider the following:

1. The BLM will consider adopting a general policy of refraining from developing new use facilities (campgrounds, roadside sites, etc.) near or adjacent to private lands;

2. Users will not be directed into private lands by BLM signing unless covered by a recreation land use agreement;

3. Users under the special recreation use permit program will be required to coordinate their tour with private landowners as a condition of the permit; and

4. It will not be the policy of the BLM to use condemnation authority to acquire trail segments, access, or other interests in private lands for the purposes of management of National Historic Trails.

FACILITIES

The general statewide policy relating to developed facilities is that the existing number and locations are adequate for the trails. New facilities will be limited to those proposed to mitigate trail loss through construction activities or to those designed to control visitor use and minimize impacts on the trails. private lands. and existing uses. They must also satisfy a clear public need for access to or use of the trail.

INTERPRETATION

Interpretive materials and displays will focus on the Oregon and Mormon Pioneer Trails as the primary theme. However, the interpretive displays will provide information about the trail corridor during prehistoric times, the fur trade era, the emigrant period, pony express, California Gold

Rush, and early ranch settlements in the late 1800s. Interpretive displays will be located at all developed sites.

The overall theme for interpretation of the trails is clearly articulated in Appendix I, Historical Overview of the Oregon/Mormon Pioneer National Historic Trail Routes.

BROCHURE

The BLM will develop National Historic Trail Brochure(s). Brochures will be designed to provide information useful and/or essential for the trail users. They may contain:

1. The main and alternate routes of the Oregon and Mormon Pioneer Trails;
2. Pristine areas where a person can see the trail as it was 130 years ago;
3. Land ownership status: public, state, or private;
4. User ethics, landowners permission, litter, respect of cultural resources;
5. Historic sites;
6. Developed recreation and interpretive sites along the trails;
7. Visitor accommodations within or near the trail corridor;
8. Main highways, towns, and public roads in or near the trail corridor;
9. Public access to the trails and related historic sites; and
10. Limitations on use of the trails. This will consist of information on hazards, off-road vehicle use, special recreation use permit requirements, private land rights, and fragile trail resources.

A key use of the brochures will be to provide information to other users of the lands (oil and gas operators, utility companies, etc.) about the historic trails, related sites, and how the BLM intends to manage them. Advance knowledge about BLM management will help energy companies design and locate facilities in the vicinity of the trails with little or no adverse impacts.

A guide to the Lander Cutoff of the Oregon Trail was prepared jointly by the BLM and the U.S. Forest Service in 1968. The National Park Service has printed general trail brochures for both the Oregon and Mormon Trails.

The BLM and NPS will keep these and similar documents in print. Guides or brochures may be developed for other cutoffs such as the Sublette or Seminoe.

STANDARD LAND MANAGEMENT PROCEDURES

The BLM operates under a large number of regulations which govern management and protection of resources. These regulations are fully operational and apply to the management of the trails. Present management of the Trails is established by Wyoming State Office Instruction Memorandum WY-83-380, Guidelines for the Evaluation and Protection of Historic Wagon Trails. (See Appendix IV.)

Examples of some of the important regulations which affect trail management are:

1. Management of Off-Road Vehicles 43 CFR 8340;
2. Special Recreation Permit Policy 43 CFR 8750;
3. Mining Claims Under the General Mining Laws 43 CFR 3800;
4. Preservation of American Antiquities 43 CFR 3;
5. National Register of Historic Places 36 CFR 60;
6. Protection of Archeological Resources: Uniform Regulations 43 CFR 7;
7. Oil and Gas Leasing 43 CFR 3100;
8. Onshore Oil and Gas Operations 43 CFR 3160;
9. Protection of Historic and Cultural Properties 36 CFR 800; and
10. Resource Management Planning 43 CFR 1600.

In addition to the above examples, standard oil and gas lease stipulations have been developed. The purpose of these stipulations is to reserve, for the BLM, the right to modify operations on portions of the subject lease as part of the statutory requirements for environmental protection. The objective of the stipulations is to inform a potential lessee of the environmental conditions that may be present on a lease parcel and alert the lessee of special requirements to be met upon development.

These stipulations are: surface disturbance stipulation; wildlife stipulation; special resource

Protection stipulation; and no-surface occupancy stipulation.

The above are only a few of the many regulations that would apply to the management of the Oregon and Mormon Pioneer National Historic Trails. Every management action called for in this plan is based on existing laws, regulations, or active BLM instruction memoranda.

VOLUNTEERS

The use of volunteer services to develop, interpret, and manage the Oregon and Mormon Pioneer Trails will continue to be encouraged.

Volunteer services and projects must be coordinated through the respective BLM offices and will be in conformance with the statewide Oregon/Mormon Pioneer Trail Management Plan.

Volunteers may typically come from local clubs and organizations, church groups, individuals, local government, Student Conservation Association volunteers, or national interest group members.

LAND TENURE ADJUSTMENT

As identified in land use plans land tenure adjustment will continue to be a tool to improve management of the trails. Land acquisitions through purchase or exchange are two options. Use of these procedures will be limited in the future due to the expense and difficulty of completing land exchanges or of purchasing private or state lands. Scenic easements would also be considered.

COOPERATIVE MANAGEMENT AGREEMENTS

The BLM will consider the use of Cooperative Management Agreements (CMAs) to manage sites along the trails. CMAs may be entered into between the BLM and state or local governments, adjacent landowners, church organizations, historical societies, NPS, USFS, or other organizations. The purpose of a CMA would be to improve management of historic sites, ensure that adequate management and maintenance was available to properly care for historic sites, provide for marking and interpretation of historic sites, provide adequate management in the face of budget shortages, and perhaps most important, directly involve local groups and organizations in day-to-day management of the historic sites along the trails.

OTHER PRIVATE SECTOR INVOLVEMENT

To encourage private sector involvement in management of the trails, the BLM will develop a gift catalog for the trails. This will identify projects and developments (signs, monuments, printed materials, etc.) which may be donated to the BLM for the trail. Cash, materials, equipment, or services may be donated. The catalog will identify specific project needs and related costs, and the goals and objectives they would accomplish.

CROSS COUNTRY TREKKING

Trekking the Oregon/Mormon Pioneer National Historic Trails is considered a normal public use of these cultural resources. Trekking occurs on foot, on horseback, and may also involve wagons or handcarts to re-enact the pioneer emigrant experience. The BLM will continue to allow this use on the public lands so long as it does not damage physical trail resources.

Larger groups and commercial outfitters will be required to have a Special Recreation Use Permit.

This plan does not imply that permission to cross private lands will be given. All trekkers are directed to contact private landowners to obtain required permission before beginning the trek.

If trekking causes physical damage to trail resources, that trail segment may be closed to such use and trekkers will be detoured around those segments.

Motor vehicle use will continue to be authorized where it presently occurs on the trails, as long as this use does not damage trail resources. If damage does occur, the trails may be closed to motor vehicle use. Some segments of ruts on public lands will be closed in the near future. (For specific segments, see Part IV, the Management Actions for Trails section.)

For all trail segments that are now improved roads, no restrictions on trekking or vehicle touring will apply, except the general ORV requirement to remain on the roads.

INDUSTRIAL USE OF THE TRAIL

The Oregon and Mormon Trails and all the cutoffs included in this plan will not be available for use as industrial access roads without special permission from the authorized officer. Industrial activities include use of the trail as oil and gas drilling access roads, seismograph activity, or as haul roads for heavy truck traffic.

PART IV

THE MANAGEMENT PROGRAM

INTRODUCTION

This section includes management actions for the trails. These are specific actions for individual trail segments and historic sites. These actions are those which the BLM will implement in the short term, prior to 1991. All of these actions are an extension of the Oregon/Mormon Trail General Management Policy.

The management measures are organized by individual trail segment in the order they would be encountered on an east/west migration. The individual trail segments are identified in Table 1, Part I.

MANAGEMENT ACTIONS FOR TRAILS

The following management action is identified for each site.

Torrington to Independence Rock -TIR (Casper/Rawlins Districts)

Management of Sites

Site TIR-3 Bessemer Bend. The existing facilities at this crossing of the North Platte River will be retained. The site was established in 1976 for the Bicentennial. Management actions include public access, designated parking, interpretive panels, vault toilets, and garbage service. Additional facilities will include a picnic ramada, picnic tables, planting of shade trees, and the acquisition of two acres adjacent to the site.

Site TIR-4 Emigrant Gap. Emigrant Gap is a shallow pass through the ridge now called Emigrant" Gap Ridge. A historical marker will be installed at the site. A designated parking area and interpretive panel will be developed to facilitate public use and enjoyment of the site.

Management of Trail Segments

The Platte River Resource Area Resource Management Plan/Environmental Impact Statement (RMP/EIS) sets forth land use management decisions for the Oregon/Mormon Trail Resource Management Unit (RMU). Management in this unit will be directed primarily toward protection of the character of significant remnants of historic trail segments. Interpretation and ORV use would be managed for enhancement of the cultural resources. The trail segments will be protected from surface development and ORV use. Any additional trail segments that may be located will be protected on the basis of an evaluation of their significance. The following specific management actions are based on the Platte River RMP/EIS.

Site TIR-1 Fort Laramie A. The site, an excellent example of Oregon Trail ruts, could be managed by the National Park Service under a cooperative management agreement (CMA). If such a CMA were entered into, appropriate development would include a parking area, a footpath to the trail ruts, signing and interpretive panels. In the absence of a CMA, development of the site would be limited to signing. Another option, which will be considered, would be to transfer this site and the following one -TIR-2 to the National Park Service. The ruts themselves will remain closed to ORV use and the site will be nominated to the National Register of Historic Places.

Site TIR-2 Fort Laramie B. Public access will be provided to the site. It will remain closed to ORV use. Directional signing will be provided along with interpretive signing at the ruts themselves. The site will be nominated to the National Register of Historic Places. Site TIR-5 Horse Creek. Public access will be maintained. Directional and interpretive signing will be installed at the site. ORV use will be limited to existing roads and vehicle routes at the site.

Site TIR-6 Old Bedlam Segment. At present, public access exists to the site. It will remain closed to ORV use. A designated parking area will be developed along with directional signing and interpretive panels. A foot trail to the wagon ruts

will be included in development plans. The site will be nominated to the National Register of Historic Places.

Site CR-1 Platte Island Trail Segment. Public access presently exists to the site and it is closed to ORV use. These measures will be retained. In addition to those management actions, the site will have a historic marker and interpretive sign installed. The site will be nominated to the National Register of Historic Places.

Site TIR-7 Sergeant Custard Segment. The site will remain closed to ORV use. A historic marker will be installed and the site will be nominated to the National Register of Historic Places.

Site TIR-8 Glade Draw Segment. The existing ORV closure will be maintained. Public access will be maintained to the site. Future management actions include placing a historic marker and interpretive sign at the site. The site will be nominated to the National Register of Historic Places.

Site TIR-9 Ryan Hill Segment. A hill (Prospect Hill) requiring a significant climb with a grade averaging 7.5 percent. A landmark popularized by Mormons in William Clayton's *Latter Day Saints Emigrants' Guide.* Other recreational developments will include a designated parking area, interpretive panels, a scenic overlook, and a foot trail to the trail ruts. The site will be nominated to the National Register of Historic Places.

Sweetwater/South Pass Segment -SS (Rawlins/Rock Springs Districts)

This segment consists of the primary route of the Oregon/Mormon National Historic Trails. It begins at Independence Rock in the Rawlins District (Sec. 9. T. 29 N., R. 86 W.) and ends at the Little Sandy River crossing in the Rock Springs District (Sec. 28, T. 26 N., R. 105 W.). The route generally follows the Sweetwater River from Independence Rock to South Pass, passing such major historic sites as Devil's Gate, Martins Cove, Split Rock, Ice Slough, and Burnt Ranch. It then heads southwest from South Pass to the crossing of Little Sandy Creek, the end of this segment.

Management of Sites

Site SS-1 Devil's Gate. Devil's Gate**,** a prominent landmark north of the trails on the Sun Ranch, was formed by a precipitous canyon through which the Sweetwater River flows. It was described in many emigrants' journals. The site is presently a national historic landmark. The existing mineral withdrawal will be retained. Devil's Gate will be managed to maintain its present natural appearance. This means that activities that would significantly disturb the area will not be allowed. The site will be managed to protect and ensure the continuation of existing uses, in addition to the scenic value. Retain Devil's Gate on the National Register of Historic Places.

Site SS-2 Devil's Gate Historic Site. This BLM-managed roadside interpretive site interprets the site from the fur trade era through the 1860s. It was established in 1976 for the Bicentennial. Devil's Gate interpretive site will be managed to interpret the Sweetwater Valley at Devil's Gate. Topics include Devil's Gate, the fur trade, the emigrant trails (Oregon, Mormon, and California), the Pony Express Route, military forts, telegraph line, and early ranching in the area. The site will be withdrawn from mineral entry. No developed facilities except the existing paved parking lot, paved trail, fence, signs, trash cans and interpretive panels will be maintained at the site. Permaloy interpretive panels will be considered for future replacement of existing panels at the site. The Martins Cove National Register Plaque and interpretive sign will be displayed at the Devil's Gate interpretive site.

Site SS-3 Martins Cove. Martins Cove is a protected pocket on the southern flank of the Sweetwater Rocks. Captain Edward Martin's Mormon Handcart emigrants took refuge from a winter storm in November 1856, where 135 to 150 persons died of exposure. Interpretation of the Martins Cove site will be included at the existing Devil's Gate Historic Site. The BLM does not anticipate attempting to acquire access across the private lands to the site. The BLM will seek a mineral withdrawal for the site and manage it to protect the natural and scenic features. Surface- disturbing activities will not be authorized. Only the minimum area necessary to protect the site will be affected (600 acres -the area covered by the National Register site). The site will be retained on the National Register of Historic Places.

Site SS-4 Astorian Camp. The precise location of this site is not known. The Astorian campsite will be interpreted at the adjacent Devil's Gate Historic Site.

Site SS-5 Split Rock. Split Rock is a highly visible Landmark which covers roughly one square mile and consists of a cleft in solid granite. It was used by travelers to mark the route along the Sweetwater River. The existing mineral withdrawal will be retained. The BLM will manage Split Rock to preserve its natural scenic features. No surface-

disturbing activities will be authorized. The site is currently part of a BLM Wilderness Study Area (WSA). No development is recommended for the site. This site will remain on the National Register of Historic Places.

Site SS-6 Split Rock Pony Express Station. This historical way station is in the viewshed of the Split Rock interpretive site and immediately adjacent to the Oregon/Mormon Trails. The BLM will maintain the natural appearance of the site. To do this, surface-disturbing activities at the site will not be authorized. Rights-of-way, for example, will be required to pass south of Cranner Rock rather than north of the rock along the Sweetwater River. The site will be evaluated to determine if it should be nominated to the National Register of Historic Places.

Site SS-7 Split Rock Interpretive Site. A BLM-managed interpretive site adjacent to Highway 287. Built as a Bicentennial project. Interprets trails, Pony Express, military post, and telegraph line. The site will interpret the Oregon and Mormon Pioneer National Historic trails. It will also provide limited picnic facilities, vault toilets, and garbage service. The site will be withdrawn from mineral entry. The Split Rock site will interpret adjacent historic sites on the trails such as stage stations, military posts, and other features along the trails. The "Three Crossings" site, for example, will be interpreted at the existing Split Rock sites rather than developing a new site. Permaloy interpretive panels will be considered for future replacement of existing panels at the site.

Site SS-8 Three Crossings. A geographic landmark and difficult obstacle where the emigrants had to cross the Sweetwater River three times in two miles. Scene of a garrison site for the 6th and 11th Ohio Cavalry as well as Pony Express and Overland Trail Stage stations. This site involves predominantly private and state lands, and no facilities are presently in place. Public access to this site is not available and most of the site lies on private land, including the actual crossings, station, and historic site. Interpretive potential on public land is limited. Due to these constraints, no management actions are planned by the BLM at this time.

Site SS-9 Ice Slough. This site is a marsh occupying a small valley on both BLM and private lands. Prior to being physically drained, water collected beneath the turf and froze. The heavy insulating layer kept the ice frozen until summer when it was used by emigrants as a welcome refreshment. The existing facilities consist of a roadside turnout and state historical marker on the north side of the highway. This facility, although minimal, adequately interprets the site on public land. The largely undeveloped setting of ice slough offers the highway visitor an opportunity to appreciate and experience the wide open spaces of the trail as it was in historic times.
The public lands should be retained under BLM management and the site should be considered for nomination to the National Register of Historic Places.

Site 55-10 5eminoe Cutoff Parting. The only notable feature is the fact that the primary trail and the Seminoe Cutoff diverged at this point. The BLM will install a small interpretive sign, identifying the site as the Seminoe Cutoff Parting.

Site 55-11 Rocky Ridges. Limited interpretive signs of a non-obscuring character should be placed at Rocky Ridges. This site is approximately a four square mile area over which the emigrants toiled up steep hills along the trail on the north side of the Sweetwater River. Low profile, interpretive signs should be placed near the crest of the ridge where iron rust marks from pioneer wagon wheels are still visible on the rock outcrops. This would enhance appreciation of the site by parties traveling over the trail but would not detract from the significant, natural character of the area. The area will continue to have a limited ORV designation -vehicle travel is limited to existing roads and vehicle routes. The site will be considered for nomination to the National Register of Historic Places.

Site 55-12 Oregon Trail Withdrawals. These withdrawals will be maintained to protect natural values of the area and sites related to pioneer exploration and emigration. The withdrawal should be expanded to include the NWNE Sec. 27. *SV2* Sec. 22, T. 29 N., R. 97 W. The purpose of the withdrawal is to limit surface uses which would disturb natural and scenic values of the area near the Oregon/Mormon Trails.

Sixth Principal Meridian
T. 29 N. R. 87 W.,
sec. 25, *SV2SV2;*
sec. 26, SEV4;
sec. 35, N1/2NE1/4.

T. 29 N., R. 89 W.,
sec. 13, SW1/4, S1/2N1/2;
sec. 18, Lots 6. 7. E1/2SE1/4, SE1/4;
sec. 19, Lots 1, 2, 3, 5. 6. 7, 8, NE1/4SW1/4.

T. 29 N., R. 97 W.,
sec. 22, SW1/4SW1/4;
sec. 27, NW1/4, SW1/4E1/4;
sec. 28, N1/2;
sec. 34, SE1/4. E1/2SW1/4, SW1/4SW1/4.

T. 27 N., R. 101 W.,
sec. 4, SW1/4, S1/2NW1/4;
sec. 5, SE1/4, S1/2NE1/4.

The subject lands were withdrawn for protection of segments of the historic Oregon Trail corridor and associated landmarks. The lands are presently used for grazing, recreation, and wildlife habitat. The mineral report for the subject lands shows the lands are not known to contain locatable minerals of more than nominal value, although numerous mining claims have been filed on these lands.

