

MINUTES OF THE Senate COMMITTEE ON Local GovernmentThe meeting was called to order by Senator Don Montgomery at
Chairperson9:00 a.m./~~p.m.~~ on Wednesday, February 27, 1985 in room 531-N of the Capitol.

All members were present except: Senators Gaines and Steineger who were excused

Committee staff present: Mike Heim, Emalene Correll, Theresa Kiernan, Lila McClaflin

Conferees appearing before the committee: Senator Neil Arasmith, Phillipsburg, KS.
Senator Audrey Langworthy, Prairie Village, KS
Barbara Burgess, Oregon/California Trail Assn.,
Wamego, KS
Cathy Kruzic, Kansas Department of Economic
Development, Topeka, KS
Larry Jochims, Ks. State Historical Society,
Ed DeSoignie, Ks. Department of Transportation

The meeting was called to order by the Chairman.

Senator Daniels moved to approve the minutes of the February 20, 1985 meeting. Senator Mulich seconded the motion. The motion carried.

The Chairman opened hearings on S.B. 218, Senator Neil Arasmith spoke in favor of the bill, he stated it was introduced by the request of some residents of Republic County. There are numerous statutes which apply to cemeteries regarding funding, but Mr. Endsley of the Revisors office, could not determine which one applied, that is why the bill is so localized. He has no objection if the committee can find a way to make it apply to the specific statutes and broaden it. It is a very rural area where this cemetery is located in Republic County and the 1 mill levy now creates less than \$500.00 annual income, which is not enough to even buy a riding lawn mower, they want to increase it so that they can replace some of their equipment.

After discussion, Senator Mulich moved to report SB 218 favorably for passage. Senator Daniels and Senator Ehrlich seconded the motion. The motion carried. Senator Arasmith will carry the bill.

Hearings were then open on S.B. 223, regarding the Oregon Trail across the State of Kansas. Senator Langworthy made opening remarks concerning this bill, she passed out a letter addressed to her, from the U.S. Department of Interior, this letter is a part of the minutes, (see attachment 1), the letter endorses and supports her efforts to have the trail marked across the State.

The Chairman recognized Barbara Burgess, of Wamego next. She showed the committee aerial photos of Pottawatomie County showing the wagon ruts of the trail. She said that 184 miles of the trail crosses the State, the trail is still here today just waiting for you to travel it and see it.

CONTINUATION SHEET

MINUTES OF THE Senate COMMITTEE ON Local Government,

room 531-N, Statehouse, at 9:00 a.m./~~p.m.~~ on Wednesday, February 27, 1985

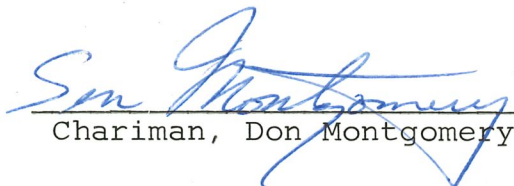
Cathy Kruzic, KDED, said as a part of the continuing efforts of the Travel and Tourism Division of KDED, they are interested in Kansas history. The signing of the Oregon Trail would be an inexpensive but effective method to assist in educating ourselves and others about the history of Kansas. Her written statement is attachment 2 of these minutes.

Larry Jochims, Kansas State Historical Society, spoke in support of the bill, his written statement is also a part of these minutes. (See Attachment 3) He recommended an amendment that would designate 19841-1848 the primary route of the Oregon Trail as described in the National Park Service Plan as the route to be signed. He showed the committee what the National Park Service logo and sign design for the trail looked like. The logo and sign design are already in use, in other states, where the trail has been marked.

Ed DeSoignie, KS. Dept. of Transportation, said the department was neutral on the bill. He said it would take 374 signs to mark the trail at a cost of \$14,960. (See attachment 4), The fiscal note from the Director of Budget, is for \$3,840. (See attachment 5)

Senator Langworthy moved to amended the bill to designate 1841-1848, the primary route of the Oregon Trail. Senator Bogina seconded the motion. The motion carried. Senator Bogina recommended Senator Allen's name be added to the bill, as the trail does cross the Senator's district. The motion was seconded by Senator Daniels. The motion carried. Senator Bogina then moved to report S.B. 223 as amended favorably for passage. Senator Salisbury seconded the motion. The motion carried. Senator Langworthy will carry the bill.

The meeting adjourned until, Friday, March 1, 1985.


Chariman, Don Montgomery



United States Department of the Interior

NATIONAL PARK SERVICE

DENVER SERVICE CENTER

755 Parfet Street

P.O. Box 25287

Denver, Colorado 80225

IN REPLY REFER TO:

February 21, 1985

Senator Audrey Langworthy
State House Building
Topeka, Kansas 66612

SUBJECT: Senate Bill 223, An Act Relating to the Marking of the Oregon Trail
in Kansas

Dear Senator Langworthy:

I am delighted to be able to take this opportunity to endorse and support your efforts to mark the Oregon Trail in the State of Kansas. This is both a personal endorsement, from the historian who worked on the Comprehensive Management and Use Plan for the Oregon National Historic Trail, and an official endorsement on behalf of the National Park Service, which encourages all such efforts by cooperating States to recognize and promote the historic trail.

We would like to take this opportunity to comment briefly upon the contents of Senate Bill 233, based upon our understanding of the bill as related by Ms. Barbara Magerl, a Director of the Oregon-California Trails Association.

1. The National Park Service would strongly encourage the marking of the primary route of the trail, as identified in the Comprehensive Management and Use Plan, rather than the route shown in the 1855-1857 Government Land Office survey plats. The NPS route was based upon the earliest years of Oregon Trail use (1841-1848), prior to the proliferation of numerous cut-offs and alternative routes developed after the beginning of the California gold rush in 1849. The route depicted in the NPS report was approved by the State of Kansas during your review of our draft plan in 1981. I have enclosed, under separate cover, a copy of the three-volume NPS plan.

2. We would encourage your consideration of adopting the uniform logo for the Oregon National Historic Trail for your marking efforts. A photocopy of the logo is enclosed. This logo was approved by the Secretary of Interior's Oregon National Historic Trail Advisory Council in August 1984, for use throughout the length of the trail. You will note that the logo has been designed to meet the uniform traffic codes of the U.S. Department of Transportation, thereby making it available for marking of all U.S. and state highways.

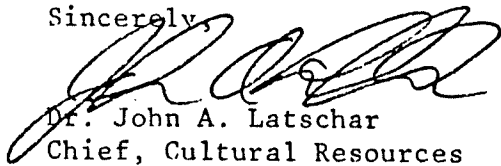
2/27/85
(Attachment 1)

3. We would encourage the broadening of your marking efforts to include marking the trail as it follows or crosses all U.S., state, and county highways and roads in Kansas, as well as section line roads. In our opinion, the broader the scope of the marking program, the more we will enhance the public appreciation and awareness of this facet of our heritage, for both residents of and visitors to the State.

We would be greatly pleased to assist you as possible in this most worthwhile effort. We can provide, as an example, more detailed maps showing the primary route of the trail through Kansas. We have available U.S. Geological Survey topographic map sheets on both the 1:250,000 scale and the 1:64,000 scale (the latter would be full-size originals of those maps reproduced in Volume II of the NPS report, sheets 3-36). Gregory Franzwa, President of the Oregon-California Trails Association, has also published a map book of the Oregon Trail, which depicts the route in Kansas on the standard county road maps produced by your Department of Transportation.

Again, I am pleased to be able to offer our endorsement and support of this proposed bill. If there is any way I may be of further service, please do not hesitate to let me know.

Sincerely,



Dr. John A. Latschar
Chief, Cultural Resources

Enclosure

cc:

Ms. Barbara Magerl, Oregon-California Trails Association
Mr. Larry Jochims, Kansas Historical Society
Mr. Reed Jarvis, Oregon Trail Coordinator, NPS

LOCAL GOVERNMENT

Room 531-N

TESTIMONY

SB 223

MARKING THE OREGON TRAIL

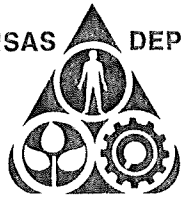
IN KANSAS

Cathy L. Kruzic, Travel & Tourism Director
Kansas Department of Economic Development

February 27, 1985

(Attachment 2)

2/27/85



Mr. Chairman and Members of the Committee:

I urge your support for SB 223 marking the Oregon Trail in Kansas.

As part of the continuing efforts of the Travel & Tourism Division of the Kansas Department of Economic Development, we are interested in Kansas history and opportunities to provide such educational information to the traveling public.

People often forget that a great deal of history developed west of the Mississippi River. Perhaps, we have been negligent in creating an awareness of such significant events, activities and sites in the settling of the great American west, and in particular Kansas.

The signing of the Oregon Trail would be an inexpensive, but effective method to assist in educating ourselves and others about the history of Kansas, as well as a further enhancement of our image campaign. I understand that the Oregon Trail is currently signed in neighboring states. I think it would be a great opportunity to have Kansas complete that link by providing this legislation enabling signage.

I encourage your favorable consideration of SB 223.



(Attachment 3)
2/27/85

OREGON TRAIL

Of all the western trails used by fur traders, gold seekers, missionaries and emigrants the Oregon trail was the most important. Between 250 and 300,000 emigrants used the main trail as well as its various alternates to move from the Missouri River to the Pacific Ocean between 1840 and 1869. The trail was a predominant feature of the great westward expansion which took place in the middle of the nineteenth century, a period of "Manifest Destiny," when we realized the dream of stretching from ocean to ocean. As a part of Kansas history, it is important to preserve and commemorate.

Congress memorialized the vital part the Oregon trail played in our nation's history in 1978, when the trail was designated a National Historic Trail. Through the work of the National Park Service and the Oregon National Historic Trail Advisory Council, management plans for the trail's preservation and commemoration have been and are being developed.

Presently Oregon trail interpretation in the state is somewhat scattered. There are interpretive signs that briefly mention the trail at some major highway crossings but there is currently no consistent signing. Passage of this bill would enable Kansas to initiate such signing, promote the various Kansas sites and keep pace with the efforts of other trail states.

The National Park Service identified the primary route as used between 1841-1848. This route has been selected as the official National Historic Trail. As the trail was not static and shifted throughout its years of use and as cut-offs and alternate routes were added, this "official" trail differs from that shown in the 1855-57 land surveys. It is this "official" trail that other states have chosen to sign to avoid the alternate route problems as well as promote consistency in trail interpretation. We would strongly recommend

amendment of S.B. 223 to designate the primary route of the Oregon trail as described in the National Park Service Comprehensive Management and Use Plan as the route to be signed.

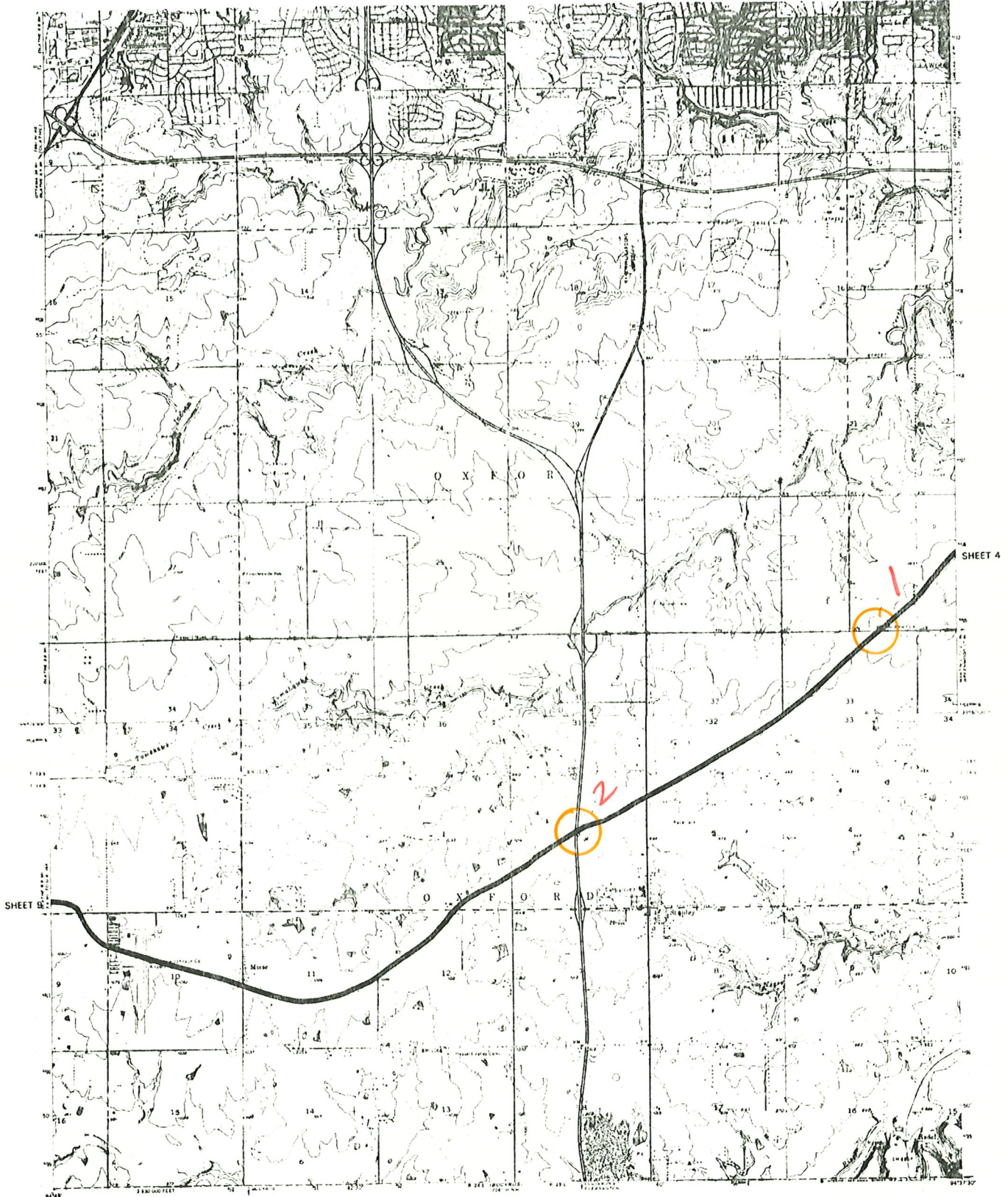
Using the criteria established in the bill as it presently stands, we have identified a need for at least 158 signs. This would place them at the intersections of most branches of the trail and U.S. or state highways. If the bill is amended to sign the earlier, 1841-48, route, we have identified the need for at least 115 signs. This would provide for 76 signs at 38 crossings, 10 signs to be placed within the city limits of Lawrence and Topeka, and 30 signs to be located along the highway sections where the trail and highways coincide.

