



# WAGON ROADS

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BYRON  
KNUTSEN

# Wagon Roads and Trails

By Byron Knutsen  
Malad, Idaho

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## Introduction

After retiring from a successful teaching career of 34 years in math/science in four states and two islands in the Pacific, and wanting to work on a historical project, I bought a hand held GPS and mapping program ( "All Topo Maps" by iGage ) and began mapping the wagon roads and trails left by the homesteaders and travelers though this part of Idaho. I have always been interested in archaeology and wanted to work on some project near Malad although I am sure that I will be mapping trails and wagon roads that I have hiked over in other areas. In addition to enjoying archaeology, I find that hiking through the hills and countryside off the beaten paths is a good way to stay in shape.

I am not going to spend a lot of time mapping those trails which have been extensively documented unless a particular trail goes through an area where there were many homesteads. However, if a well known trail has not been documented, then I am interested in mapping it. In addition, I will not be mapping those trails which are now paved over or are used by ranchers, hunters and farmers unless the old wagon road is just a small part of a road which is now used by motorized travel. I am going to map those trails which are in the sage brush, in canyons long forgotten or covered with grass and other brush. and I am going to hike in the areas that I enjoy.

Please take a few moments to look at the next few pages as an explanation is given about the maps and type of trails marked and location of these trails.

Anyone knowing of such wagon roads and trails that are soon going to be lost, I would appreciate your getting in contact with me. There is much about our history that we need to preserve, and these wagon roads and trails are a small part.

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# Reading the Map

## UTM Grid Lines

With the exception of the map which follows and shows the general location of all the trails, the square grids on the maps are 1000 meters on a side. This makes it much easier to estimate the distance between two points since degrees do not tell distance. The numbers along the left side of a map indicate the meters north from the equator while those along the top indicate the distance east from one of 60 zone boundaries the globe is divided into. We are in zone 12 in Malad. The map which shows the general location of the trails has black grids of 10,000 meters on a side. The red grids on these map are one mile on a side. On the smaller maps in each section, the black grids are just 1km (1000m) on a side while the red grids are still one mile on a side. The field of archaeology uses UTM grid lines as does the military. The Datum for all the maps and GPS settings on any map in this booklet is the 1927 North American Datum unless noted.

## Trail Colors

There are different kinds of trails and hopefully I have used a uniform color code for the trails. They are:

Blue	Trails going to the Oregon or California territories
Maroon	Side branches for the Oregon and California trails
Green	Indicates trails that I think were made by the homesteaders and settlers on ranches or between communities
Burnt Green	Prehistoric ( Native American ) trails
Yellow	Places in any trail where the location is estimated
Black	Modern tracks/trails which are constructed recently - 50 years
Red	Special trails noted in the trail description
Red Dots	Points of interest

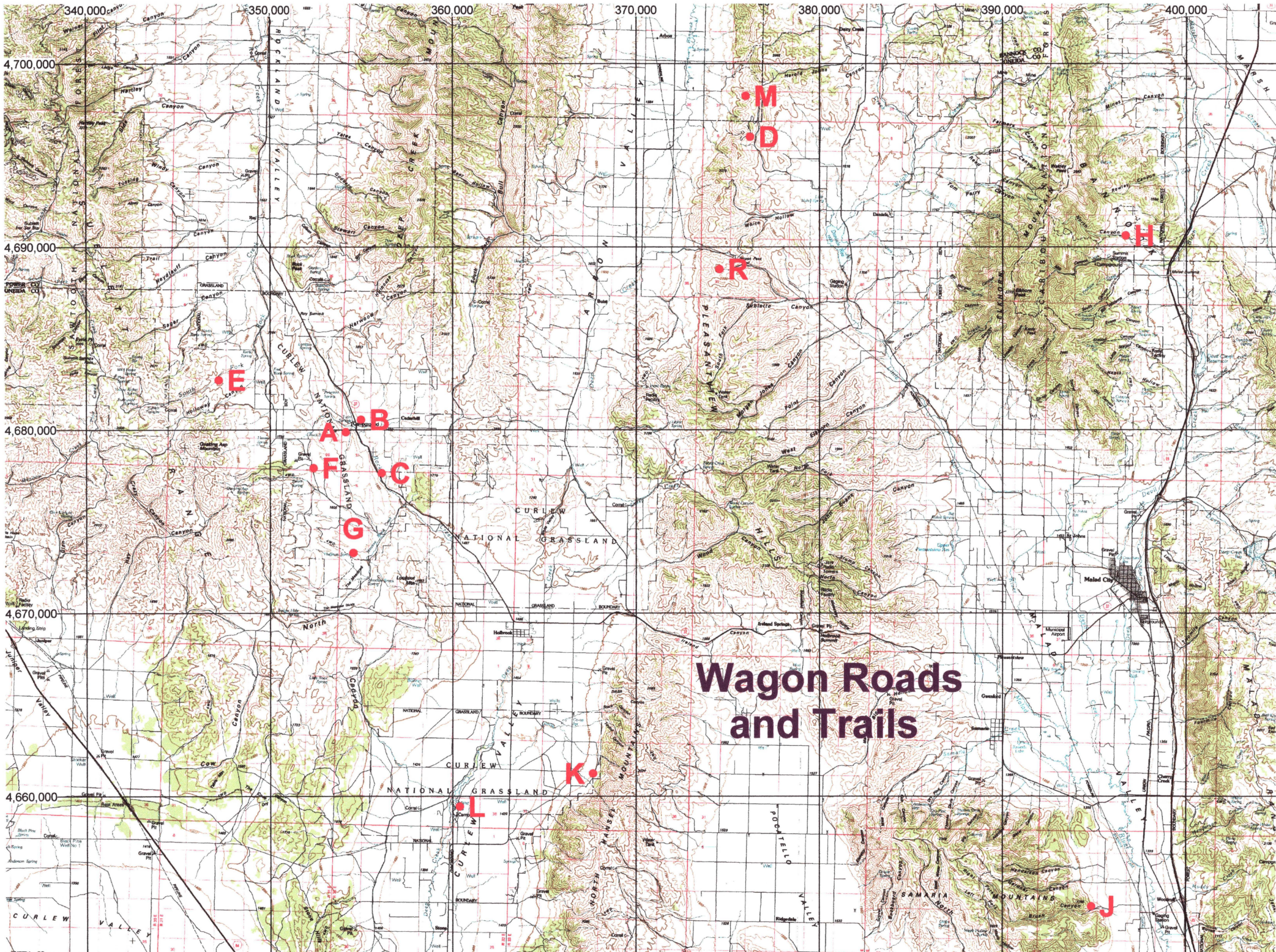
## Trail Maps

The maps may be photocopied but remember the scale at the bottom will not be 100% accurate since when photocopying any page the copy and original are not the same size. Please make certain the map is returned to the correct position in the binder so that others may use them. The maps and this booklet are to remain in the library or historical society. Any questions may be directed to Byron Knutsen whose address and phone and email can be found prior to this page.

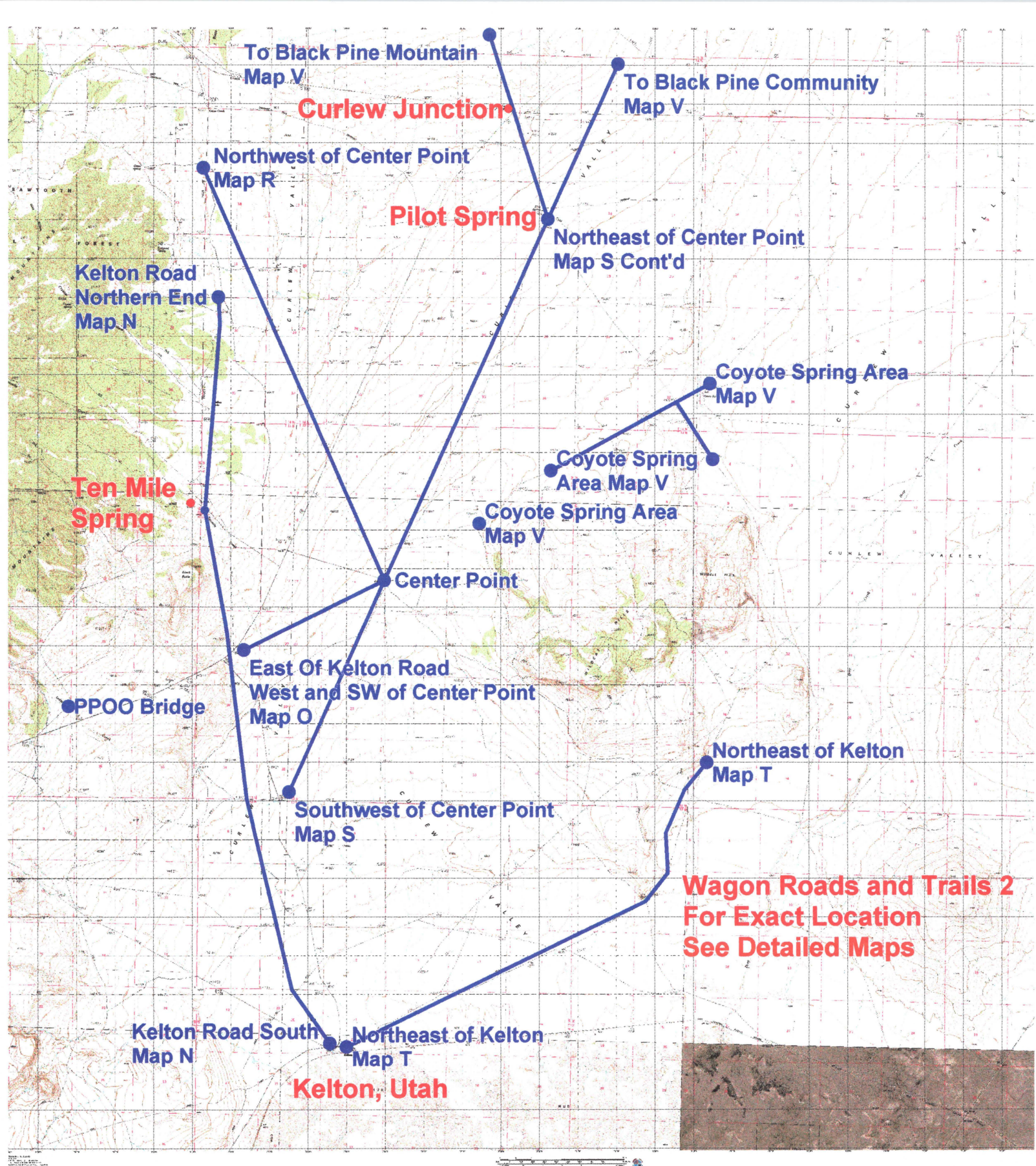
# Trail Directory

General Trail Location Follows On Next Page(s) While  
Exact Location Is Shown In The Section About That Trail

Trail Name	Year	Location	Letter Designation	Divider Color
<b>Twin Springs West</b>	2001	Oneida County, Id	A	Blue
<b>Twin Springs East</b>	2001	Oneida County, Id	B	Orange Pink
<b>Twin Springs Canyon South of</b>	2001	Oneida County, Id	C	Pink
<b>Turkey Trail</b>	2002	Oneida County, Id	D	Purple
<b>Hudspeth near Sublett Troughs</b>	2002	Oneida County, Id	E	Blue Green
<b>Hansen Kress Road</b>	2002	Oneida County, Id	F	Yellow
<b>Huffman Springs</b>	2002	Oneida County, Id	G	Mint Green
<b>Summit</b>	2002	Oneida County, Id	H	Orange
<b>Brush Canyon</b>	2002	Oneida County, Id	J	Blue
<b>East Hawks Canyon</b>	2003	Oneida County, Id	K	Orange Pink
<b>Ore Road</b>	2003	Oneida County, Id.	L	Pink
<b>Bannock Mountain Road and Minor Roads Nearby</b>	2003,8	Oneida County, Id	M	Purple
<b>Kelton Road</b>	2003-4	Box Elder County, Utah	N	Blue Green
<b>East of Kelton Road Around Center Point</b>		Box Elder County, Utah		Yellow
Discussion of Trails Radiating from the Center Point	2005,8	Box Elder County, Utah		Yellow
West Southwest of Center Point	2004	Box Elder County, Utah	O	Yellow
Northwest of Center Point	2004,8	Box Elder County, Utah	R	Yellow
Southwest of Central Point	2004	Box Elder County, Utah	S	Yellow
Northeast of Center Point	2005	Box Elder County, Utah	S Continued	Yellow
<b>Yellowstone Park</b>		Yellowstone Park		Mint Green
Swan Lake Flats	2003	Yellowstone Park	P	Mint Green
East of Yellowstone River - Junction Butte	2005	Yellowstone Park	U	Mint Green
<b>Idaho City Water Ditches for Gold Mining</b>	2003-4,09	Boise County, Id	Q	Orange
<b>Northeast of Kelton</b>	2004	Box Elder County, Utah	T	Blue
<b>Pilot Spring - Trails Around</b>	2005	Box Elder County, Utah	V	Orange Pink
<b>Coyote Spring - Trails Around</b>	2005	Box Elder County, Utah	W	Pink
<b>Redlum Springs and North To Hastings Pass</b>	2003,8	Tooele County, Utah	X	Purple



# Wagon Roads and Trails







Swan Lake Flats Trails  
Map P

Confluence of Lamar and  
Yellowstone River Trails  
Map U

Yellowstone Park -- See Detailed Maps

# **Acknowledgments**

**Byron Knutsen wishes to express his thanks to the following groups who have contributed supplies to his work of mapping the wagon roads and trails in Utah and Idaho.**

## **All Topo Maps**

**of Salt Lake City, Utah**

**www.igage.com**

**1.888.450.4922**

**who generously provided the mapping program used in this project to show the location of the trails and waypoints.**

## **Idaho Community Foundation**

**PO Box 8143**

**Boise, Idaho 83707**

**who provided grant money for the digital camera used in this project.**

## **Where to Look for Wagon Roads and Trails**

There is a saying about gold in the western country of the United States and it goes something like this: "Gold is where you find it". Old wagon roads and trails are somewhat like gold. You can find them in many places and you never know when you will run across them. In the canyons many of the roads lead to mines or areas where trees could be cut for homes and fences. However, roads such as the Turkey Trail connect two valleys by a road over the mountain through a saddle. In the flatter country, trails and wagon roads often connected small communities and isolated homesteads.