Site SS-13 Radium Springs (Gillispie Place). Radium Springs was utilized by Oregon and Mormon Trail emigrants, the Pony Express, and miners from the Lewiston mining district. The buildings will be fenced to protect them from cattle and vandalism (FY85). A rustic designed interpretive sign will be placed at the site to inform visitors about its history (FY85). The structures will be stabilized to prevent further deterioration. The site should be evaluated for nomination to the National Register of Historic Places.

Site SS-14 Willie's Handcart Disaster Site. Willie's Handcart Company was a group of Mormons bound for Utah who got caught in a severe storm in November 1856. They were trapped on Rock Creek and, before their rescue, 77 Mormons died. The majority of the site is on private land. The portion on public land should be maintained in a natural condition and managed as an important historic site. Surface disturbance will not be allowed. Existing mining claims will be honored and managed under 43 CFR 3809, Surface Management. Undeveloped group camping will continue to be a major use of this sheltered Rock Creek Cove.

Site SS-15 Burnt Ranch (private land). Burnt Ranch is the site of the ninth crossing of the Sweetwater, where the Seminoe Cutoff rejoined the original trail. Burnt Ranch is also the site of the beginning of the Lander Cutoff. The BLM would continue to negotiate acquisition of the private lands at Burnt Ranch through purchase or exchange. Attempts have been made to acquire the property by those means in the past without success. The landowner has expressed a willing- ness to negotiate on the sale of the property and is in favor of protecting its historic value. The lands that should be acquired are in Secs. 23, 24, 25, and 26, T. 28 N., R. 100 W. The most important lands to acquire are the SW1/4SE1/4 Sec. 23 and the NE1/4, NE1/4SE1/4 Sec. 26, T. 28 N., R. 100 W. (240 acres). This action would place in public ownership lands that were used as:

part of a fur trade route; a military garrison post; a telegraph station;
the ninth crossing of the Sweetwater on the Oregon Trail;
a Mormon mail station and camp site; a stage stop;
the Junction of the Oregon Trail and the Lander Road/Seminoe Cutoff;
a historic ranch;
an emigrant campsite;
a site for numerous emigrant graves;
the Point-of-Rocks/South Pass stage; or a road crossing of the Sweetwater.

This proposed land acquisition will be handled on a willing buyer/willing seller basis No condemnation actions will be utilized to meet BLM management objectives for the Oregon/Mormon Trails. In the event that it proves impossible to acquire the above private lands. the BLM will seek to acquire a scenic/conservation easement for the 240 acres described above. The purpose of this action will be to preserve the historic values of the site and provide some compensation for the owner.

If acquired, the lands would be managed to minimize surface disturbance and damage to the historic properties.

Recreational development would not be undertaken. No campgrounds or other facilities for the convenience of visitors would be developed. No improvement of access would be attempted.

Interpretive signing would be installed to inform visitors of the historic value of the site. The subjects to be included in the interpretive display are listed above.

Burnt Ranch would be nominated to the National Register of Historic Places and not be made available for mineral leasing (if the BLM is able to acquire both the surface and mineral estate), rights-of-way, or other activities that would cause surface disturbance. Patrol of the site would be performed periodically to deter vandalism and monitor site condition.

Site 55-16 Twin Mounds. The Twin Mounds are low hills located east of the Continental Divide at South Pass; a minor Oregon Trail landmark. Numerous travelers thought them to be South Pass. A small sign will be placed adjacent to the trail ruts to identify the Twin Mounds.

Site 55-17 South Pass. South Pass is the point where the Oregon/Mormon Pioneer Trails crossed the Continental Divide. The site will be retained

under BLM management. This site will be managed as it presently exists, a simple minimally developed interpretive site. The fencing will be maintained as it presently exists. No attempts will be made to advertise the site as excessive use and vehicle traffic could result in vandalism of the two existing stone monuments. The site is currently on the National Register of Historic Places as a national historic landmark. This designation will be retained.

Interpretation of South Pass will be done at the roadside exhibit (Site SS-20).

Site SS-18 Oregon Buttes. Manage the Oregon Buttes as a scenic background for the Oregon Trail. A small sign identifying the Oregon Buttes will be placed adjacent to the trail and at the South Pass (SS-17) site. Oregon Buttes should be nominated to the National Register of Historic Places.

Site SS-19 Pacific Springs (private land). Pacific Springs, located in a valley west of South Pass was the first good water source west of the pass. The site was used as a campsite by emigrants. Buildings and other structures at the site are abandoned. The BLM will contact the owner of the private lands concerning an access agreement/ easement on the trails through this parcel of private land. If the landowner shows no interest in such a proposal, it will not be pursued.

In the event the BLM does acquire access through the Pacific Springs site, either through purchase of an easement or through cooperative agreement, measures will be taken by the BLM to protect and stabilize the historic structures at the site.

A sign identifying the site should be placed on public lands NW1/4NE1/4NW1/4 Sec. 12, T. 27 N., R. 102 W.

Site SS-20 South Pass Exhibit. This site will be managed as a roadside interpretive site for the Oregon, Mormon, and Pony Express Trails. Existing signs will be repaired and/or replaced. Annual maintenance will include repair of facilities, as needed, and garbage pickup. Sites to be interpreted include Pacific Springs, South Pass, Oregon Buttes, the trail itself, and other surrounding physical landmarks.

Site SS-21 Pioneer Grave. The site will be protected by limiting surface-disturbing activities.

Site SS-22 Plume Rocks. Plume Rocks, a minor trail landmark, are low clay bluffs east of Dry Sandy Crossing. A small sign will be placed adjacent to the Oregon/Mormon Trails to identify Plume Rocks.

Site 55-23 Dry Sandy Crossing (private land). The Dry Sandy Crossing was the first stream crossing west of Pacific Springs. This stream was a source of brackish water. The site is on private land with peripheral areas on public land. The BLM will pursue acquisition through exchange of 40 acres of private land at the Dry Sandy Crossing. The legal description of the subject land is NE1/4NE1/4 Sec. 29, T. 27 N., R. 103 W. This is the only parcel of private land between Pacific Springs and the Little Sandy. The parcel contains hand-dug emigrant wells and the remains of the stage and Pony Express station.

In the event that the private lands are not acquired, interpretive signing could be installed on adjacent BLM-administered lands located in the SE1/4SE1/4SE1/4 Sec. 20, T. 27 N., R. 103 W. A second option for management of the site would be the purchase of an easement through the private parcel along the trail. This would also satisfy the need for access and interpretive facilities at the site.

The Dry Sandy site should be nominated to the National Register of Historic Places. Interpretive signing should be installed. The signs would interpret the site's significance in terms of the Oregon, Mormon, and Pony Express Trails. The signs should mention the hand-dug wells, the Mormon pioneer party campsite, the Pony Express/stage station, and the nearby landmark of Plume Rocks.

Site 55-24 Parting-of-the-Ways. This site marks the beginning of the Sublette Cutoff, a route that cut 50 miles off the route to Oregon, bypassing Fort Bridger. Low profile, interpretive signing should be installed at the site. It should interpret the significance of the Sublette Cutoff as an alternate to the main route and Parting-of-the- Ways as a place of decision. It is currently on the National Register of Historic Places. That listing should be continued.

Site 55-25 Little Sandy Crossing. The Little Sandy Crossing provided a good source of water on the road to Fort Bridger. Used as a campsite by most travelers on the trail, there are numerous emigrant graves located at this site. An access agreement should be negotiated or an easement should be obtained through the parcel of private land at the point where the trail crossed the Little Sandy. As the situation now exists, one may travel from Dry Sandy to Little Sandy on public land but one cannot cross the Little Sandy to the County Road without crossing .5 mile of private land *(W1/2* Sec. 28, T. 26 N., R. 105 W.). Acquisition of an easement or cooperative access agreement would ensure public access along this segment of trail.

Interpretive signing should be installed on public lands (EV2 Sec. 28, T. 26 N., R. 105 W.) adjacent to the site. It should interpret the significance of the site to the Oregon/Mormon Trails and other historic uses, including the June 28, 1847 Mormon pioneer party campsite and meeting with Jim Bridger.

Management of Trail Segments

Segment 1, East of Devil's Gate. Close the trail ruts in the following sections to all off-road vehicle use (Secs. 29 and 30, T. 29 N., R. 86 W.).

Segment 2, Jackson Lake to Split Rock. Public access to this segment is available except for .5 mile. The BLM will seek access through easement acquisition through the following private lands: NW1/4NW1/4 Sec. 27, NE1/4NE1/4 Sec. 28, T. 29 N., R. 89 W. This easement will open a 12- mile segment of the trails to use which cannot, at present, be traversed without trespassing on private lands.

If the private landowner is not interested in granting an easement across his property, the proposal will be dropped.

If the easement were obtained, it would not be advertised by highway signs. It would be shown in the proposed Oregon/Mormon Trail brochure which will be published to inform interested persons of the opportunities and limitations connected with trail use.

Segment 3, Dry Sandy Swales. An informational sign will be erected at the point where the modern vehicle track crosses the "Dry Sandy Swales" of the trail. These are the most impressive of any deep ruts on the Oregon Trail. The sign would inform visitors that this enormous groove in the face of the land was worn by thousands of westward trekking Americans. The Swales are located in Secs. 29 and 30, T. 27 N., R. 103 W.

Management Policy

All other management of the trail segments is outlined in the Oregon/Mormon Trail General Management Policy. The Sweetwater/South Pass segment of the Oregon/Mormon Pioneer National Historic Trails is considered to be the highest priority segment for funding, development, and management.

Lombard Ferry Segment - LF (Rock Springs District)

This segment consists of the Oregon/Mormon Pioneer Trails, the California Trail, and the Pony Express route. It begins at the Little Sandy Crossing (Sec. 29, T. 26 N., R. 105 W.) and continues to Fort Bridger, Wyoming (Sec. 33, T. 16 N., R. 115 W.). It crosses the Green River at Lombard Ferry (Sec. 8, T. 22 N., R. 109 W.) and Palmer Ferry (Sec. 16, T. 21 N., R. 109 W.).

The trail crosses mostly private land through the Eden Valley. It nearly parallels the Farson-Fontenelle highway on public lands to Lombard Ferry and Palmer Ferry. From the Green River, the route traverses a checkerboard land owner- ship area to the Bridger Valley. It crosses the Hams Fork at Granger and follows the Blacks Fork through the Bridger Valley on private lands to Fort Bridger.

Management of Sites

Site LF-1 Simpson's Hollow (Simpson's Gulch). Mormon raiders, under Lot Smith, captured a train of 23 wagons loaded with supplies for General Albert S. Johnston's army, then advancing on Utah. The wagons and all their contents were burned at this site. One of several noted events of the Mormon War.

Simpson's Hollow will be identified with a BLM sign at the point where it is crossed by the trail. The site should be nominated to the National Register of Historic Places.

Site LF-2 Simpson's Gulch Interpretive Turnout. An interpretive sign should be erected at the proposed turnout. The sign will describe the Mormon War wagon train burning. Nearby emigrant campsites and gravesites will also be mentioned (see Site LF-1).

Site LF-3 Oregon Trail Interpretive Site.
Interpretive and visitor facilities should be developed at this site. The turnout was recently completed by the Wyoming Highway Department. A low profile, interpretive sign should be erected adjacent to the parking area closest to the trail ruts. The sign should interpret the historical significance of all features related to the Oregon! Mormon and Pony Express Trails located between Simpson's Gulch and the Green River. This would include:

Palmer Ferry Alternate of the Oregon Trail;
Military telegraph line;
The Kinney Cutoff;
The Baker-Davis Road;
The June 30 to July 2, 1847 Mormon Pioneer Party campsite;
The Big Timber Pony Express station; and
The main emigrant campsite northwest of Gasson Bridge

Site LF-4 Big Timber Station. A trading post at the junction of the Oregon/Mormon Trails and the Kinney-Slate Creek Cutoff. Field investigations will be conducted to precisely locate the site. Field data will be reviewed to determine the eligibility of this site for nomination to the National Register of Historic Places.

Site LF-5 Lombard Ferry. Lombard Ferry was the site of a ferry across the Green River. Public lands are adjacent to the river on either side. A roadside interpretive sign should be placed in the SEY4 of Sec. 18, T. 22 N., R. 109 W. on BLM-administered land. The sign will interpret nearby Lombard Ferry and other nearby important historic sites. Examples include:

Oregon Trail fords and ferries;
Mormon Ferry;
Campsite of the 1847 Mormon Pioneer Party;
Green River Pony Express station; and
Original location of Jim Bridger's trading post.

Site LF-6 Martin's Station (Pony Express). Field investigations will be conducted to precisely locate the site. Field data will be reviewed to determine the eligibility of this site for nomination to the National Register of Historic Places.

Management of Trail Segments

This segment of trail, from the crossing of the Little Sandy to Fort Bridger, crosses a variety of land ownership patterns -mostly private to mostly public. From Farson to Interstate 80, most of the trail may be traveled, either on the trail itself or on adjacent improved roads and highways.

The BLM will not implement management measures that specifically encourage travel on the trail itself such as directional signing. The trail remains on public lands will not be closed to CRV use.

The BLM will not attempt to acquire easements or cooperative agreements in this segment.

Management Policy

The Oregon/Mormon Trail Management Policy included elsewhere in this plan applies to this segment. It is anticipated that a number of management actions may be carried out in the future. Annual surveillance and monitoring of use is scheduled; ORV designations may be made. A protective corridor may be established or other measures outlined in the Oregon/Mormon Trail Management Policy. They include possible nomination of certain segments of the trail to the National Register of Historic Places. These would be determined, based on future field work.

Bridger Segment -BR (Rock Springs District)

From Fort Bridger, the Oregon Trail courses generally northwest over Bigelow Bench. From this bench, the trail turns generally north and drops down into the Big Muddy Creek drainage. Some excellent ruts are located on the Trail approaches the Carter Cedars. As the Trail passes the Carter Cedars, the Trail swings west then north and enters the Little Muddy Creek drainage. Upon approaching the Little Muddy, the Oregon Trail turns west to follow the south side of the drainage. The Black's Fork Cutoff meets the Oregon Trail here, but is found on the north side of the Creek. Fort Bridger lies 17 miles southeast of this point.

The Oregon Trail follows the Little Muddy Creek for about five miles and passes through Cumber- land Gap, a local landmark formed where the Little Muddy cuts a pass through Oyster Ridge. West of Cumberland Gap, the Oregon Trail splits into several segments while crossing Cumberland Flats. A mile-long segment of the Oregon Trail in this area contains pristine trail evidence, consisting of undisturbed ruts, swales, rust- stained rock, and historic artifacts all in a generally unspoiled setting. Six to seven miles west of Cumberland Gap, these segments unite to follow either the east or north side of the Little Muddy, as it ascends towards the Bear River Divide.

Except for four miles north of 1-80, this segment is located entirely within the checkerboard land ownership area. This segment contains approximately 18 miles of trail on public lands.

Management of Sites

There are no historic sites of note on public lands along this segment. The BLM will pursue acquisition of the Ziller Ranch, just east of Cumberland Gap on the Oregon Trail. It is not known if the present landowner would be receptive to the idea of an exchange or sale.

The possibility will be pursued. Management measures will not be developed for this site unless such an exchange or purchase was completed.

Management of Trail Segments:

The trail will be managed under the Oregon/ Mormon Trail General Management Policy. No other specific actions are identified at this time. An example of the application of the General Management Policy is the use of the National Register of Historic Places as a management tool. Along this trail segment, as well as others in the network of trails in this plan, there may be sites or sections of trail ruts that, from time to time, are nominated or found eligible for nomination to the National Register of Historic Places. Oregon Trail ruts in the vicinity of the Carter Cedars is an example that may be evaluated for possible inclusion on the National Register. Vehicle use of this segment will be authorized, although specific management measures to encourage such use will not be implemented.

Management Policy

No specific policy for this trail segment is needed.

Bear River Divide Segment -B D (Rock Springs District)

The Bear River Divide segment of the Oregon Trail is one of the more difficult segments to describe in that there appears to have been several segments, routes, and variants allowing wagon passage over this divide. At present, the main route of the Oregon Trail is recognized as abandoning the Little Muddy and ascending first Chicken Creek, then present day Road Hollow Creek. After cresting the Bear River Divide, the trail goes west past Sand Knoll and drops down to North Bridger Creek. Two miles later, North Bridger Creek unites with Bridger Creek and the trail follows the north and east side of this creek as it courses northwest towards the Bear River Valley.

Other Oregon Trail variants east of the Bear River Divide include:

1. A variant that follows the headwaters of Chicken Creek directly to Bridger Creek;

2. An alternate route that follows the Little Muddy Creek to the Bear River Divide; and

3. A possible variant that leaves the Little Muddy Creek variant and runs along Fossil Ridge - really a three-mile long switchback -that unites with the main trail .5 mile north of Cercocapia Reservoir.

Several variants are found on the western side of the Bear River Divide:

1. A poorly understood trail segment associated with the headwaters of Spring Creek;

2. Two trail segments located near the head of Bridger Creek. These routes are the western extension of the Chicken Creek Trail and contain well-preserved trail ruts;

3. Three short (1 to 1.5 miles in length) alternates descending the Divide near Cercocapia Reservoir that lead to the North Bridger Creek Main Trail;

4. A variant branching off the Main Trail north of Sand Knoll that follows an unnamed creek for five miles north of, and then uniting with the Bridger Creek Main Route near where the creek enters the Bear River Valley; and

5. Finally, a possible variant, largely deviating from those routes described above, merits discussion. Reference to this variant is found in the *Oregon Trail Cultural Resource Study* prepared by the Idaho State Historical Society (1981, p. 277, 280). The route leaves the main trail about two miles east of Sand Knoll and runs north for about seven miles along the eastern uplands of Collette Creek. This route then crosses Twin Creek and appears somewhat obliterated for about 1.5 miles, until 1 mile south of Gooseberry Spring. Here, the route divides and runs east and west of a large hill and reunites again near the headwaters of Antelope Creek. The trail then follows the north side of Antelope Creek for four miles and connects with the main Oregon Trail northeast of the present-day community of Beckwith.

   In the Bear River Valley proper, roughly from west of Eli Hill northwards for about 25 miles to Cokeville, the Oregon Trail parallels present-day US Highway 89/30 along the east side of the Bear River. North of Cokeville, the trail continues its northward passage through The Narrows. Beyond this point, one Oregon Trail variant continues along US Highway 30/ 89 to Border Junction, where it turns west and leaves the state in the south end of the Thomas Fork Valley. Another variant is identified as crossing the Bear River just east of Anderson Hill where the trail picks up the Union Pacific Railroad R/W and exits the state south of the Bear River.

Management of Sites

No known historic sites of note are found along these segments on public lands managed by the BLM.