The National Park Service and Oregon Trail Advisory Council has developed a trail logo and sign design. We would be able to obtain these signs at a nominal fee from the National Park Service. The use of this logo and sign would not only save some of the state money but also promote signing consistency across the country.

K E Y

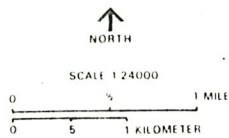
Highways That Intersect Oregon Trail at Point Shown on Maps

<u>Points</u>	<u>Highway</u>	<u>Points</u>	<u>Highway</u>
1	K 150	24	US 24
2	US 69	25	US 75
3	US 169/K7	26 - 29	US 24
4	I-35	30	K 63
5 - 7	K 56	31 - 32	K 99
8	K 10	33	K 13
9 - 14	US 40	34	K 9
15	Turnpike	35	US 77
16 - 19	US 40	36	US 36
20	Turnpike	37	K 243
21 - 22	US 40	38	K 15 E
23	US 75		



- PRIMARY ROUTE
- ALTERNATE ROUTE
- - - OTHER TRAILS
- RUTS
- SEGMENT

- △ HISTORIC MARKER
- HISTORIC SITE
- ▨ LAND OWNERSHIP
- ▩ STATE
- ▧ BLM
- ▦ USFS



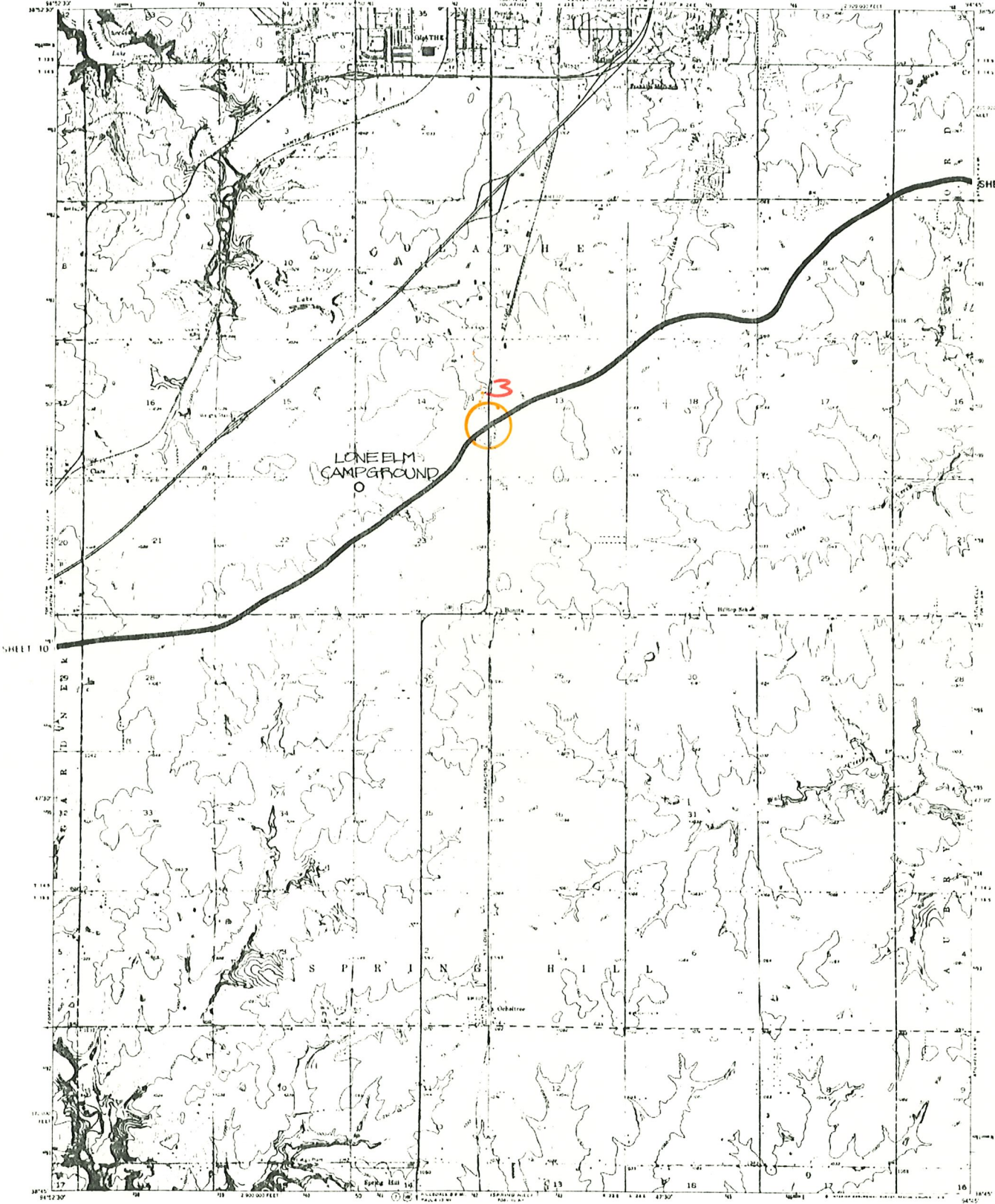
LENEXA KANS.
STILWELL KANS.
OREGON NATIONAL HISTORIC TRAIL
 UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

SHEET 7 - 8

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 (TOTAL 356 SHEETS)

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SHEET 8

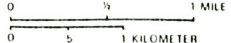


- PRIMARY ROUTE
- ALTERNATE ROUTE
- OTHER TRAILS
- RUTS
- SEGMENT

- HISTORIC MARKER
- HISTORIC SITE
- LAND OWNERSHIP
- STATE
- BLM
- USFS



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OCHELTREE KS

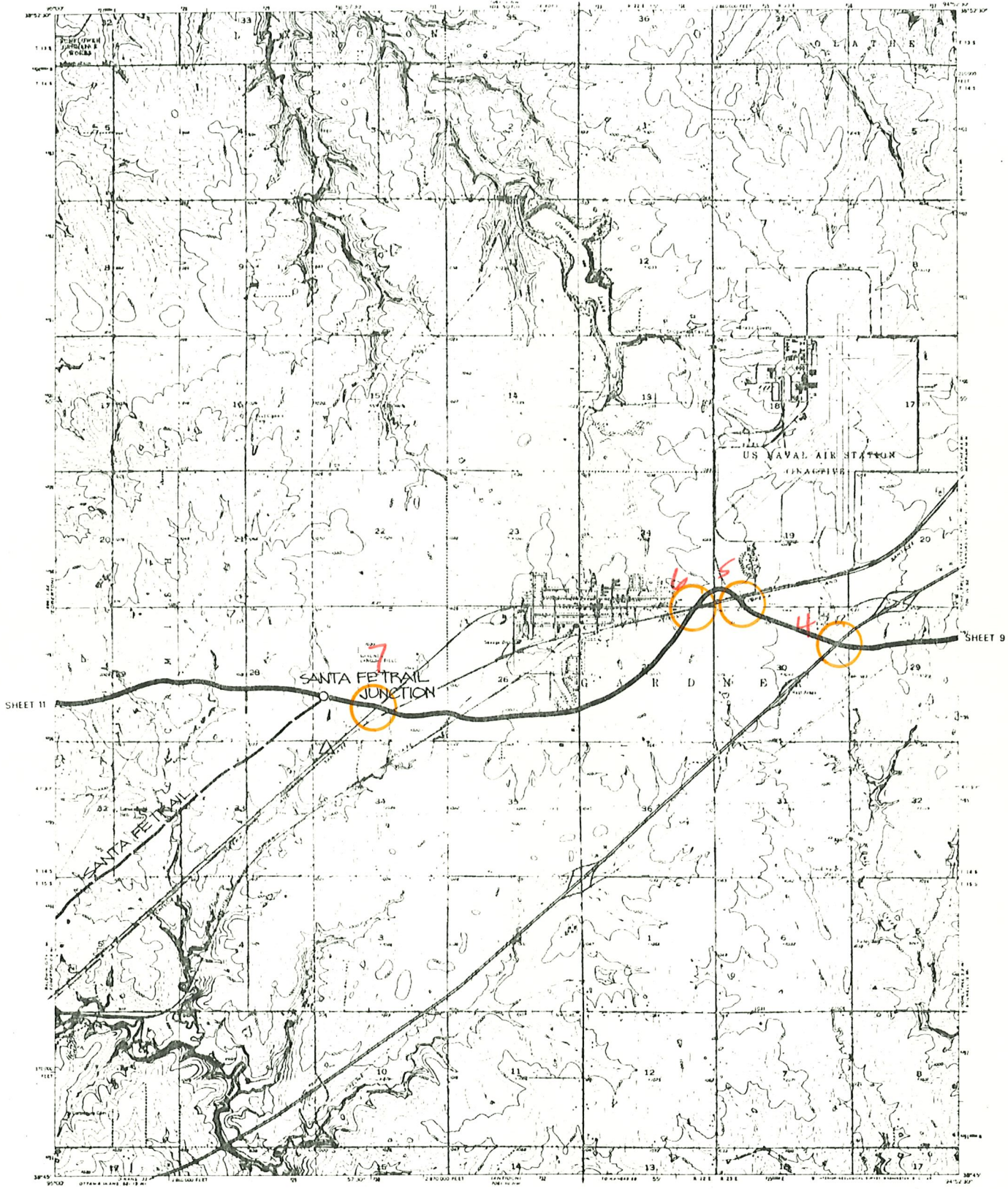
OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

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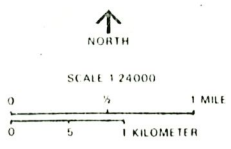


SHEET 11

SHEET 9

- PRIMARY ROUTE
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- OTHER TRAILS
- RUTS
- SEGMENT

- HISTORIC MARKER
- HISTORIC SITE
- LAND OWNERSHIP STATE
- BLM
- USFS



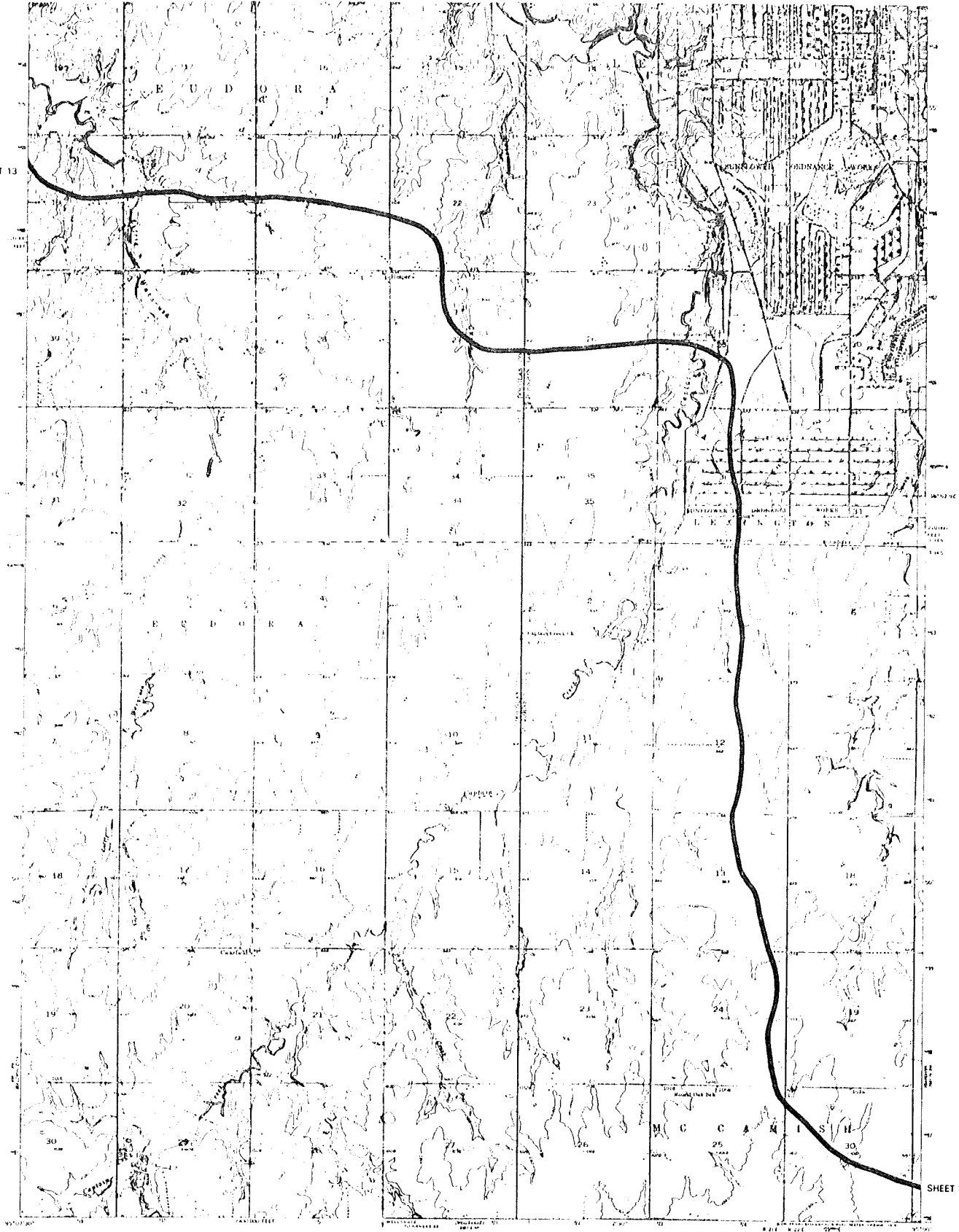
GARDNER KS
OREGON NATIONAL HISTORIC TRAIL
 UNITED STATES DEPARTMENT OF THE INTERIOR · NATIONAL PARK SERVICE

SHEET 10











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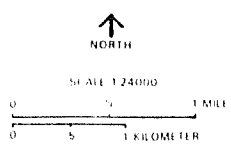
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SHEET 13