As you drive around, look for straight lines of vegetation along the sides of hills or gentle slopes. The remnants of trails collect more than their share of water and vegetation grows well in these areas and often the height of the same type of vegetation forms a line on the hill. (See the picture in the canyon south of Twin Springs.) When you try to locate a major trail it is easier to do so in a canyon or hillside rather than on the flat land because once the wagons started up the hill, everyone followed in line. However, once the flat top of the hill was reached or the hill was descended and left behind, the wagons would spread out and use multiple paths since this made for less dust for those that followed in the train. Where the roads went up the hill depended upon what was being pulled and the strength of the team pulling the vehicle. So it is possible that there were several approaches to a hill. (The hill just west of Twin Springs is a good example as it shows three approaches.) Wagon roads usually did not follow right next to a stream unless it was really straight and flat and wagon roads usually didn't have sharp turns in them. However, stream banks are a good place for looking for the place where trails would cross. (See the picture in the Brush Canyon section.) When you follow a road which crosses a small ridge, you can often see the low point in the sage brush silhouette where the trail is located. Another way to find these roads is through the use of aerial photographs in the Forest Service and BLM offices or on the Internet.

Once you find what you think is an old road, you need to decide if it truly old or not. If you find a trail that has small ridge of dirt about six to 12 inches tall on either side, you may have found an old fire break cut by a bulldozer. Old pioneer trails usually have the old tin cans discarded along them, especially at camp locations. These are the cans which were hand soldered and had soldered holes in the lids. Along the Hudspeth trail west of Twin Springs you can find such cans. Most wagon roads show the evidences of two parallel tracks, often with sage brush growing in between. The resulting shape of the trail is a lazy 'w' with the sides and bottoms being rounded. When these tracks go up hill, they may have been washed out into one V shaped gully with a rounded bottom. Sometimes there are discarded household items and often hardware off wagons can be found near or in the trail. Small air bubbles in the glassware will indicate that the glass has been around for some time. Livestock often use these old trails since the vegetation years ago was less in the paths and the animals started to use them then and still do today.

The best way to find trails is like finding gold, go out and look. Happy hunting. And if you find a great trail that needs to be mapped, please let me know.

## **Twin Springs and West**

The Twin Springs area seems to have been a hub of trails and prehistoric activity. Since the springs are rather large and there is a stream that comes in from the spring at Rock Springs, the area has been used for some time during historical and prehistorical times. The major route of activity is the Hudspeth Trail which runs east and west through this area and is shown in blue on the map.

In addition to the Hudspeth Trail there are two north and south trails through this area, one to the east and one to the west of the highway. These trails were made by those who settled in this region. The wagon road on the west side of the highway appears to start just north of the campgrounds on the west side of the drystream and continues north until the plowed field. The trail going south starts east of the highway and east of the low cliffs and runs north to the plowed fields and south until it passes through a rock area where many of the lava rocks have been set aside for the trail. No doubt it would continue on south to the area shown in map C1 but these flat fields been cultivated over the years and the trail has been greatly destroyed. See the map B1 East of Twin Springs for details of this area.

The area most pictured as the westward continuation of the Hudspeth Trail from Twin Springs climbs the hill just north of the dirt truck road. For much of the way westward the trail continues parallel to this truck road until it comes to the fence boundary with the Kress ranch. In one stretch the trail is gone since the dirt truck road is on top of the wagon road. It is a steep climb up this part of the trail to the ridge and there are three other alternatives to get up the hill. Two such trails start up on a rather parallel course through where the outhouse now stands. You can see the low spot of the trails especially where it crosses the fence line. These two side trails are labeled 2a on the map. Another wagon road to the ridge starts north of the campground out in the area where the cattle have flattened everything and heads somewhat northwest and then a little more northwest and finally straight west after it goes through a low place in the ridge of rocks. This is marked 2b on the map and is the easiest way to get up on the ridge. This is a good stroll and the trail north built by the settlers goes to the east of this trail and west of the dry stream.

About 1.5 miles west of the campground in a place where the Hudspeth Trail drops down before rising again there is a north and south cross wagon trail. To the north the settlers' trail is used by ranchers, those putting out salt blocks, and hunters. Actually it comes back to the highway. In this area is a side trail marked 2c. This is northwest of the trail junction. After getting water, users of the Hudspeth Trail would ride west to this area and camp overnight. In late summers the grass around Twin Springs would be gone but this area had some grass and offered good camping. In the morning they would rejoin the Hudspeth using side branch 2c.

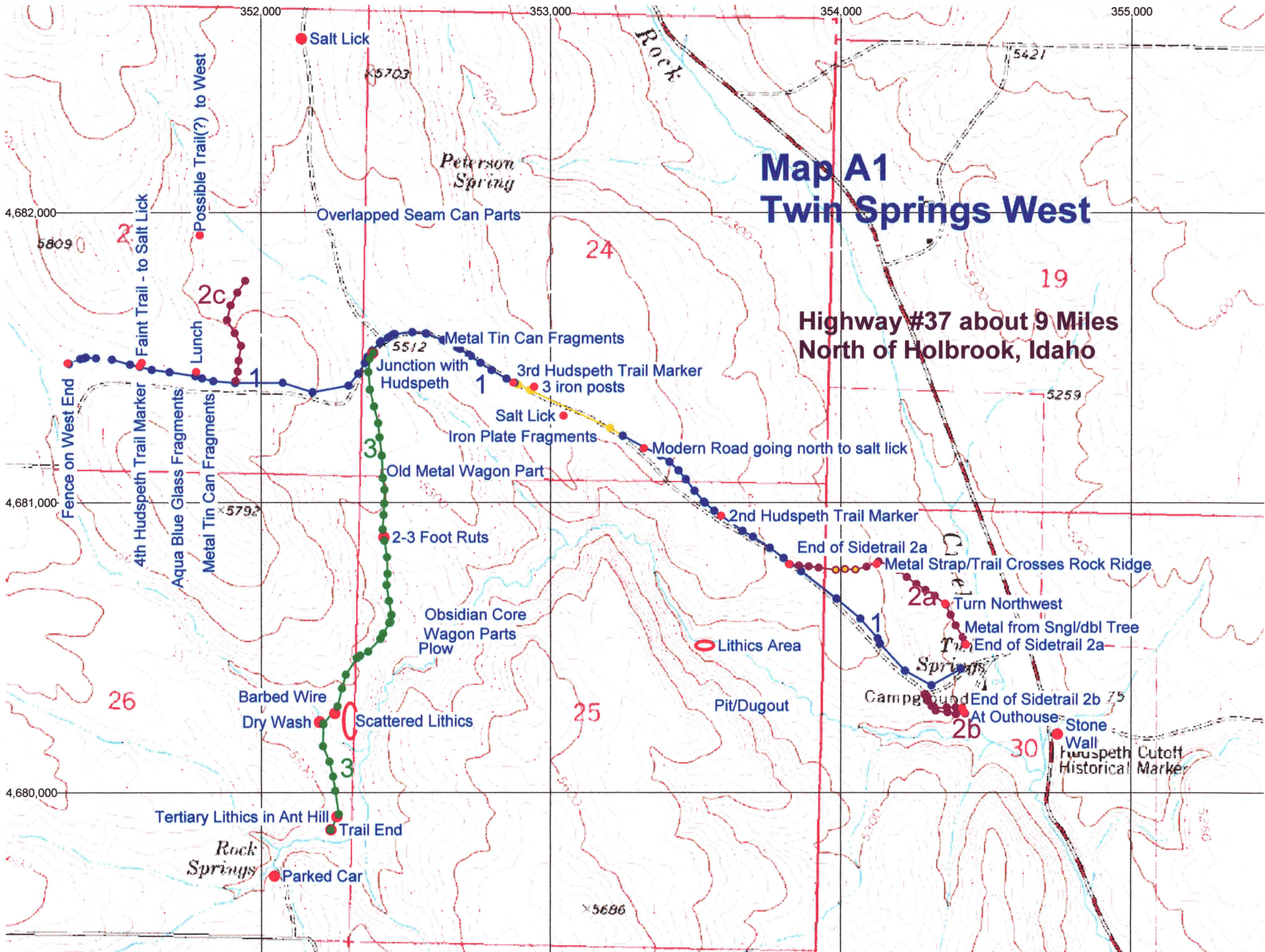
To the south of the junction and hidden in the sage is a trail going south to Rock Springs which is east of Jay Hansen's ranch and borders on the Kress ranch. Actually this trail

continues through the Rock Springs area and south, south past the Forest Service's A frame cabin and on further south. At this time it is not known how far. See map F1. This trail going south of the Hudspeth Trail to Rock Springs is another good hike and evidences of the wagon ruts can be seen along most of the way. The southern end is in the willows that grow along the stream and then the trail can be picked up again moving south near Rock Springs. Notice the name "Rock Springs" in the wall as you move south from the springs. The wagon trail at the western end of the Hudspeth Trail is well preserved as it is in the side branches 2a and 2c.

In the area of Rock Springs a dig was conducted by the Forest Service at the site of an old animal kill used by Native Americans.

# Map A1 Twin Springs West

Highway #37 about 9 Miles  
North of Holbrook, Idaho



## **East and North of Twin Springs**

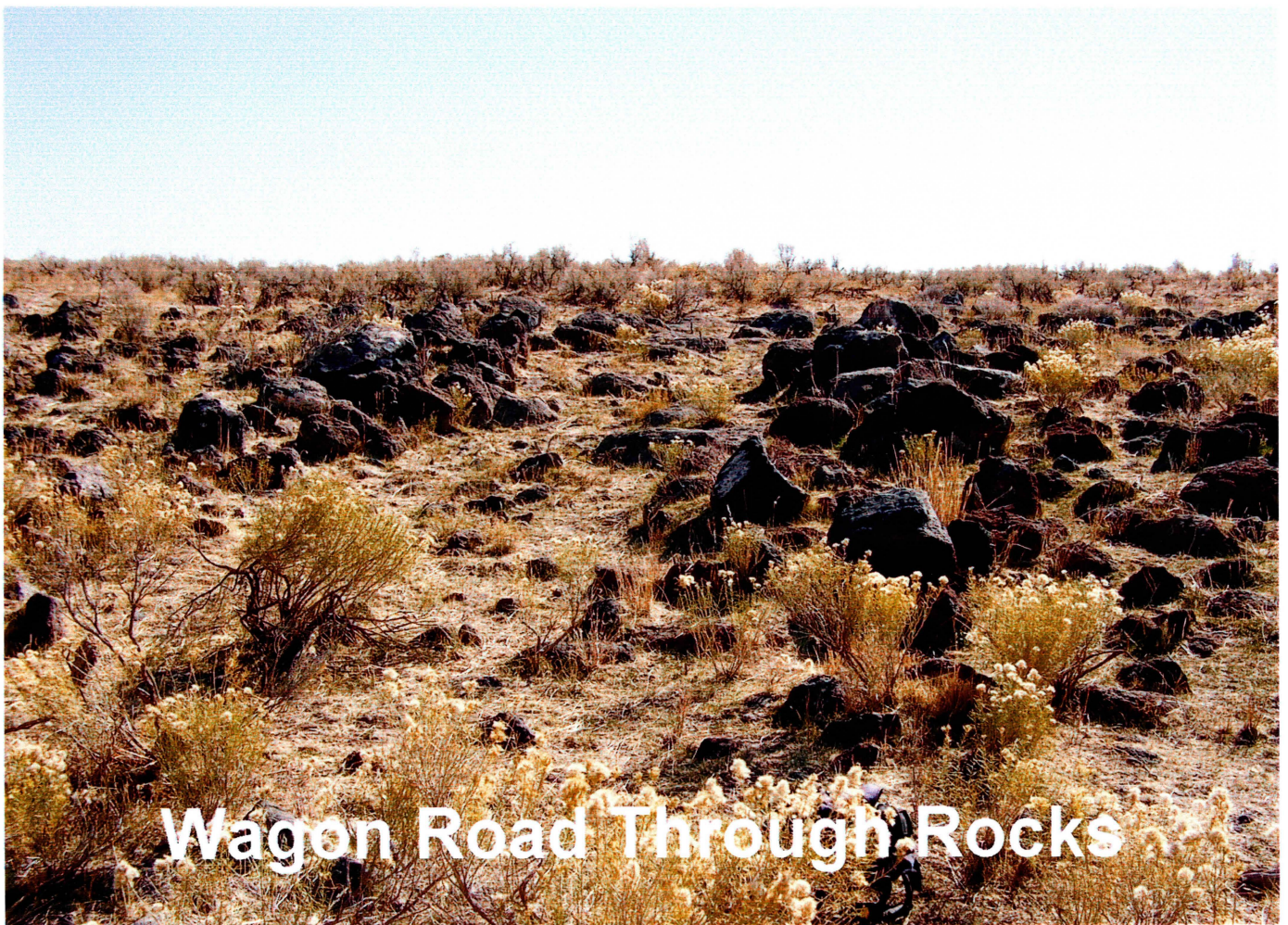
The area to the east and north of Twin Springs and east of the highway contains several wagon roads and evidences of earlier use. There is the Hudspeth trail coming in from the east just south of the gravel road which does up the hill towards the east and Cedarhill. There are two branches of the southern trail used by early settlers in this area which go either north or curve westward toward the springs. Actually there is evidence of a trail junction on the south end of the flat area at the intersection of UTM 4,680,000N and 355,000E. This junction shows weak evidence of a wagon road connecting to the road heading north. As in many places, if the land wasn't fenced, you could make your own wagon road depending on the animals you had pulling your wagon or buggy or whatever. This area just south of the gravel road has several faint trails - use patience. The wagon trail to the north can be seen from the dirt road as one drives east towards Cedarhill if you drive slowly and look back over your left shoulder. Careful while doing this. This area has several crossing wagon roads.