Management of Trail Segments

An interpretive sign is planned for the Oregon Trail west of Cumberland Gap, up Little Muddy Creek. This sign shall describe the difficult ascent up and over the Bear River Divide and indicate the route of the trail in the area. Another interpretive sign is planned for the Bear River Divide road where the trail crests the high ridge. This interpretive sign shall be more extensive in nature, as a panoramic view is attained in various locales. A small parking turnout should also be planned, as vehicle traffic does occur on the Bear River Divide Road. Many trail segments are only accessible by foot off of the ridge as the steepness of the terrain precludes vehicle use. A final interpretive sign (exact location presently undetermined) should be planned for the Oregon Trail north of Cokeville, explaining trail passage in the Bear River Valley.

There is much to be learned about the route alternatives in the Bear River Divide area. During the 1985 field season, Exxon conducted a survey of all possible trail remains. Their work included a literature search as well as field work. The objective was to identify important trail alter- natives and others with little or no importance. Trail routes that can be verified and which have physical remains will receive protective management. Others not found to either be important or which have no physical remains will not be protected.

Oil and gas development will continue in the Bear River Divide area and will, no doubt, continue to affect the trails.

The Bear River Divide trail segments from the Little Muddy Creek to Highway 89 are recommended for 4-wheel drive vehicles or foot and horseback travel.

The BLM will attempt to acquire a public easement along the trail from Cumberland Gap to the beginning of the Bear River Divide segment in Sec. 3, T. 19 N., R. 118 W. Easements will also be acquired across state lands in Secs. 16 and 36, T. 20 N., R. 119 W., Secs. 5, 8, 9, and 16, T. 20 N., R. 120 W., and Secs. 26 and 35, T. 21 N., R. 120 W. This would make available a public travel way from the Idaho State line to Cumberland Gap north of Fort Bridger. The travel way will follow the primary route of the Oregon Trail.

Field studies and archival research will be conducted to determine the location and importance of the numerous trail remnants in this segment of the Oregon Trail. This work will help the BLM identify appropriate management measures and the degree of protection these segments should receive.

The Bear River Divide segment is a designated National Historic Trail Segment, located largely on public lands between Little Muddy Creek and Highway 89. This area should receive routine monitoring by resource area personnel. Problems resulting from use of the area should be dealt with quickly.

The portion of the segment from Little Muddy Creek to Highway 89 should be placed in a protective corridor as per the Oregon/Mormon Trail General Management Policy.

The area should receive an ORV designation of limited; motor vehicle use should be limited to existing roads and vehicle routes.

Management Policy

Development of a specific policy for management of this segment is not necessary. This segment will be managed under the Oregon/Mormon Trail General Management Policy.

Mormon/California Trail Segment -MC (Rock Springs District)

From Fort Bridger, the Mormon Trail is identified as a 2-track that passes just south of Bridger Butte. At Bridger Butte, the Trail divides into two segments, a northern route and a southern route. These routes reunite east of Aspen Mountain, and will be discussed separately. The northern variant turns west from Bridger Butte, passes Bigelow Springs, descends Bigelow Bench and crosses Muddy Creek one mile north of Meyers Ridge. The trail then follows Sods Hollow southwest. The northern route splits again with an alternate following Antelope Creek west and then a tributary southeast around a dominant ridgespur while another alternate ascents the ridge and follows the crest southwest towards Aspen Mountain.

The southern variant leaves Bridger Butte and follows Cottonwood Creek' to the south of Myers Ridge. This southern route crosses Little Creek and Muddy Creek in quick succession, then follows the south bank of Piedmont Creek for three miles. This variant then crosses to the north side of Piedmont Creek, and follows this drainage until

uniting with the north variant some 3.5 miles west. Aspen Mountain is reached about two miles further.

From Aspen Mountain, the Trail passes Altamont, follows Stowe Creek for a couple of miles, and crosses a gap in Oyster Shell Ridge to drop down to Sulphur Creek and Beartown. Here, the trail veers northwest and crosses the Bear River. The Trail then follows Stagecoach Hollow to Coyote Creek and follows the north side of this creek to a local landmark called "The Needles." The Trail passes through the narrow gap at The Needles, turns northwest, crosses Yellow Creek, and exits the state of Wyoming in the vicinity of the old Needle Rock Station.

This trail segment lies mostly on private and state land. The public lands along this segment are found in scattered parcels only. The longest segment of trail on public lands is just over a mile long. A total of approximately 10 miles of Mormon- California trail is found on public lands in this segment.

Management of Sites

Three interpretive signs should be planned for this trail segment. The first will be placed on public land between Bridger Butte and Bigelow Ditch and will identify the nearby trail as the Mormon- California Trail; not the Oregon Trail. The second will be located near Piedmont and will describe the various historic sites in the Area (Aspen Tunnel, stage stations, Brigham Young's Well, etc.). A final site will be put near The Needles, a local landmark near Needle Rock Stage Station and the present-day Wyoming-Utah State line. This sign will describe the trail in the vicinity, Bear River crossing, etc.

Management of Trail Segments

This segment of trail will be managed under the Oregon/Mormon Trail General Management Policy.

Management Policy

No specific management policy is necessary for this segment. Two parcels of public land that include the north and south Needles will be retained in their existing condition in federal ownership.

Seminoe Cutoff -SC (Rawlins District)

The Seminoe Cutoff is located south of the Sweetwater River, beginning southeast of Sweetwater Station and ending at Burnt Ranch. A variant of the Seminoe Cutoff continues west and rejoins the primary route of the Oregon Trail near Twin Mounds. The Seminoe Cutoff had the advantage of avoiding the last four crossings of the Sweetwater River.

Management of Sites

Site SC-9 Seminoe Cutoff Parting (also mentioned in Sweetwater/South Pass Segment). The BLM will install an interpretive sign. identifying the Parting of the Seminoe Cutoff with the primary Oregon/Mormon Trail route.

Management of Trail Segments

The Seminoe Cutoff will be managed as a trekking route. The BLM will make no special effort to advertise that fact. but will implement measures to ensure public access along its length from near Sweetwater Station to near South Pass.

To accomplish this. the BLM will attempt to acquire public access across state and private lands along the cutoff and to retain existing easements previously acquired by the BLM.

The BLM will retain the following public easements across private lands:

Sixth Principal Meridian, Wyoming

T. 28 N., R. 98 W.,
sec. 19, SW1/4SE1/2;
sec. 30, N1/2NE1/4. T. 28 N., R. 99 W.,
sec. 23, E1/2NE1/4; sec. 24, W1/2.

The BLM will attempt to acquire easements across state and private lands. Normal easements would be roughly 50 to 80 feet on either side of the trail center line. The exact width would be negotiated.

Easements would be needed across the following private lands:

Sixth Principal Meridian, Wyoming

T. 29 N., R. 95 W.,
sec. 15.

T. 29 N., R. 96 W.
sec. 25.

T. 27 N., R. 100 W.
sec. 3; sec. 4.

Easements would be needed across the following state lands:

Sixth Principal Meridian, Wyoming

T. 28 N., R. 97 W.,
sec. 14;
sec. 15.

T. 28 N., R. 98 W.,
sec. 24.

T. 28 N., R. 100 W.,
sec. 36.

T. 29 N., R. 95 W.,
sec. 16.

Should the BLM or other public agencies acquire the private lands at Burnt Ranch (Sec. 26, T. 28 N., R. 100 W.), the public trekking route would lead to Burnt Ranch, then west on the primary route of the Oregon/Mormon Trails.

The trekking route will not be improved, graded, drained, or repaired with mechanical equipment to facilitate motor vehicle use except where it has previously been improved by such means.

The Seminoe Cutoff should be included in a protective corridor as outlined in the Oregon/ Mormon Trail General Management Policy.

The Seminoe Cutoff should be included in the Oregon/Mormon Trail brochure or the BLM should develop a separate map/brochure for this cutoff.

The Seminoe Cutoff will be marked with 6"x6"x6' wooden sign posts. One side of the post will say Oregon Trail, a second will say Seminoe Cutoff.

Management Policy

The Seminoe Cutoff will be managed according to the guidelines in the Oregon/Mormon Trail General Management Policy. No specific policies are needed for the Seminoe Cutoff.

Lander Road -LR (Cutoff) (Rawlins/ Rock Springs District)

The Lander Road is unique among the major emigrant routes in Wyoming in that it was the only federally subsidized emigrant wagon road project of the area. The Lander Road was designed to provide a route of travel with abundant grass, water, and timber resources generally scarce along the routes to the south.

The Lander Road diverges from the main route of the Oregon Trail at Burnt Ranch, the site of the final crossing of the Sweetwater River. The road heads northwest, then west, across gently rolling upland, in the process crossing several small creeks. Approaching the Sweetwater, the route enters an area of broken topography and then makes a steep descent to cross the river. Turning northwest, the trail crosses to the west bank of Lander Creek and parallels this creek nearly to its headwaters at the Continental Divide. The road crosses the Divide in a low spot between Lander Creek and the Little Sandy River, crosses the Little Sandy, and then runs northwest across upland to the Big Sandy River. After paralleling the south side of the Big Sandy for several miles, the Trail crosses the river at Buckskin Crossing.

After the Buckskin Crossing of the Big Sandy, the Lander Road runs straight northwest for some seven miles across the flats of South Muddy Creek. At the crossing of the Speedway Road, it then turns west and begins a ten mile stretch to Alkalai Creek. The route follows the Alkalai Creek or a tributary for a number of miles, then veers slightly southwest to cross the New Fork River. From the crossing of the New Fork River, it ascends the southern portion of "The Mesa," and travels about 5.5 miles to the Green River crossing. It then crosses the Green River in a broad valley at a relatively shallow location. Here, the river could be forded and no ferry was utilized.

West of the Green River, the road ascends an intermittent drainage and runs generally west-southwesterly to cross Muddy Creek about two miles north of Marbleton. From here to a dominant butte on the south side of North Pine Creek, it traverses Meadow Canyon Swale, and crosses North Piney Creek on the southeast side of the butte. Then, it trends southwesterly across the Ruben Oil Field, passing south of Deer Hill and Sand Hill, and crosses Middle Piney Creek. Trending west-southwesterly, the road then

Crosses Fish Creek .5 mile north of its junction with South Piney Creek, and enters the South Piney Creek valley. The road then follows South Piney Creek upstream, where it enters the Bridger National Forest between Riley Ridge and North Mountain.

Management of Sites

Site LR-1 Highway 28 Crossing. This highway interpretive sign, developed cooperatively by the BLM and the Sublette County Historical Society, should be maintained and managed as at present. The interpretive sign should be repaired and painted routinely to prevent deterioration.

Site LR-2 Buckskin Crossing. The BLM and the Sublette Historical Society will cooperatively maintain the existing interpretive sign at Buckskin Crossing. No additional development is warranted. The sign should receive regular maintenance.

The BLM will pursue an agreement with the landowner in the Buckskin Crossing area to continue to allow limited public access to the trail.

Site LR-3 Historical Monuments. These monuments, located on public lands in Secs. 2 and 12, T. 30 N., R. 106 W., should be maintained in their present condition. No additional development at these monument locations is warranted at this time.

Site LR-4 New Fork Crossing. The BLM will install an interpretive sign at the point where the Lander Cutoff crosses the New Fork River.

Site LR-5 Green River Crossing. An interpretive sign will be installed at the point where the Lander Cutoff crosses the Green River.

Site LR-6 Deer Hills. An interpretive sign will be installed adjacent to the Lander Cutoff in the Deer Hills.

Management of Trail Segments

The guide to the Lander Road/Oregon Trail needs to be reprinted with minor modifications. The modification would include showing segments of the trail which can be driven on by motor vehicles. The guide will be used to inform the public of opportunities and limitations associated with visiting sites and traveling portions of the Lander Road. The Lander Road will remain open for travel by motor vehicles.

The BLM will develop a cooperative working agreement with the Sublette County Historical Society to coordinate marking and management of the Sublette Cutoff on public and private lands.

Conduct a trail inventory of the Lander Road to determine the location existence and significance of sites and trail segments along the Lander Road. These inventory data will be used to refine management actions in the future.

Management Policy

No specific management policy will be deveoped exclusively for the Lander Road. This road will be managed according to the guidelines in the Oregon/Mormon Trail General Management Policy.

Sublette Cutoff -SU (Rock Springs District)

The most popular and heavily used emigrant cutoff was the Sublette (sometimes called the Greenwood). This cutoff was originally blazed and used by William Sublette in 1832 as a direct route to move his supply wagons to the Snake River country for the fur trappers rendezvous. Emigrant use of the cutoff began in 1844 as an alternative to traveling the traditional Oregon Trail that dipped far south of the Sublette to utilize Fort Bridger. The popularity of the cutoff grew as the California Gold Rush drew thousands of pioneers west to seek their fortunes. By using the cutoff, the 4gers were able to shave five to seven days from the arduous way west.

The Cutoffs popularity continued through the 1850s; however, as the gold petered out in California, so did the heavy emigrant travel across the Sublette Cutoff. By 1869, the transcontinental railroad was completed and a gradual shift from covered wagons to railroad travel occurred. Nonetheless, wagons continued to roll across the Sublette Cutoff to California and Oregon until after 1900. The last known covered wagon to traverse the Sublette was in 1912.

The Sublette Cutoff extends from Parting-of- the-Ways in north-central Sweetwater County to the town of Cokeville in western Lincoln County. It crosses the Big Sandy north of the town of Farson and heads west near the north boundary

of Sweetwater County to the Green River. It crosses the Green River north of Fontenelle Reservoir and heads southwest into Lincoln County. The trail crosses the Hams Fork and turns northwest. crossing the Hams Fork Plateau north of Fossil Butte National Monument and rejoins the primary route of the Oregon Trail at Cokeville.

Management of Sites

Site SU-1 Lucinda (Linda) B. Wright Grave. The grave should be marked with a small, low profile BLM sign. The sign would identify the grave as an 1853 emigrant gravesite and, as such, would contribute to its protection. The site will be monitored annually. Additional management measures are not warranted at present.

Site SU-2 Green River Crossings. An interpretive sign should be erected at the mouth of Steed Canyon, the point where the original route of the Sublette Cutoff crosses the Green River. This was a major ford/ferry site and is located on BLM- administered public land. Two other ferries are documented but are on private land or destroyed by modern structures. The proposed site for the interpretive sign retains good integrity of setting although an improved oil field road runs across the canyon mouth. The road also provides convenient access to the site.

About 500 feet north of the ferry site, dozens of emigrants inscribed their names and dates of passage onto the sandstone cliffs bordering the river. Natural erosion continues to erase many of the inscriptions but vandalism is not a problem at present. The inscriptions should be scientifically recorded prior to placing the interpretive sign. The sign should be placed off the west side of the oil field road so that visitors look directly west down the trail route across the river when viewing it.

The site should also be nominated to the National Register of Historic Places.

Site SU-3 Holden Hill. Holden Hill is a narrow canyon between the Green River and Fontenelle Creek. It was used by emigrants to record names and points of origin on the canyon walls. Shows no evidence of vandalism. This pristine historic site needs protection to ensure that it is not damaged or vandalized in any way. To adequately protect it, the lands within a protective corridor around the trail should be withdrawn from mineral entry. The trail ruts will be closed to all ORV use. No recreational development will be done at the site and public access will not be acquired. Efforts will be made to stabilize some of the sandstone cliffs which are deteriorating. The site will be nominated to the National Register of Historic Places.

Site SU-4 The Pine Grove. A trailside interpretive sign should be installed to identify the site and describe its importance as an emigrant campsite. This historic emigrant campsite should be placed on the National Register of Historic Places.

Site SU-5 Rocky Gap. A trail side interpretive sign should be installed at this point to identify Rocky Gap and to mark the beginning of Dempsey-Hockaday Cutoff.

Site SU-6 White Hill. An interpretive sign should identify this as the site of an Indian massacre and wagon burning.

Site SU-7 Nancy Hill and Alfred Corum Gravesites. The Hill and Corum Gravesites are located on Hams Fork Plateau in a fenced area with a number of other graves. Both the death and grave of these individuals are well documented. The Alfred Corum grave should have an interpretive sign installed. The Nancy Hill gravesite should be managed as at present, with the interpretive sign and fence. Fencing of either gravesite should be commensurate with the needs; if a chain link fence is needed to protect the site and prevent vandalism of the grave, that should be installed. These sites should be nominated to the National Register of Historic Places.

Site SU-8 Emigrant Spring (Dempsey Ridge). Emigrant Spring was an important camping place near the point of merger of the Slate Creek Cutoff with the Sublette Cutoff. Several emigrant graves and a stone marker are located there. The existing sign should be retained, telling of the significance of the site and identifying it as an important campsite. The site should be considered for location of picnic facilities. Prior to development, the site should be adequately surveyed and recorded. This site should be examined for possible nomination to the National Register of Historic Places.

Management of Trail Segments

Segment 1, **Westfall Hollow Segment.** The Westfall Hollow Segment is proposed for formal road closure because of the.5 mile of pristine ruts found there. The western end is formed by the right- of-way fence of State Highway 233 (the Hams Fork road) and is not now conducive to vehicle passage due to a combination of right-of-way fences and a large stock pond. In other

words, the western end of the *Westfall* Hollow segment is "naturally closed" to vehicles. The pristine trail ruts include a frequently dense stand of mature big sagebrush that makes vehicle passage nearly impossible. Vehicle passage becomes more feasible at the eastern edge of the segment but then a drainage has cut a 10-foot deep arroyo into the present ground surface. Thus, both ends of the .S-mile segment containing pristine ruts contain natural vehicle passage inhibitors and a formal road closure here should present no undue hardship to the public.

Segment 2, The Rock Slide Segment. The Rock Slide segment of the Sublette Cutoff is located on the Hams Fork Plateau, northwest of the Emigrant Springs campsite in Secs. 21, 28, and 29, T. 23 N., R. 118 W. (public land). Gardner (1983, pp. 22 thru 2S) provides a good description of the Rock Slide and the descent/ascent of the Rock Creek drainage. The steepness of the descent drew comments from several emigrants and resulted in establishing a northern variant that bypassed the Rock Slide. The descent to Rock Creek near the rock slide today represents a unique, isolated, pristine trail segment worthy of special protective measures. A formal road closure is proposed. The trail route in the vicinity of the rock slide is virtually impassable with *4x4* vehicles and the trail is naturally closed to vehicle passage. Access to public lands will not be affected by the road closure so negative public comment is not expected.

Segment 3, Fontenelle Creek to Rocky Gap. This trail segment is recommended for *4x4* travel only due to rugged terrain. Vehicle travel should be limited to existing vehicle routes.

Segment 4, Rocky Gap to Hams Fork. This trail segment is recommended for *4x4* travel. The Westfall Hollow portion is closed to ORV use (see Segment 1, Westfall Hollow Segment). Travel is limited to existing vehicle routes.