SHEET 10

-  PRIMARY ROUTE
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-  HISTORIC MARKER
-  HISTORIC SITE
-  LAND OWNERSHIP STATE
-  BLM
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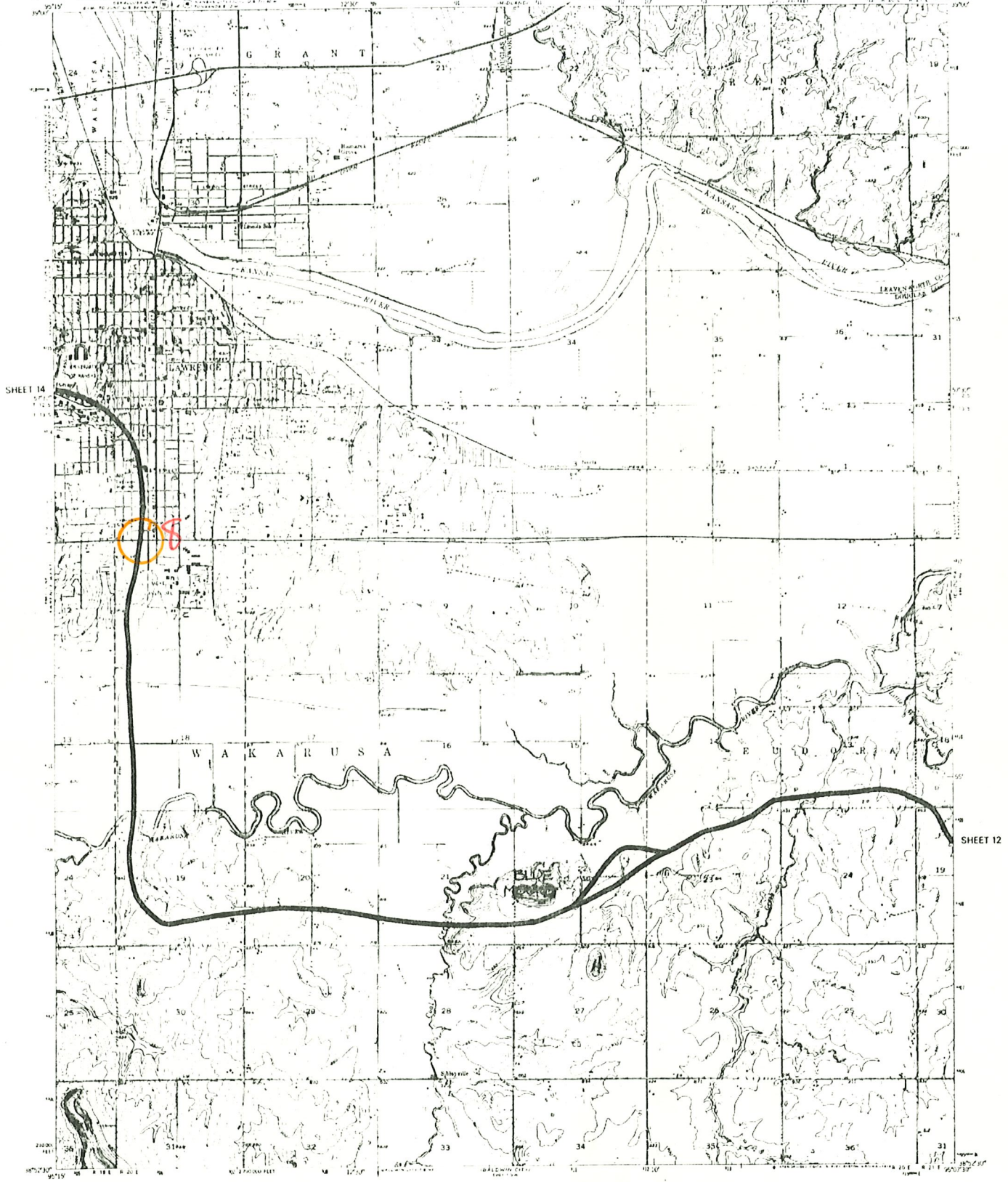
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EDGERTON KS**
OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR NATURAL PARK SERVICE

SHEET 11-12

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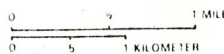


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- ▨ LAND OWNERSHIP
- STATE
- BLM
- USFS



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LAWRENCE EAST KS
OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR - NATIONAL PARK SERVICE

SHEET 13

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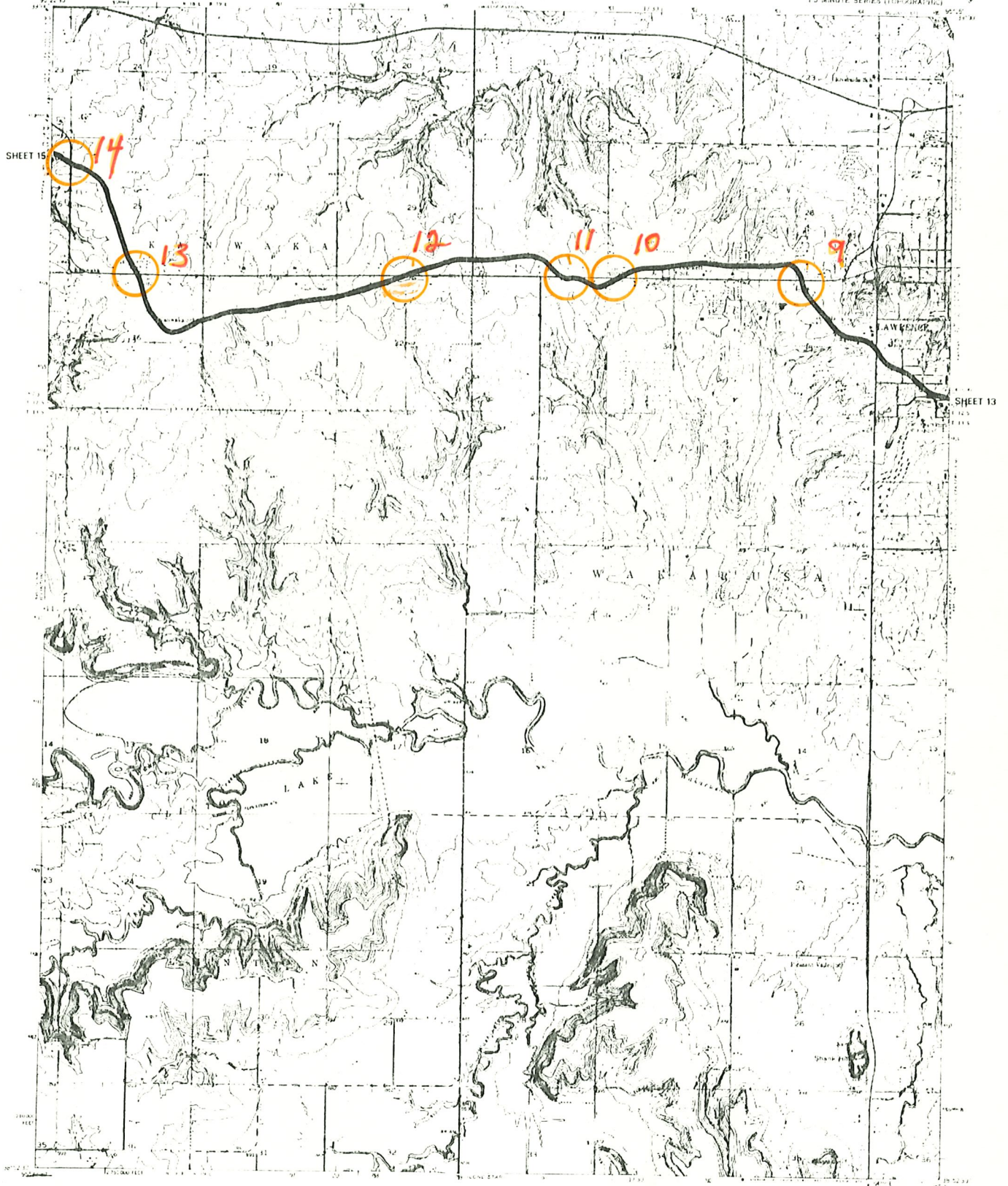
(TOTAL 356 SHEETS)






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UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

UNITED STATES
DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

LAWRENCE WEST QUADRANGLE
KANSAS PLAT 70
75 MINUTE SERIES (TOPOGRAPHIC)



-  PRIMARY ROUTE
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-  OTHER TRAILS
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-  SEGMENT

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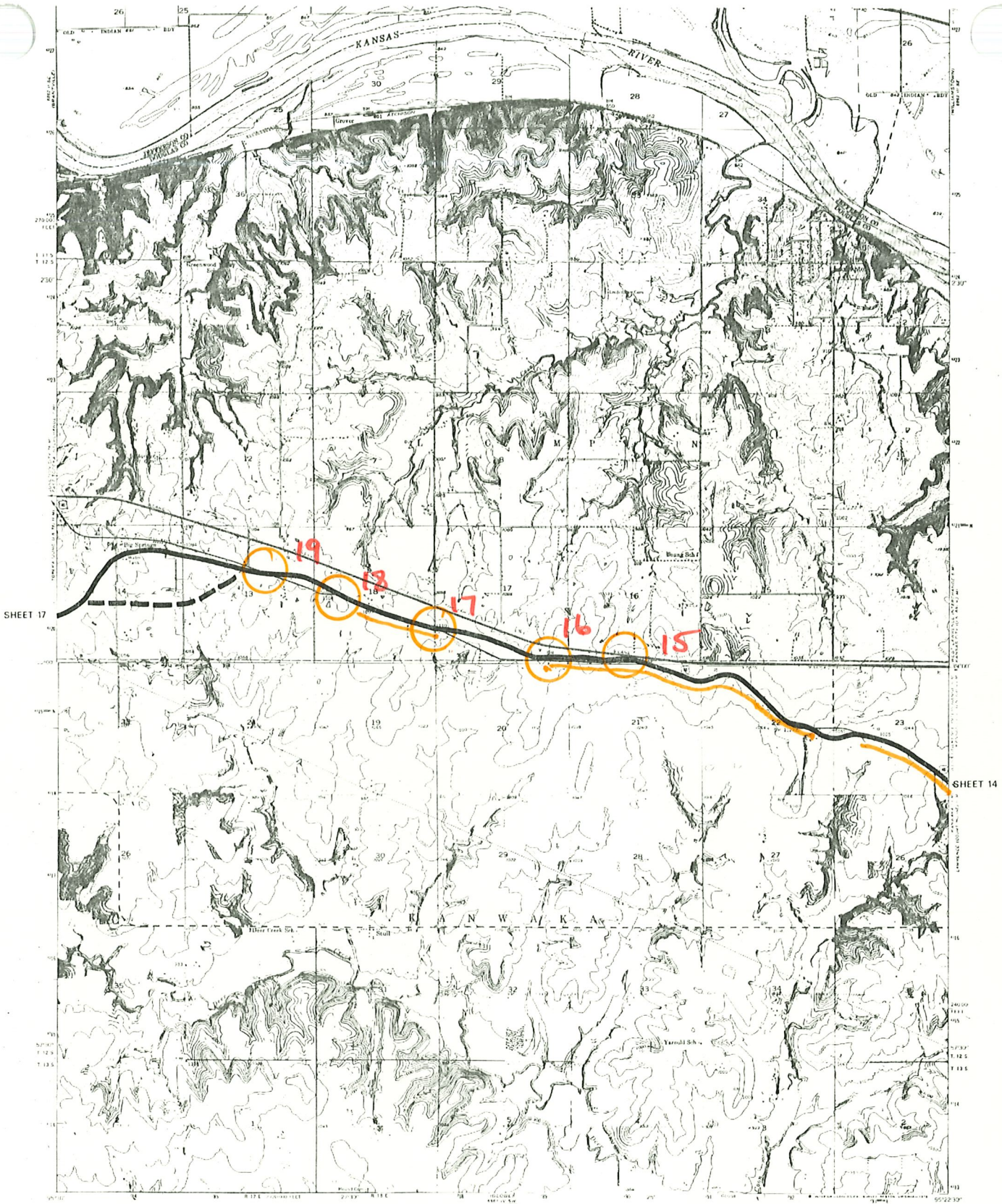
LAWRENCE WEST KS
OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE






SHEET 14

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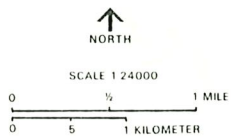
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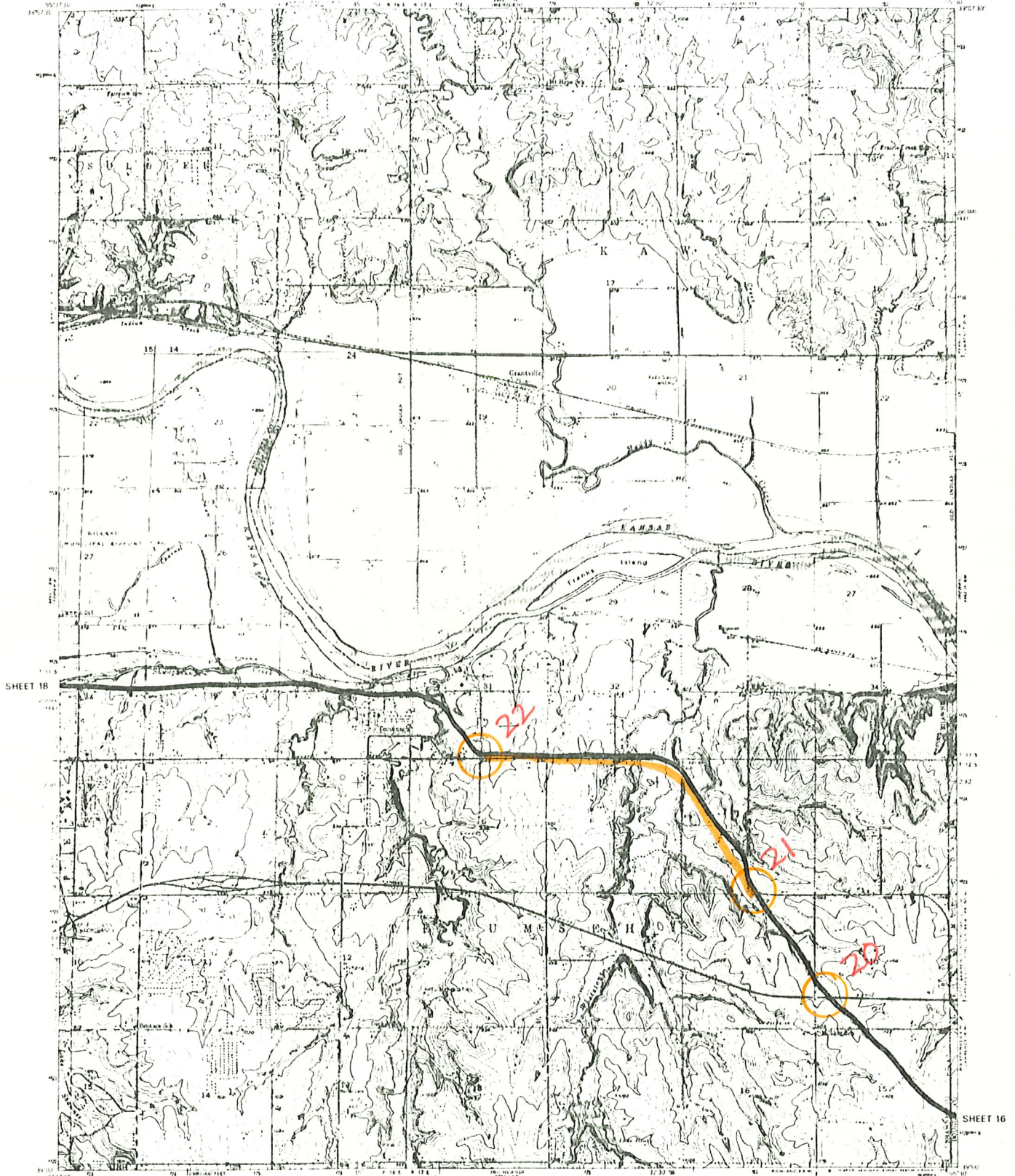







