



CROSSROADS

News of the Utah Crossroads Chapter
Oregon-California Trails Association
Vol. 29, No. 1, February 2018

Our New Chapter Website

Terry Welch

We are very pleased to announce a substantial upgrade of our chapter presence—a new website. This effort has taken about a year and has involved several people and many hours of labor on the part of a professional website development company. The company is Bella Media. The gracious and patient developer was Gina Sifers. (We hope she can come to our convention in August.)

We are indebted to Travis Boley at our national parent organization headquarters. It seems that some grant money became available designated for building OCTA. A decision was made to contribute it to a chapter who would use it to bolster their effort to put on a national convention as well as the chapter. We are indebted to Travis and the head office.

Convention information is on the website, but the materials for registration are not yet ready for posting. We invite all to spend time to become familiar with the website. We are pleased with the information via print and visuals and are anxious for new features to be added in due time. Among those new features we anticipate a blog. We are joining the modern world!! The address for the new chapter website is: <https://www.utahcrossroadsocta.org/>. We want to give a special thanks to Steve Berlin for creating the chapter's first website .

Remembering Those Who Have Traveled On

During the past year. They are: Jerry Krakow, Gibbs Smith, Ron Gardner, and Bill Smart, David Bigler, William Buckwalter Smart, and Roy Tea. Each left an individual legacy for the cause of our trails. We are grateful to them and we send our best wishes to their families:

David Bigler

Writer and independent historian David L. Bigler died at age ninety Wednesday evening, January 31, 2018 near his home in Roseville, California with his beloved wife, Evah at his side. As with his friends Juanita Brooks, LeRoy Hafen, and Brigham D. Madsen, the cause was the historians' curse, Alzheimer's disease.



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William Buckwalter Smart

Bill's remarkable life began June 27, 1922, as the fourth of six children born to Thomas Laurence and Nelle Buckwalter Smart. At the age of six, he was selling newspapers for a nickel on frigid Provo streets to help the family get by. At 50, he was busy transforming a conventional local paper into one of the nation's great dailies. At 95, he had lived the life of an explorer, historian, advocate, builder, athlete and seeker. He passed away, certain of joining his parents again, on January 25, 2018, after a long struggle with prostate cancer.



Roy David Tea

Roy (LeRoy) David Tea was born on November 19, 1927 in Riverton, Utah to Charles Edward and Margaret Antonia Weenig Tea. Roy was employed by the Utah Department of Transportation for 35 years; as a surveyor for 6 years and District Materials Engineer for 29 years. He assisted in the survey location of Interstate 15 from Utah County to Weber County, I-80 through Salt Lake City, 700 East and many other projects.



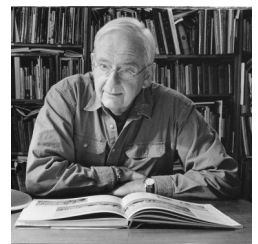
Jere Krakow

Jere died quietly in his sleep on November 3, 2017, surrounded by family and loved ones. His life was devoted to service in the National Park Service and the many communities in which he lived. Jere loved the outdoors, whether camping, fishing or hiking and pursued knowledge and travel throughout his life. Jere had friends throughout the country and rarely met a stranger.



Gibbs M. Smith

Gibbs M. Smith passed away Saturday, October 28, 2017. His wife Catherine, family, and friends were by his side. He just refused to retire, and came into his office daily, which gave him great joy. Gibbs' mission with the publishing house he and Catherine created was to publish books that contribute to the positive evolution of the world's culture, with style, wit, intelligence, and taste. The "icing on the cake" was to do this from the Rocky Mountain West as an independent, employee-owned company, which will continue under its current management structure.



Others include: Ron Gardner (Your editor apologizes as I have no background information regarding Ron to include in this edition of the Crossroads newsletter).

A Brief Introduction:

Steve and Penny Allison (Steve is the new Crossroads Vice President)

In the fall of 2015 Penny and I were riding our ATVs in the Cedar Mountains West of Skull Valley, Utah. We followed an old dirt road up to the summit. Where I nearly ran into some old railroad rails welded into a T. It had some stickers on the front and a stainless-steel plaque in the top part of the T. There was a quote from the Donner Party who had passed that way in 1846. We thought that was interesting.



Some time later we were ATVing around Silver Island Mountain. Near the northern end we saw another T Marker with a Donner Party quote on it. I wondered, “How did the Donner Party get from the Cedar Mountains all the way over here near Wendover?” That question started us on a quest to travel the Donner trail from Emigration Canyon in Salt Lake all the way to Sutter’s Fort. I used the information I found on the T Marker to contact Trails West in Nevada. At their spring 2016 meeting in Reno we met Jess Peterson, Vic Heath, and others from Crossroads. Since that time, we have very nearly completed traveling every yard of the Donner Trail to the top of Donner Peak. It has been a fascinating and wonderful adventure. We’ve read everything we could get our hands on about the Donner-Reed Company and begun to study other trails and westward companies. We have assisted in setting new T Rail Markers too. We have attended lectures and tours with Crossroads.