Segment 5, Hams Fork Plateau. This portion of the Sublette Cutoff is accessible by 2-wheel drive vehicle. Visitor use of the segment is encouraged. High ground clearance vehicles are recommended. The Rock Slide portion is closed to ORV use (see Segment 2, The Rock Slide Segment). Travel will be limited to existing vehicle routes.

Management Policy

The BLM will develop and distribute a trail user brochure for the Trail's Sublette Cutoff. It will be designed to be used by persons and groups interested in touring the trail and by industrial firms working in the area. For additional information, refer to the Oregon/Mormon Trail General Management Policy.

It will be the policy of the Rock Springs District that the Sublette Cutoff will be available for recreational use including vehicle driving, foot travel and horseback travel, except for the segments designated closed to ORV use. Those segments will be available for foot or horseback travel only.

Kinney Cutoff -KC (Rock Springs District)

The Kinney Cutoff was a short segment of trail, approximately 20 miles in length, running from the primary route of the Oregon/Mormon Trails to the Slate Creek Cutoff just south of Fontenelle Reservoir on the Green River. **All** historical sources agree that the Kinney Cutoff runs along the banks of the Green River, but problems arise in attempting to define a single exact route.

Many trail authorities and a number of diaries indicate that the Kinney diverges from the Oregon Trail at a point one to three miles east of Lombard Ferry, travels west over dissected terrain to the east bank of the Green. It continues northwest along the east bank, traversing relatively flat terraces for about 10 miles. The route then pulls away from the river, skirting low hills prior to converging with the Slate Creek Cutoff at the Case-Davis crossing of the Green River.

Management of Sites

No historic sites have been identified along the Kinney Cutoff.

Management of Trail Segments

No complete on-the-ground reconnaissance of the various routes of the Kinney Cutoff has been conducted, so the location of all significant trail remains has not been determined. Such a survey should be initiated as soon as possible.

An interpretive sign should be placed near the intersection of the lower Farson Cutoff county road. The sign would interpret the general route and function of the Kinney Cutoff. The exact location of the sign should be selected to maximize viewscape. The sign should interpret the historical significance of the cutoff and should mention the historic ferry sites to the west and south. The sign should also mention the Dodge

Suspension Bridge, a structure that was built at the historic ferry site in the early twentieth century and that was of great importance to the local ranching industry.

Should public demand for trekking on the Kinney Cutoff materialize in the future, the BLM will seek public access agreements along one or more of the route variants. The route can be approximately retraced on the east side of the Green River along the Farson Cutoff road and along the west side of the Green River along State Highway 372.

Management Policy

No specific management policy will be developed for the Kinney Cutoff. This route will be managed according to the guidelines in the Oregon/Mormon Trail General Management Policy.

Slate Creek Cutoff -SL (Rock Springs District)

The Slate Creek Cutoff was developed around 1852 in response to the need for a route that would avoid the dry and dangerous Sublette Cutoff that crossed the Little Colorado Desert, yet which would shorten the route to Oregon by bypassing the loop to Fort Bridger. The Slate Creek trail left the Bridger Route of the Oregon Trail several miles west of what was to become the Big Sandy Stage Station. It proceeded north of the Blue Forest and dropped down to the Green River at Robinson's Ferry near present day Fontenelle. It then meandered along Slate Creek until it joined the Sublette Cutoff near Emigrant Springs. While this route would have been a day or so longer than the Sublette Cutoff, it would save several days over the Bridger Route. Between its division with the Bridger Route and its arrival at the Green River, the Slate Creek is 20 miles long.

The Slate Creek Cutoff diverges from the main (Fort Bridger) route of the Oregon Trail west of the Big Bend of the Big Sandy; this location is about a mile west of both the Big Timber Pony Express Station and the point where the Oregon Trail alternate forks south to cross the Sandy. The Slate Creek Cutoff heads northwest across flat, brush covered plains dotted with dry lake beds. Continuing in this direction, the trail crosses fields of sand dunes and areas of low badlands, finally turning straight west and heading between high badland buttes. Still proceeding west, the final miles to the Green are characterized by gently rolling to flat topography. The cutoff crosses the Green at a point just downstream from modern Fontenelle Dam. The entire route from the Big Bend to the Green lacks topographic obstacles, steep grades, and permanent water of any type.

From the Green River crossing, the trail proceeds west, passing just north of Slate Creek Butte, and follows the south side of Slate Creek proper. About 10.5 miles west of the Green, the trail crosses over to the north side of Slate Creek, and begins to follow the high sandstone bluffs west, rather than the drainage bottom. After an additional eight miles, the trail veers northwest and drops down to a dry tributary of Emigrant Creek to Emigrant Springs, a major emigrant camp along the Slate Creek Trail. From Emigrant Spring, the trail follows Emigrant Creek for 1.5 miles, and trends northwest to begin the ascent of Slate Creek Ridge. From an altitude of 7,060 feet at Emigrant Spring, the trail ascends to 7,832 feet above sea level, with a rise of about 400 feet per mile. The trail descends from the ridge, crosses the North Fork of Slate Creek (at 7,400 feet) and proceeds west northwest for 1.5 miles and unites with the Sublette Cutoff at Rocky Gap. Rocky Gap is recognized as the western terminus of the Slate Creek Trail.

Management of Sites

Site SL-1 Parting with Main Trail. The BLM will place an interpretive sign at the parting of the Slate Creek Cutoff with the main route of the Oregon/ Mormon Trail. It will identify the site as the parting of the two routes and interpret the significance of the cutoff.

Site SL-2 Case-Davis Ferry Site. The Case-Davis Ferry site is on public land administered by the Bureau of Reclamation. No management actions are envisioned at this time. Future actions may involve BLM management through transfer of management responsibility from the U.S. Bureau of Reclamation to the BLM.

Site SL-3 Emigrant Spring (Slate Creek). A portion of this site lies on a 40-acre private parcel of land. The landowner has expressed a desire to have his portion of the emigrant inscription site in federal ownership and protective status. We propose to acquire the tract (SWV4NW1/4 Sec. 13, T. 23 N., R. 115 W.) through land exchange for a yet to be identified parcel of public land.

The inscriptions at Emigrant Spring have been deteriorating at an accelerated rate over the past 10 to 20 years. We propose to implement measures to stabilize the sandstone cliff face and lessen the

rate of erosion. Chemical treatments may be available which would help stabilize the sandstone.

The existing inscriptions should be recorded so that the information is not lost.

The BLM will install an interpretive sign at the site to explain the significance of the site.
The site can be developed as a recreation site/ visitor area. The development will be done in an attempt to protect the site, as well as make it available for use. Facilities will include parking and signing. Constructed shelters over the inscriptions will be considered. Recreation facilities such as picnic tables will not be included in the development. An emigrant grave threatened by arroyo-cutting will be stabilized.

The Emigrant Spring site should be nominated to the National Register of Historic Places.

Site SL-4 Johnston Scout Rocks. The Johnston Scout Rocks are a large sandstone block on which are carved the name "T.C. Johnston L.A. Cary 1860 Scouts" and other emigrant names over a period of 38 years. The BLM will implement measures to stabilize the sandstone face of the rocks. Chemical treatments may be available to help stabilize the rocks.

The existing inscriptions should be recorded so that the information on the rocks is not lost. The BLM will install protective fencing with a locked gate around the rocks. The Johnston Scout Rocks site is listed on the National Register of Historic Places. An interpretive sign will be installed at the site.

Site SL-5 Terminus of Slate Creek Cutoff. The terminus will be marked with a trail marker.

Management of Trail Segments

Field inventories will be utilized to locate other significant sites and segments (variations of the main Slate Creek Cutoff). If they are located, they will be recorded so that information they contain will not be lost. Appropriate protective measures will be utilized. as needed.

Management Policy

This cutoff will be managed under the Oregon/ Mormon Trail General Management Policy. No additional specific policies are needed for this segment.

Dempsey-Hockaday Cutoff -DH (Rock Springs District)

The Dempsey-Hockaday Cutoff diverges from the Sublette Trail at Rocky Gap near the present day abandoned Jamison Ranch. From here, the trail crosses Pomeroy Basin, with two variants ascending Commissary Ridge up Wheat Creek and West Willow/Sheep Dip Creeks, respectively. The trail then follows the uplands above Trail Creek and crosses Hams Fork just north of present day Lake Viva-Naughton (this route is still a favored crossing of Hams Fork used by hunters and recreationists today). The trail then crosses Dempsey Basin adjacent to the South Fork Creek, and reunites with the Sublette Creek at the base of Dempsey Ridge. Approximately eight miles of this trail segment are on public land.

Management of Sites

No documented historic sites are found on this cutoff.

Management of Trail Segments

A road closure is proposed for a portion of the Dempsey-Hockaday Cutoff on Commissary Ridge. Specifically, we propose to close vehicle passage on the trail in portions of Secs. 33, 34, T. 24 N., R. 116 W. and portions of Secs. 3 and 4, T. 23 N., R. 116 W. Several ascents of Commissary Ridge from Pomeroy Basin and Rocky Gap to the east are located here. Pristine trail ruts, superior integrity of setting, and an excellent historical association combine to make the trail in this area worthy of preservation. This, coupled with the fragility of the soil in the area and moderate use of the trail by hunters in the fall (when the ground is frequently muddy and fragile), lead us to recommend vehicle closure in this area. Some negative public comment from hunters is expected on this proposal.

Three signs, possibly four, multifunctional in nature, are proposed along the Dempsey- Hockaday Trail. The first will be located at or near Rocky Gap and will identify the juncture of Slate Creek Trail with the Sublette Cutoff; and the divergence of the Dempsey-Hockaday Cutoff with the Sublette Trail. A second sign will be placed on top of Commissary Ridge where some excellent ruts are found and where knolls command a panoramic and beautiful vista of the upper Hams Fork Valley, the Commissary Ridge system. and

Pomeroy Basin. The third sign is planned for the Hams Fork Plateau where the Dempsey-Hockaday Trail reunites with the Sublette Cutoff and will address both trails. A fourth sign, optional, may be placed along the trail where it intersects with the Hams Fork Road, just north of Lake Viva-Naughton. This sign would interpret the Dempsey-Hockaday Trail across Hams Fork.

Management Policy

A management policy specific to the Dempsey-Hockaday Cutoff is not necessary.

Blacks Fork Cutoff -BF (Rock Springs District)

According to the 7.5' USGS topographic maps in the Kemmerer Resource Area, the Blacks Fork Cutoff begins at the union of the Hams Fork and Blacks Fork Rivers just west of Granger. The Blacks Fork Cutoff proceeds west, generally following the bluffs overlooking the Blacks Fork to the north. A 2-track road, located using the 1874 General Land Office plat for T. 19 N., R. 112 W., was identified in Sec. 28 as the probable trail and lies some 4.5 miles west of Granger.

The Blacks Fork River turns to the south 12 miles west of Granger. The cutoff abandons this river and follows the Little Muddy Creek. One variant of the trail, verified using the 1874 GLO plat for T. 18 N., R. 115 W., generally follows the north side of the Little Muddy while another variant is located along the southern bank of this creek for about five miles. Both variants unite four miles northwest of Hampton siding on the Union Pacific Railroad, and follow the north side of the Little Muddy for an additional seven miles to a point north of the Carter Cedars where the Bridger Route of the Oregon Trail joins the Blacks Fork Cutoff. Both trails follow the Little Muddy, with the Blacks Fork Cutoff on the north and the Bridger Route of the Oregon Trail on the south bank, respectively. Four miles distant. the Blacks Fork Cutoff crosses the Little Muddy and merges with the Oregon Trail just east of the Ziller Ranch, one mile east of Cumberland Gap.

Management of Sites

No documented historic sites are presently known to exist on public lands along this cutoff.

Management of Trail Segments

The BLM will place an interpretive sign at the end of the Blacks Fork Cutoff just east of the Ziller Ranch. This sign will mark the junction of the Blacks Fork Cutoff with the main route of the Oregon Trail. Due to the rough terrain, four-wheel drive vehicle use only is recommended.

Because little is presently known of the condition of the Blacks Fork Cutoff, archival and field research are needed to fill in this data gap. Field examination and other research could be done cooperatively by the BLM and other groups such as universities, historical societies, or historical associations. This work should be done as soon as practical.

Management Policy

The Blacks Fork Cutoff will be managed according to the Oregon/Mormon Trail General Management Policy.

MAINTENANCE

Maintenance work will be done by BLM. It will be accomplished by BLM personnel, by BLM contracts with private organizations and individuals, local agencies and through cooperative management agreements (CMAs) with other federal agencies (NPS), historical societies, or other interested groups.

Maintenance work will be programmed annually by BLM district offices.

The contracted work will be for the cleanup and light maintenance of the developed historic sites such as Bessemer Bend and Devil's Gate. Cooperative agreements will be developed as opportunities presented themselves for a variety of maintenance actions. They include sign maintenance, cleanup work along trail segments, or light maintenance of developed sites.

The BLM work will include all of the above, as needed.

It is not possible to accurately estimate maintenance needs. The following are rough estimates based on past experience.

Annual Maintenance Contracts

Contracts	Estimated Cost/Year
7 developed sites – haul garbage, clean up litter	$20,000
Pump vault toilets – 2 toilets, once each year	$500

BLM Maintenance Actions -Performed annually by BLM personnel.

Patrol trail segments, clean litter, repair signs and trail markers. This would require patrolling nearly 500 miles of trail in three BLM districts. If signs or markers were found damaged, they would be removed; requisitions for new signs would be submitted. The signs would be replaced the same year.

Cooperative agreements could be entered into with county historical societies. etc. They would for example, take responsibility for a segment of trail. They would replace signs or clean sites, using materials supplied by the BLM.

ADMINISTRATION

Work Month Costs/Year

Responsible Resource Area	Workmonths
Platte River Resource Area	2
Lander Resource	2
Big Sandy Resource Area	2
Kemmerer Resource Area	2
Pinedale Resource Area	1
Total	**9**

The above work months would be used for monitoring trail use, handling use permits, use supervision, handling public contacts, and performing light maintenance.

Planning and Coordination

Responsible District	Workmonths
Rawlins District	2
Rock Springs District	2
Casper District	2
Total	**6**

The above work months would be used for management planning updates, project planning (site development, maintenance), and coordination of trail management with the BLM State Office, the three districts, the State of Wyoming, and private groups and organizations.

Maintenance

Assignment	Workmonths
Develop & monitor maintenance contracts	1
Maintenance signs & trail markers	3
Sign installation	3
Total	**7**
Total workmonth cost/year	22

These 22 workmonths would be allocated to a seasonal employee in each of the three BLM districts, existing personnel in the respective divisions of Operations, and existing personnel in the respective divisions of Lands and Renewable Resources.

PART V
IMPLEMENTATION PHASING AND COSTS

This plan covers some 50 historic sites and over 315 miles of historic trail on the public lands in the state of Wyoming. It will require a long-term commitment as problems and challenges associated with management of the Oregon and Mormon Trails will continue to exist.

Full implementation of this plan will be expensive. It will take a number of years before full implementation can occur. Funds in the recreation and cultural resources budgets are limited. Implementation of this plan will be tied to fiscal years, but to ensure the plan does not become obsolete, project funding not received in a fiscal year will be prioritized to the next fiscal year funding is received.

Table 6 contains the implementation actions and cost for the first five fiscal years.

TABLE 6
IMPLEMENTATION SCHEDULE

Site/Segment Name	Site/Segment Number	Management Action	Dollars Planned By FR FY86	FY87	FY88	FY89	FY90
Fort Laramie A	TIR-1	Directional Signs	50				
		Parking Area		2,000			
		Foot Trail		1,250			
		Interpretive Signs		800			
Fort Laramie B	TIR-2	Directional Signs	50				
Bessemer Bend	TIR-3	Picnic Ramada		10,000			
		Picnic Tables		1,800			
		Shade Trees	2,000				
		Two Acre Acquisition					10,000
Emigrant Gap	TIR-4	Parking Area				2,000	
		Interpretive Sign				400	
Horse Creek	TIR-5	Directional Signs	50				
Old Bedlam	TIR-6	Parking Area		2,000			
		Directional Signs	50				
		Interpretive Signs		400			
		Foot Trail		1,000			
Platte Island Trail	CR-1	Interpretive Sign	50				
Sergeant Custard	TIR-7	None					
Glade Draw	TIR-8	Interpretive Sign	50				
Ryan Hill	TIR-9	Directional Sign	50				
		Parking Area	2,000				
		Interpretive Sign	400				
		Scenic Overlook	200				
		Foot Trail	600				
Devil's Gate	SS-1	None					
Devil's Gate Historic Site	SS-2	Interpretive Signs (Permaloy)	14,000				
Martin's Cove	SS-3	Interpreted at SS-2					
Astorian Camp	SS-4	Interpreted at SS-2					
Split Rock	SS-5	None					
Split Rock Pony Express Station	SS-6	None					
Split Rock Interpretive Site	SS-7	Interpretive Signs (Permaloy)	12,000				
Three Crossings	SS-8	Interpreted at SS-7					
Ice Slough	SS-9	None					
Seminoe Cutoff Parting	SS-10	Directional Sign	50				
Rocky Ridges	SS-11	Directional Sign	50				

Implementation Phasing and Cost

TABLE 6 (Continued)

Site/Segment Name	Site/Segment Number	Management Action	Dollars Planned By FR FY86	FY87	FY88	FY89	FY90
Oregon Trail Withdrawal	SS-12	360 acre Withdrawal			5,000		
Radium Springs	SS-13	Structure Stabilization	2,000				
Willie's Handcart Disaster	SS-14	None					
Burnt Ranch	SS-15	240 Acre Exchange Interpretive Signs					15,000 1,000
East of Devil's Gate	Seg. 1	None					
Jackson Lake to Split Rock	Seg. 2	0.5 mile Easement		10,000			
Twin Mounds	SS-16	Interpretive Sign		600			
South Pass	SS-17	Interpretive Sign	500				
Oregon Buttes	SS-18	Interpretive Sign	500				
Pacific Springs	SS-19	Access Use Agreement Structure Stabilization Interpretive Signs			15,000	5,000 1,000	
South Pass Exhibit	SS-20	Interpretive Sign		600			
Pioneer Grave	SS-21	None					
Plume Rocks	SS-22	Interpretive Sign		500			
Dry Sandy Crossing	SS-23	40 acre Land Exchange Interpretive Signs		10,000	1,000		
Parting of the Ways	SS-24	Interpretive Signs	1,000				
Little Sandy Crossing	SS-25	½ mile Easement Interpretive Signs		10,000	600		
Dry Sandy Swales	Seg.3	Interpretive Signs	1,000				
Simpson's Hollow	LF-1	Trail Crossing Sign		250			
Simpson's Gulch Interpretive Site	LF-2	Interpretive Sign		500			
Oregon Trail Interpretive Site	LF-3	Interpretive Signs Foot Trail	1,000 1,500				
Big Timber Station	LF-4	Field Location Invest.					3,000
Lombard Ferry	LF-5	Interpretive Signs	1,500				
Martin's Station	LF-6	Field Location Invest.					3,000
Ziller Ranch Segment	Bridger	10 acre Land Exchange				10,000	
Bear River Divide Segment		Easement Interpretive Signs				10,000	
Mormon/California		Interpretive Signs		1,500			
Highway 28 Crossing	LC-1	Interpretive Sign		1,000			
Buckskin Crossing	LC-2	None					
Historical Monuments	LC-3	None					
New Fork Crossing	LC-4	Interpretive Sign			500		
Green River Crossing	LC-5	Interpretive Sign			500		