**PERRY KS
CLINTON KS**
OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

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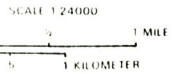
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GRANTVILLE KS

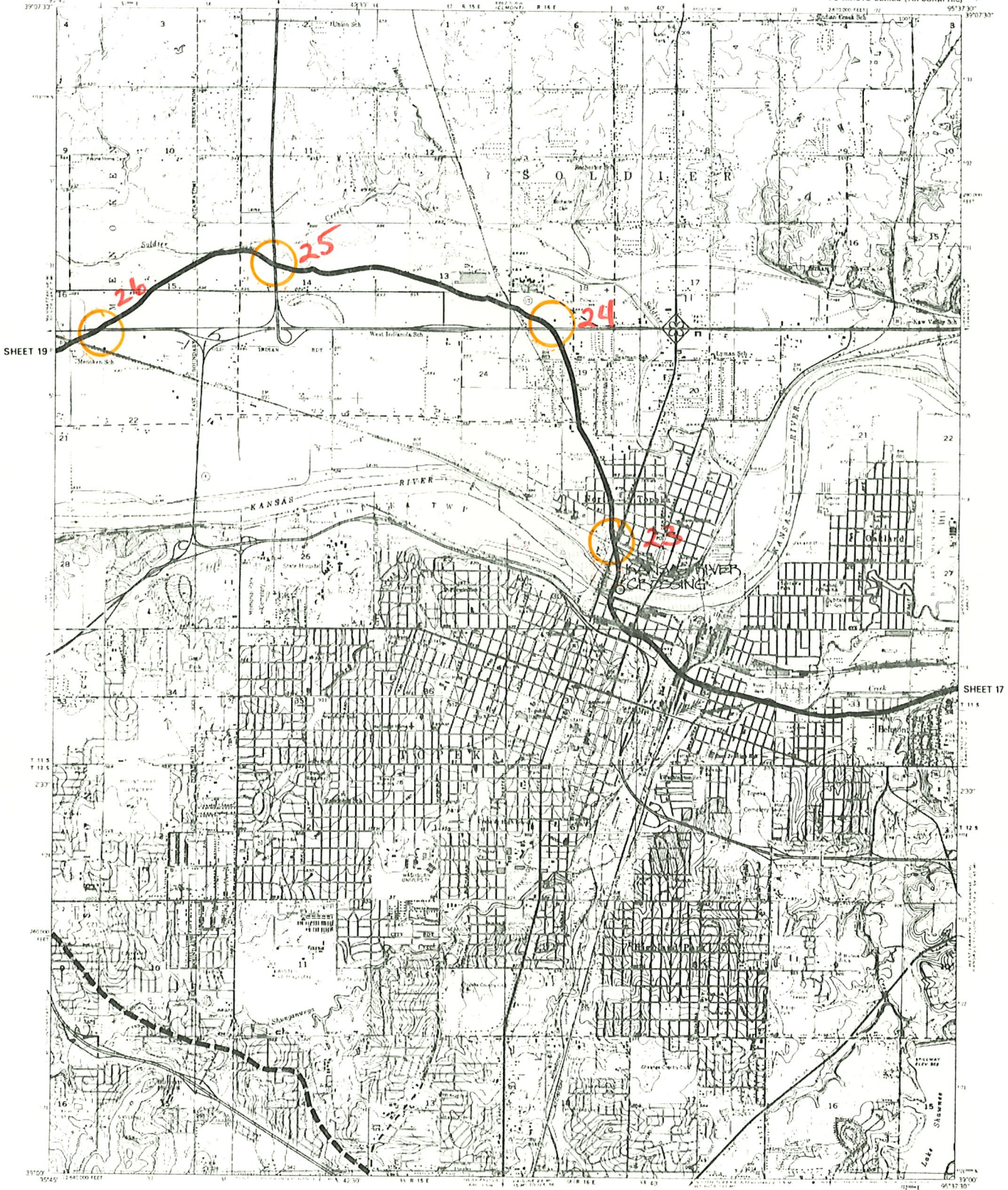
OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR NATURAL PARK SERVICE

SHEET 17

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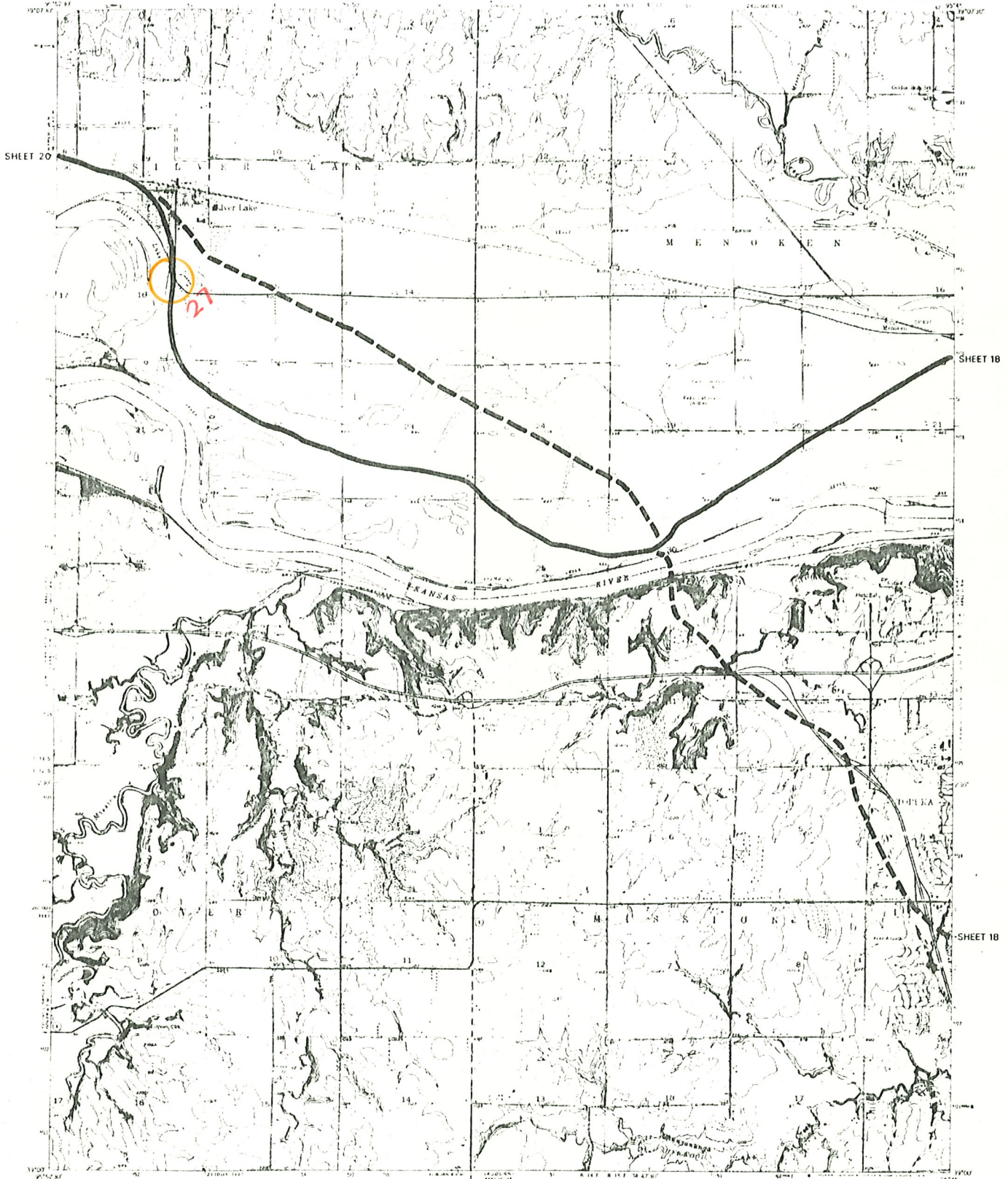
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OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

SHEET 18

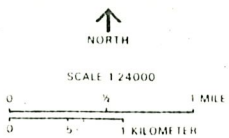
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- LAND OWNERSHIP STATE
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SILVER LAKE KS

OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR - NATIONAL PARK SERVICE

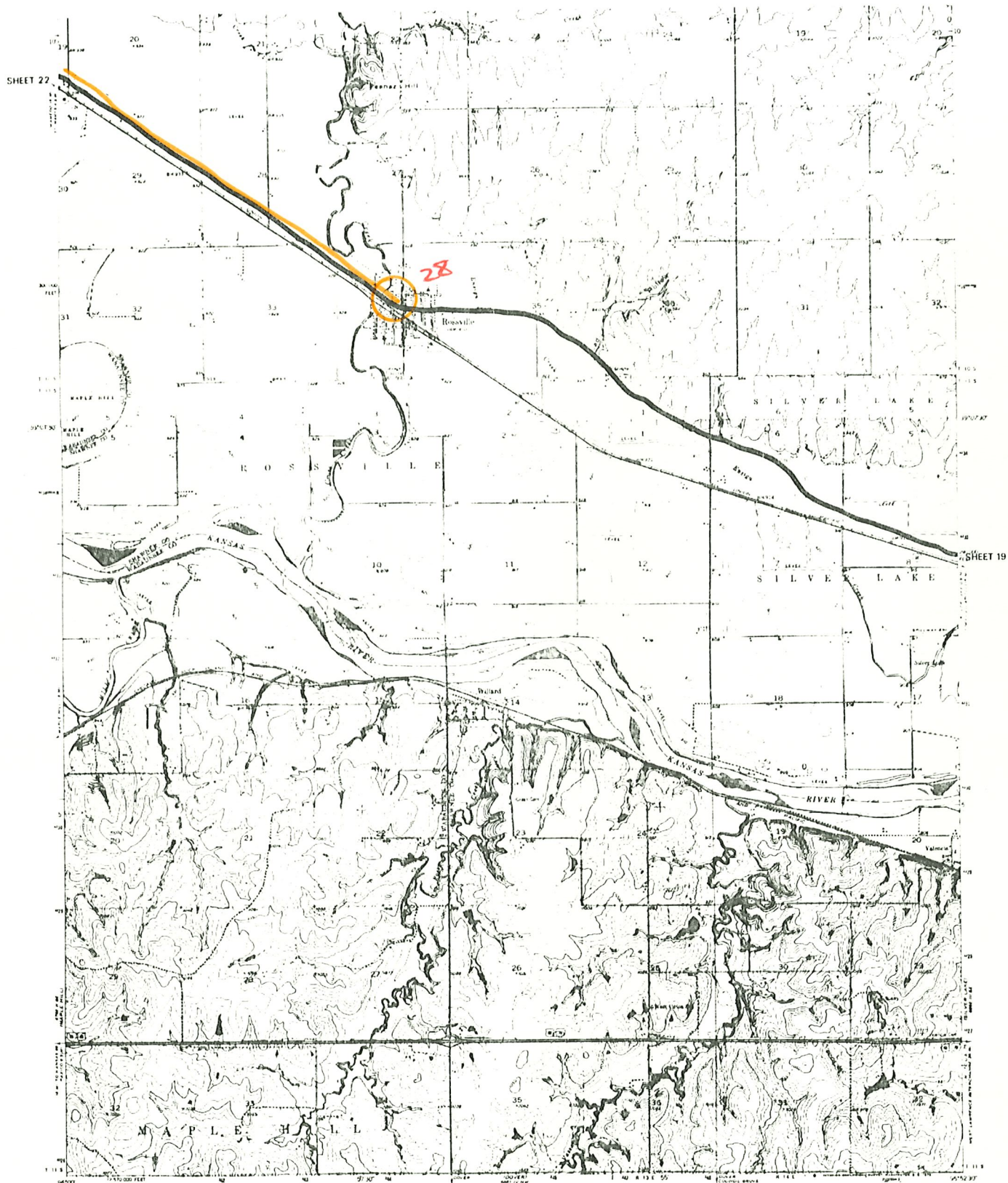
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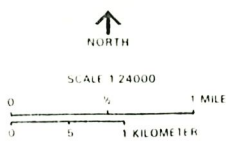
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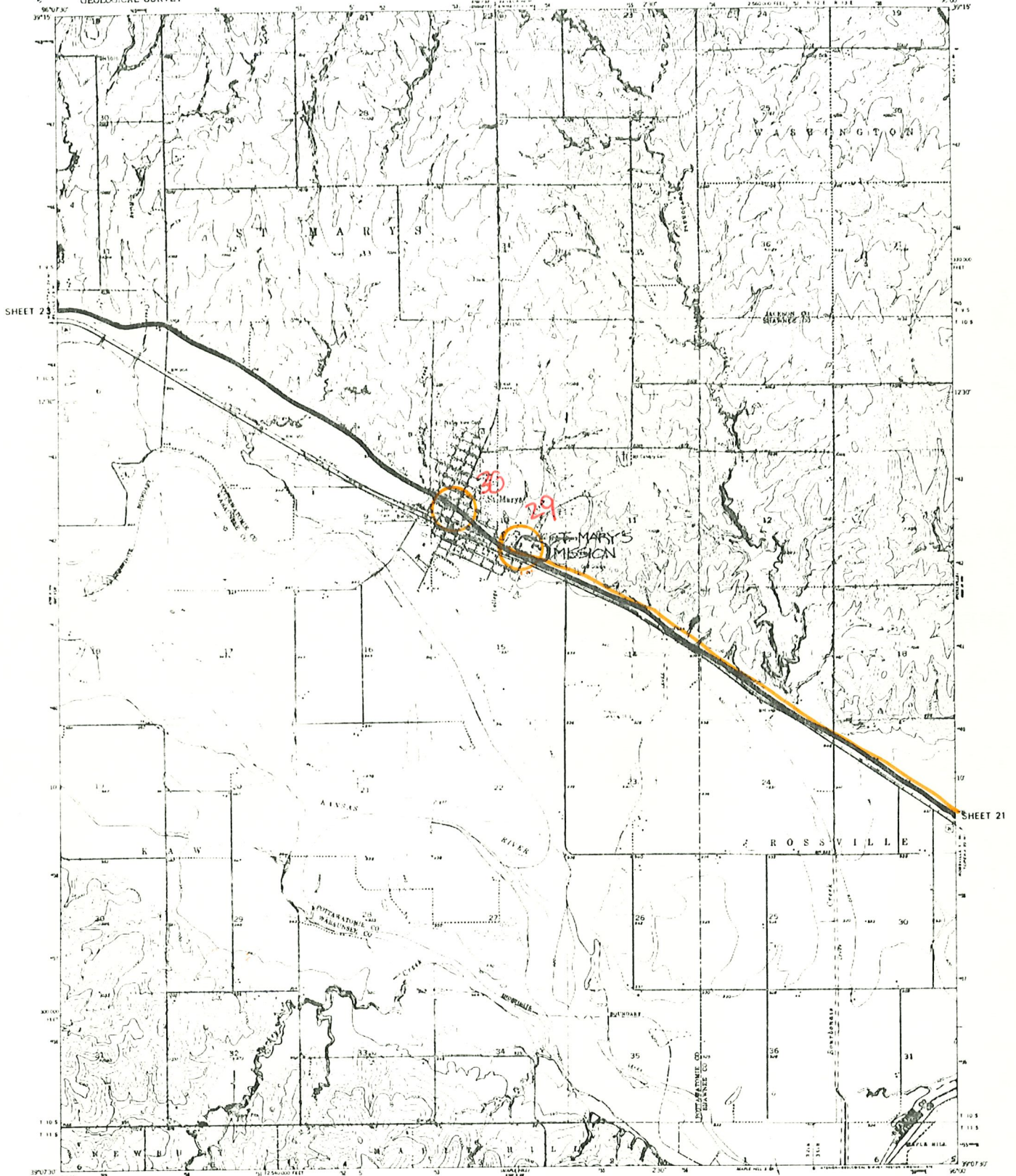
ROSSVILLE KS
WILLARD KS
OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