In the 1980’s we had traveled the Mormon Trail from Nauvoo to Salt Lake several times. We love to read the pioneer journals in general but especially while on, or near, the spot where they wrote those entries (or reminiscences of such). We have hauled hand carts many miles along the trail, including over Rocky Ridge.

We are excited to join with Crossroads to help preserve and teach others about our rich pioneer Utah heritage.

Penny Allison teaches Math at the University of Utah. Steve is a professor of Foundations of Success for Strayer University. They are parents of eight children and 16 grandchildren and reside in South Jordan, Utah.

Beyond the Oregon Trail

Doug Williams

In 1842 Thomas Hart Benton was a powerful senator from Missouri who also served as the Chairman of Military Relations. He commissioned John Charles Fremont, his son-in-law, to explore and map the Wind River chain of the Rocky Mountains and to examine the Oregon Trail through South Pass and explore the area beyond Wyoming.

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The guide for this expedition was Kit Carson. This expedition lasted five months.

With this noteworthy success, Fremont was sent out once again in 1843 to describe the second half of the Oregon Trail. Carson joined him once again. During this expedition they left the trail and explored the northern part of the Great Salt Lake.



Window Rock

Fremont and Carson made their way across the water to what is today known as “Fremont Island.” In the process of exploring the island they climbed to the top of “Castle Rock” located on the north end. Fremont went about his mapping and describing while Carson, found a rock now known as “Window Rock” and took the time to carve a cross on it.

Wanting to see this rock and the cross and to reflect upon the experience of Fremont and Carson,

contact was made with the owner of the island who gave permission to visit. On a beautiful fall morning, 28 October 2017, a trio of Steve Swenson (the pilot), Dennis Ray, and Doug Williams, left the Ogden Airport in a 2009 Husky airplane built in Afton, Wyoming and landed on the southern portion of the island.



Trail enthusiasts Steve Swenson, Doug Williams and Dennis Ray (pointing at the Cross).

After an uphill 2½ mile hike to the top of Castle Rock, we spotted Window Rock and the cross. Because of its protected nature on the rock, the cross is still very visible and in good condition. It is approximately six inches long.

The Kit Carson Cross, Close-up



Crossroads Spring Lecture

Mark your calendars: Our chapter Spring Lecture will feature Chris Merritt who works as the Antiquities Coordinator for Utah Division of State History. It will be held at our regular place at the Ft Douglas Museum facility. The date is March 22. The time is 7:00 p.m. Invite a friend.

Important Update about Chapter Officers: December 3rd

After our November meeting when we elected a new set of officers, Dr. Joseph Hatch had a medical problem and had to back out of serving as President. Gar has called almost every chapter member and found no one agreeing to serve.

The current Bylaws do not prevent a former president from running again for the office of chapter president, or a current president from being president for more than two consecutive one year terms. That was one of the changes the new Bylaws made. It was done because several on the board felt that getting a president was the hardest thing Crossroads does, yet the most fundamental to the organization.

I have asked the Board to approve the votes I received, which are 100 % supportive of Terry Welch continuing to serve as the Chapter President. I anticipate the membership to approve and do not believe this to be different than as is often said, "Of those present and voting 100 percent have approved Terry as Chapter President for 2017." Terry Welch has agreed to serve again if elected.

Convention Committee Update and Other Chapter News, 2018 OCTA Convention Chairman, Gar Ellison

As the Convention Planning Committee Chairman I would welcome anyone willing to work with us to make this a great convention. Please contact me at: octaconvention2018@outlook.com, cell 801-850-8014



Reporting Your Volunteer Hours

Ron Andersen agreed to be the reporter for contributed service in support of the Oregon & California Trails & the Mormon Trail. Therefore when you attend a Chapter event, do field trips along any of these three trails or the alternates for each trail, help install signage and marking of the trails, do research related to a trail and events along the route, attend a national annual conventions or half year symposium etc.; please report volunteer miles, out of pocket expenses, and the hours involved including travel hours, so we can show that we contribute a good match of effort in behalf of the trails' education, preservation, and marking. Ron's Contact is: <ron-andersen@comcast.net>, call or text 801-969-4698.

Virtual Trail Tours

OCTA National has brought Portland resident Sharon Brown on board with the assignment that she do whatever she can to be of service to our chapters. In response to a request she has provided access information to taking virtual tours of multiple historic trails. You will find interesting information and great pictures as you spend time on these sites--especially on chilly winter evenings. You might invite friends/family/ (grandkids) to enjoy the experience with you. This is a great new means of enjoying the world of pioneer trails.

Here is what is currently available: Pony Express, Oregon, Mormon Pioneer National Historic Trails. <https://www.nps.gov/poex/learn/photosmultimedia/virtualtour.htm> Also, the National Park Service, Utah National Historic Trail Guide can be found at: <https://ntir.oncell.com/en/index.html> for cell phone users.