The wagon road on the west side of the highway appears to start just north of the campgrounds on the west side of the drystream and continues north until the plowed field. The trail going south starts east of the highway and east of the low cliffs and runs north to the plowed fields then it goes south until it passes through a rock area where many of the lava rocks have been set aside for the trail. This is about 0.6 miles south of where the north south wagon road crosses the gravel road to Cedarhill. No doubt it would continue on south to the area shown in map C1 but these flat fields have been cultivated over the years and the trail has been greatly destroyed. You can hike there by following the wagon road south through the dry wash, up along side of the hill and about the time the wagon road becomes hard to follow, you will see the rock area to the south.

There is a small wall near the highway that was build at some prehistoric time as a hunting blind. It is not visible from the road but can be seen from the east. However, don't walk up the hill very far. This is marked on the map.

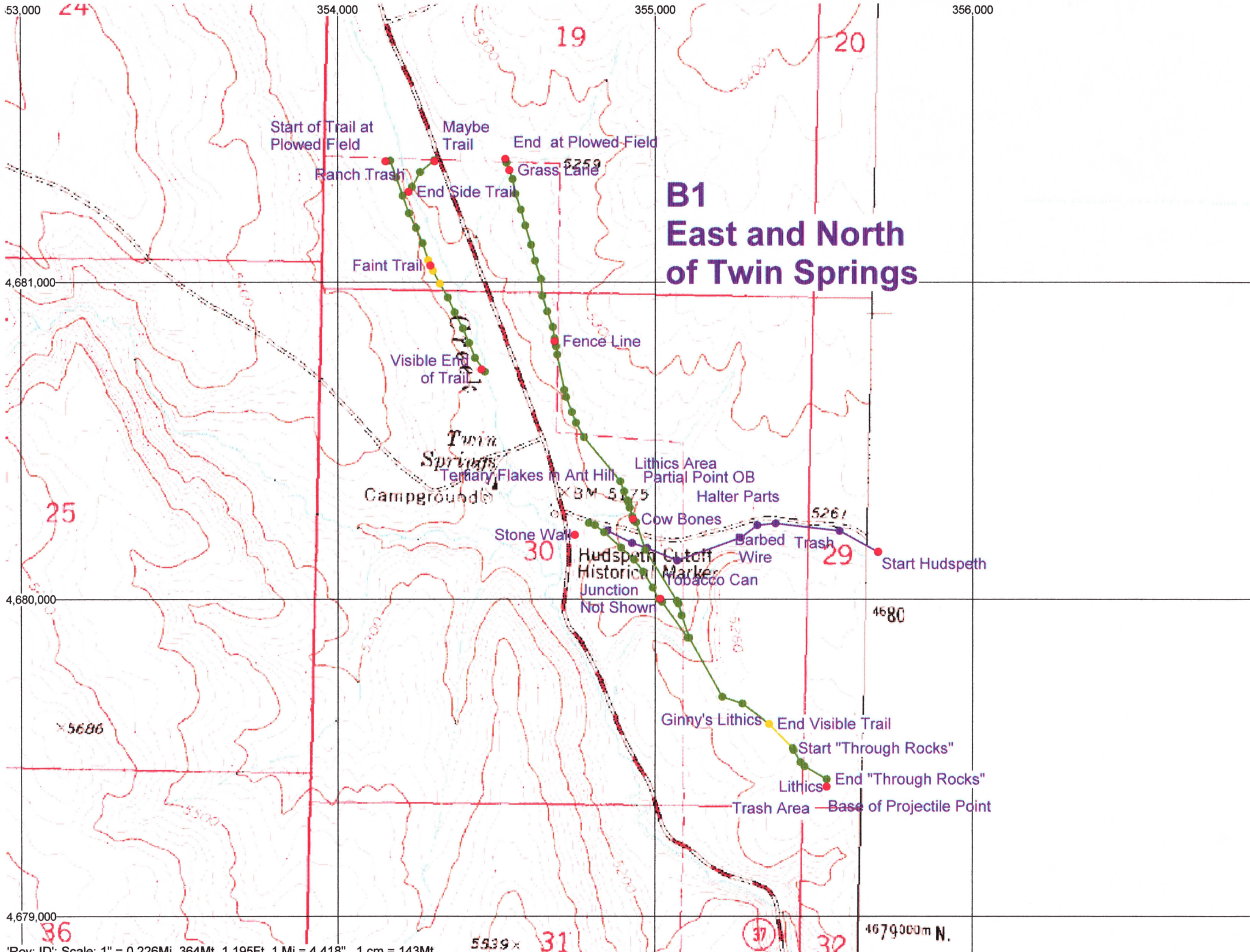


**Hudspeth Trail  
East of Twin Springs**



**Wagon Road Through Rocks**





# B1 East and North of Twin Springs

5539 x

4679000m N.

## **In The Canyon South of Twin Springs and North of Holbrook**

### Part One Along the Paved Road

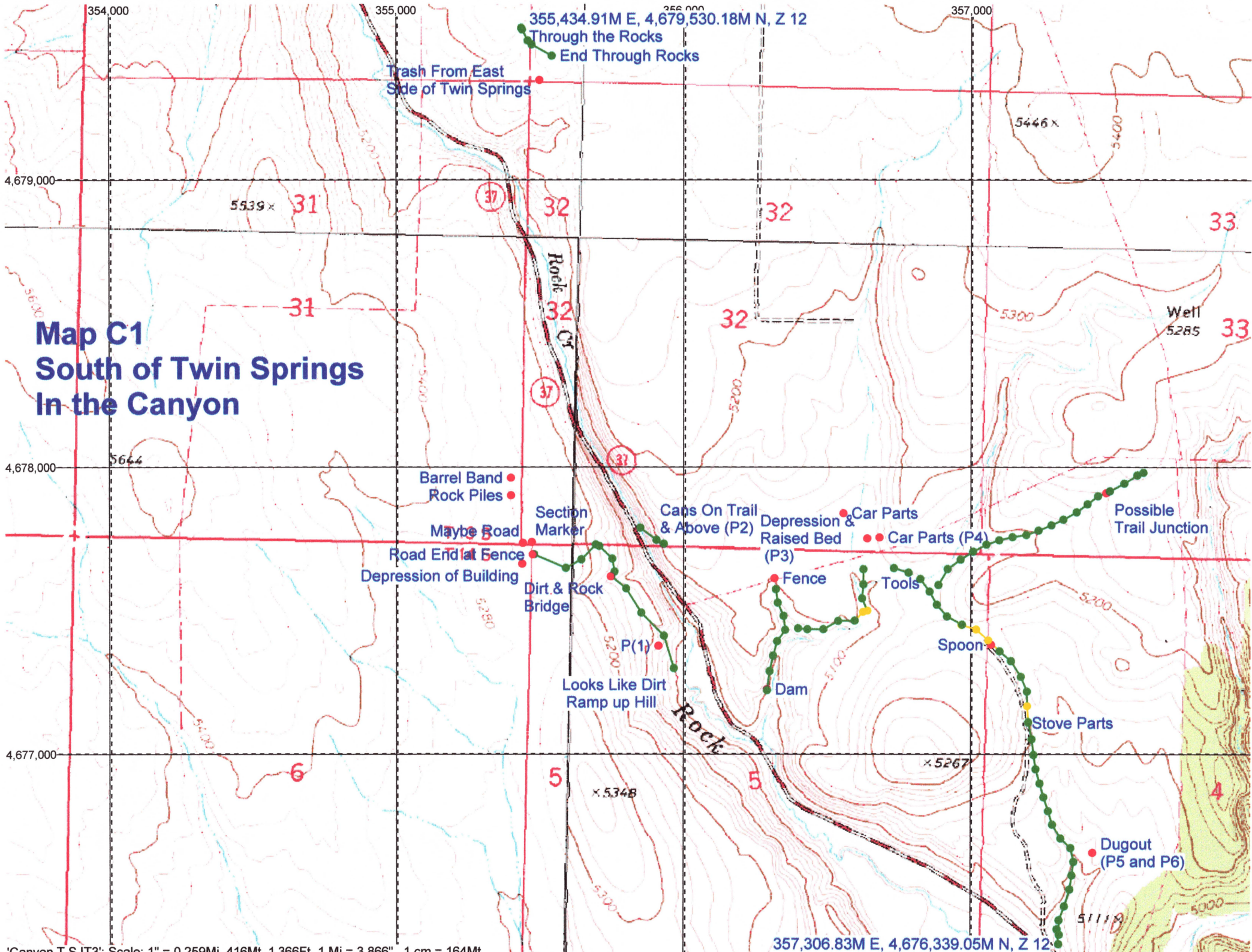
As the highway enters the south end of the canyon there are two trails, one on the east side and one on the west side that lead to evidences of early residences. The trail on the west , picture (P1), is seen as a ramp which goes up the hill towards the north while the trail on the east, picture (P2), is best seen after crossing the stream near the mouth of the canyon so that the stream is on the east side of the road. As this trail climbs the canyon wall it heads south.

There is a dirt and stone fill for a “bridge” on the western trail and at the top of both trails there is evidence of the areas being inhabited. Since there are trails in the Huffman Spring and Hansen road areas I think there may be a connecting trail somewhere from the top of the west side of the canyon on to the west and Huffman Springs. At the very top of the map there is a mark called “End of Trail Through Rocks”. This is the southern end of a trail that started east of Twin Springs and ran north and south cutting the Hudspeth Trail.

### Part Two East of the Paved Road

Just a little way south and to the east of the two trails in Part One, there are three trails and two depressions (or dugouts) which have been used by settlers at some time in the past. One of the depressions (P3) even had a raised bed to the east of it. One can only wonder if this was a flower or other plant area. Another depression (P4 and P5) had five steps leading up the northern edge of it. This second depression did not have a great amount of trash around it like many past dwelling sites have. There are three wagon roads in this part of the map. If you sit on the gravel road that comes from Juniper and look to the north and east you can see a dirt road starting up a hill on the east side of the Holbrook / Rockland road. The older wagon road is south of this in the small gully and runs to the north and eventually both dirt roads meet and continue to the northern depression (See map for all of this.) This road which starts near the junction with the Juniper road was used before there was a road through the canyon and was the only way to go north past Twin Springs. There is a wagon road that starts southeast of the northern depression and continues to the northeast. It seems to fade out but I think it does go on to somewhere. The problem is that since these areas have been left by the settlers and nature and farming have taken over, some of these little used roads are being lost. To the west of the northern depression are two small roads that join east of the dam and continue on west for a little way. I believe the construction of the dam has obliterated the road further west. The northern branch continues up north through a ravine and then stops before the fence. The southern branch is spotty but I believe it aims generally for the northern depression near which are some old car parts.