SHEET 20-21

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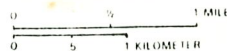


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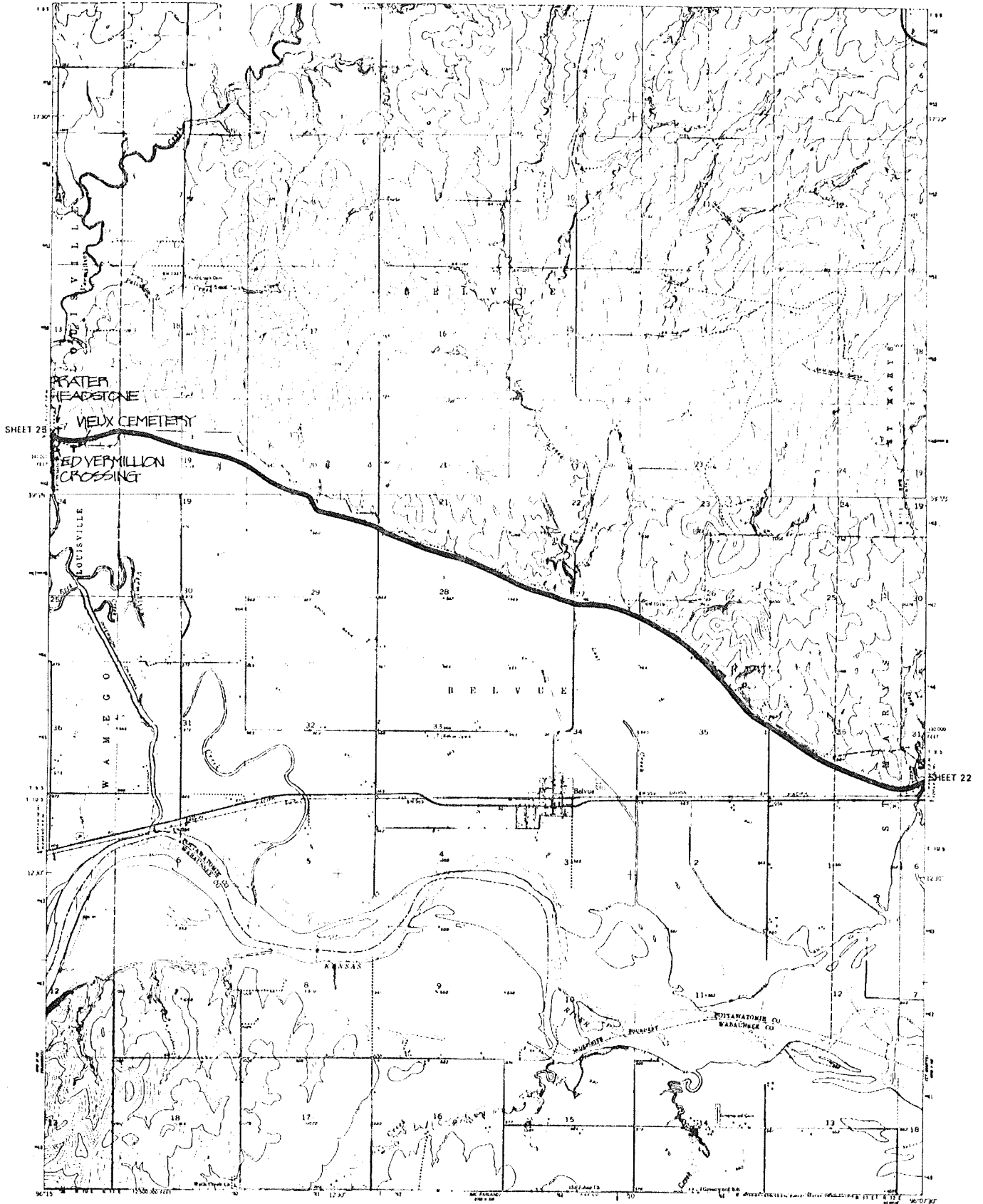
ST MARYS KS

OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

SHEET 22

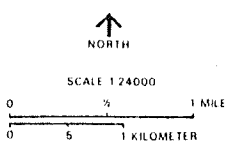
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DSC FEB 81

(TOTAL 356 SHEETS)



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- SEGMENT

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- HISTORIC SITE
- LAND OWNERSHIP
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- USFS



**LACLEDE KS
BELVUE KS**
OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

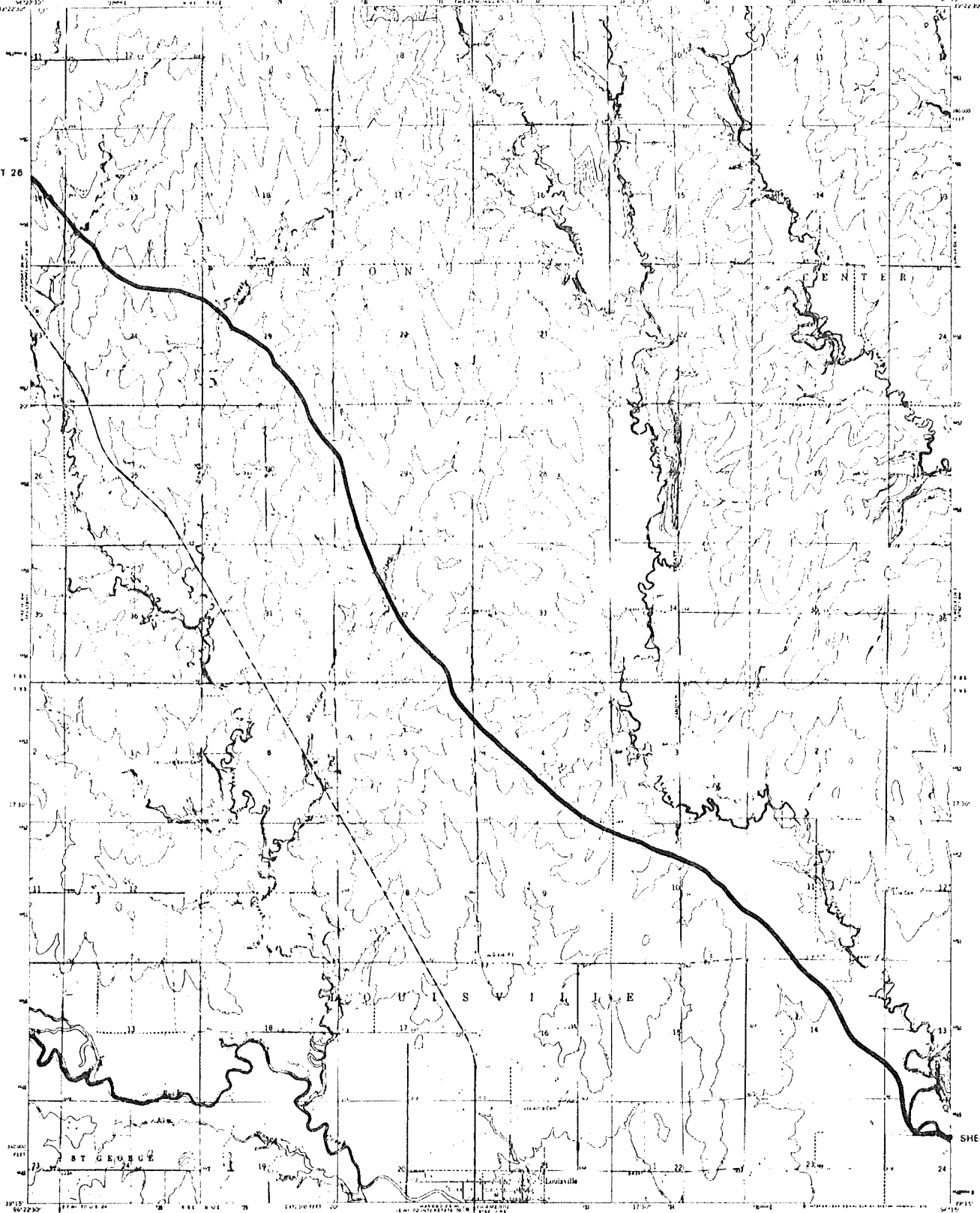
SHEET 23-24











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(TOTAL 356 SHEETS)

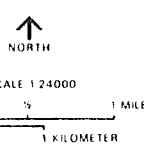
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SHEET 26

SHEET 24



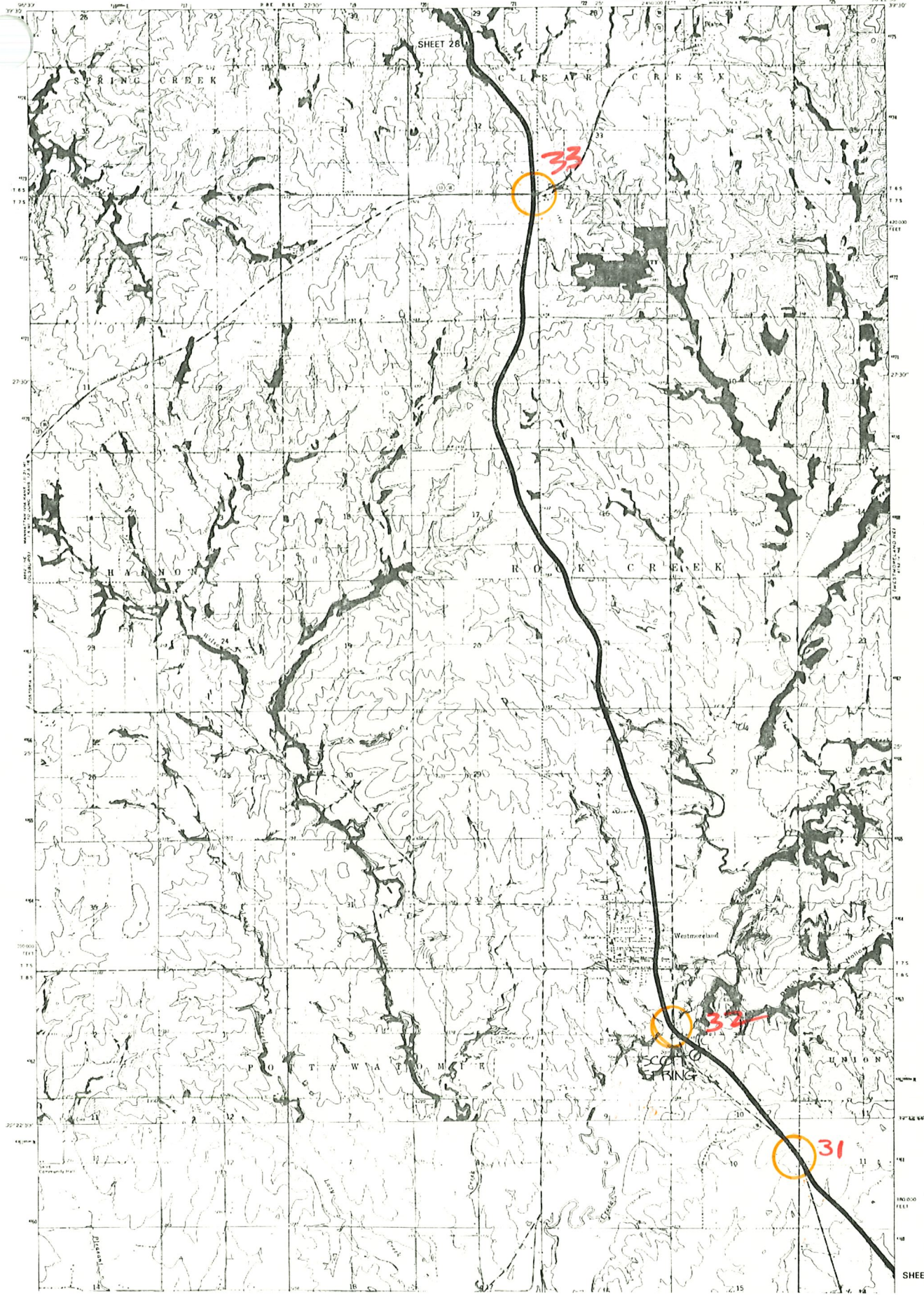
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
LOUISVILLE KS
OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE
SHEET 25

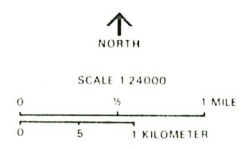
485 | 20000
DSC | FEB 81
(TOTAL 356 SHEETS)