Utah designates a new scenic byway in Morgan By Lee Davidson at the Salt Lake Tribune –December 2017

The scenic route between Interstate 84 and Interstate 80 is now Utah’s 28th official scenic byway.

The Utah State Scenic Byways Committee approved the new Morgan-Parleys Scenic Byway designation Monday. It will stretch from Interstate 84 in Morgan along State Route 66 to East Canyon Reservoir, and from there along State Route 66 to Interstate 80 at Mountain Dell Reservoir.

The designation will prevent billboards and some development to protect scenic views. It also will make the route eligible for funding that could lead to some widening to better accommodate bicyclists, runners and cars that now share the rural road.

The designation also will be shown on a variety of state maps, which could boost tourism there. “It is one of the prettiest routes in the state” as it winds through canyons, farmland and forests, said Stephen Lyon, economic development director of Morgan County. It also follows part of three historic trails: the Mormon, California and Pony Express trails.

“We’d really like to preserve and protect the legacy, and also utilize this to bring in the tourist dollars that we’re starting to see,” he said. “What the county is trying to do is preserve the rural character of that road” as the area grows.

He added, “We’re trying to recruit in a hotel right now. We think that will help us.” Morgan has no hotel, he said, even though it is on I-84.

Lyon said the scenic route already is popular, and hosts 36 races and events a year — from marathons to bike tours. “We figured this will help identify it as a recreation area,” and possibly help win some funding for needed widening to safely accommodate runners and bikers.

A list and map of all of Utah’s scenic byways is available online at travel.utah.gov.

Other byways in the state range from Zion Park Scenic Byway in the south to Logan Canyon Scenic Byway in the north, and Trail of the Ancients National Scenic Byway in the east to Cedar Breaks Scenic Byway in the west.

T-Rail Post Installations

On October 4, 2017, seven OCTA Crossroads members (Oregon-California Trails Association \ Utah Chapter) gathered at the Weber River near Henefer, Utah, on a blustery, wet, fall morning to install T-Rail posts at three sites where immigrant pioneers making their way west to destinations in Utah, Oregon, and California had passed more than 160 years ago.



T-Rails are actually sections of discarded steel railroad track cut into sections. The upright posts are about 66" long. Atop each post is another section of steel rail about 14-16 inches in length, which is welded onto one end of the upright post to form a "T". A short 12" foot is welded to the bottom to aid in securing the post into the prepared hole dug into the ground.

Crossroads member Jess Petersen has been responsible for coordinating and developing the T-Rail post signage while Victor Heath is the whiz kid that has been responsible for gathering the materials, having the rails cut into the appropriate lengths and welding the two sections to form the "T". Jess also researches and coordinates production of the plaques that are secured to the cross-section of the rail posts.

T-Rail plaques and posts were installed at three locations starting at the historic Weber River ford just south of downtown Henefer and west of I-84 along the Hastings Cutoff. The quotation here is taken from the journal of William Clayton on July 19, 1847. Clayton records in his journal "We found the road being very rough on account of loose rocks and cobble stones. After traveling two and a quarter miles, we forded the river and found it about eighteen inches deep but proceeded without difficulty." Each post is dug in about two feet and the 18" x 10" hole filled with cement to secure it in place.



The hearty volunteers moved on west up into the Wasatch Mountains described by William Clayton as "... rough and mountainous. The descent is not very steep but exceedingly dangerous to wagons being mostly on the side hill over large cobblestones, causing the wagons to slide very badly." At the "Hogsback Summit" another hole was dug on the edge of a large gravel pullout next to a wire fence where a Mormon Pioneer quotation panel "80 Miles to Fort Bridger" is also located. Orson Pratt of the Mormon Pioneer wagon party provided the quotation for this "T-rail" "... We traveled about six miles, and crossing ridge [The Hogsback], and began to descend another ravine." July 16, 1847.



The third and final installation for the day was planted on the top of Big Mountain pass overlooking the descent into the Salt Lake Valley. Here a quotation from Thomas Bullock on July 17, 1847. "... ascending the mountains by a gradual climb we reached the highest point and immediately commenced a very rapid descent ... " On the day of the installation, the wind atop Big Mountain roared over the top, endeavoring to blow the team off the mountain. While not 100% positive, it seemed that at least one

or two hats may have soared down into the valley as the unrelenting winds were without mercy.

Team Members: Jess Peterson, Craig Fuller, Bryce Billings & his sister, Chuck Milliken, Frank Bates, & Steve Allison



Scheduled Events

August 6-10, 2018: Mark your calendars for August 6-10, 2018 as the Utah Crossroads Chapter will host the National OCTA Convention in Ogden.

Spring lecture: March 22, 2018, Ft Douglas Museum at 7:00 pm

Utah Crossroads Chapter

Oregon-California Trails Association (OCTA)

<http://www.utahcrossroads.org>

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