# Map C1 South of Twin Springs In the Canyon





**Trail**

**Trail**

**West Side**



**Trail**

**Trail**

**East Side**

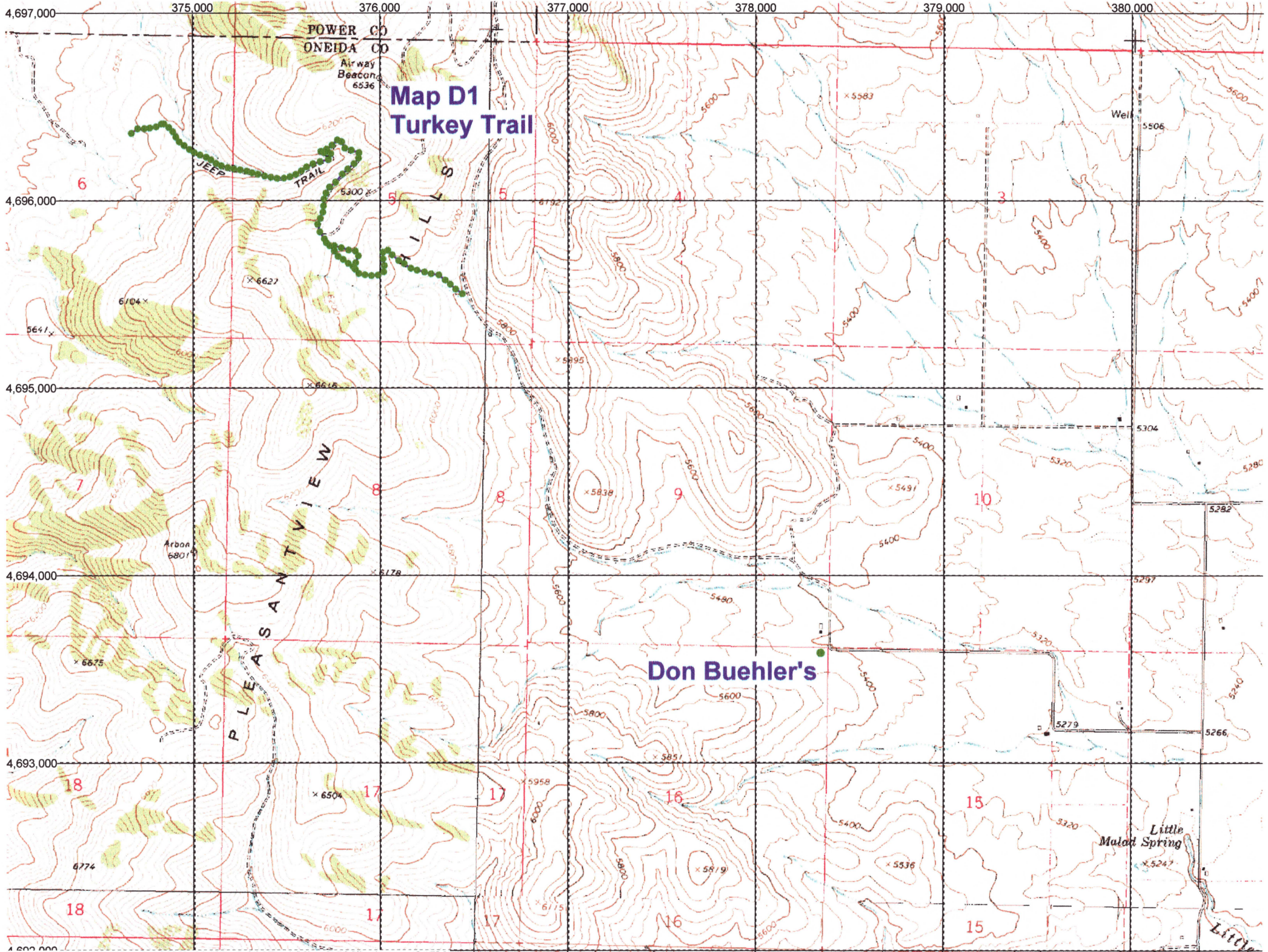


## **Turkey Trail**

The Turkey Trail is a good hiking trail that begins on private land in the western Daniels area and travels westward over the mountains on BLM land and then ends back on private land in Arbon valley. This trail was used by horse riders and wagons also made the trip since the trail is fairly wide. The trail was in use in the early 1900's and continued for several years after. The start of the trail at the east end is on Don Buehler's land and permission should be obtained from him before going on his land. During the hikes I have made on this trail I have seen very little trash left by travelers. The trail on the eastern side goes through dense sage brush and ungated fences. It begins at about 5800 feet on the eastern side, rises to 6250 feet at the pass and then drops to 5600 feet on the western end. Along the way there are evidences of cuts through stone banks, dirt fill used to bridge gullies and a piece of coral fossil was found ( See Map D2 ). Near the pass the trail is rather dim but can be followed. At the pass a modern day side road crosses the trail running from the northeast to southwest.

In years past one of Don's sons had an Eagle project of marking this trail and there are signs on the eastern side at major turns. At Sign #4 the trail splits with the horse trail going on towards Sign #6 at the pass. The wagon road appears to swing north towards Sign #5 and at Sign #5 the trail then turns west towards Sign #6. The trail was linked to the Little Malad Spring area in former times but the trail is either under parts of the present gravel roads leading to the start of the trail from the springs or has been plowed over so many times that it is lost. Assuming that this trail passed near Don's farm house, the fairly straight line distance from the spring to the present trail head is about 3.3 miles. The trail itself to the western end is about two miles one way. Two maps and some pictures ( if available at press time) taken along the trail follow on the next page. The first map ( Map D1 ) shows the general area of the trail and the second map ( Map D2 ) shows a closeup of the trail.

NOTE: As discussed on the introductive pages the black lines forming squares on the maps are UTM coordinates and are 1000 meters or 1km apart.

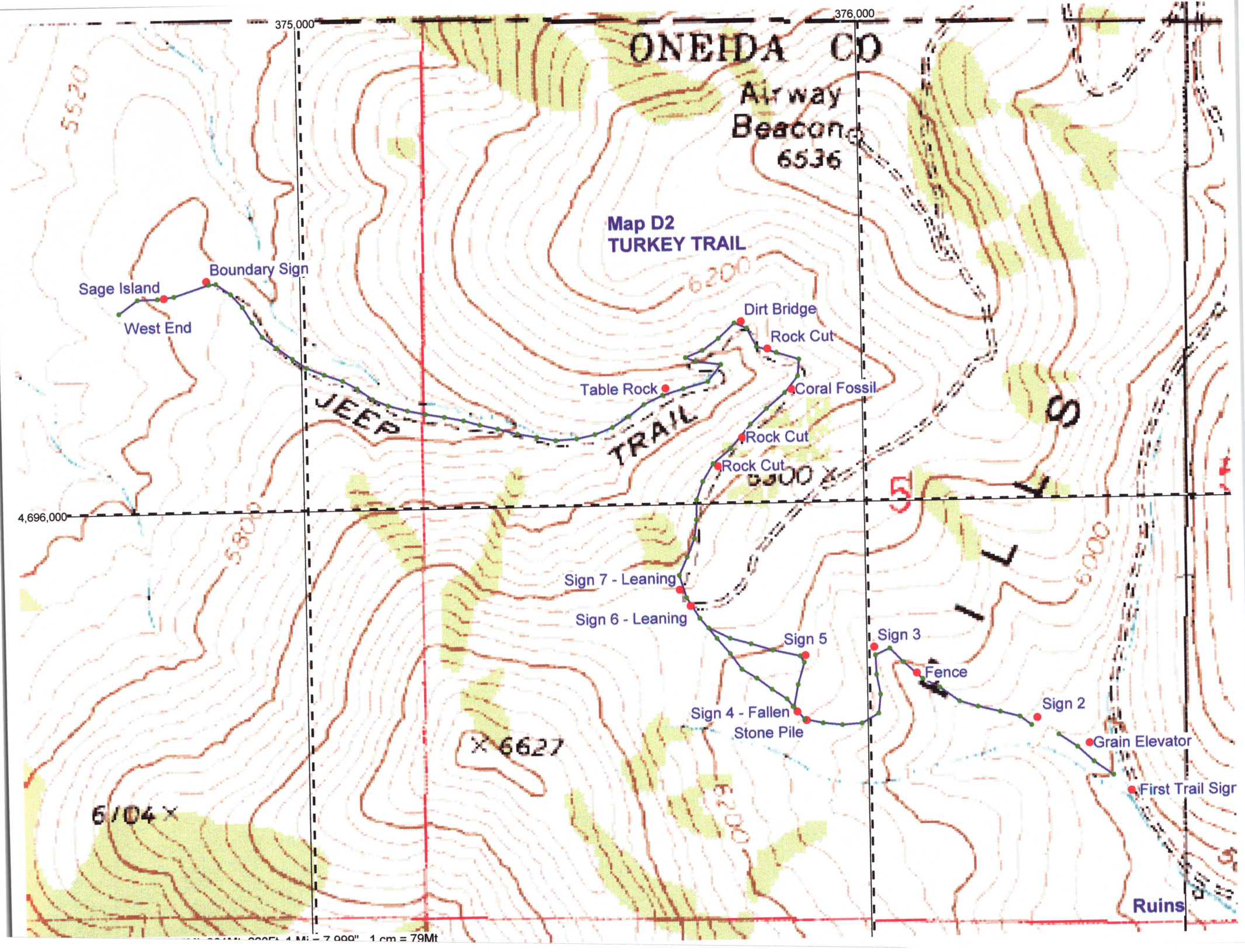


POWER CO  
ONEIDA CO

Airway  
Beacon  
6636

# Map D1 Turkey Trail

Don Buehler's



# ONEIDA CO

Airway Beacon  
6536

Map D2  
TURKEY TRAIL

Sage Island  
West End  
Boundary Sign

Table Rock  
Dirt Bridge  
Rock Cut  
Coral Fossil  
Rock Cut  
Rock Cut

Sign 7 - Leaning  
Sign 6 - Leaning

Sign 5  
Sign 4 - Fallen Stone Pile  
Sign 3  
Fence  
Sign 2

Grain Elevator

First Trail Sign

Ruins

4,696,000

375,000

376,000

6104 X

X 6627





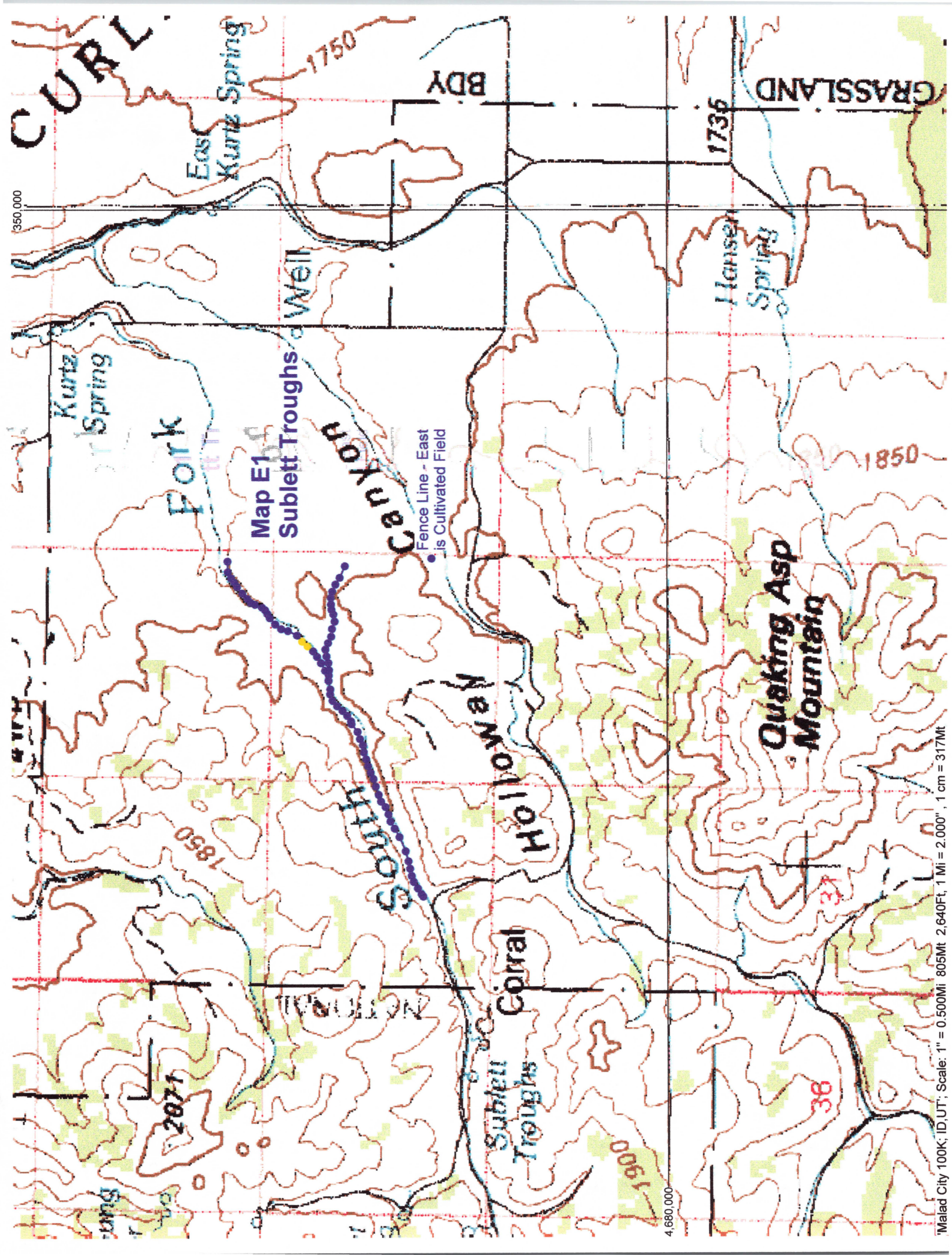
## **The Hudspeth Trail East of Sublett Troughs in South Fork**

Northwest of the Jay Hansen ranch and west of the Kress ranch is Holloway Canyon. This area can be reached by going north on the Hansen/Kress road which branches north off the Juniper road north of Holbrook. Shortly after the road enters the BLM land in Holloway Canyon it divides and the north branch goes up a small hill and then drops into South Fork. Upon arriving at the bottom of South Fork at the point when the road turns west, the Hudspeth Trail has been crossed.

At this point Hudspeth Trail comes in from the east. At about 1.2 miles to the east from the intersection of the road from Holloway Canyon and South Fork the Hudspeth trail divides with the southern branch going in an easterly direction and the northern branch continuing to the northeast for about another 0.6 miles. In this area is a depression indicating that someone in the past has lived there. At the end of the two branches there is a fence which separates the BLM land and cultivated fields. It is not really possible to see the remnants of the trail in the cultivated fields. However these two branches of the trail join together just before leaving the east side of the cultivated fields. The trail passes on the north side of a hill north of the Kress farm buildings and then continues on east towards Twin Springs.