Implementation Phasing and Cost

TABLE 6 (Continued)

Site/Segment Name	Site/Segment Number	Management Action	Dollars Planned By FR FY86	FY87	FY88	FY89	FY90
Deer Hills	LC-6	Interpretive Sign				500	
Lander Road		Reprint Guide		2,000			
L.B. Wright Grave	SU-1	Interpretive Sign			500		
Green River Crossings	SU-2	Interpretive Sign		1,000			
Holden Hill	SU-3	Cliff Stabilization			5,000		
		Protective Fencing			3,000		
		Mineral Withdrawal				3,000	
The Pine Grove	SU-4	Interpretive Sign				500	
Rocky Gap	SU-5	Interpretive Sign			500		
White Hill	SU-6	Interpretive Sign					500
Hill and Corum Graves	SU-7	Interpretive Sign		600			
Emigrant Spring (Dempsey)	SU-8	Parking Area		2,500			
		Picnic Tables		3,000			
Westfall Hollow		None					
The Rock Slide		None					
Fontenelle Creek/ Rocky Gap		None					
Rocky Gap/Hams Fork		None					
Hams Fork Plateau		None					
Kinney Cutoff		Interpretive Sign			500		
Slate Creek Parting	SL-1	Interpretive Sign			500		
Case-Davis Ferry	SL-2	None					
Emigrant Spring	SL-3	40 acre Land Exchange				10,000	
		Cliff Inscription Stabilization			5,000		
		Parking Area					3,500
		Directional Signing					500
		Interpretive Signing					1,500
Johnston Scout Rocks	SL-4	Stabilization/Recordation		3,000			
		Protective Fencing		1,500			
		Interpretive Sign		600			
Slate Creek Cutoff Terminus	SL-5	Interpretive Sign			500		
Dempsey-Hockaday Cutoff		Interpretive Signs			2,500		
Blacks Fork Cutoff		Interpretive Signs				600	
		Field Location Investigation					2,500
Trail Posts for Cutoffs	All	6'x6"x6" Treated Posts	3,000	2,000	2,000	1,000	1,000
Total Funding by Fiscal Year			**$17,650**	**$93,000**	**$46,000**	**$44,000**	**$41,500**

APPENDIX I

HISTORICAL OVERVIEW OF THE OREGON/MORMON PIONEER NATIONAL HISTORIC TRAIL ROUTES

The following historical overview of the Oregon and Mormon Trails was written for the Wyoming Recreation Commission by Robert Rosenberg, a historian employed by Cultural Research and Management, Inc. It provides an excellent historical overview of the great migration along the Oregon and Mormon Trails to Oregon, California, and the Great Basin. It is used here with permission from Gary Stephenson, State Trails Coordinator with the Wyoming Recreation Commission.

"The Oregon Trail, designated a National Historic Trail by Congress in 1978, was the principal travel corridor for the great 19th century westward migration to the Pacific Coast. The trail completely traverses the state of Wyoming from east to west, and numerous trail-related sites, landmarks, and pristine trail segments still remain. The Oregon Trial was originally blazed by legions of fur trappers and traders who were following the well-worn trails of the Native American Indian. The fur trappers discovered South Pass, the principal mountain gateway for the coming migration, and proved the trail's applicability to wagon travel. Missionaries followed the fur trappers along trails west to live among the Indians, attempting to Christianize and 'civilize' them. Emigrants followed, at first a trickle, bound for Oregon to escape social upheaval, poverty, depressed farm prices, and to find a place to start anew. These early settlers helped tip the balance in favor of American acquisition of Oregon from England in 1846, maintaining the nation's steady growth westward to the Pacific Ocean. The Oregon Trail became the chief central route across the trans-Mississippi West, carrying the beginning of the Mormon migration to the Salt Lake Valley in 1847 and the hordes of gold seekers to California in 1849. The migration hastened the demise of the culture of the Native American Indian through military suppression and the reservation system. In addition to emigrant travel, the Oregon Trail corridor became the route for the first transcontinental telegraph, the Pony Express, and the federal overland mail. It was along this corridor that gold was discovered at South Pass, and men learned that livestock could successfully winter over on the high plains grasses of Wyoming. The Oregon Trail, then, helped spawn two of Wyoming's most important industries; mining and ranching. This corridor, which included many cutoffs and variations and the associated north-south secondary transportation routes emanating from it such as the Bozeman and Bridger Trails, opened up the interior of Wyoming to eventual exploitation and settlement. It continued to serve as a main transportation artery even after the construction of the transcontinental railroad in 1869, carrying emigrants both east and west, cattle, sheep and horses from Oregon and California, and regional and local traffic into the early 20th century. The history of the Oregon Trail is a history of the settlement of the western United States and the fulfillment of the policy of Manifest Destiny as America expanded from shore to shore in the 19th century.

"The origins of the Oregon Trail can be traced to America's early interest in the Trans-Mississippi West as a result of the Lewis and Clark Expedition in 1804 to 1806, which explored the Louisiana Purchase obtained by the United States from France in 1803. Although their route was far to the north (from the headwaters of the Missouri River overland to the Columbian

River) and was unsuitable as a major emigration route, reports and journals published by the expedition drew the attention of the American people to a vast western region of virtually untapped and unlimited natural resources. It also established a claim for the United States that would prove valuable in later negotiations concerning the Oregon country, the early goal of the westward migration.

"Even before the return of the Lewis and Clark Expedition, large British fur companies had been attracted to the Northern Rockies in Canada and the Pacific Northwest. The Hudson's Bay Company and the Montreal-based North West Company were well established in the region before American fur trappers began exploiting the Louisiana Purchase. In 1810, John Jacob Aster, founder of the American Fur Company, conducted the first well organized assault upon the British dominance of the western fur trade. He dispatched two expeditions to the mouth of the Columbia River to establish the headquarters of an envisioned chain of trading posts stretching from the Great Lakes to the Pacific Ocean. The first expedition traveled by sea and founded the headquarters settlement of Astoria in April 1811. The second party was led overland by Wilson Price Hunt, who attempted to find a more southerly alternative to the route taken by Lewis and Clark, due to fear of the Blackfeet Indians. The party entered present- day Wyoming from the northeast corner near the great bend of the Belle Fourche River, continued southwesterly across the Bighorn Mountains and followed the Bighorn River southward. In the vicinity of Dubois, they found a well-worn Indian trail leading into the Wind River Mountains, crossing at Union Pass. They entered the upper Green River Valley in mid-September and left Wyoming via the Hoback River and Teton Pass.

"More important to American westward expansion was the expedition led by Robert Stuart in 1812. Traveling east from Astoria, Stuart entered the present confines of Wyoming via Teton Pass and descended the Green River after taking a circuitous route along the Bear River, Greys River, and back down the Snake, attempting to avoid a party of Crow Indians. A friendly Shoshoni had told Stuart about a better crossing of the Wind River Range to the south. Still attempting to elude a large Crow war party, he detoured south and crossed the Divide in the South Pass area. Stuart is generally credited with the discovery of that great gate of the westward migration. He continued east along the North Platte River, camping near Casper, Wyoming, and Scottsbluff, Nebraska. He not only discovered South Pass but traveled from west to east along a large portion of what would become the Oregon Trail.

"After its initial discovery, South Pass remained in obscurity until 1824 when it was 'rediscovered' by an Ashley party led by Jedediah Smith, who was looking for a westward crossing of the Wind River Range in winter. Thereafter, the pass was commonly used by mountain men and became well known to the general public. In 1830, Smith, David E. Jackson, and William L. Sublette led a caravan of wagons loaded with trade goods along the eastern portion of the Oregon Trail as far as South Pass. They did not cross the pass, but proved that the route was feasible for wagon migration to that point. In 1832, Captain Benjamin L.E. Bonneville led the first wagons across South Pass into the Green River Basin, proving the practicality of the pass for wagon travel. Thus, the fur trappers and traders had not only discovered the essential Oregon Trail corridor, but proved its ability to accommodate wagon traffic.

"By 1840, the fur trappers and traders had unwittingly hastened their own demise by developing an east-west corridor across the Trans-Mississippi West suitable for wagon travel. Popular interest had been aroused by the tales *of* returning Astorians, explorers, and mountain men *of* the vast empire that lay west *of* the Mississippi River. By an 1818 convention with England, the Oregon country became open for joint occupation by both English and American citizens. Spanish and Russian claims to the Oregon country were relinquished by treaties. American claims were tentative, as Astoria had been purchased by the North West Company during the War *of* 1812, and the American fur trade had lagged in the region until after 1819. In 1821, the North West Company and the Hudson's Bay Company merged under the charter and name *of* the latter to form a colossal fur empire. The resulting English monopoly in Canada and the Oregon country attempted to drive out American fur interests using 'cutthroat competition.' However, the proximity *of* the American settlements allowed hundreds *of* American citizens to enter the Oregon country, either overland by the Oregon Trail or by sea in the years following the convention, so that they eventually greatly outnumbered the British. Finally, in 1846, Oregon became a territory *of* the United States.

"The Oregon Trail allowed thousands *of* dissatisfied citizens to enter Oregon and helped tip the balance for its acquisition by the United States. As a result *of* the financial panic *of* 1837. depressed farm prices, the social impact *of* the industrial revolution, and the hope that life will be better elsewhere, thousands were willing to 'take the jump' at Independence, Missouri, and cross the rolling prairies to the Great Platte River Road.

"In 1836, Marcus and Narcissa Whitman and their party were sent to the Oregon country by the American Board *of* Foreign Missions to establish a Christain mission among the Indians. Leaving the annual trappers' rendezvous (held that year near the confluence *of* the Green River and Horse Creek near present-day Pinedale), the Whitman party traveled by wagon on a laborious route to Fort Hall. The wagon was converted into a cart which was finally abandoned at Fort Boise. In 1840, the Newell party took three wagons from Fort Hall to the Willamette Valley, reaching the Whitman mission that fall, The following year, Newell proceeded down the Columbia River with his wagon and is credited with the first wagon trip to reach the Pacific.

"In 1841, the Bidwell-Bartleson Party left Westport Landing guided by Thomas Fitzpatrick bound for Oregon. This party is generally credited as 'the first emigrant pany' to traverse the entire length *of* the Oregon Trail. However, they abandoned their wagons at Fort Hall. The Elijah White party followed in the 1842 season and likewise left its wagons at Fort Hall. In that same year, John C. Fremont traversed a large portion *of* the emigrant road and made the first accurate map and guidebook for travelers. In 1843, the first large overland migration was led by Marcus Whitman. The party consisted *of* 130 women and 610 children in addition to the men. Due to the numbers and composition *of* the emigrants, many historians use the year 1843 to mark the real beginning *of* the great westward migration.

"Aubrey Haines, a noted Oregon trail historian, has compiled the following statistics for emigrant numbers utilizing the Oregon trail prior to the California Gold Rush *of* 1849:

1841 32
1842 197
1843 875
1844 1,750
1845 3,000
1846 1,500
1847 4,500
1848 1,000

"The Mormon migration began in 1847, using the north side of the Platte River as far as Fort Laramie, then generally following the Oregon Trail to Fort Bridger. The Mormons had been brutally driven from Nauvoo, Illinois, in February 1846 and followed territorial roads and Indian trails across Iowa and established Winter Quarters near the site of Omaha. Over 3,700 Mormons gathered there and in communities in Iowa. In the spring of 1847, Brigham Young led a party of 148 westward to Fort Bridger. He then followed the recently discovered Hastings Cutoff to the Salt Lake Valley where he established an embryo Mormon colony in the wilderness. The migration continued throughout 1847 and 1848 with subsequent parties establishing mileposts, ferry crossings, camping spots and improving the road. In 1848, The Latter Day Saints' Emigrants Guide was issued by the Mormons and was one of the earliest trail guides to be used by travelers on the Oregon Trail. Thousands of Mormon converts from England as well as the United States continued to make the long overland journey to Salt Lake until the completion of the transcontinental railroad in 1869.

"The Mormons began the handcart system in 1856 due to the lack of funds for a sufficient number of wagons. However, an early winter storm in October of that year resulted in the deaths of over 200 emigrants. The Willie company was caught by the storm along the Sweetwater River near South Pass. The party was already in a debilitated state from the long journey and made a camp on Rock Creek not far from the later site of the Lewiston mining camp. Before relief could arrive from the Mormon settlements, 67 emigrants had perished. Handcart travel was discontinued after 1860, and church sponsored teams and wagons were often sent east to haul the emigrants west. By the inception of the transcontinental railroad in 1869, an estimated 42,800 emigrants reached the Mormon settlements by means of overland travel, on foot, pulling handcarts, or by covered wagons. The Mormons were the first significant emigrant group to recognize the potential of and settle within a portion of the region lying between the Pacific Coast and the eastern settlements. Their seed colony gradually spread in all directions including east into southwestern Wyoming, and they maintained several ferry sites on the Green and Platte River crossings on the Oregon Trail.

"Prior to 1849, records show that 12,764 emigrants traveled the Oregon Trail. bound for Oregon or Utah. However. in 1849. interest shifted to California where significant gold deposits were discovered. The number of emigrants suddenly swelled to an estimated 22.550 to 30,000 in 1849 and 45.000 to 55.000 in 1850. These figures were obtained from wagon counts kept at Fort Kearney and Fort Laramie and multiplied by 3 to 4 occupants per wagon. along with estimates of packers (those who did not use wagons) taken from contemporary diaries. California-bound emigrants diverged southwesterly from the Oregon Trail, by using either the Hudspeth Cutoff from Soda Springs or proceeding southward down the Raft River southwest of Fort Hall. This huge influx of argonauts was initially composed chiefly of males bound for the gold fields. Later, the number of women and children increased as California's warm climate and agricultural virtues were more fully recognized after the gold fever had subsided. In 1850, cholera epidemics swept the emigrants. thus reducing the number of travelers the following season. By 1852 the numbers rose once again with 50.000 emigrants estimated on the Oregon Trail. By that year, the gold rush traffic had ebbed. and a significant portion of the emigration headed for Oregon. as it did in 1853.

"West of South Pass. a number of significant trail variations or cutoffs were blazed in order to shorten the journey and to avoid or limit waterless stretches in the Big Sandy Desert. Many of these cutoffs were opened in the 1850s, but the most significant, the Sublette or Greenwood Cutoff was blazed in

1844. Despite cogent arguments raised by Mary Hurlburt Scott that William Sublette discovered the famous cutoff in 1832 and the existence of a map drawn by David Burr in 1840 vaguely depicting the 'Soublette (sic) Route' in the vicinity of the cutoff the consensus among historians is that Caleb Greenwood led the first wagons (the Stephens- Townsend-Murphy Party) across the route in 1844. It is likely that fur trappers knew of such a route long before the westward migration, but it may be impossible to credit a single individual or establish a date for the blazing of such a trail due to the scant written evidence left by the mountain men. The Bridger Route (main route) of the Oregon Trail turned southwest from South Pass and followed the Big Sandy River to the Green River ferry crossings, and beyond to Fort Bridger located on Blacks Fork. From there the trail turned northwest, followed the Little Muddy, crossed the Bear River Divide to the Bear River and continued westward into what is now a crude 'V' with Fort Bridger at the base. The Sublette Cutoff, in effect, closed the top of the V and saved 2.5to 3 days and 60 to 70 miles. However, the Sublette Cutoff crossed a waterless stretch estimated by guidebooks and journals as 35 to 53 miles (actually about 50 miles) before reaching the Green River. The Sublette Cutoff became very popular during the California Gold Rush which was characterized by impatient gold seekers. The Dempsey-Hockaday Trail, a cutoff on a cutoff, was pioneered by John M. Hockaday in 1856 and saved several miles where the Sublette Cutoff dipped southward in the vicinity of the Hams Fork drainage.

"Several new short cuts discovered in the early 1850s avoided the 50-mile desert crossing on the Sublette Cutoff and soon reduced the traffic on its eastern portion. The Kinney Cutoff, the Baker and Davis Road, and the Mormon Road (not to be confused with the route out of Fort Bridger), used in conjunction with the Slate Creek Trail west of the Green River, all shortened the waterless stretch. They were located south of the Sublette Cutoff and generally cut across the triangle of land formed by the convergence of the Big Sandy and the Green Rivers. These short variations then converged on the west side of the Green River and followed the Slate Creek drainage westward and once again joined the Sublette Cutoff.

"East of South Pass, two significant variations were used by emigrants, the Childs Cutoff and the Seminoe Cutoff. Andrew Child pioneered the cutoff which bore his name in 1850 and described it in his guidebook published in 1852. His route diverged in a northwesterly direction from the vicinity of Fort Laramie staying on the north side of the North Platte River and today's Guernsey Reservoir. It remained on the north side of the North Platte River and rejoined the main Oregon Trail in the vicinity of present day Casper. The Seminoe Cutoff was probably pioneered by a fur trapper known as Seminoe and received moderate usage by the military and the emigrants after 1850. It began southwest of the Ice Spring Slough and bore southwesterly, staying well south of the Sweetwater River. By taking this route, parties could avoid the numerous crossings of that river.

"The character of the westward migration on the Oregon Trail gradually changed through its decades of use. In 1849,a detachment of the U.S. Army, known as the Mounted Riflemen, established a number of military posts along the Oregon Trail for the protection and convenience of the emigrants. In Wyoming, Fort Laramie was converted into a military post. The site had long served as a fur trading center, strategically located at the intersection of the established route to the western trapping grounds along the North Platte River and the Trappers Trail south of Taos. Fort William was rebuilt in 1841 and named Fort John but became more popularly known as Fort Laramie. Fort John was purchased by the Army in 1849 and was gradually rebuilt with woodframe buildings. The original adobe fort stood at the south end of the parade grounds and was finally demolished in 1860. According to the guidebooks, Fort Laramie was 665 miles west of St. Joseph, about one-third of the way to Sacramento. It represented the beginning of the mountains and the end of the more easily traveled plains. It was also the last outpost of civilization and provided a good 'turning back' place for the emigrant.