DO NOT CROSS PRIVATE LAND WITHOUT PERMISSION



-  PRIMARY ROUTE
-  ALTERNATE ROUTE
-  OTHER TRAILS
-  RUTS
-  SEGMENT

-  HISTORIC MARKER
-  HISTORIC SITE
-  LAND OWNERSHIP STATE
-  BLM
-  USFS



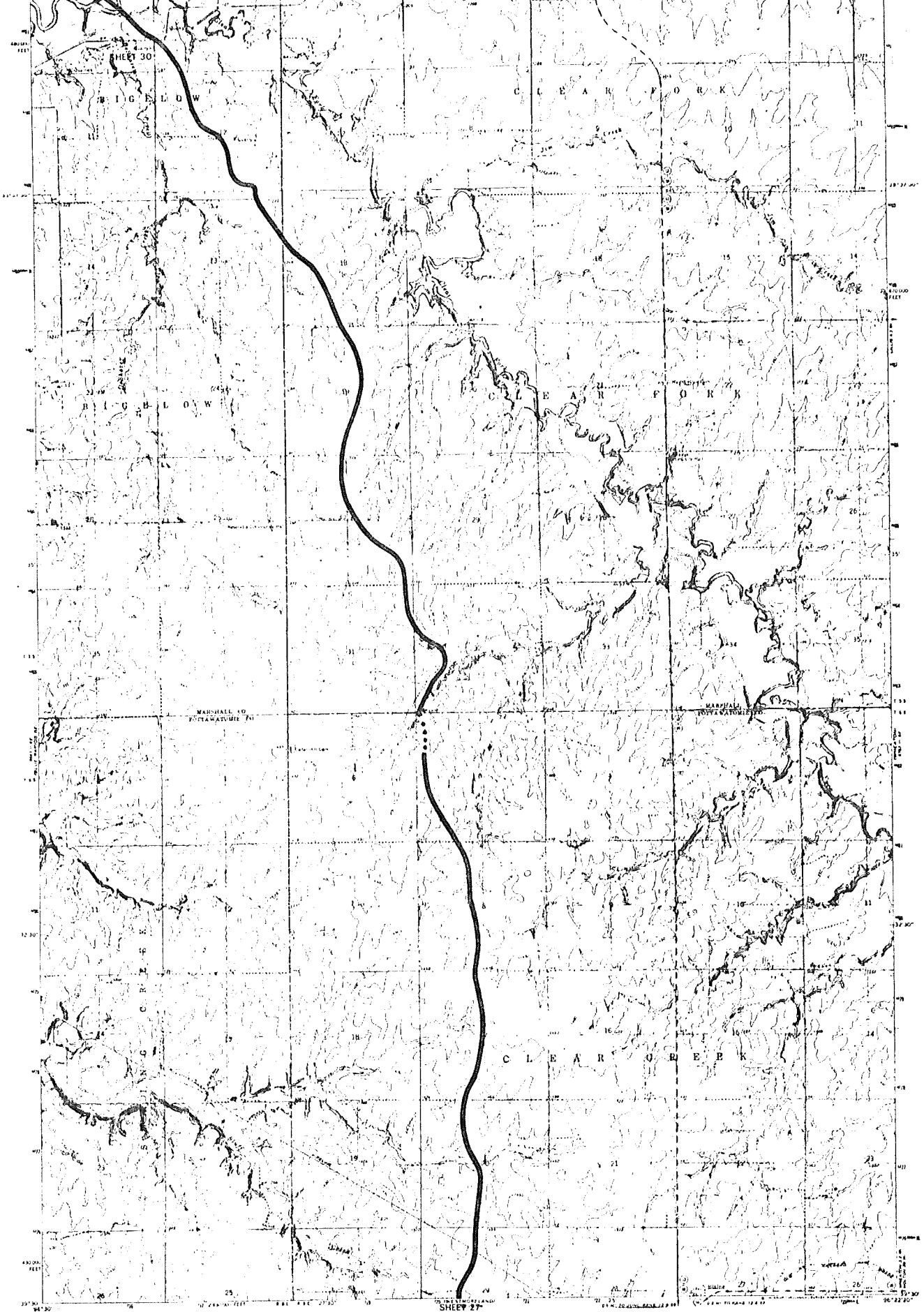
WESTMORELAND KS
FLUSH KS
 OREGON NATIONAL HISTORIC TRAIL
 UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE











SHEET 26-27

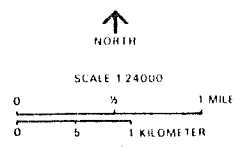
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DO NOT CROSS PRIVATE LAND WITHOUT PERMISSION

(TOTAL 356 SHEETS)



-  PRIMARY ROUTE
-  ALTERNATE ROUTE
-  OTHER TRAILS
-  RUTS
-  SEGMENT
-  HISTORIC MARKER
-  HISTORIC SITE
-  LAND OWNERSHIP
STATE
-  BLM
-  USFS



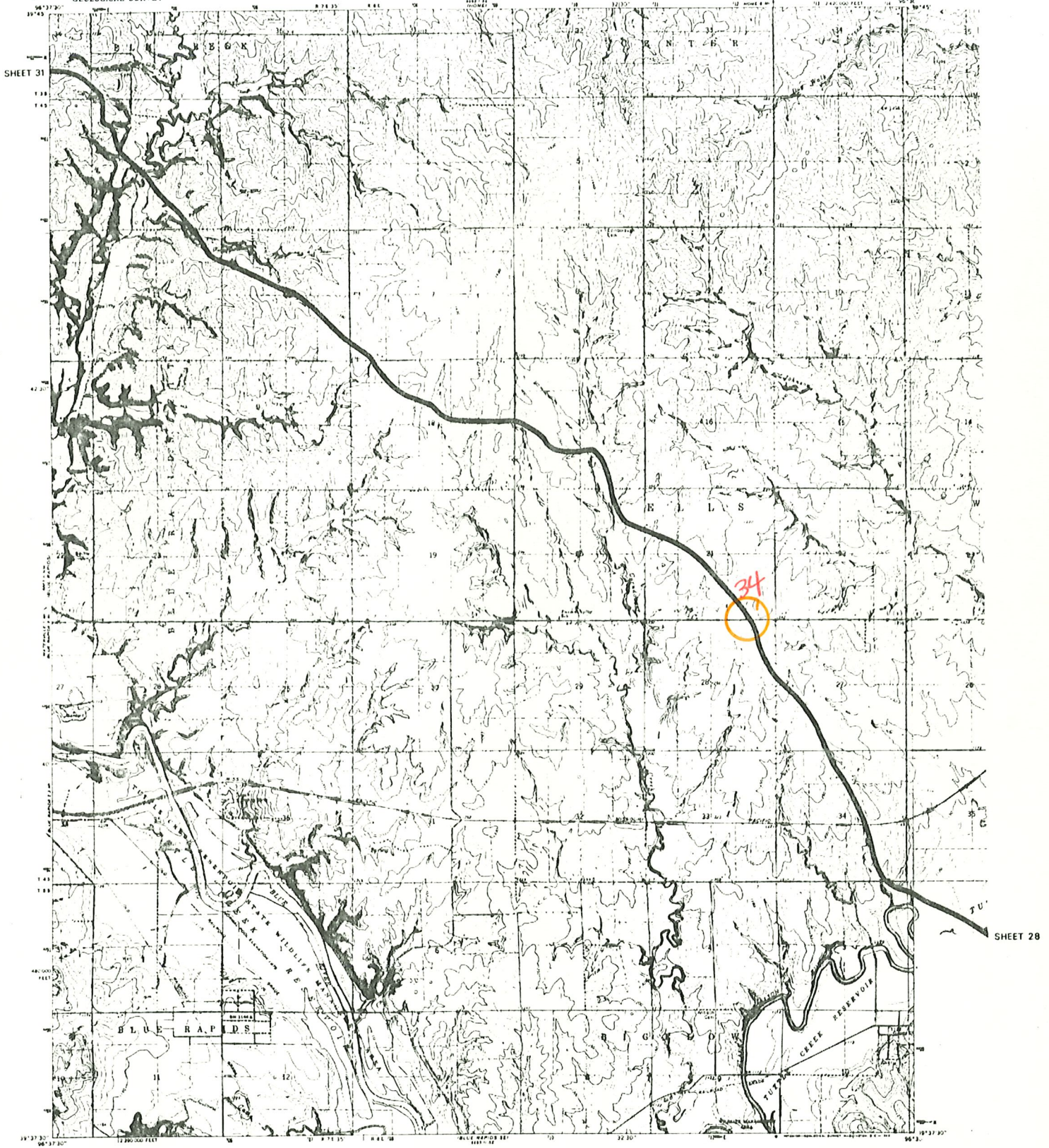
FRANKFORT KS
FRANKFORT SW KS
 OREGON NATIONAL HISTORIC TRAIL
 UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

SHEET 28-29

486 | 20000
 DSC | FEB 81

(TOTAL 356 SHEETS)

DO NOT CROSS PRIVATE LAND WITHOUT PERMISSION



- PRIMARY ROUTE
- - - ALTERNATE ROUTE
- - - OTHER TRAILS
- RUTS
- SEGMENT

- △ HISTORIC MARKER
- HISTORIC SITE
- ▨ LAND OWNERSHIP STATE
- ▨ BLM
- ▨ USFS



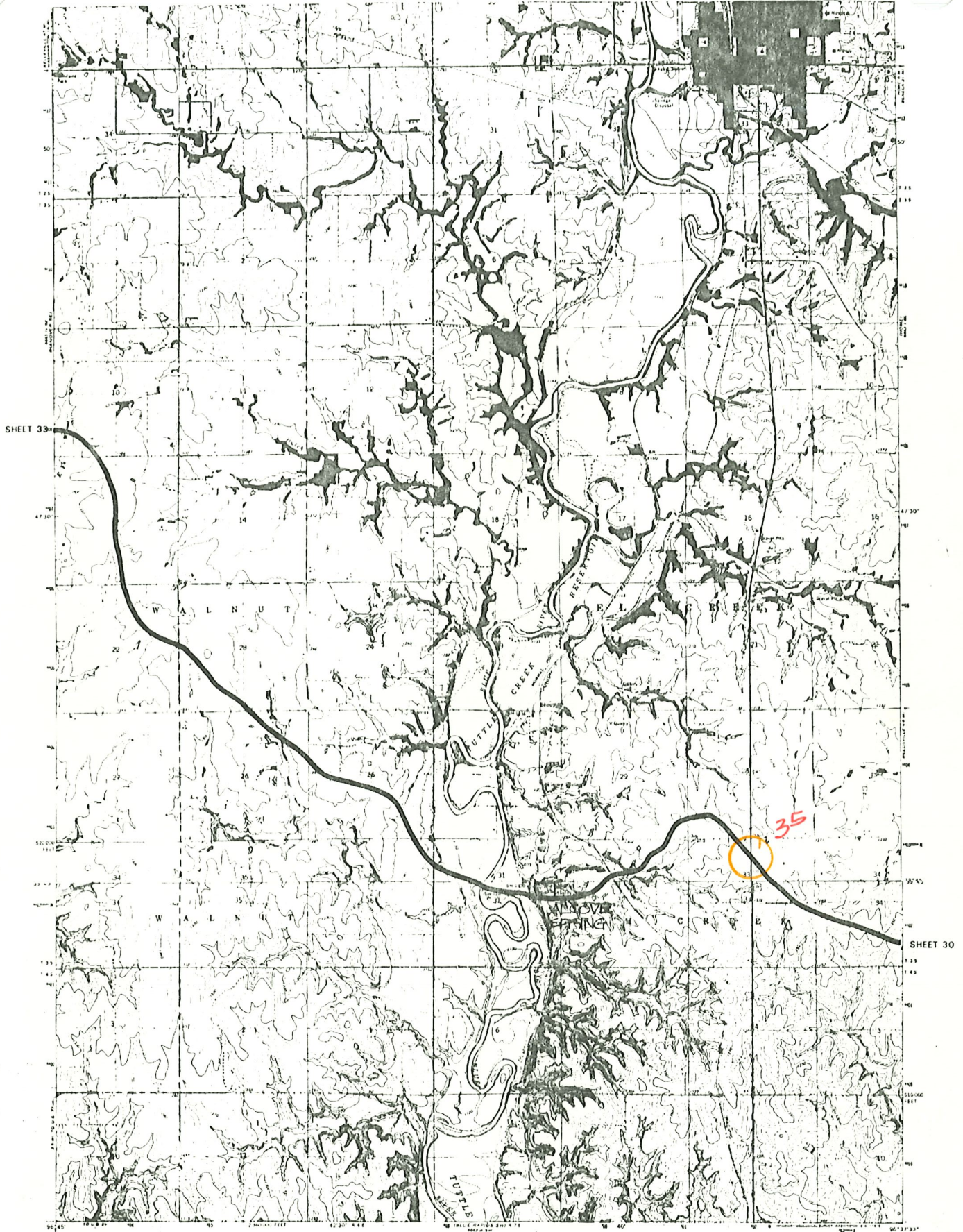
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0 5 1 MILE
0 5 1 KILOMETER









**FRANKFORT KS
BLUE RAPIDS NE/KS**
OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

SHEET 29-30

485 20000
DSC FEB 81
(TOTAL 356 SHEETS)

DO NOT CROSS PRIVATE LAND WITHOUT PERMISSION



-  PRIMARY ROUTE
-  ALTERNATE ROUTE
-  OTHER TRAILS
-  RUTS
-  SEGMENT
-  HISTORIC MARKER
-  HISTORIC SITE
-  LAND OWNERSHIP - STATE
-  BLM
-  USFS