The canyon in South Fork has two areas of steep side hills and with a little imagination one can wonder what may have taken place in this narrow area. The Hudspeth continues on west towards City of Rocks. If a person is interested in the Hudspeth Trail there are two good books to look at further:

- a) "Hudspeth Cutoff - Idaho's Legacy of Wheels"; Arthur C. Hope; 1990
- b) "Emigrant Trails of Southern Idaho"; BLM and Idaho State Historical Society; 1993



CURL

GRASSLAND

Fork

South Fork

Sublett Troughs

South Fork

Holloway

Corral

Quaking Asp Mountain

East Kurtz Spring

Kurtz Spring

Hansen Spring

Sublett Troughs Well

Fence Line - East is Cultivated Field

2071

1850

1750

1736

1850

1900

36

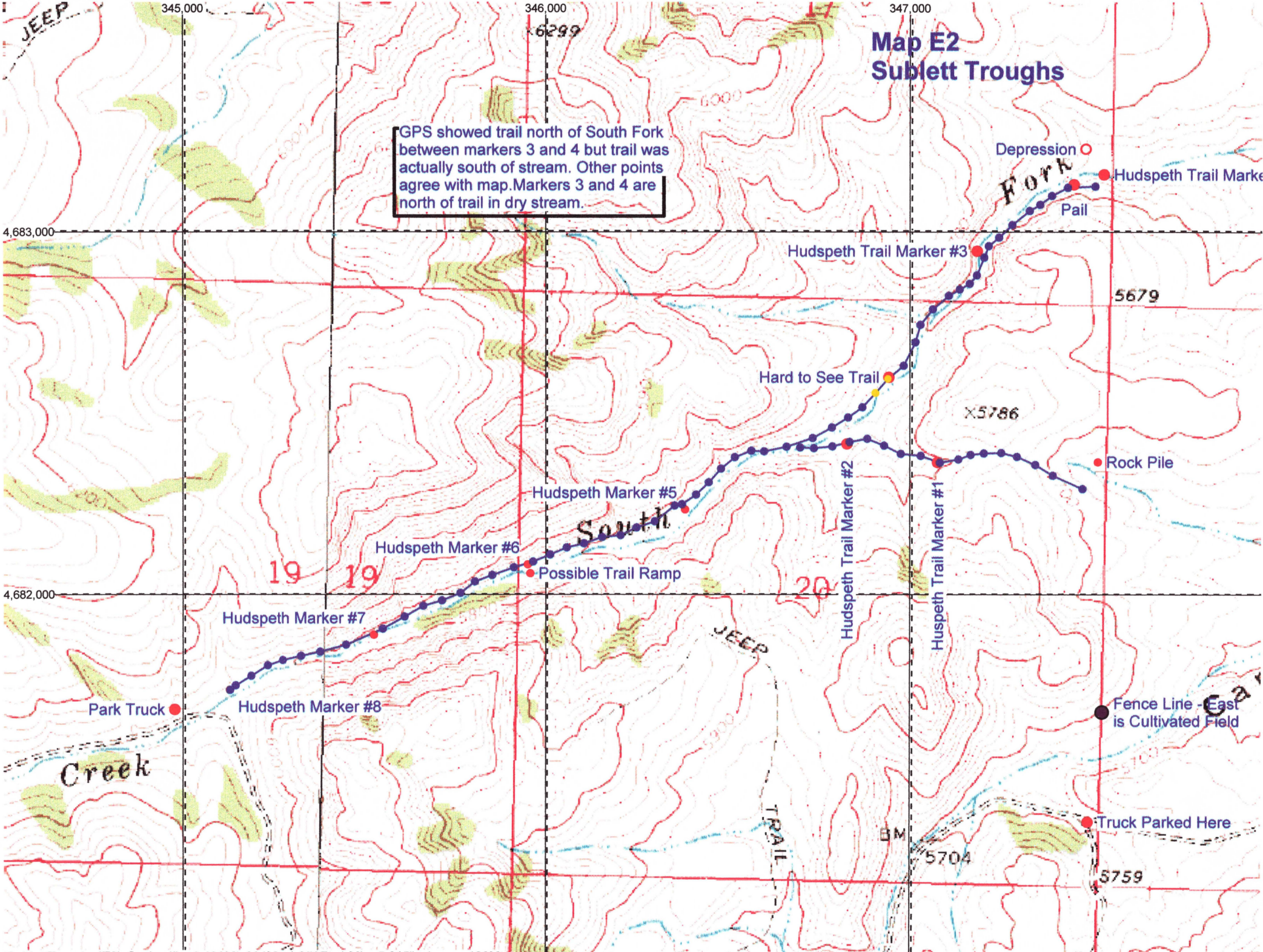
37

350,000

4,660,000

# Map E2 Sublett Troughs

GPS showed trail north of South Fork between markers 3 and 4 but trail was actually south of stream. Other points agree with map. Markers 3 and 4 are north of trail in dry stream.

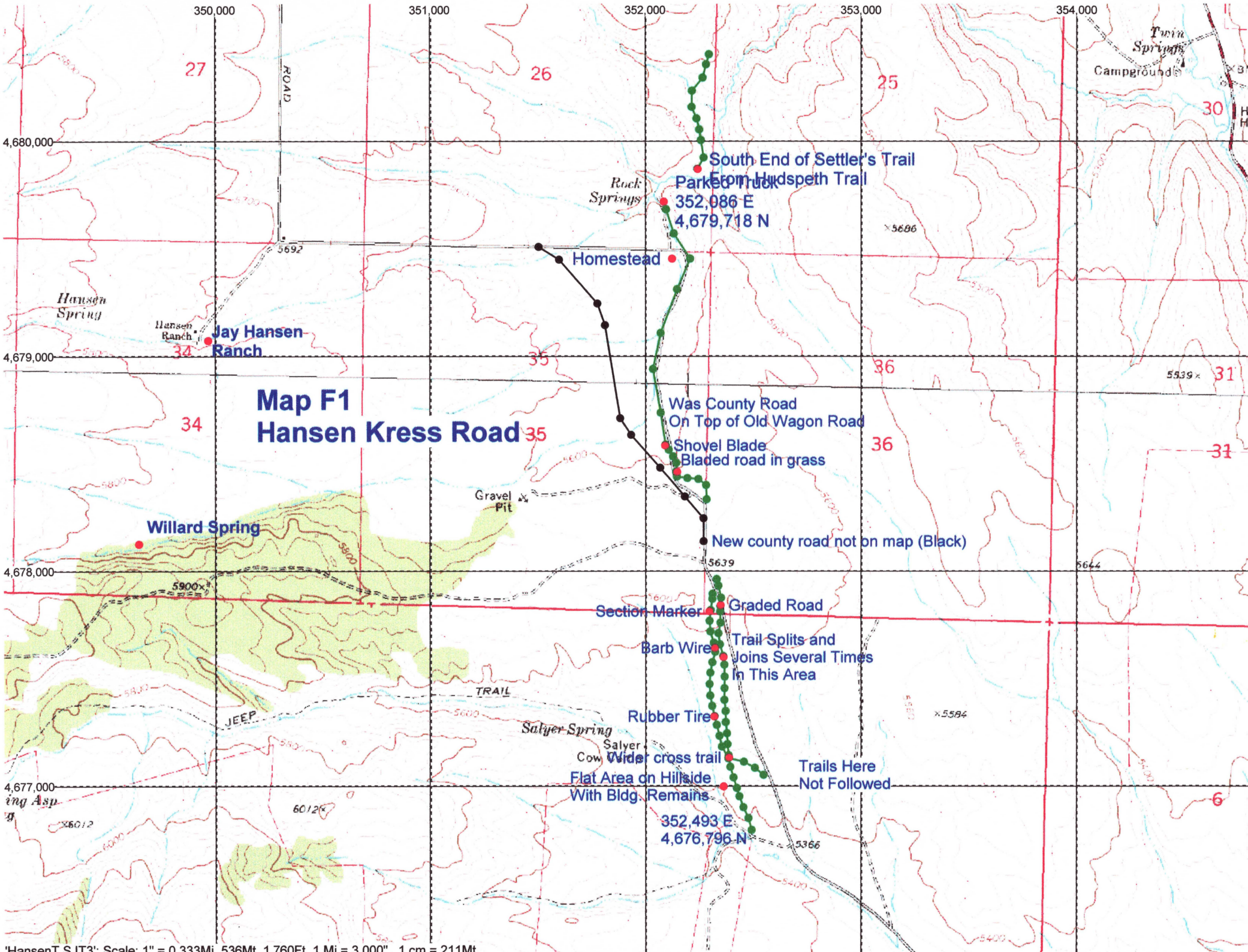


## **Hansen Kress Road**

As far as this trail has been investigated, it runs rather parallel to the gravel road going to the Kress and Hansen ranches. There are two branches shown on the map running somewhat parallel to each other. The branch on the west is wider and may have been made with a grader as its surface is flatter. It is my thought that this western branch which crosses at a point on the map marked "wider cross trail" is newer. Some old rubber car tires are found along this branch. The modern gravel road runs up an incline and then when it starts down the other side the road swings left towards the northwest, while the wagon trail continues north towards Rock Springs. An older county road lies on top of the settler road from this point until the homestead just south of Rock Springs. Originally, the modern gravel road was not there as shown in black. This road in black was built in rather recent times by the Forest Service.

After going over the high spot, the old wagon road was used by ranchers going north until the new branch was built. At the point where the old wagon road crossed the section line at about UTM 4,679,500 the road to the ranches and further north turned west while the wagon road continued north to the Parked Truck area. Right where the gravel road turned west an old homestead can be found.

If a hiker crosses the stream at Rock Springs, the old wagon road to the Hudspeth trail can be picked up and a good hike can be made by continuing north on this old wagon trail. (See Map A1.) The southern most reach of the mapped trail occurs when the trail drops down off a small rise and crosses the road to the Forest Service 'A' frame at Salyer Spring. Two trails continue up the hill to the southwest in the brush on both sides of the truck road but have not been followed far enough at this time. There is also a trail further to the south on the side of the hill to the west of the Hansen/Kress highway but it, too, needs to be followed more to try and determine its age and destination..



**Map F1  
Hansen Kress Road**

South End of Settler's Trail  
Parked Truck  
From Hudspeth Trail

352,986 E  
4,679,718 N

Homestead

Jay Hansen Ranch

Was County Road  
On Top of Old Wagon Road

Shovel Blade  
Bladed road in grass

Willard Spring

New county road not on map (Black)

Section Marker Graded Road

Barb Wire Trail Splits and  
Joins Several Times  
In This Area

Rubber Tire

Wider cross trail  
Flat Area on Hillside  
With Bldg. Remains

Trails Here  
Not Followed

352,493 E  
4,676,796 N

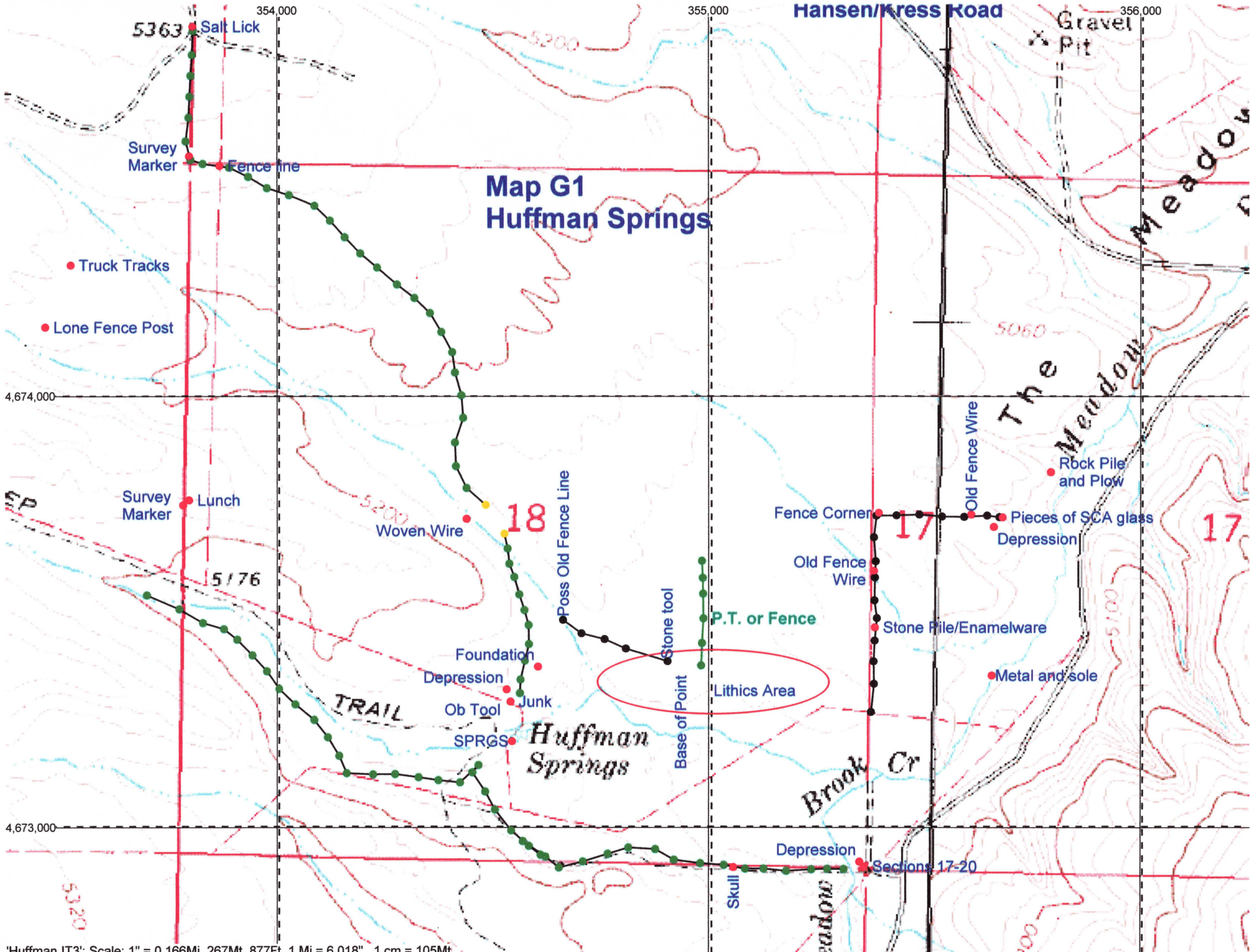
## Huffman Springs

Instead of turning north towards the Hansen and Kress ranches off the road connecting Juniper Pines and state highway 37, continue west about one mile and to the north the Huffman springs can be seen. The hike to the springs area is a little under one mile.