"The regiment of Mounted Riflemen under Colonel William Loring continued westward along the Oregon Trail but bypassed Fort Bridger by taking the Sublette Cutoff. However, Captain Howard Stansbury of the Corps of Topographical Engineers passed through the post in August en route to a survey of the Salt Lake Valley and recommended the location as being ideal for a military post. Fort Bridger had been constructed by Jim Bridger and Louis Vasquez in 1842 and 1843 as a trading post which catered to the emigrant traffic. In 1853, the post was seized by the Mormons and occupied until the Mormon War of 1857, when the Mormons abandoned and burned the post. In 1858, the remains of the fort became a U.S. military installation which was in service until 1890. Therefore, wagon-bound emigrants had two major supply points along the Oregon Trail in present-day Wyoming. After 1849, in addition to the military installation at Fort Laramie, soldiers patrolled the trail offering additional protection for the emigrants.

"In 1857, Congress approved the construction of a number of wagon roads across the territories to aid emigrant travel and speed mail delivery to the West Coast. Frederick West Lander was appointed chief engineer of the Fort Kearney, South Pass, and Honey Lake Wagon Road. The existing Oregon Trail was utilized from Fort Kearney to Independence Rock and received limited improvements. The central division of this road crossed South Pass, the Green River Basin, and the Bear River Mountains to City of Rocks. Although Lander sent out a number of survey crews to inspect the various cutoffs already in use west of South Pass, he decided to construct a new road north of the existing variations which became known as the Lander Cutoff. It was opened for emigrant traffic for the 1859 season and was used by an estimated 13,000 travelers that year. Lander's crews also made minor improvements to some of the existing trail variations west of South Pass and dug some wells along the waterless stretch of the Sublette Cutoff. The Pacific Wagon Road improvements greatly aided the overland migration with new and shorter routes and the improvements of old ones, and in Wyoming, resulted in the creation of the Lander Cutoff.

"The Oregon Trail was also used as a major freight route to supply the growing Mormon settlements in Utah. As early as 1849, Ben Holladay had begun serious freighting on the Oregon Trail by taking 50 freight wagons to Salt Lake City, and he extended this effort to California in 1850. During the Mormon War of 1857, William B. Russell, Alexander Majors, and William B. Waddell conducted a large scale freighting operation to supply the U.S. military expedition under Col. Albert Sidney Johnston. The Mormons also developed their own freight lines after 1850 utilizing the Oregon Trail.

"In 1850, the federal government began mail service to the growing western settlements via the Oregon Trail by awarding a mail contract to Samuel Woodson for monthly mail service from Independence to Salt Lake City. W.M.F. Magraw succeeded Woodson in 1854 and continued mail and passenger service to Salt Lake and California. Both efforts met with mixed success due to harsh weather and Indian problems. In 1856, the Mormons succeeded Magraw and began to systematically develop relay stations using mule teams. However, the Mormon War of 1857 suspended overland mail service for about a year. Overland mail service to California continued on the more southerly Butterfield route. In 1858, John M. Hockaday was awarded the mail contract for the

central route over the Oregon Trail. He sold out to Russel" Majors, and Waddell in 1859. These routes only extended to Salt Lake with California service continuing on the Butterfield line. Russell, Majors, and Waddell also established the famous but short-lived Pony Express which opened on April 3, 1860. Initiated chiefly as publicity for a central federal mail route to California, mail was to be carried by relay riders from St. Joseph to Sacramento in ten days via the Oregon and Mormon Trail in Wyoming. However, a transcontinental telegraph system was under construction at the same time, also utilizing the Oregon Trail corridor. Edward Creighton was in charge of construction from Omaha to Salt Lake City. The entire telegraph system was constructed in just over four months and forced the abandonment of the Pony Express on October 24,1861.

"The impending Civil War led Congress to switch the Overland Mail route to California from the southern Butterfield line northward to the Oregon Trail. Ben Holladay received the one million dollar federal mail contract in 1862 by forcing the Central Overland California and Pike's Peak Express Company (Russell, Majors, and Waddell) to sellout to him for $100,000 to settle outstanding debts. Holladay established stage stops all along the Oregon Trail in present-day Wyoming, using most of the existing Pony Express and stage relay stations. However, he soon moved his line southward to the Overland or Cherokee Trail in an attempt to avoid Indian harassment. From 1862 until the completion of the transcontinental railroad in 1869, the federal mail was carried via this route which stayed south of the Oregon Trail corridor until it rejoined the Mormon branch in the vicinity of Granger.

"Farther east, two major north-south trails emerged in the 1860s which branched off from the Oregon Trail to the Montana gold fields. The Bozeman Trail was laid out by John M. Bozeman in 1863. It diverged from the Oregon Trail and North Platte River near the future site of Fort Fetterman and proceeded in a northwesterly course through the Powder River Basin, passing by the present-day towns of Buffalo and Sheridan into Montana. This intrusion into the last major Plains Indians' stronghold allowed gold seekers to venture northward from the Oregon Trail. However, the risks were high as evidenced by Bozeman's problems with the Sioux on the initial trip. Therefore, in 1864, Jim Bridger laid out an alternative route which bypassed the Powder River country and utilized the Big Horn Basin to the west. Bridger's route left the Oregon Trail at Red Buttes and proceeded northwesterly through desolate sagebrush country to the Wind River and north to the Bighorn Basin and beyond.

"In 1866, the Bozeman Trail was strengthened by the military which built a system of forts that included Fort Kearny. Despite the military presence, emigrant travel on the Bozeman was extremely hazardous. In December 1866, 81 soldiers under the command of William J. Fetterman were killed by the Sioux near Fort Kearney, proving that the military could not adequately protect itself. This Indian victory and constant raids effectively closed the Bozeman Trail and led to the Fort Laramie treaty of 1868 which conceded the region to the Indians. The government abandoned its forts and forbade white travel through the area.

Fort Fetterman was established near the juncture of the Oregon and Bozeman Trails (just north of Douglas) in July 1867 and became the chief resupply point in the region during the Indian Wars of the 1870s. Hostilities ceased in the Powder River region of Wyoming by the signing of the Treaty of September 26, 1876, by which the Sioux Nation ceded the Black Hills and all rights to the lands to the west. This treaty opened up the area to white settlement, and the growing Wyoming cattle industry soon filled the vast rangelands in the region.

"Thus, by the 1860s, the Oregon Trail had become much more than an emigrant corridor. Auxiliary trails, like the Bozeman and the Bridger, diverged from the established route to open new regions. The transcontinental telegraph, the Overland Mail, and freight traffic to the Salt Lake settlements and beyond all utilized the route. Stage stations had been established at regular intervals along with military installations and the associated protection of the military. New trail variations and improvements had been achieved by the Pacific Wagon Road program as well as by the Montana Gold Rush excitement. Indeed, travel along the Oregon Trail had become very different from the early days of the pioneer wagon trains of the 1840s. The Oregon Trail had become the lifeline of a continent and bridged the sparsely populated territory between 'the States' and the far western settlements.

"Moderate use of the Oregon Trail continued throughout the 1850s and 1860s. There was a dramatic drop after the California Gold Rush had subsided, but the Colorado Gold Rush created a peak year in 1859 with 30,000 emigrants using the trail. Traffic subsided during the Civil War but gradually increased to 25,000 in 1865 and 1866.
"Trail historians generally use the year 1869 to mark the end of the traditional covered wagon migration as well as the pre-settlement period throughout the Oregon Trail corridor. With the completion of the transcontinental railroad in that year and the beginning of the settlement of the intervening territories, the character of western emigration was changed. However, other historians have noted that wagon travel did continue by those emigrants who could not afford rail or stage transportation, and those traveling shorter distances between or within the territories.

"The transcontinental railroad was completed on May 10, 1869. The immediate result was the demise of the Overland Mail via stagecoach. The far-sighted Ben Holladay had sold out to Wells Fargo Company in 1866 leaving it to suffer heavy losses when the railroad was completed earlier than assumed. Thereafter. the federal mail was carried by the railroads.

"In Wyoming, the Union Pacific chose a right-of-way which paralleled the route of the southerly Overland Trail rather than the better watered, but longer Oregon Trail. Stage and freight routes were developed along north-south lines emanating from mainline of the Union Pacific Railroad. The railroad encouraged settlement along its tracks, partially due to the granting of a 4Q-mile wide swath of land along the right-of-way. and because of the dependence of any industries on rail transportation to distant markets. Railroad towns such as Cheyenne, Laramie, Rawlins. Rock Springs, and Evanston grew up along the mainline far south of the Oregon Trail. They became the early commercial centers in Wyoming Territory. and north-south freight and stage lines generally grew from one of these points. Thus the Cheyenne-Deadwood stage route was built to the Black Hills gold and silver mines in 1874-75. Further west, the Rawlins-Fort Washakie Road connected the Wind River Indian Reservation with the Union Pacific Railroad to supply the Shoshoni and Arapaho tribes with goods. Several routes were developed to connect the Sweetwater Mining District at South Pass with the railroad, including the Point of Rocks-South Pass City Road and the Bryan-South Pass City Road. The railroad had replaced the Oregon Trail as the chief transportation corridor in Wyoming Territory and the West.

"Emigrant-Indian relations were inconsistent throughout the migration period on the Oregon Trail. Hostile acts and violent confrontations, although they did exist, have been overemphasized in trail history. During the early migration period in the 1840s, attacks were few, and there are many recorded instances of Indians helping the emigrants at treacherous river fords, giving directions, conducting peaceful

trading, and providing food. It does not appear that the native populations immediately recognized any threat from the small numbers of westward-bound emigrants, although they were in effect trespassing on tribal lands. Chief Washakie and his Shoshonis and eastern Snakes were particularly well known for their kindness and assistance to emigrant parties.

"The swelling of the emigration numbers during the California Gold Rush period may have marked the real beginning of ill feeling and open hostile acts. The large number or emigrants disturbed game herd movements upon which the Indian depended. Livestock overgrazed the range, and travelers cut all available wood within the trail corridor. As emigrant numbers increased, the odds of confrontations between the emigrant and Indian steadily increased. The paying of tributes by the travelers to cross tribal lands was a common practice that was highly resented by the emigrants. The cavalier attitude of some oftheemigrants toward the Indian and incidents of begging and thievery on the Indians' part undoubtedly exacerbated the problem.

“The Laramie Treaty of 1851 represented a belated stop-gap measure to avoid violence. The terms of the treaty paid the participating tribes an annuity of $50,000 a year in goods. In return, the tribes recognized the right of the United States to establish roads and posts in their territories. Rough tribal boundaries were also established to prevent fighting among the tribes.

"An incident which resulted in the Grattan Massacre graphically represents the pattern of reprisal which brought on the Indian wars of the 1860s and 1870s. It developed from a dispute over the killing of an emigrant's cow near Fort Laramie. When the impetuous Lieutenant Grattan was sent into a large Brule' Sioux village to arrest the culprit, he and 29 soldiers were killed along with Chief Conquering Bear. The military responded with the Harney Campaign in 1856 and its indiscriminate attack on a camp of Brule' Sioux on the Blue River near Ash Hollow, Nebraska. Knowing little of Plains Indian culture, most military commanders sought revenge on any available group of Indians. Once established, this pattern of reprisal was applied by both sides, resulting in the killing of innocent emigrants and Indians.

"The most dangerous portion of the Oregon Trail, contrary to popular myth, was not the plains but the region west of South Pass. Several serious attacks occurred along the Snake River in Idaho and the Applegate trail in northern California and southern Oregon. Estimates of casualties compiled by John Unruh for the period between 1840 and 1860 show that the. An emigrant was much more likely to die from disease, being run over by a wagon, from accidental shooting, from being trampled in stampedes, or drowning while fording rivers.

"By the 1860s, the Indian problem had worsened and open warfare erupted on the Plains. Ben Halladay moved his stageline south in order to avoid Indian attacks, but his new route was also raided. The most sustained period of attacks occurred in 1865, when the Sioux and Cheyenne retaliated for the Sand Creek Massacre in Colorado. Red Cloud's War in the Powder River country and the hostilities along the Bozeman Trail have already been discussed. At the Battle of Platte River Bridge on July 26, 1865, Lieutenant Caspar Collins and a detachment of soldiers were surrounded and killed by Indians near the bridge crossing on the Platte River Bridge. I n the same year, the transcontinental telegraph line was moved southward from the Oregon Trail to the Overland Trail due to constant Indian destruction of the line. However, it was kept open from Fort Bridger to the South Pass mining area. By 1876, military pressure and forced treaties had removed Indian populations, hostile or otherwise, from the vicinity of the Oregon Trail corridor in Wyoming.

"The great westward migration along the Oregon Trail clearly helped to precipitate the Indian Wars of the 1860s and 1870s. The United States government had made no serious preparations for dealing with the indigenous peoples of the West during the early stages of the migration. The mood of the country at the time was expressed by the policy of Manifest Destiny-the Indians had no right to these lands and stood in the way of the expansion of the American empire. The military arrived on the scene too late and too few in number to protect the emigrant or the aggrieved Indians. A young America was too impatient to take the time to peacefully solve these complex problems. Instead, the nation resorted to force and the reservation system to extinguish Indian claims. This is the negative impact of the great 19th century westward migration on the history of the United States and the indigenous populations in the environs of the Oregon Trail.

"Most of the emigrants who crossed what would become Wyoming Territory regarded the country as a series of obstacles to be overcome in order to reach more attractive destinations in the Salt Lake Valley, Oregon, and California. Wyoming's climate did not appear to be suited to farming pursuits. However, two events took place at the same time as the construction of the transcontinental railroad across the mountains and prairies of southern Wyoming which helped to change those views. The railroad provided the needed impetus for the development of the fledgling cattle industry in Wyoming, which had heretofore been limited to a small number of road ranches serving the emigrant traffic. The Texas Trail drives northward during and after the Civil War provided the cattle, Wyoming supplied the grazing land to fatten the beef, and the railroad provided the means of transportation to eastern markets. Wyoming was soon recognized as a great grassland empire ideally suited for pastoral pursuits. As a result, great trail drives were also organized from points west where substantial herds had already been established, and the stock was driven eastward over the Oregon Trail to Wyoming.

"The second phenomena was the discovery in 1867 of gold deposits near South Pass along the Oregon Trail. Hundreds of 4gers traveled eastward to try their hand in the newly discovered fields. When those emigrants traveling westward on the Oregon Trail began to recognize the economic potential of the intervening territories such as Wyoming, Colorado, and Montana, and some stopped short of the old goals on the West Coast.

"The earliest record of mining in the South Pass era dates from 1842, when gold was discovered by a Georgian traveling with the American Fur Company who was subsequently killed by Indians. In 1855 a party of experienced miners returning from the California gold fields found gold deposits along the Sweetwater River. Other small discoveries were made in 1860 and 1865. The close proximity of the Oregon Trail suggests that the region was subject to sporadic prospecting throughout the 1850s and 1860s by passing emigrants. However, no major strikes occurred nor were any claims staked until June 1867 when H.S. Reedall discovered the Carissa lode. A full-fledged gold rush soon followed despite attacks by Sioux and Cheyenne Indians that summer. South Pass City and Atlantic City sprang up among the mining claims, and by 1869, census figures showed 1517 people in the Sweetwater Mining District. However, by 1875, the Sweetwater District had become idle with most of the miners moving on to other strikes in a combination of factors including poor management and fraud. Also, recovering ores became more complex as greater depths were reached, therefore requiring more expensive milling processes. The mines were far from rail transportation with limited water and timber for milling and mine construction.

"Contrary to popular opinion, the South Pass mines experienced numerous periods of renewed activity starting in 1879 with new discoveries at Lewiston. Interest in the district was sparked by Emile Granier's grandiose canal building schemes in the late 1880s to provide water for hydraulic mining. New finds were made at Lewiston in 1893 and 1894, and again from 1911 to 1914, and old mines were revitalized. Large scale placer operations netted considerable gold in the teens and 1920s, and gold dredging of Rock Creek was conducted from 1933 to 1941.

"The historical significance of the Sweetwater mines lay in the influx of hundreds of gold seekers to the region and their impact on the economic development and eventual settlement of this portion of Wyoming. As mentioned, transportation routes were built from the Union Pacific mainline to serve the mines and aided in opening up the region. The initial gold rush at South Pass hastened plans for Indian removal with the creation of the Wind River Indian Reservation which acted as a buffer between the mines and the more hostile Sioux Nation to the east. The proximity of the Oregon Trail corridor probably hastened the discovery of gold at South Pass with experienced miners passing to and from the California gold fields.

"Cattle ranching began in earnest in southeastern Wyoming Territory after the construction of the Union Pacific. The Texas Trail provided part of the livestock with over 100,000 head of cattle coming from Oregon to Wyoming and Colorado Territories by 1879. The Colorado mining communities, as well as hungry railroad construction gangs, provided the earliest markets. The new railroad towns of Cheyenne and Laramie also provided substantial local markets. As the surrounding range became stocked with substantial cattle herds, large numbers were shipped eastward on the railroad each year. With the opening of the Powder River country and the removal of the Indians after 1876, the cattle industry soon filled the void and occupied the vast grasslands north of the North Platte River and Oregon Trail. The industry also spread westward into the Sweetwater country along the Oregon Trail and in western Wyoming wherever the range was suitable for cattle.

"Sheep ranching followed about 10 years after cattle ranching was already established in Wyoming. Therefore. the sheep industry was limited to less favorable areas not already usurped by the large cattle outfits. Much of the foundation stock was driven eastward, first from California (1865 to 1884) and later from the Pacific Northwest (1885 to 1901) over the Lander Cutoff and Oregon Trail into Wyoming Territory. The Red Desert of southwestern Wyoming was found to be an ideal winter range for sheep.

"Open range management was used in both cattle and sheep ranching where the livestock depended on natural forage for survival both summer and winter. The dry climate allowed nutritious but scant prairie grasses to cure on the stem to provide winter forage. A certain percentage of cattle and sheep died each winter during the most severe blizzards, but this loss was offset by the low overhead of the ranching operation with little investment in buildings. fencing or supplemental feed. European capital was heavily invested in the Wyoming cattle industry during the era of the Cattle Barons in the late 1870s and early 1880s. The available range soon became overstocked, and the flooding of the market brought about a decline in beef prices. Drought conditions in the summer of 1886, followed by the devastating blizzard of that winter resulted in heavy livestock losses and a number of cattlemen were forced out of business. After that time, new management practices were established, whereby hay meadows were developed to provide winter forage. The range was gradually fenced off to provide greater control of the livestock.

"The Blizzard of 1886-1887 eliminated competition in what had become a crowded field, and effectively ended the open range system of the cattle industry forever. The cattle industry remained depressed for a long period of time after 1886, and the sheep industry filled the vacuum. It nearly dominated the cattle industry in the late 1890s and early 1900s with an all-time high of seven million sheep raised in 1910. Much like the cattlemen, the sheep interests tended to overstock the fragile range and suffered heavy losses in years of drought.