↑
NORTH

SCALE 1:24000

0 1 MILE

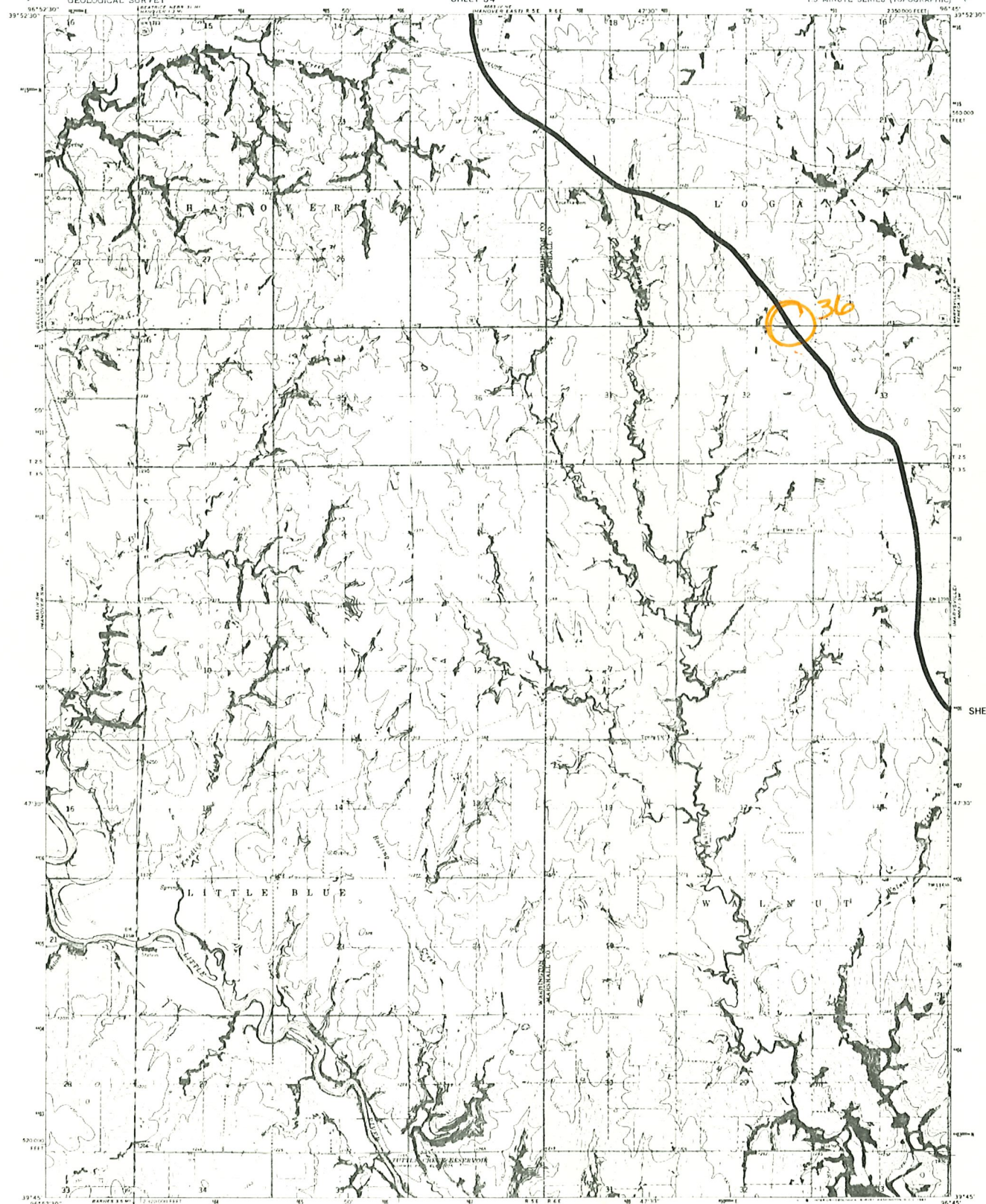
0 5 1 KILOMETER

MARYSVILLE KS
BLUE RAPIDS KS
OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR - NATIONAL PARK SERVICE

SHEET 31-32

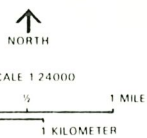
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(TOTAL 356 SHEETS)

DO NOT CROSS PRIVATE LAND WITHOUT PERMISSION



- PRIMARY ROUTE
- - - ALTERNATE ROUTE
- - - OTHER TRAILS
- RUTS
- SEGMENT

- △ HISTORIC MARKER
- HISTORIC SITE
- ▨ LAND OWNERSHIP STATE
- ▩ BLM
- ▧ USFS

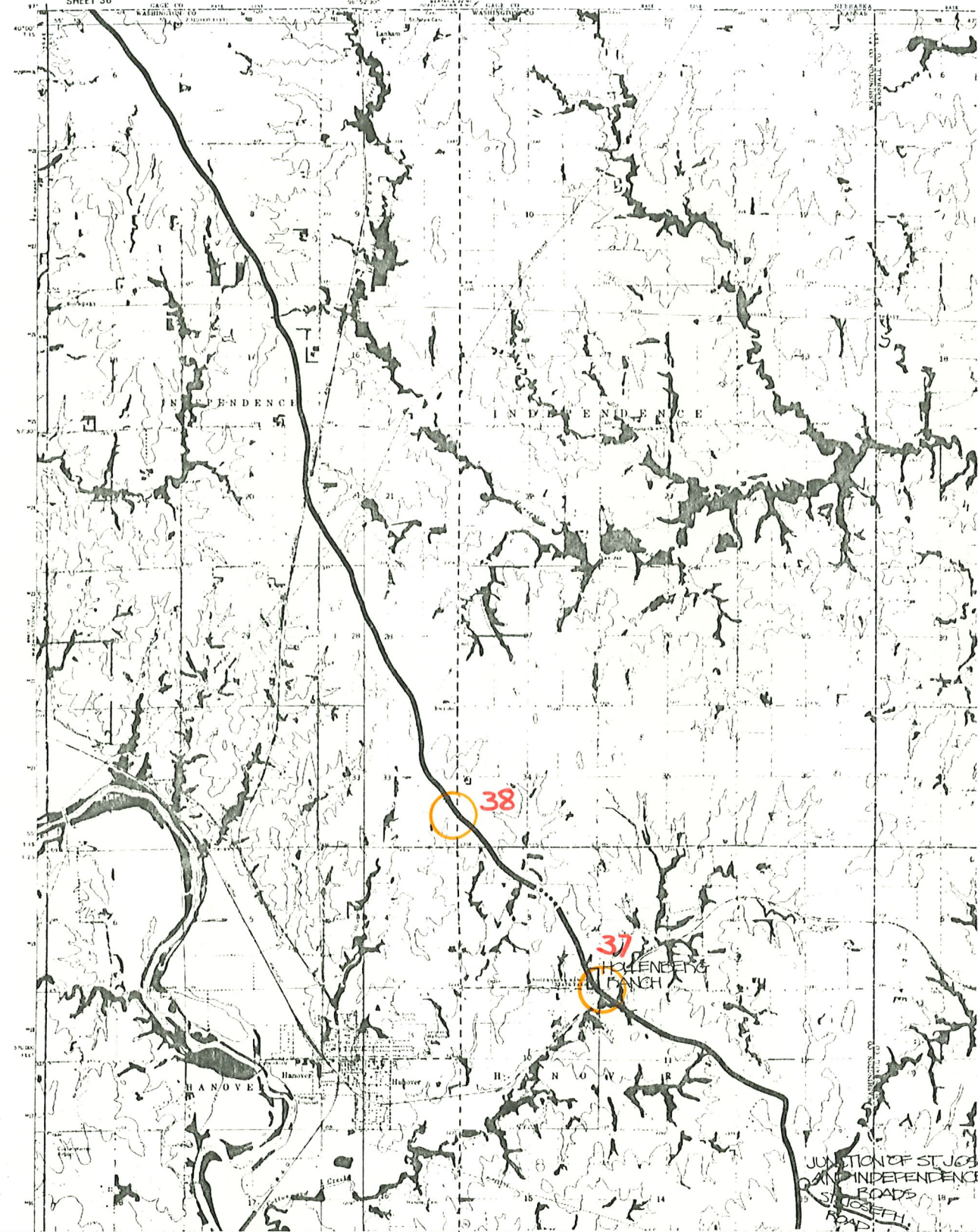











HANOVER SE KS

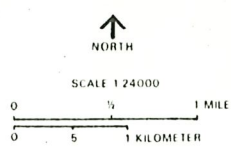
OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE
SHEET 33

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DSC | FEB 81
(TOTAL 356 SHEETS)

DO NOT CROSS PRIVATE LAND WITHOUT PERMISSION



-  PRIMARY ROUTE
-  ALTERNATE ROUTE
-  OTHER TRAILS
-  RUTS
-  SEGMENT
-  HISTORIC MARKER
-  HISTORIC SITE
-  LAND OWNERSHIP STATE
-  BLM
-  USFS



**HANOVER WEST
HANOVER EAST KS**
OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

SHEET 34-35

485 | 20000
DSC | FEB 81

DO NOT CROSS PRIVATE LAND WITHOUT PERMISSION

(TOTAL 356 SHEETS)

KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612



JOHN B. KEMP, Secretary of Transportation

JOHN CARLIN, Governor

MEMORANDUM TO: SENATE LOCAL GOVERNMENT COMMITTEE
FROM: EDWARD R. DESOIGNIE
POLICY COORDINATOR
REGARDING: SENATE BILL 223
DATE: FEBRUARY 27, 1985

COSTS OF SIGNING THE OREGON TRAIL (1841 - 1848 AND 1855 - 1857 TRAILS)

1841 - 1848 TRAIL

	<u>NUMBER OF CROSSINGS</u>	<u>SIGNING COSTS (AT \$20/SIGN)</u>
TOTAL	128 374	\$14,960
STATE/FEDERAL HIGHWAYS	39	1,560
COUNTY HIGHWAYS/ROADS	184	7,360
CITY STREETS	151	6,040

1855 - 1857 TRAIL

	<u>NUMBER OF CROSSINGS</u>	<u>SIGNING COSTS (AT \$20/SIGN)</u>
TOTAL	174	\$6,960
STATE/FEDERAL HIGHWAYS	19	760
OTHER	155	6,200

(Attachment 4)

2/27/85

The Honorable Don Montgomery, Chairperson
Committee on Local Government
Senate Chamber
Third Floor, Statehouse

Dear Senator Montgomery:

SUBJECT: Fiscal Note for Senate Bill No. 223 by Senators
Langworthy, Bogina, Burke, Doyen, et al

In accordance with K.S.A. 75-3715a, the following fiscal note concerning Senate Bill No. 223 is respectfully submitted to your committee.

Senate Bill No. 223 proposes marking the Oregon Trail by placing suitable signs where the trail travels on public highways and crosses public highways. This bill designates the Secretary of Transportation as the person responsible for sign placement and for accepting gifts and donations to aid in obtaining the signs.

For estimation purposes, it was assumed public highways would be defined as state and federal highways (i.e. U.S. 75; K-99; I-70, etc.) and no signs would be erected where the Oregon Trail crossed county roadways, or section line roads. Using these parameters the State Historical Society indicates approximately 128 signs will be needed to mark the Oregon Trail where it travels on and crosses public highways. Estimates received by the Department of Transportation establishes the cost of purchasing and erecting these signs at approximately \$30 each. Therefore, the cost of this project would be \$3,840. Assuming no gifts or donations will be offered, this expenditure would be from the State Highway Fund.

The preceding amount would be in addition to the recommendations and expenditures contained in the FY 1986 Governor's Budget Report.

Alden K. Shields

Alden K. Shields
Director of the Budget

AKS:KS:sr

(Attachment 5)

2/27/85

The Oregon Trail

Oregon National Historic Trail

National Park Service

U.S. Department of the Interior



Of all the western trails...

used by fur traders, gold seekers, missionaries, and emigrants, the Oregon Trail was most important. Beginning in 1841 and lasting for over 20 years, it was the route over which many thousands of emigrants traveled the 2,000 miles from western Missouri to Oregon's Willamette River Valley and other locations in the Pacific Northwest. This tide of emigration and settlement caused England to relinquish her hold on Old Oregon Territory in 1846, when it became part of the United States comprising the present States of Oregon, Washington and Idaho, as well as those parts of Wyoming and Montana west of the Continental Divide.

A National Historic Trail

Congress memorialized the vital part the Oregon Trail played in our Nation's history in 1978, when the trail was designated a National Historic Trail. The National Park Service has identified the official 2,170-mile route, which begins at Independence, Missouri, and extends through the States of Kansas, Nebraska, Wyoming, Idaho, and into Oregon, where it ends at Oregon City. It is a single route except for two relatively short branchings; one alternate route begins at Three Island Crossing in Idaho, and the other at The Dalles, Oregon.

One hundred twenty-five historic sites have been selected by the National Park Service to commemorate and interpret important events and landmarks along the trail. There are also seven cross-country trail segments totaling 318 miles; chosen for their historical integrity, these segments offer excellent opportunities for hiking, horseback riding, and other appropriate recreational activities. The goal is to preserve these especially significant remnants of the Oregon Trail for the edification and enjoyment of future generations. The 125 historic sites and seven cross-country segments are identified on the opposite map.

Only the 28 historic sites and 190 miles of cross-country segments now on Federal lands comprise the initial components of the Oregon National Historic Trail. The remainder, plus other important remnants not yet identified, may be certified as components by the Secretary of the Interior upon application by the owners.

Public Use

Many of the historic sites identified on the opposite map are for visitor use. The same is true of major portions of the seven cross-country segments. All of the sites which are open to the public can be reached by public roads or by footpaths from nearby roads. The cross-country segments are without roads, but can be reached by road at trailheads.



Wagons "circle up" on the North Platte River near Scottsbluff, Nebraska. ▲

Trail-hardened and weary, an emigrant family rests on the prairie. ▼



Trail wagons like this one were standard equipment. The more famous Conestogas were too large and heavy for the Oregon Trail. ►

This historic Burnt Ranch dwelling on the Sweetwater River near South Pass, Wyoming, still stands beside the Oregon Trail. ▼



Some privately owned sites do not have public access and may not be visited without permission of the owners. These are indicated on the opposite map by an asterisk. Portions of the cross-country segments, too, are in private ownership and unavailable for public use without permission of the owners. For information about access and travel conditions along the cross-country segments, visitors should inquire at the following offices:

South Pass Segment, Wyoming

Rawlins District Office, Lander Resource Area
Bureau of Land Management
P.O. Box 589
Lander, Wyoming 82520
307-332-4220

Blue Mountain Segment, Oregon

LaGrande District
Wallowa-Whitman National Forest
Route 2, Box 2108
LaGrande, Oregon 97805
503-963-7186

Boardman Segment, Oregon

Pacific Northwest Region
National Park Service
Westin Building, Room 1920
2001 Sixth Avenue
Seattle, Washington 98121
206-442-5565

Barlow Road Segment, Oregon

Mount Hood National Forest
19559 S.E. Division Street
Gresham, Oregon 97030
503-963-7186

Sinker Creek Segment, Idaho

Boise District
Bureau of Land Management
3948 Development Avenue
Boise, Idaho 83705
208-334-1582

Bear River Divide Segment, Wyoming

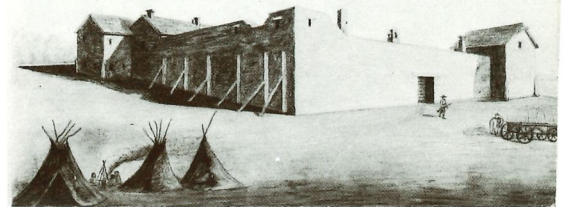
Rock Springs District
Bureau of Land Management
P.O. Box 1869
Rock Springs, Wyoming 82901
307-382-5350

North Trail Segment, Idaho

Boise District
Bureau of Land Management
3948 Development Avenue
Boise, Idaho 83705
208-334-1582



Fort Hall, north of Pocatello, Idaho, built in 1834, was an important stop-over. (Henry E. Huntington Library, San Marino, CA.)