This is an interesting area for historical and prehistorical occupation. There is evidence of a house foundation, a dug out, a work area or shop with a post used to hold an anvil and of course the numerous coils of wire scattered around. There is evidence of a extensive fence system and these have been removed and some of the posts used elsewhere while others have been left scattered along the old fence line. In places these old fence lines appear to be wagon roads BUT they are usually very straight and have coils of wire lying somewhere near them. One such fence/road appears near the RED 18 and is listed possible fence. Another in green says P(ossible) T(rail) or fence but needs to be followed. I think it is a fence. Through a RED 17 you will see one such old fence line (in black) which leads to another building depression. Actually there are three depressions on this map.

The trail on the southern side of the map has been used by motorized vehicles to get back to the springs but I believe it is old wagon road back to the homestead there. There is an old wagon road to the northwest that is very faint near the RED 18 but as it leaves the dry stream and starts up the hill its evidence becomes more pronounced. However, at the point where it turns north and follows the section line, I wonder how old this wagon road may be.

I think that there is a connection between Huffman springs and the trail beside the Salyer 'A' frame. It just needs to be found.

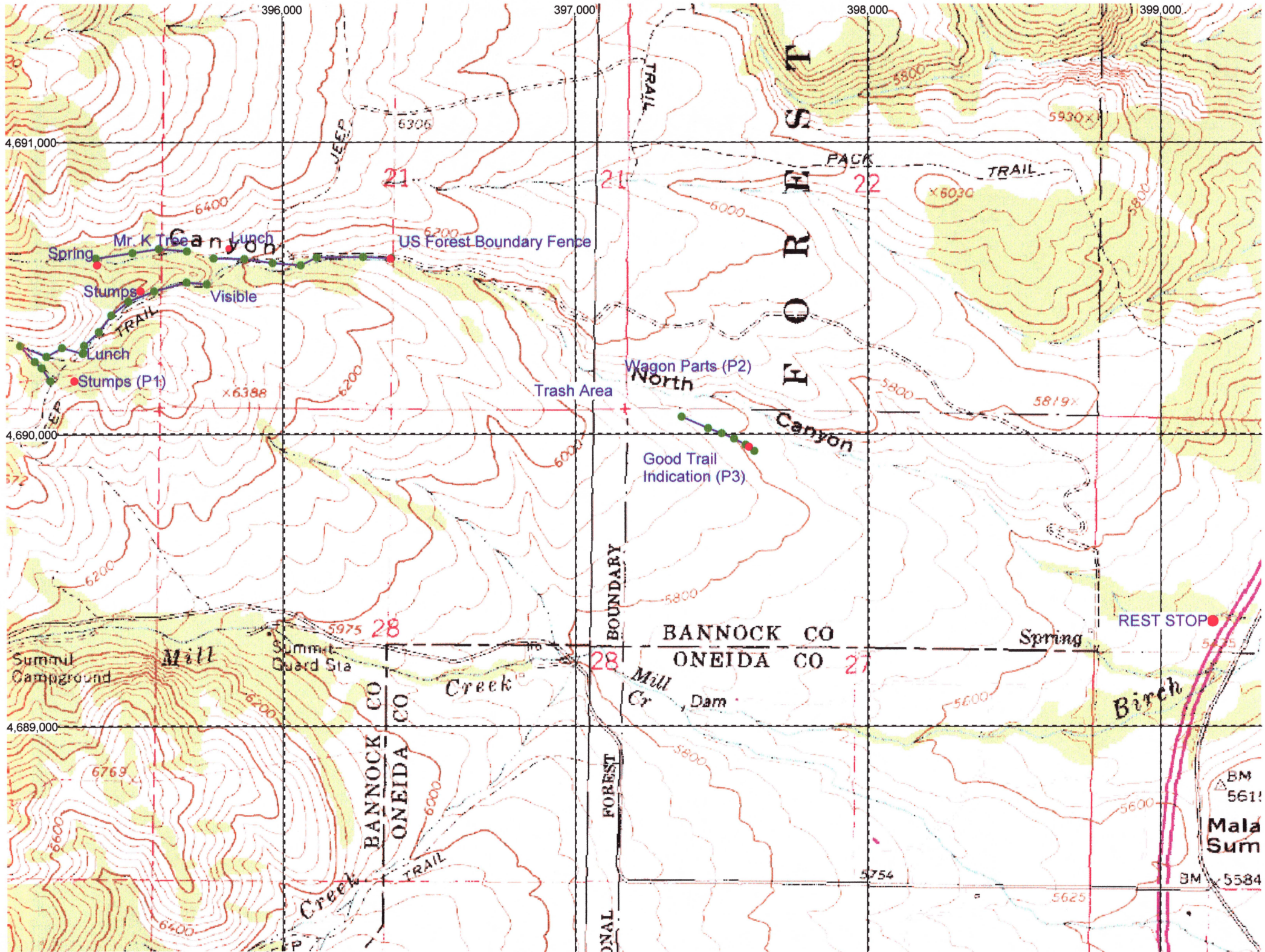




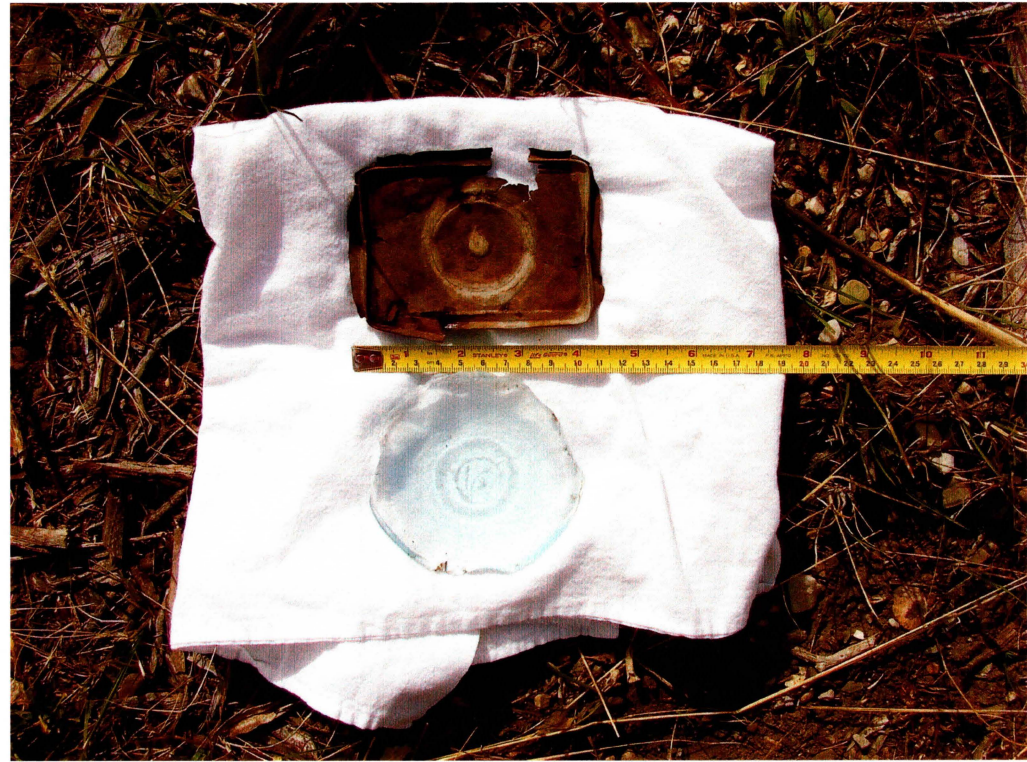
## **North Canyon at the Malad Summit**

North Canyon runs west from the rest area which sits just north of the Malad Summit on Interstate 15. While the sections of trail that are almost original aren't very long, there are several points of interest that can be viewed along the way. The best place to see the trail in its original condition is found near the center of the map under "North Canyon". It is located on the south side of the stream a little way up the hill. A picture of this section follows the map. Another fairly undisturbed section that can be viewed starts at the US Forest boundary fence and goes west to the spring. Much of the trail east of the Forest boundary has been or is still driven on by motorized vehicles.

Many older articles can be seen along the trail. There are places where cedar trees were cut many years ago (perhaps by the pioneers) to be used as fence posts ( see map for "stumps" areas); remains of tin cans and glassware made years ago can be seen; at one place at the bottom of a hill a wagon didn't make the turn and the rim and hub remain in the creek bottom; and there is even a Jeep station wagon sitting near the stream where some modern pioneer left it after it no doubt broke down. If you look at the stumps where the trees were cut off you can tell if axes or saws were used. Sometimes when the saws were used the cut was made from two opposing sides of the tree forming an 'X' in the center of the tree. Often large cedar trunks can be found where the side branches were stripped for posts and the main trunk left standing. If these cuts are high off the ground then those getting the logs were there in the winter with a sled.



'SummitNorthCanyon.IT3'; Scale: 1" = 0.248Mi 399Mt 1,308Ft, 1 Mi = 4.037", 1 cm = 157Mt



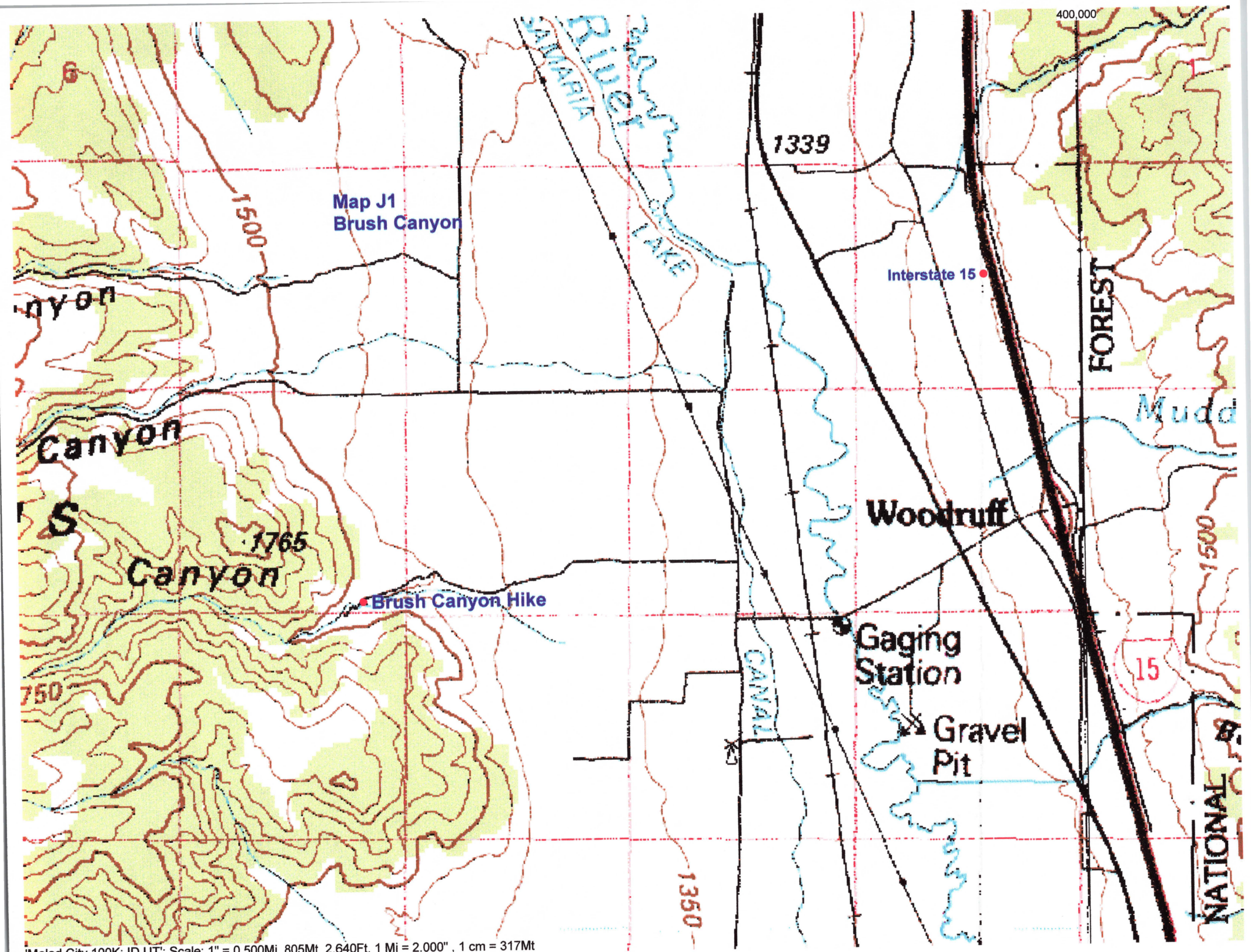
## **Brush Canyon Southeast Corner of the Samaria Mountains**

There is a rather good wagon trail into the southeastern corner of the Samaria Mountains. Of course there will be those who will immediately think of the stories of the Iron Door and that this trail may lead to the cave. Like many of the early trails into the mountains in this area, there are places on the hill sides where cedar trees were cut for fence posts many years ago and there several areas where cut cedar trees in this canyon can be seen. See picture 1 (P1) on the map. The trail is an extension of a dirt road that leads from the pavement to the east. Two ruts can be seen in several places yet in other places where the valley broadens some, the trail is very faint. Sometimes the trail goes in the stream bed, at other times it is along the bank and at other places there are evidences that the trail has been washed out.. At one place where the trail crosses the stream there are some stones in the stream bed which indicates that once there was a stone/dirt bridge. See picture 3 on the map. Some of the larger stones are still there.