"For the Wyoming segment of the Oregon Trail corridor, the advent of ranching, both cattle and sheep, began the actual settlement of a region previously viewed as uninhabitable and unsuitable for the usual subsistence farming methods and developed east of the Mississippi River in an area of high annual rainfall. However, federal land and policy was not well suited to a semi-arid region where, according to John Wesley Powell, at least 2,560 acres or 40 acres per cow were needed for a successful cattle operation. Under the Homestead Act of 1862, a settler was limited to 160 acres of "unappropriated public lands," a parcel far short of what was needed in and near the Oregon Trail corridor in Wyoming. By 1880, two other land acts had been enacted by Congress in an attempt to tailor federal land policy to the western expanses. The Timber Culture Act of 1873 allowed an individual to claim 160 acres if he planted 40 acres in trees and kept them growing for eight years. However, early experiments showed that it was virtually impossible to grow substantial stands of trees in most portions of Wyoming Territory. The Desert Land Act of 1877 allowed a homesteader to buy up to 640 acres of "desert land" (land which required irrigation for the cultivation of crops) at 25 cents an acre as long as a portion of it was put under irrigation. Once again, this act proved untenable in most areas lacking year-round water sources for irrigation. Only 4,148 patents resulted from 15,898 filings under the Desert Land Act in Wyoming.
"By 1880, a Wyoming rancher could use all the existing land laws to obtain a maximum of 1,120 acres, and still fall far short of what he needed to conduct a successful cattle operation. As a result of the existing federal land policy, ranchers were literally forced to resort to fraudulent and illegal measures such as 'dummy' filings, controlling water sources, and fencing the public domain.

"Settlement in terms of the small farming homesteads envisioned by the federal government was hindered in Wyoming Territory for a number of reasons. First, the cattle interests were the first to take advantage of Wyoming's grasslands, and they required large amounts of land which they controlled by any means, fair or foul. Secondly, fertile lands in Oregon and California as well as the eastern fringes of the Great Plains were still available into the 1880s. Therefore, until these lands were saturated, the homesteader had little incentive to venture forth onto the Great Plains to brave the harsh semi-arid climate, the cattle rancher, or the Indians.

"However, with the fall of the large cattle interests after 1886, a crackdown by the General Land Office on the fencing of the public domain, as well as an increase in annual rainfall in the semi-arid regions in the 1880s, farming appeared more attractive, and the small homesteader began to file on public lands in Wyoming Territory. Most successful farming efforts occurred along the North Platte River along the eastern portion of the Oregon Trail corridor where rich bottomland existed and irrigation of crops was possible.

"The small farmer did not attempt to leave the well-watered areas until the dry land farming excitement late in the 19th century. The basic belief that 'rain follows the plow' improved farming equipment and new dry land farming techniques, along with the cycle of increased rainfall, allowed the farmer

to venture forth onto the unclaimed waterless prairie. The railroads and land companies encouraged homesteaders to take up these vacant lands. Railroad expansion in Wyoming had been quite slow after the building of the Union Pacific through the southern portion of the Territory in 1867-1868. Portions of the Oregon Trail and its variations were used by the Oregon Shortline in 1882. This branch was built from the Union Pacific mainline northwesterly from Granger and followed the old Hams Fork Cutoff through present-day Kemmerer and the main Oregon Trail from Fort Bridger along the Bear River to Soda Springs and beyond to connect the Union Pacific with Oregon rail lines.

"Although contemporary newspaper accounts long envisioned a rail line over South Pass to service the Sweetwater mines and upper Green River Valley, such a line was never built. Except for early 20th century rail lines built east of Casper, most of the Oregon Trial was never used as a right-of-way for railroads despite its long and proven history of travel.
"The small farmer had ventured onto the dry plains of eastern Wyoming. However, dry years in 1889 and 1890, and finally a severe drought in 1894 spelled the end of the wet cycle. Coupled with the nationwide Financial Panic of 1893, thousands of homesteaders were forced to abandon their homesteads and retreat from the dry plains.

"The height of the Dry Land farming boom occurred in Wyoming after 1900 and represented a renewed assault on the unclaimed public lands on the dry plains. This phenomena was encouraged by the State Board of Immigration and Agriculture as well as the railroads which were in the process of building lines into eastern and northcentral Wyoming. The 1909 Homestead Act increased the amount of land a settler could file upon to 320 acres and offered further encouragement to emigrate to Wyoming. Along the eastern Oregon Trail corridor, the North Platte project resulted in the building of the Pathfinder Dam which was completed in 1910. It actually flooded a substantial segment of the Oregon Trail east of Independence Rock. Two canals were constructed on either side of the North Platte River eastward into the Nebraska Panhandle. Millions of acres of land fell under irrigation and were planted with sugar beets, seed potatoes, alfalfa, and wheat farming techniques for growing cash crops proved unsuccessful over an extended period. Those farmers who managed to combat periodic droughts throughout the teens and 1920s were finally defeated by the Dust Bowl and Great Depression of the 1930s. With the exception of the irrigated lands along the North Platte River southeast of Douglas, the majority of the land in and near the Oregon Trail corridor in Wyoming was returned to large scale livestock grazing ranches by the Taylor Grazing Act of 1934 and Depression Era resettlement programs.

"Settlement of the Oregon Trail corridor was an uneven process, spread out over a number of decades. It remained a viable avenue of travel long after the completion of the transcontinental railroad for those who could not afford railroad or stage fares, for eastern and western trail drives, and for regional and local travel extending into the 20th century. Historian Mary Hurlburt Scott sites numerous examples of covered wagon traffic on the various cutoffs west of South Pass in the post-1880 era and as late as 1912. East of South Pass, large segments of the trial corridor were settled by ranchers and farmers by 1890. East of Casper, many trail segments were used by railroads or placed under cultivation and irrigation by 1920, and major communities such as Casper, Douglas, Glenrock, and Torrington had grown up over the trail."

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APPENDIX III
Manual 8143 Reference and NTL-85-1

8143 -Procedures for the avoidance and/or mitigation of effects on cultural resources.

This manual supplement provides directions to fulfill the Bureau's responsibility to protect cultural resources from adverse effects caused by proposed land uses which may severely damage or obliterate cultural values. The guidance lays out procedures for *inventory and evaluation, treatment, documentation and consultation,* and *implementation.*

Since most cultural values associated with the Oregon and Mormon Pioneer National Historic Trails are of National Register significance, the manager is requested to refer to this manual supplement for guidance when questions or potential conflicts arise concerning any type of developmental activities within the one quarter mile or visual horizon mentioned in the plan.

I Department of the Interior
Bureau of Land Management
NOTICE TO LESSEES AND OPERATORS OF ONSHORE FEDERAL AND INDIAN OIL AND GAS LEASES WITHIN THE JURISDICTION OF THE WYOMING STATE OFFICE
NTL 85-1 Wyoming
Cultural Resource Surveys

I. INTRODUCTION AND PURPOSE

In accordance with the National Historic Preservation Act of 1966, as amended, the Antiquities Act of 1906, and the Archaeological Resources Protection Act of 1979, the Federal Surface Management Agency (SMA) must assure that operations on oil and gas leases under its jurisdiction are conducted with due regard for survey, evaluation, and mitigation of disturbances to cultural resources. All operations which are conducted on onshore Federal and Indian oil and gas leases must conform to the requirements of this Notice (except where local Indian requirements apply) as well as those contained in the Oil and Gas Operating Regulations, Title 43 CFR Part 3160, Onshore Oil and Gas Order No.1; National Register of Historic Places, Title 36 CFR Part 60; Determinations of Eligibility for Inclusion in the National Register of Historic Places, Title 36 CFR Part 63; and Protection of Cultural and Historic Properties, Title 36 CFR Part SOO.

The purpose of this Notice is to provide guidelines to lessees/ operators when they are required to conduct cultural resource surveys. The intent of this Notice is to provide a basis for consistency among SMP\s responsible for administration of cultural resource protection as it pertains to oil and gas operations; to help secure timely cultural resource clearances in order to minimize delays in obtaining of Application for Permit to Drill (APD) or approvals for other proposed lease operations; to allow for project planning; and to avoid adverse situations that may be created by imminent lease terminations, offset discoveries, options, farm-out agreements and rig availability.

II. GENERAL INFORMATION

These procedures explain the SMA's responsibility to consider potential effects on cultural resources caused by operations on a lease. Cultural resources survey, evaluation, and mitigation may be required, depending upon the nature of the operation, the significance of the cultural resources present, and extent of possible damage to the significant cultural resources.

Definition of procedures for survey, evaluation of significance, and development of mitigation measures are determined by the SMA in consultation with the State Historic Preservation Officer (SHPO) and, where appropriate, the Advisory Council on Historic Preservation (ACHP). Regional differences in cultural resource methods and techniques exist because of environmental and topographic variation, and differences in local prehistoric and historic cultural development. Site significance may also differ regionally for similar reasons.
Individual SMA's may develop specific guidelines consistent with this NTL and Onshore Order No. I to meet local conditions, concerns, and issues. Lessees/ operators should obtain any specific guidance at the appropriate field office of the involved SMA.

The SMA is responsible for considering "the area of the undertaking's potential environmental impact" (Title 36 CFR Part 800.2[0)), including both direct and indirect effects. However, if the SMA requires the lessee/operator to conduct a cultural resource survey, the lessee/operator will only be responsible for conducting a survey of the area of proposed lease operations. The SMA will monitor for vandalism or other indirect effects, and will conduct any necessary cultural resource evaluation or protective measures associated with such effects, but shall review the proposed lease operations within the time frame requirements of Onshore Oil and Gas Order No.1. The lessee/ operator is responsible for informing employees that vandalism, including artifact collection and unauthorized site disturbance, is illegal and punishable under the Archaeological Resource Protection Act and other statutes.

III. FIELD PROCEDURES

A. Determination of Need for Survey

In order to avoid unnecessary delays or expense, the lessee/operator should contact the appropriate SMA at least 15 days prior to submission of the APD or Notice of Staking (NOS) to determine if a site-specific cultural resource survey is required prior to entry on the lease for lease operations. If a survey is required. the survey report is to be submitted as provided for in Onshore Oil and Gas Order No.1. If the SMA has reason to believe that properties listed or eligible for inclusion in the National Register of Historic Places (NRHP) are present in the area of proposed lease operations, a survey will be required. Situations exist when the SMA may determine from surveys of the area or other available data that there is no reason to believe that listed or eligible properties are present. and a survey will not be required. These include, but are not limited to the following:

1. Previous natural ground disturbance has modified the surface so extensively that the likelihood of finding cultural properties is negligible;

2. Human activity within the last 50 years has created a new land surface to such an extent as to eradicate traces of cultural properties;

3. Existing probability or equivalent survey data are sufficient to indicate that the specific environmental situation did not support human occupation or use to a degree that would make further survey information useful or meaningful;

4. Survey at an intensive level has previously been performed. and records adequately documenting the location. methods, and results of the survey are available;

5. Natural environmental characteristics are unfavor- able to the presence of cultural properties (such as recent landslides or rock falls).

In addition, a survey will not be required if the nature of the proposed action is such that no impact can be expected on cultural resources eligible for or listed on the NRHP.

B. Survey Area Coverage

If a survey is required of the lessee/operator, as determined by the involved SMA, then prior to any surface disturbance, the lessee/operator is to engage an authorized cultural resource professional to conduct a survey in the area of proposed lease operations. In order to assure compliance with the requirements for protection of cultural resources (Title 36 CFR Part 800), the minimum survey area shall be the area of proposed lease operations. The area of proposed lease operations is defined in the Surface Use Plan, and shall include all areas to be physically disturbed by earthmoving activities, as well as areas where vehicle movement, off-loading of equipment, rehabilitation, etc., may be reasonably anticipated. For consistency among SMA's, a standard 10-acre survey area centered on the well site, plus access road and ancillary areas is the norm. lessees/operators are encouraged to notify the BLM and the involved SMA if they intend to survey less than 10 acres. Operators that choose to survey less than the norm assume a greater risk of incurring possible delays and expense due to the need for additional survey resulting from relocation or adjustment of the well site, or inadequate survey area or report. The lessee/ operator may choose to survey areas larger than 10 acres to provide a greater degree of flexibility for siting of facilities and to further reduce the possibility of an additional survey:

C. Authorized Cultural Resource Professionals

SMA's evaluate and permit cultural resource professionals in accordance with appropriate Federal guidelines. A list of known cultural resource specialists or firms who can readily obtain or currently hold the necessary cultural resource permits, may be obtained at the appropriate local office of the involved SMA. Cultural resource consultants contracted by an operator must consult the involved SMA prior to conducting any field work.

D. Split Estate

The Bureau of Land Management, or other SMA if appropriate, has the responsibility to consider the effects of oil and gas undertakings on cultural resources on private surface over leased Federal and Indian minerals. The BLM or other involved SMA shall determine if a survey, evaluation, or mitiqation of siqnificant cultural resources is appropriate. Copies of relevant survey and mitigation reports will be available to the landowner, and all collected artifacts will be returned to the landowner after a reasonable study period.

When a survey is required, the lessee/operator will be responsible for obtaining access for property of a surface owner. However, if the private surface owner objects to either the surveyor mitigation procedures, these actions will not be performed. A written statement to that effect should be obtained from the surface owner; but, in any event, documentation of the reasons for the lack of survey and mitigation will be submitted by the lessee/operator to the BLM or the involved SMA. Inability to obtain permission to conduct a survey when required or to perform necessary mitigation does not relieve BLM or other SMA, if appropriate, of Federal agency responsibility as required by Section 106 of the National Historic Preservation Act (as implemented in Title 36 CFR Part 800). The BLM and/or other SMA, if appropriate, must still consult with the SHPO and as necessary, the ACHP, to determine what additional steps are necessary to fulfill its legal obligation. Operators should be aware of the potential for delays in project approval if such extended consultation is needed.

When the private surface owner refuses entry for survey, the lessee/ operator shall use its best efforts to conduct its approved operations in a manner that avoids adverse effects on any properties which are listed, or may be eligible for listing, in the NRHP.

E. Snowcover

For consistency among SMA's, at least 70% of the area of proposed lease operations must be visible at the time of survey. Exceptions may be allowed in situations such as leases expiring within 30 days of the initiation of the NOS or APD process, offset discovery, options, farm-out requirements and rig availability. However, there is no guarantee in any particular situation, that exceptions will be allowed. The major factor in this decision is the potential for adverse effect of the proposed action on cultural resources listed or eligible for listing in the NRHP. Lessees/ operators are encouraged to survey an adequate number of locations when the ground is free of snow to support their winter drilling program, considering alternate sites and other contingencies.

F. Evaluation, Reporting and Mitigation Measures

1. Reporting

The report shall: document survey methods; describe the survey area, including a map of the survey area (1.5 minute USGS quad sheet preferred) and cultural resource site maps at an appropriate scale: document cultural resource sites, site evaluations, and proposed mitigating measures.

2. Evaluation

Cultural resources located during the survey shall be evaluated using NRHP criteria (Title 36 CFR Part 60) to determine the need for mitigation. Evaluations shall be sufficient to determine eligibility for inclusion in the NRHP and to make decisions concerning mitigation.

3. Mitigating Measures

The primary mitigating measure should be avoidance of the site. If this cannot be accomplished other measures may be required, including recovery of the cultural resource data. When cultural resource sites

are not present or are avoided, the reports will be processed by the SMA within the time frame established by Onshore Oil and Gas Order No.1. If cultural resource sites eligible in the NRHP are present but cannot be avoided, consultation with and comment by the SHPO and ACHP is necessary. This consultation may cause delay, in or denial of operations, as proposed.

G. Previously Undiscovered Cultural Resource

Whether or not a survey has been done and notwithstanding that operations are being conducted as approved, the lessee/operator shall immediately notify the BLM or involved SMA if previously undiscovered cultural resources are observed and shall avoid operations that would result in disturbance of these resources. Disturbance of such discoveries is not allowed until the operator is directed to proceed by the BLM or involved SMA.

Effective Date: _____

Approved By: _____
Hillary A. Oden
State Director

APPENDIX IV

GUIDELINES FOR THE EVALUATION

AND PROTECTION OF HISTORIC WAGON TRAILS

Unlike prehistoric resources, historic resources frequently have documentary verification. This is especially true of historic trails. Most of the nationally and locally significant trails have their routes and uses documented. However, this type of documentation (i.e., written records and sources) cannot convey a trail's present environ- mental setting or the physical evidence of its historic usage. An understanding of environ- mental setting and physical evidence of historic usage requires an on the ground inspection of the area in question.

Trails present a complex cultural resource management situation because of their varying degrees of preservation and diverse range of environmental settings. While many trails in Wyoming possess some degree of historic significance (either national, regional, or local), not all segments of these trails are eligible for or should be included on the National Register due to varying degrees of compromised integrity. It is the policy of the BLM in Wyoming to preserve the best known representative examples of significant historic trails for the benefit of the American people. When segments of a documented significant trail taken in whole, exist in varying states of preservation or integrity, those portions of the trail exhibiting the least impairment of physical and environmental condition will be considered eligible for the National Register. (See Evaluative Questions Concerning Eligibility Section for guidelines on determining environ- mental and physical integrity.)

GENERAL CONSIDERATIONS

Prior to any field survey in the vicinity of a trail (as evidenced through a file search), the cultural resource contractor will review GLO plat maps, aerial photographs, and consult with the BLM District or Resource Area archeologist. The con- tractor will also review the comprehensive management plan and appropriate BLM resource management plan if the trail is part of the National Trails System to determine previously identified management goals.

All trails and each segment of those trails which may be affected by a project will be addressed in the report as distinct entities and recorded as
separate cultural sites. Combining discussions and the grouping of trails in a report when the historical significance of these trails is related to totally different broad patterns of events is not acceptable (e.g., intermingling discussions of the Overland and Cherokee Trails). Each trail discussion will be treated as a discrete entry.

Whatever the given buffer zone, the trail segment(s) will be evaluated by a historian (other than those trails already determined eligible for the National Register) if the area evinces historic use, maintains a high degree of physical and environmental integrity, and will be impacted by a proposed action.

The District Manager may, at his discretion, maintain a bugger zone around ineligible segments if these lie adjacent to eligible segments and might be affected by a proposed action.

The recreational value of a trail segment will not be a factor in evaluating a trail segment for the National Register. However, the District Manager will consider the recreational value of the trail in the decision making process, and hence may wish to maintain buffer zones, authorize modern vehicle traffic, and set aside certain trail segments for recreational purposes.

Some trails (e.g., Oregon, Overland) traverse two or more BLM Districts. In some situations, differences of opinion between District might exist over the eligibility of such a trail in response to a linear project which crosses District boundaries. Such conflicts, when they cannot be worked out by the affected District, will be resolved by the State Director.

TRAIL SEGMENT ELIGIBILITY

Significant trail ruts, swales, and associated sites which can be placed in historic context, and which have not suffered a loss of physical and environmental integrity, will be considered eligible for the National Register of Historic Places.

Paved roads will be considered ineligible for the National Register.