The official trail has been pin-pointed on maps, but most of it has yet to be marked on the ground. Long stretches of the Oregon Trail have been eradicated by highways and other developments, or are in cultivation. Therefore, it is not possible to travel the full length of the trail by foot or horseback. Essentially, foot and horseback travel is feasible only along the designated cross-country segments. Those wishing to trace more extensive portions of the trail should plan to travel by automobile between the historic sites and cross-country segments.

Administration

The National Park Service has no direct administrative responsibility for the Oregon National Historic Trail. National Park Service responsibilities include general planning and technical assistance, performing research, processing applications for certification of additional trail components, providing public information, staffing the Secretary's Advisory Council for the Oregon National Historic Trail, and otherwise seeking uniformly high standards of protection, interpretation, and management for the trail. Four of the selected historic sites on the Oregon Trail were already National Park Service areas when the trail acquired National Historic Trail status: Scotts Bluff National Monument in Nebraska, Fort Laramie National Historic Site in Wyoming, Whitman Mission National Historic Site and Fort Vancouver National Historic Site—both in Washington. The rest of the selected historic sites, as well as the seven cross-country segments, are on lands which will continue to be managed or owned and operated by other Federal, State, or local agencies or private citizens.

References

This selected bibliography is by no means a complete listing, but is presented merely as a starting point for those wishing to obtain detailed information about the Oregon Trail. Many States and Federal agencies along the trail offer a variety of public brochures, maps, and travel aids. Inquiries should be directed to the State travel offices or to the Federal offices listed elsewhere in this brochure.

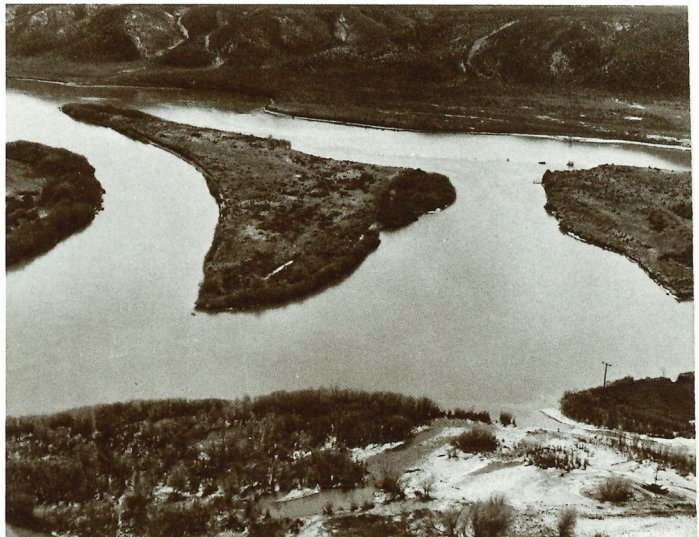
Specific Guides for the Oregon Trail

Franzwa, Gregory M., compiler. *Maps of the Oregon Trail*, Gerald, Mo: Patrice Press (est. January 1982). A reproduction of the route of the trail over a base of county maps.

Franzwa, Gregory M., *The Oregon Trail Revisited*, Gerald, Mo: Patrice Press, 1978. An indispensable travel guide for those who wish to follow the trail by automobile.

Haines, Aubrey L., *Historic Sites Along the Oregon Trail*, Gerald, Mo: Patrice Press, 1981. Brief sketches of 394 historic sites along the trail, with 24 maps, 104 photos, and bibliography.

Three Island Crossing of the Snake River lies west of Twin Falls, Idaho, where the trail divides. ▼



Paden, Irene D., *The Wake of the Prairie Schooner*, Carbondale: Southern Illinois University Press, 1970, marketed by the Patrice Press, Gerald, Mo. 63037. The adventures of retracing the trail in the 1930s, and 1940s.

General Histories of Western Expansion

Devoto, Bernard, *Across the Wide Missouri*, Cambridge: Houghton Mifflin Co., 1947. This classic work establishes the background of the West prior to the emigration years.

Mattes, Merrill J., *The Great Platte River Road: The Covered Wagon Mainline Via Fort Kearny to Fort Laramie*, Lincoln: Nebraska State Historical Society, 1969. As the title implies, this volume exhaustively documents the eastern portion of the Oregon Trail.

Unruh, John D., Jr., *The Plains Across: The Overland Emigrants and the Trans-Mississippi West, 1840-60*, Urbana: University of Illinois Press, 1979. The most comprehensive study ever made of overland emigration, this volume is especially useful in its demolition of popular myths and stereotypes of western emigration.

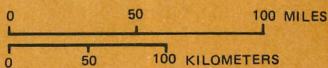
The Overland Migrations: Settlers to Oregon, California, and Utah, Washington, D.C.: National Park Service, 1980. A short and useful introduction to overland emigrations.

Primary Route...

PRIMARY ROUTE

OREGON NATIONAL HISTORIC TRAIL
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

485 | 20001
DSC | FEB 81

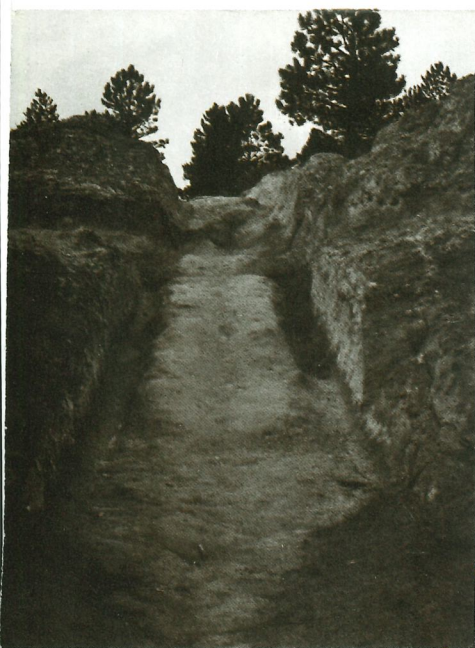


● HISTORIC SITES

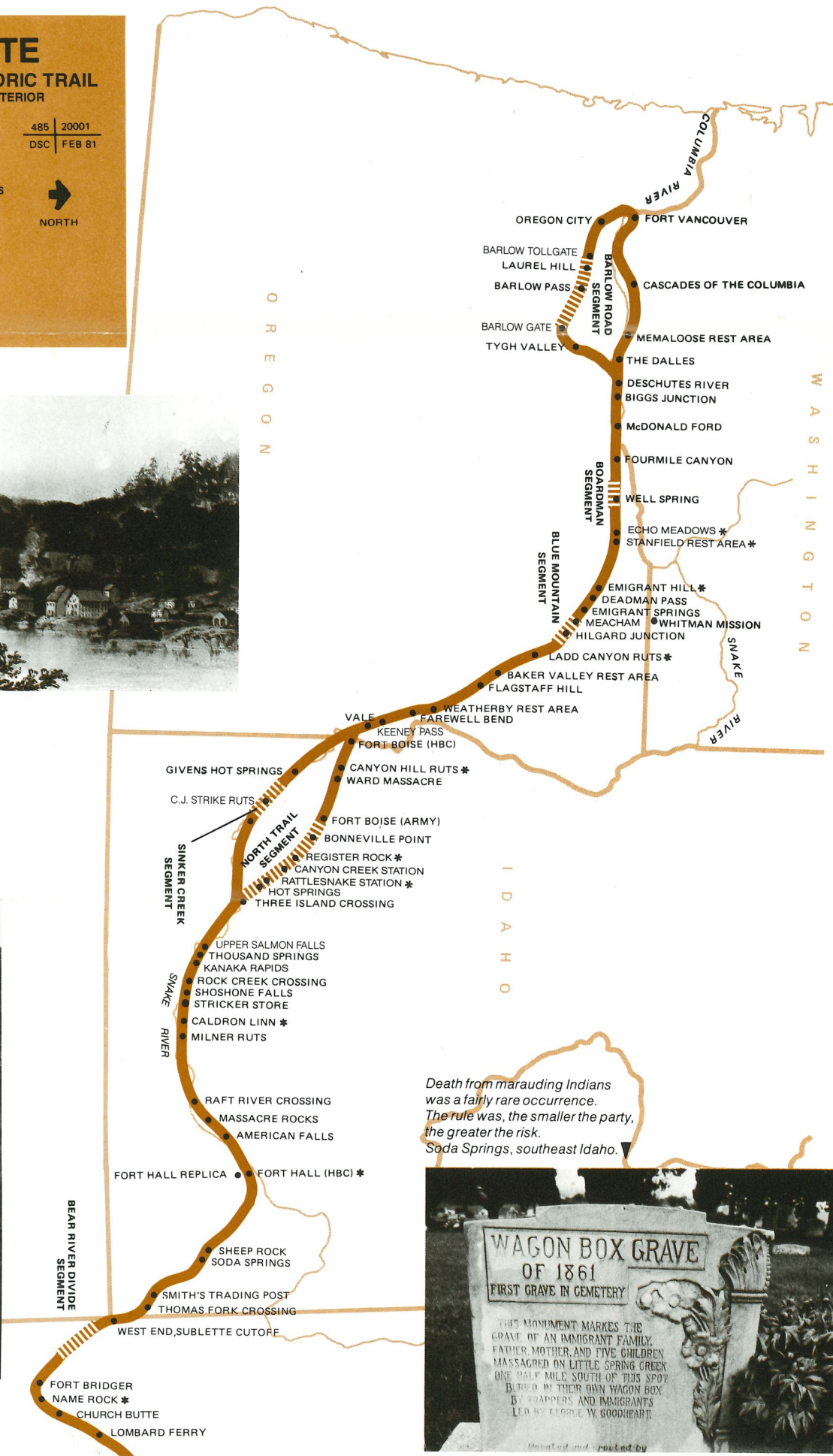
▬ CROSS COUNTRY SEGMENTS



▲ Journeys end! Oregon City, 10 miles south of Portland, Oregon, is the western terminus of the Oregon Trail.

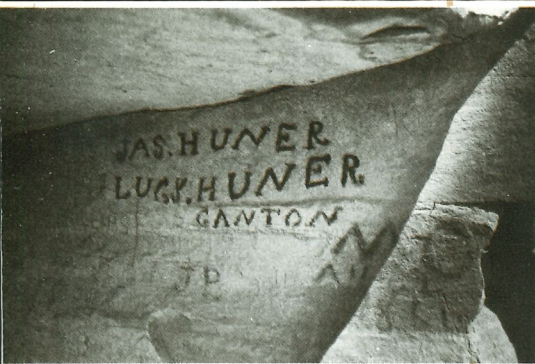


▲ Ruts in the limestone eloquently record busy years of pounding wheels and axle scrapes. Near Gurnsey, Wyoming.

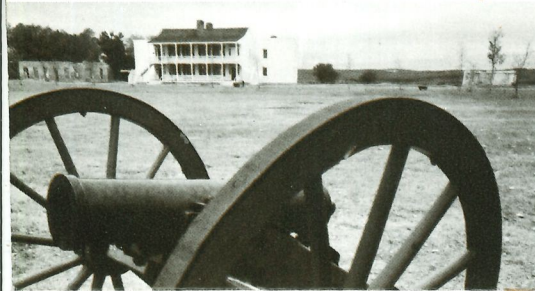


Death from marauding Indians was a fairly rare occurrence. The rule was, the smaller the party, the greater the risk. Soda Springs, southeast Idaho. ▲





▲ Travelers inscribed their names at "Name Rock" just east of Fort Bridger, Wyoming.



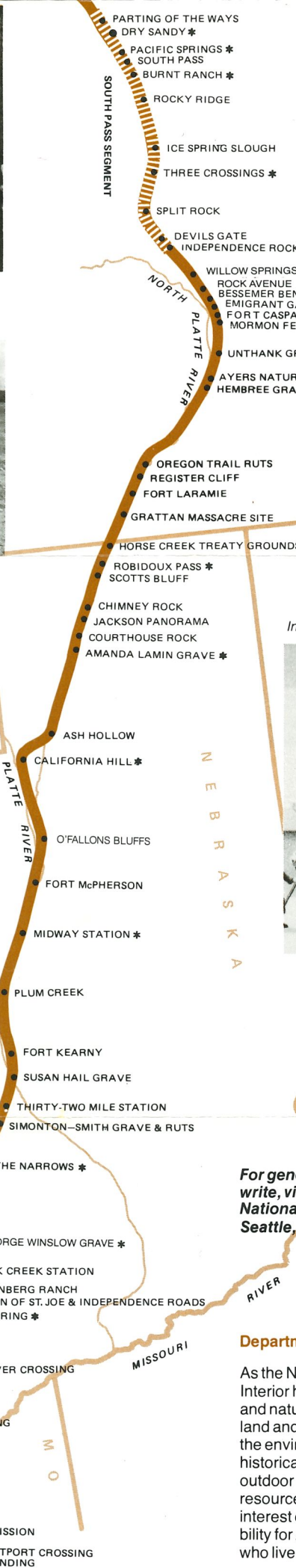
▲ Fort Laramie was a welcome refuge and re-provisioning point. It is now preserved and managed as a national historic site. (Russell Lamb, Portland, OR).



▲ Chimney Rock, twenty miles east of Scottsbluff, Nebraska, was one of the most famous landmarks on the Trail.

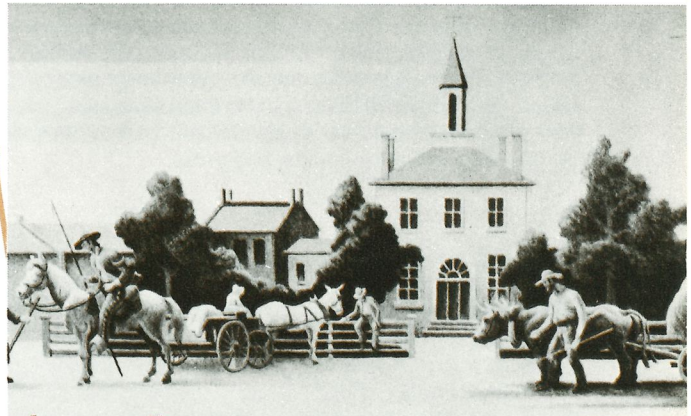


Oregon Trail marker on private lands in Oregon. ▲



* These privately owned sites do not have public access and may not be visited without permission from the owners.

Independence, Missouri—Trailhead for the great adventure! ▼



For general information about the Oregon National Historic Trail, write, visit, or telephone the Pacific Northwest Regional Office, National Park Service, Westin Building, 2001 Sixth Avenue, Seattle, Washington 98121. Telephone: 206-442-5565.

Department of the Interior

As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering the wisest use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to assure that their development is in the best interest of all our people. The Department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.