When wagon wheels rolled across sandstone that has been metamorphosed to a hard quartzite that is brownish white, the wheels often marked the rock or left a reddish brown rust coloration. This is like the property that some rocks have when they are subjected to the streak test used for their identification. On a large rather flat rock, near the beginning of the canyon, that has been crossed several times by wagon wheels these marks can be seen. The high points of the rock and the leading edges of the rock are stained brown. The iron in the wagon wheels of the pioneer wagons was much softer than that which is used now and thus the iron rubbed off easier. See picture 2 on the map.

All through these mountains this quartzite rock was used by the native Americans to make simple scrapping tools since the rock had the ability to flake like chert and obsidian.

I revisited this trail in the early spring of 2003 and went as far as the "Moo Bones" but the ground was still snow covered here and as the valley was wider the trail was not really detected. Further west in the narrow part of the canyon it might be possible to pick up the trail again. See the discussion of tin cans in the hike up East Hawks Canyon. I was about 3 miles into the canyon when I quite.



400,000

Map J1  
Brush Canyon

1339

Interstate 15

FOREST

Mudd

Woodruff

Brush Canyon Hike

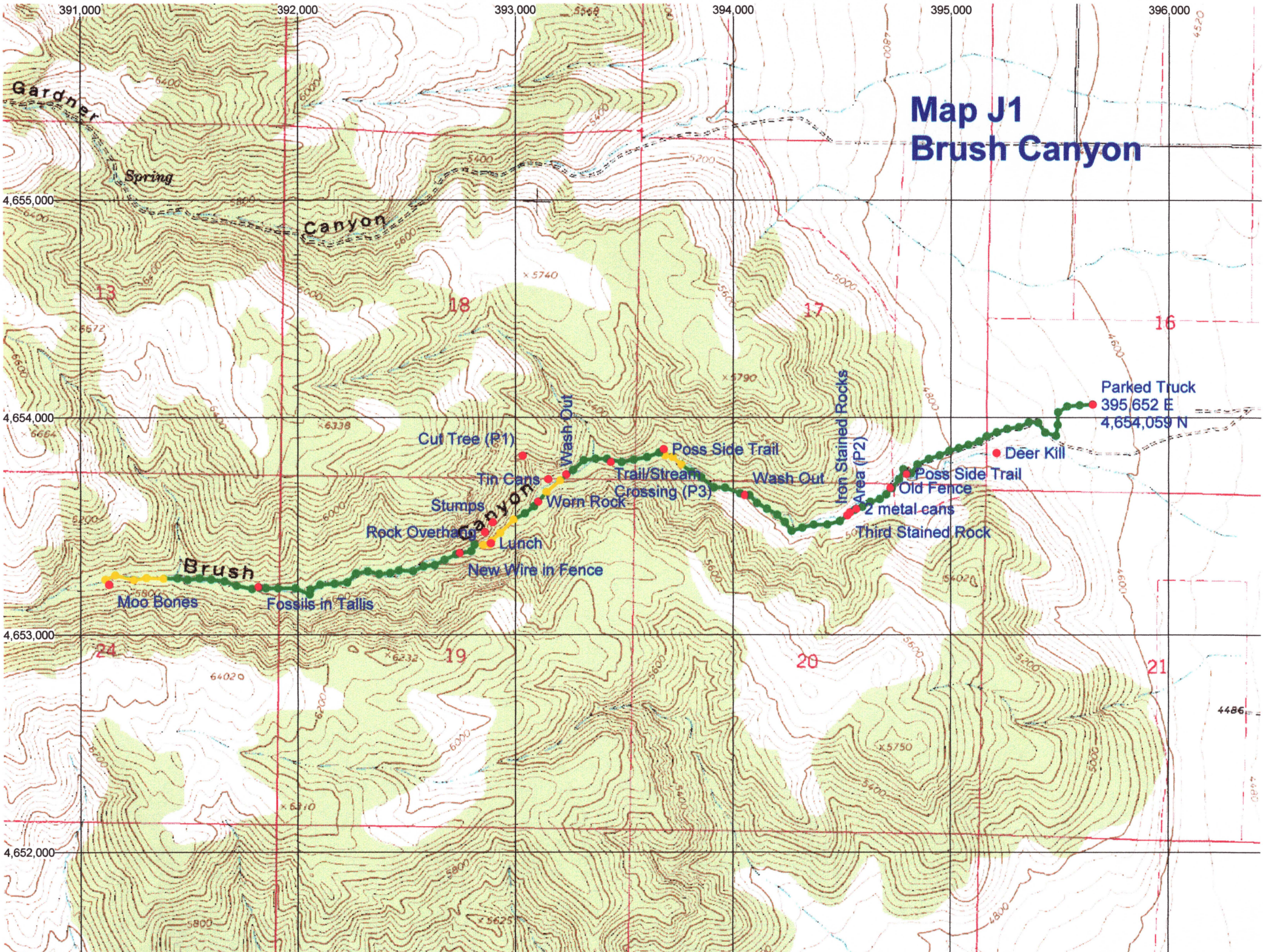
Gaging  
Station

Gravel  
Pit

15

NATIONAL

# Map J1 Brush Canyon



'Samaria; ID,UT'; Scale: 1" = 0.333Mi 536Mt 1,760Ft, 1 Mi = 3,000" , 1 cm = 211Mt



Trimmed for Posts



Iron Wheel Rust Stains



Trail Crossing

## East Hawks Canyon

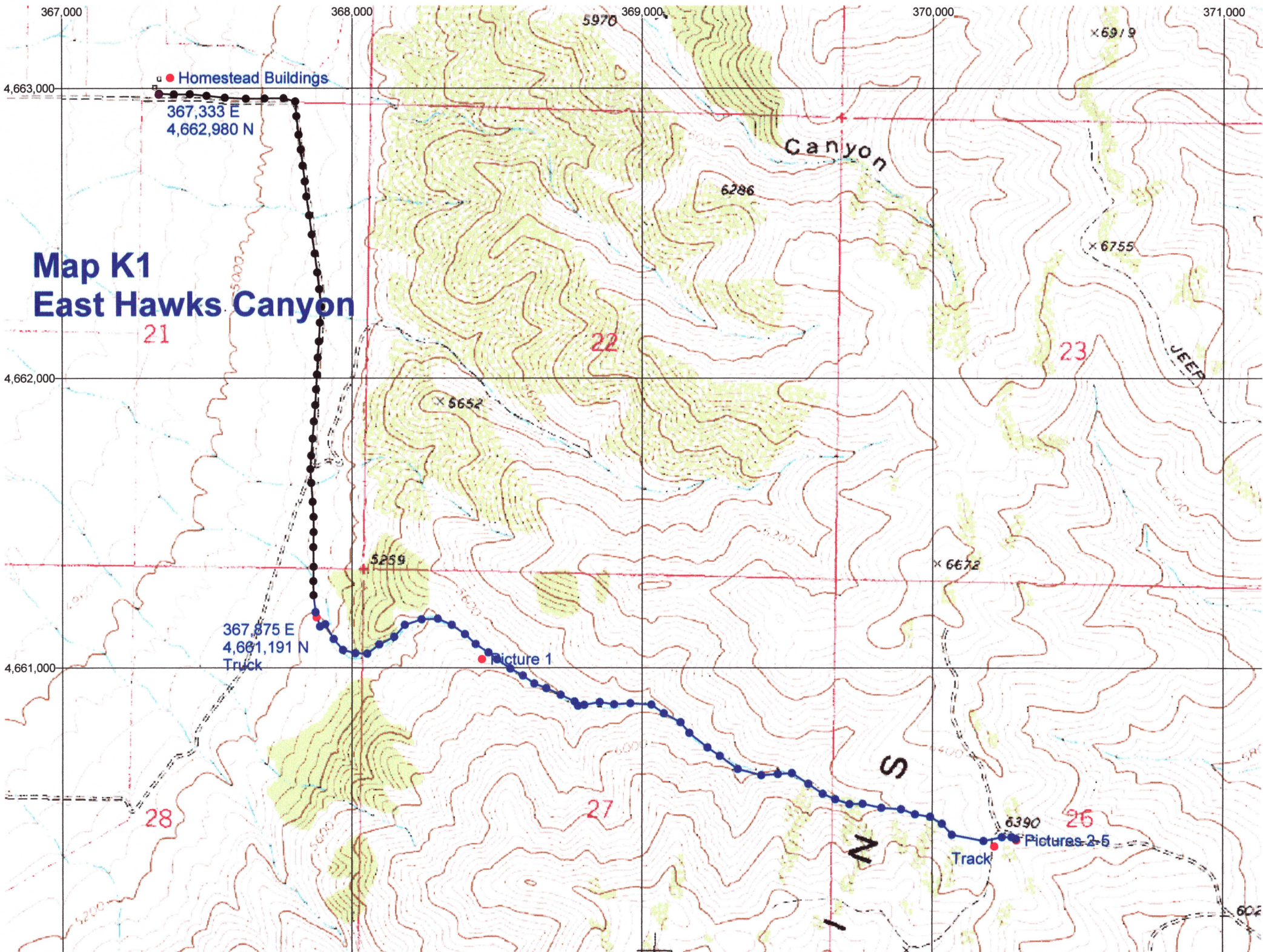
Early April 2003

I had the pleasure of riding with Frank Hill of Holbrook one spring morning to several interesting places in the vicinity of Holbrook and the mountains to the southeast and west of that community. I had asked him to show me any place where the early settlers might have traveled eastward into Pocatello Valley. This would be hard to achieve as the western side of the mountain is very steep compared to the eastern side. However, Frank told me that there was a canyon that occasionally people would travel eastward on and horses sometimes would come through and have to be driven back. Sheep herders from the west would pull a sheep camp wagon to the top of the divide and camp there. This was before the canyon was washed so narrow in the bottom. Today it would be hard to get there with a sheep camp wagon. At the top, with some careful looking around, a person can find the old tin cans thrown out by the herders. Two of these cans are pictured in picture 5 at the end of this section and these cans were used to keep condensed milk. Indication of early soldered cans is the solder "point" in the center of the right can lid. These "points" were added in the last step of the canning process after the can containing the food had boiled in a water bath. Cans which stored solid food had a larger center circle - sometimes almost taking up the entire lid. Back west over the top of the knoll is an old "sardine" type can. These cans were made before food was processed in a sealed can by cooking in a pressure cooker.

The trail is reached from the road that goes east of the Sweeten Ponds. On the map I started marking the approach to the trail in black by the old buildings that were on the Hill homestead. GPS locations are given in UTM scale. You drive east in a high centered vehicle - no 4 wheel drive is needed - on the access to federal land and then turn south on the east side of the fence. Continue south and when the fence swings south west follow the tracks almost to the canyon mouth. This is a little more than 1 mile from the homestead buildings. Frank Hill and Paul Clark of the Forest Service named this canyon East Hawks Canyon. At the canyon mouth are large rock faces on either side. There have been 4 wheelers up the canyon for a ways and there seems to be evidence of larger wheeled vehicles up the canyon but the bottom has been washed into a rather narrow "V". As you hike along you will see places where the old trail entered and left the canyon bottom. From where my truck is parked and then to the top is just a little less than a 1200 foot rise in about 1.5 mile of hiking. In places it is much easier to use one of the animal tracks on the side of the canyon as the bottom is full of brush. Near the top, the land opens up and a fence will be seen. Following the fence to the east you will arrive at the point where the track meets a better modern truck road and the area of pictures 2-5. Picture 1 as shown on the map was of the "Itty Bitty Flowers" and 2-4 are pictures of Pocatello valley from north to south. Picture 5 is of two of the many cans on the east side of the top. You are not actually on the top of any mountain but on a knoll in a saddle.

The view made the hike worth while. There are short places on the hike where it seems possible to see a very primitive track but not very often. I had a lunch and great rest on top. And this is one hike where it is all down hill going home.