An area verified by documentary evidence to have once been within a significant trail corridor, but in which no physical remains are now visible,

will generally be considered ineligible for the National Register, unless a strong case can be made based on other significant evidence such as associated structural remains or diagnostic artifacts. excellent environmental integrity, or close continuity between adjacent segments.

There are a number of situations in which the evaluation of significance of a trail segment is not simple and straightforward. Hence, the veracity or accuracy of historic documentation may be subject to question and different aspects of physical or environmental integrity may be in varying states of preservation. For example, well defined ruts might be flanked or crossed by paved roads, two-tracks, or jeep roads; or the area adjacent to a swale might be laden with modern intrusions. In those situations where the eligibility of a trail segment is not clear, a case should be made for or against eligibility by addressing the questions in the following section. We strongly recommend that all three elements (historical significance, environmental integrity, and physical integrity) be present for a trail segment to be considered eligible for the National Register, especially trails having only state and local significance. However, there may be cases when only two of the three elements might exist for eligibility to be recommended (for example, when a documented significant trail segment lacks physical integrity, but still maintains excellent environmental integrity or when a trail segment maintains good physical integrity, but lacks environmental integrity, or possible certain segments of National Historic Trails).

EVALUATIVE QUESTIONS CONCERNING ELIGIBILITY

The following section is provided as a guide to the field contractors and BLM District Offices in assessing the eligibility of trail segments when eligibility is not clearly established and cannot be immediately determined.

Historical Significance and Use

- Is the trail part of the national Trails System Act of 1968 (i.e., Oregon Trail and Mormon Trails)?

- Does the trail have national, regional, or local historical significance?
- How reliable and extensive are the documented sources? What level of effort was expended to reach this conclusion?

- Has use of the trail been sporadic or ongoing to the present?

- How much use of the trail can be documented? (The expectation of remains will be related to the amount of use.)

ENVIRONMENTAL INTEGRITY

- Is the immediate landscape of the trail repre- sentative of or giving an overall impression of the original setting? Can the historical association be recalled?

- To what degree have modern intrusions, such as well pads, pipelines, access roads, fence lines, reservoirs, etc., compromised the environmental integrity? Are they dominating or easily overlooked?

- To what extent have natural erosional processes impacted the environmental setting?

- If the trail is part of the National Historic Trails System, how does the management plan evaluate the environmental integrity of the segment?

PHYSICAL INTEGRITY

- What types of physical evidence are observable (ruts, parallel sets of ruts, swales, vegetation changes, artifacts, associated fire hearths, associated structures and foundations, inscriptions, rust stains on cobbles, etc.)? What is the integrity of these remains?

- Are other nearby segments of the trail better preserved?

- Do the aerial photos exhibit any evidence of trail remains?

- Has the evidence been compromised through blading, ditching, crowning, paving, etc.? If so, to what extent?

- Does the physical evidence display enough of the original appearance and the associated artifacts the proper characteristics to recall the historical association?

- If a two-track with light use is associated with the trail remains, has it compromised the integrity or is it actually lending itself to preserving the trail?

Appendix IV

- - If the trail is part of the National Historic Trails System, how does the management plan evaluate the physical integrity of the segment?

MITIGATING EFFECTS

The following measures, where applicable, are offered as suggestions to managers and cultural resource contractors in dealing with mitigation of trail remains:

- Avoid impacts to all physical remains with good integrity.
- Avoid impacts to locales with good environmental integrity.
- Cross the setting where the integrity of setting has already been compromised.

- Avoid running a linear project parallel to a trail.
- Cross at 90o using a dog-leg or S-curve.
- Relocate the proposed disturbance where it will be less visible from the trail (i.e., behid a rise.)
- Restrict the width of a working right-of-way within a visual buffer on either side of a trail.
- Avoid any blading on a right-of-way within the buffer zone if a track can do the job.
- Consider special rehabilitation measures (such as revegetation which will help re-establish the integrity of the trail.
- Consider special interpretive measures (such as signing) which will help mitigate the impact of the prouject.

- Consider special preventive measures (such as fencing) to reduce the area affected by the project.

APPENDIX V

CRITERIA FOR EVALUATION

The following criteria are designed to guide the States, Federal agencies, and the Secretary of the Interior in evaluating potential entries (other than areas of the National Park System and National Historic Landmarks) for the National Register.

The quality of significance in American history, architecture, archeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

1. That are associated with events that have made a significant contribution to the broad patterns of our history; or

2. That are associated with the lives of persons significant in our past; or

3. That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that posses high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;
or

4. That have yielded, or may be likely to yield, information important in prehistory or history.

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

1. A religious property deriving primary signficance from architectural or artistic distinction or historical importance; or

2. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

3. A birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or

4. A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

5. A reconstructed building when accurately executed in a suitable environ men and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

6. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance;
or

7. A property achieving significance within the past 50 years if it is of exceptional importance.

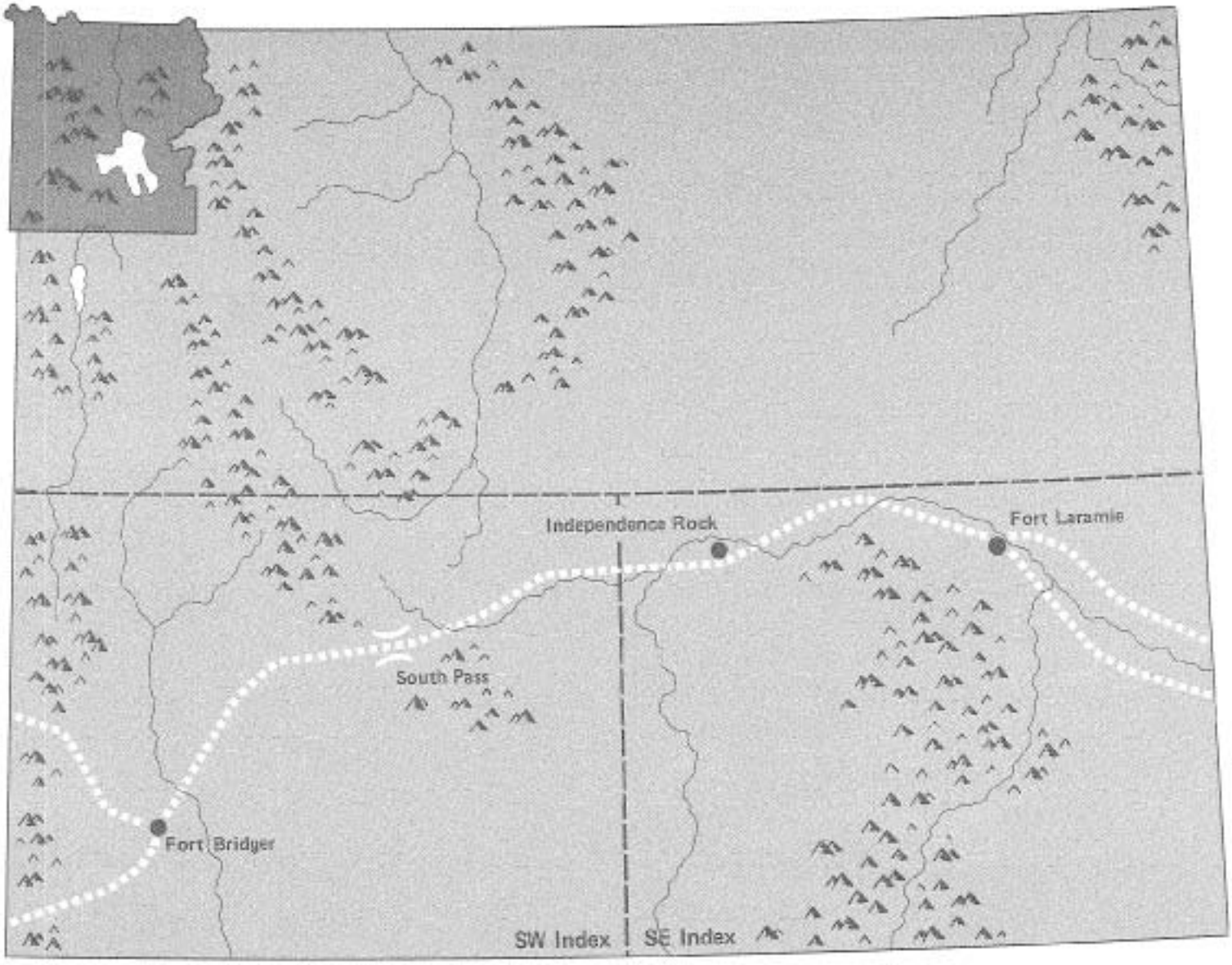
APPENDIX VI

MAPS

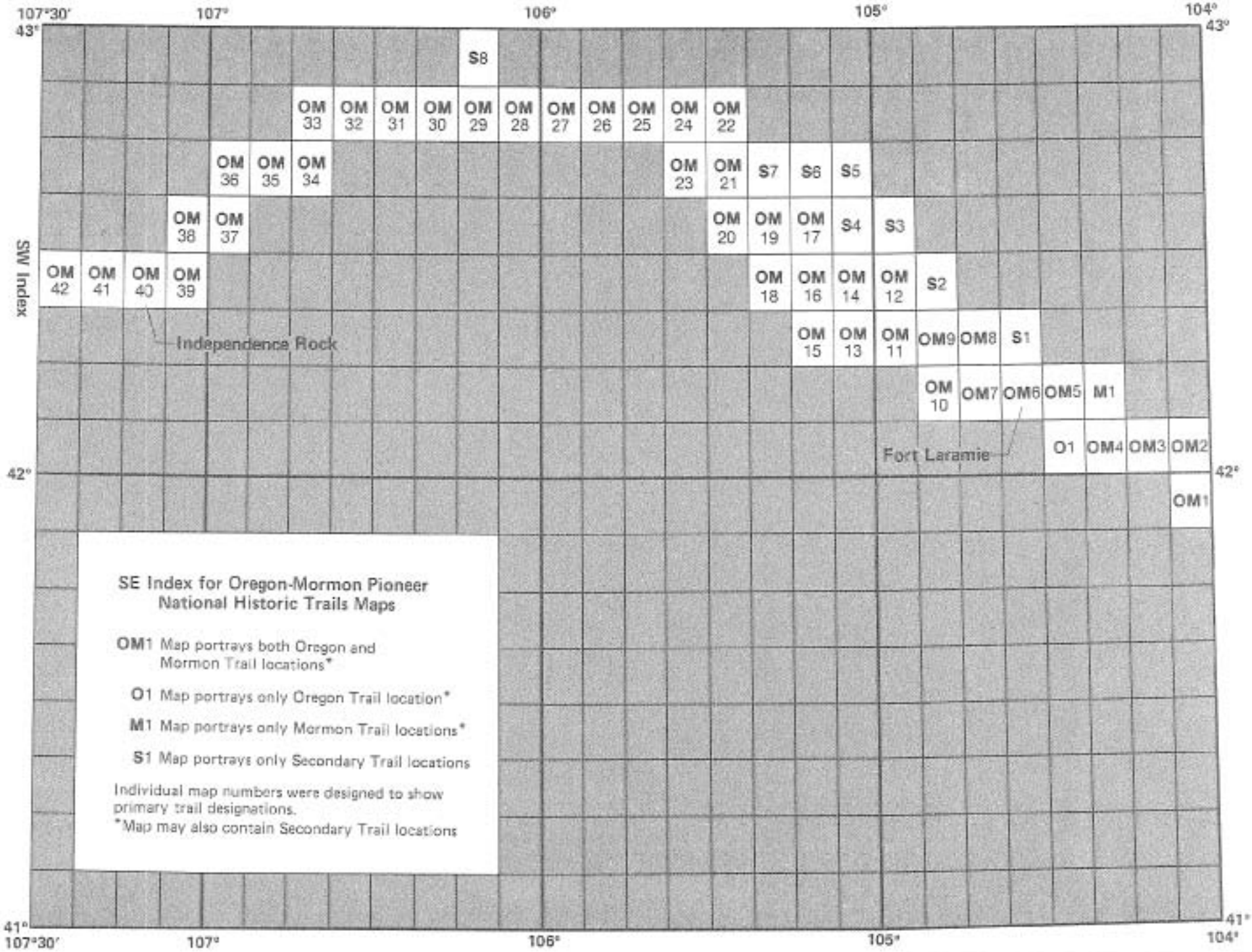
The following set of maps have been prepared using standard 7½ minute quadrangle maps as the base. The trails are shown on these maps in an east to west order. An index showing the 7½" quads involved is included for those who may wish to refer to the original map. The statewide overview map is included to give the reader a general reference as to the location of the trails in relation to selected landmarks along the trails.

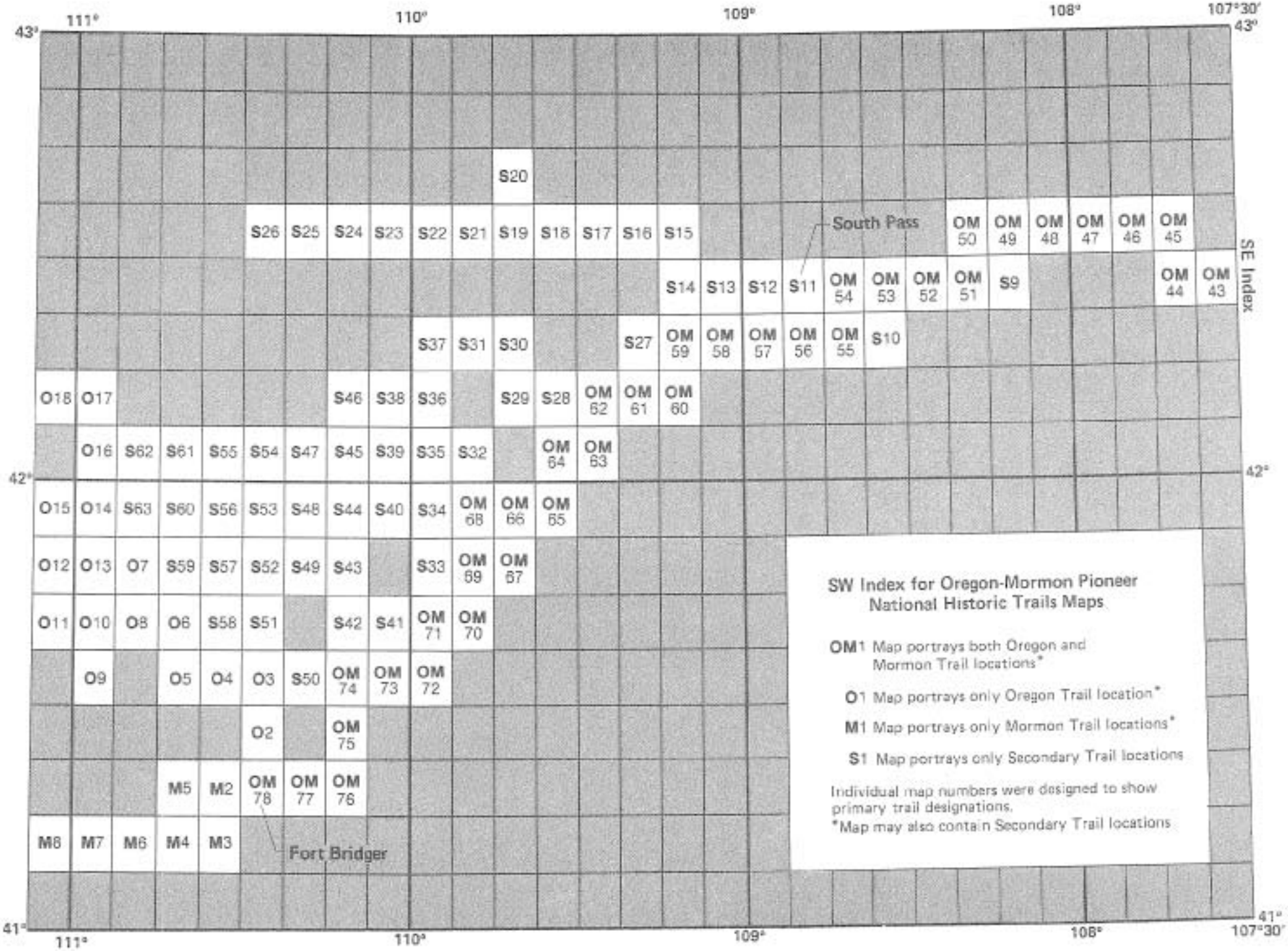
ATTENTION

The following set of maps do not show ownership status. Before attempting to visit the trails you should inquire locally about private land and obtain permission to enter. See status map in pocket inside back cover.



Oregon-Mormon Pioneer
National Historic Trails


107°30′
107°
106°
105°
104°
43°
42°
41°
SW Index
S8
OM 33
OM 32
OM 31
OM 30
OM 29
OM 28
OM 27
OM 26
OM 25
OM 24
OM 22
OM 36
OM 35
OM 34
OM 23
OM 21
S7
S6
S5
OM 38
OM 37
OM 20
OM 19
OM 17
S4
S3
OM 42
OM 41
OM 40
OM 39
OM 18
OM 16
OM 14
OM 12
S2
Independence Rock
OM 15
OM 13
OM 11
OM9
OM8
S1
OM 10
OM7
OM6
OM5
M1
Fort Laramie
O1
OM4
OM3
OM2
OM1
SE Index for Oregon-Mormon Pioneer National Historic Trails Maps
OM1 Map portrays both Oregon and Mormon Trail locations*
O1 Map portrays only Oregon Trail location*
M1 Map portrays only Mormon Trail locations*
S1 Map portrays only Secondary Trail locations
Individual map numbers were designed to show primary trail designations.
*Map may also contain Secondary Trail locations


111°
110°
109°
108°
107°30′
43°
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41°
S20
S26 S25 S24 S23 S22 S21 S19 S18 S17 S16 S15
South Pass
OM 50 OM 49 OM 48 OM 47 OM 46 OM 45
S14 S13 S12 S11 OM 54 OM 53 OM 52 OM 51 S9 OM 44 OM 43
S37 S31 S30 S27 OM 59 OM 58 OM 57 OM 56 OM 55 S10
O18 O17 S46 S38 S36 S29 S28 OM 62 OM 61 OM 60
O16 S62 S61 S55 S54 S47 S45 S39 S35 S32 OM 64 OM 63
O15 O14 S63 S60 S56 S53 S48 S44 S40 S34 OM 68 OM 66 OM 65
O12 O13 O7 S59 S57 S52 S49 S43 S33 OM 69 OM 67
O11 O10 O8 O6 S58 S51 S42 S41 OM 71 OM 70
O9 O5 O4 O3 S50 OM 74 OM 73 OM 72
O2 OM 75
M5 M2 OM 78 OM 77 OM 76
M8 M7 M6 M4 M3
Fort Bridger
SE Index
SW Index for Oregon-Mormon Pioneer National Historic Trails Maps
OM1 Map portrays both Oregon and Mormon Trail locations*
O1 Map portrays only Oregon Trail location*
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