# Map K1 East Hawks Canyon

21

22

23

28

27

26



Hand Soldered "Hole in Lid"

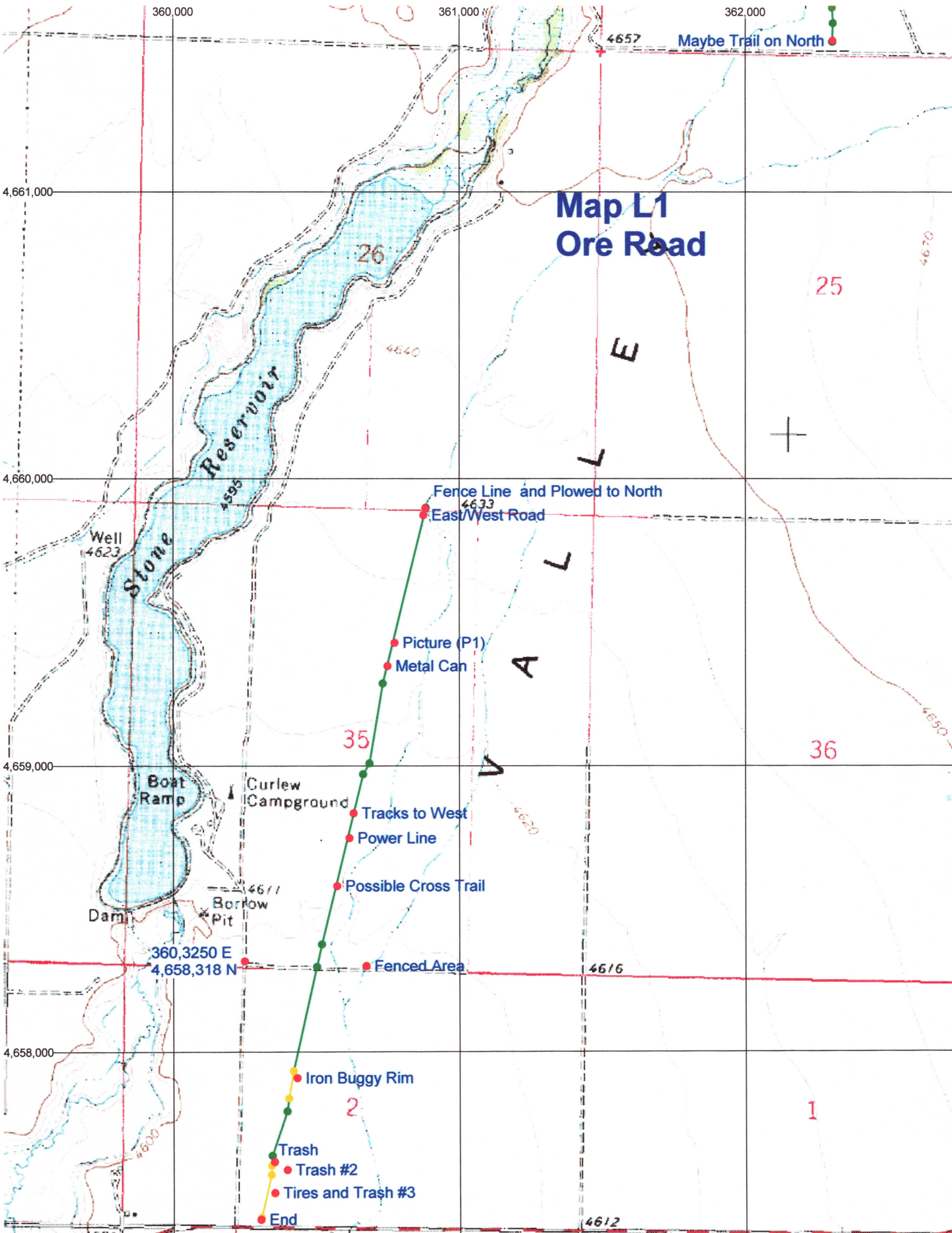
## Ore Road

Another one of the places that Frank Hill of Holbrook took me to was a trail that he had been told about when he was a young boy. It is located on the Forest Service land east of Stone Reservoir. According to Frank, this trail was used by the mining operations in Butte, Montana prior to the time when they had a smelter. He was told that during the summers two or three wagons hooked together and pulled by twenty mules with a lead horse would make a trip south to Kelton, Utah to bring down high grade ore. This use of the ore road was prior to homesteading in the area but after 1869 when the railroad was finished. The wagon trains made two trips during the summer.

While I have not documented this use, it does seem possible this was an ore road since the heavy wagons could avoid the Malad Summit on the Bannock Road to Montana even though the distance would be a little further. This road might also have been used to haul ore from Bannock City, Montana but this needs to be researched more.

This is a very straight road and it is deeper and wider than the roads further north near Twin Springs. This road can be seen on satellite photos even in areas that have been extensively farmed although it is hard to see the road on the ground. The road is knee deep in places and is about 15 feet wide. Since this road is in flat country there is not the chance for it to have been washed out since its use as has occurred in more hilly places and yet it is deeper and wider than the Hudspeth Trail near Twin Springs.

The road can be viewed by turning north off the paved road towards Stone Reservoir and then east before you enter the campground. Driving towards the fenced area you pass over it in a "dip" like many of the small washes around here. The road to the north is better preserved than to the south. There isn't much to see in hiking along it but if this is an ore road from the north, then it is a part of our history. The trail will have to be researched more and areas which might contain the trail that haven't been farmed need to be visited.



# Map L1 Ore Road

'Stone; ID,UT'; Scale: 1" = 0.250Mi 402Mt 1,320Ft, 1 Mi = 4,000' , 1 cm = 158Mt



**An Old Freight Road  
(Bannock Road)  
Leading into Arbon Valley  
North of the Turkey Trail  
(2003)**

Quoting from the Book - "North to Montana" By Betty M. Madsen and Brigham D. Madsen

*...after a boating trip on the Salt Lake, Fremont and his detachment of troops returned north by recrossing the Bear River and following the Malad river up to the Great Basin Divide and over to the head waters of Bannock Creek... page 8*

*...from Hudspeth's Cutoff at Malad Springs (Don Buehler's property) hundreds of emigrants had already followed the defined road to Salt Lake City, but Stansbury marked out a new wagon road north across the divide to Bannock Creek following the earlier line-of-march of his fellow officer, John Charles Fremont... page 12*

Both Stansbury and Fremont were commissioned by the government to explore this area but unlike Lewis and Clark who were 50 years earlier, they have not receive equal notoriety. The headwaters of Bannock Creek lie just north of Lynn Anderson's home in Arbon Valley. Fremont and Stansbury were both looking for a way through to Fort Hall from Salt Lake City without having to go through Marsh Valley with its problems. Later road builders in Marsh Valley had to contend with marshy ground in addition to constructing and maintaining bridges and had to live near the bridges in order to collect toll at the bridges. In the book quoted above on page 15, is the story of the trip of Mormons who, in 1855, left Salt Lake City to establish a colony on the Lemhi River and they used the Fremont-Stansbury route to Fort Hall going north. On April 24, 1857, Brigham Young and many others used this road to visit the colony. This is described on page 17. Additionally, you can read of Stansbury's experiences in chapter 5 in the book, "Exploration of the Valley of the Great Salt Lake" by Howard Stansbury. However, in some places his notes are about as clear as muddy water.

So, at the suggestion of Don Buehler, and with the aid of aerial maps, I went hunting north of the Turkey Trail. The above references were found after finding parts of the trail.

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About 1.5 miles north of where the Turkey Trail branches to the west from the road through Don Buehler's land, is an old road that goes down the west side of the mountain onto land owned by Lynn Anderson. The start of the trail at the top is on BLM land and there is evidence that there is a trail that goes south towards Don's ranch along the dirt road. However, years of cultivation on the Buehler land would have erased much of the trail and Don's father tells of putting field rocks in a ditch (old trail ) that parallels the present dirt road that goes north to Harold Johns Canyon. At the time you leave the

Buehler's land going north, there is some evidence of an old trail to the west of the road. Further north, beginning where the road crosses into Power county (see map ), there is very good evidence of a trail on the east and west sides of the present dirt road. This evidence can be easily confused with the drainage in the area. The old road is straighter and has a more rounded U shape on the bottom while the drainage is more of a V shape and is not as straight.

The freight road going down the hill, west of the place where the present road makes a sharp turn to the right, in a saddle and goes on uphill, is a rather steep decent, dropping about 1150 feet in 1.2 miles. Along the way there are places where "purple glass" or SCA (sun colored amethyst) glass, nails and marks on rocks from iron wagon wheels can be found. Fred Dykes of Pocatello, who is working on another trail north of Snake River, indicated places where wagon wheels had rubbed against short vertical rocks as the wheels slid down past the rocks. Look for places where you can find rust stains on the rocks. Or in some other areas the tops of the gray rocks are chipped and have a "whiten" appearance. Remember, you are on PRIVATE PROPERTY for much of the trip down the hill and there are others who will want to see this too.

Nearing the bottom, there are three ways of getting off the ridge, which is wider here, and in one place (yellow) the trail was not found. In several places to the east of the yellow marked trail, the trail is 9-12 feet across and 6 to 18 inches deep. Rocks have been thrown off the trail in many places and form a border along the south and west facing slopes of the ridge. The road stays on the crest or south facing slope to avoid the brush on the north facing slope of the ridge and to catch the sun's rays for early snow melting. The first way to get off the ridge goes to the north and straight down (wild ride) the north facing slope of the ridge. This route was shown to me by Lynn Anderson one cool fall morning in 2003. At the bottom there are CRP fields and the trail is not visible except to the north west where there exists a short segment of the road. The second way to get off the ridge is straight west, but this road is much narrower than to the east. It may have been used only by buggies and or only horse and rider groups. Right before the dirt road at the bottom this second exit drops down a hill and in doing so it goes along the sidehill and seems like a deer track except for two pieces of evidence. (1) it is wider than a deer trail and (2) when it drops over the edge, the road does so at right angles. Animal trails often go at an angle when dropping over an edge. If wagons did this, they would tip over. The third way this trail goes off the ridge is to the southwest and is the best way to travel back east along the road. Perhaps this was the reason for its use, as I have found that those persons going downhill generally took the shortest route even though they could not get back up them. This southern branch is 9-10 feet wide in places and is up to 12 inches deep and is a little longer. However, I could not find the connection to the main trail at the upper end.

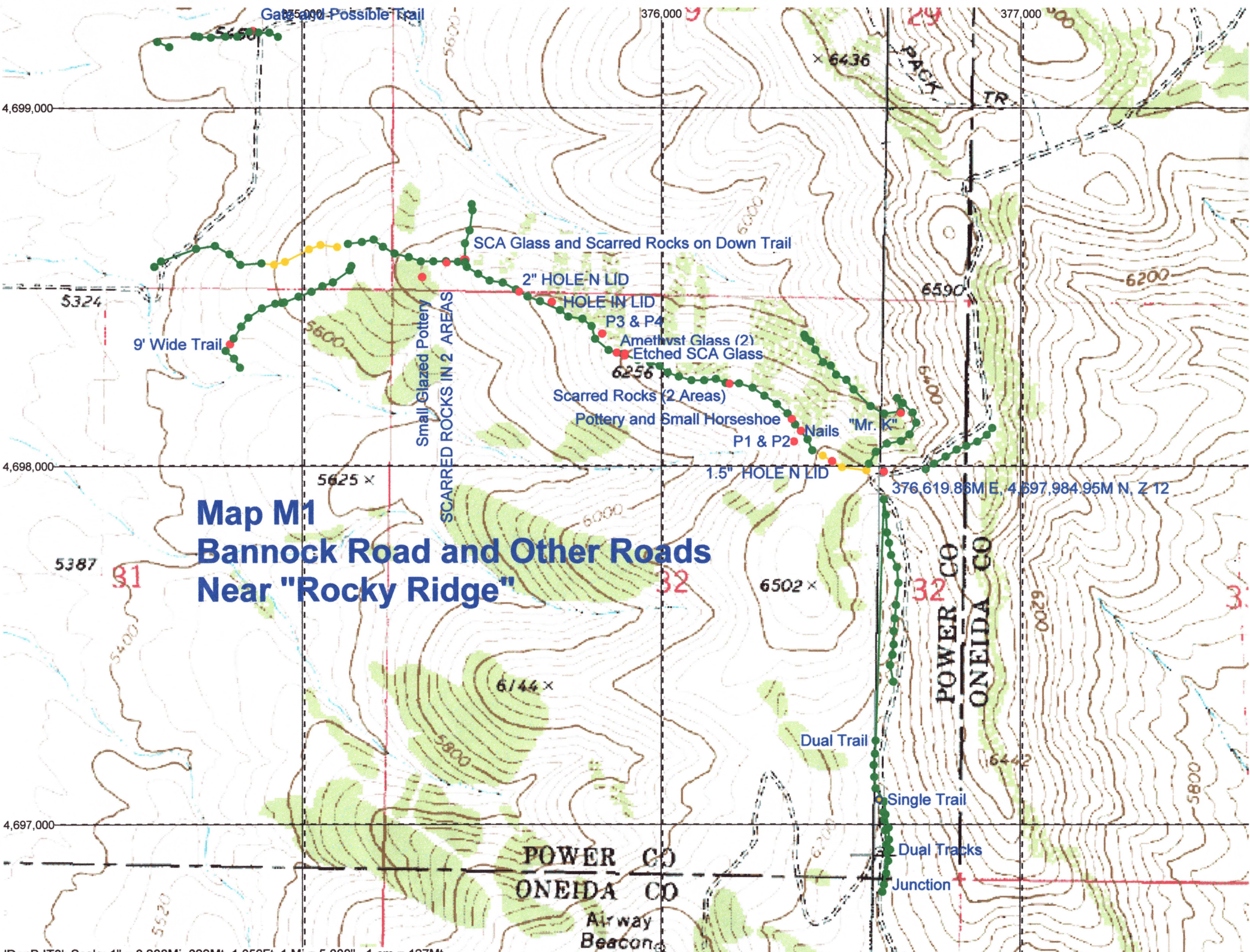
There are two minor trails also shown on the map. One is east of the sharp right turn of the dirt road at the top of the saddle and runs for a short distance down the hill south of the road. I think there is more to it but needs to be researched more. There is another short trail that starts north of the sharp turn and has a red dot and "Mr. K." beside it. This trail seems to end shortly in the brush. I think this trail would have been snowed in late into

the spring and sometimes summer since it is a north facing slope. In addition, there is much thick growth on this side. Lynn Anderson does not think it comes out in the canyon below and I could not see any exit in the draw to the north of the northern most section of the trail (see map). Both of these trails and the Turkey Trail are newer than the freight road to the west. There are places on these three newer roads where the bank on the uphill side has been cut away during construction. No part of the freight road (coming down the ridge) has such a cut even when going down sidehills as seen in pictures P3 and P4 and shown on the map. Picture P1 is looking west and you can see Lynn Anderson's home south of Anderson Lane running east of the road through Arbon Valley. This east/west dirt road is shown on the map under the elevation 5324. In the picture you will notice a streak running north/south on the ridge spur. This is not the southern approach to the ridge but the approach does cross this streak twice near the lower end. Picture P2 is looking northwest at the same place and shows the ridge the trail starts down. I am standing in the trail. On the western side of the third bump in the ridge is the location of the downward slope where P3 and P4 were taken.

This is a good hike either down or up the hill. If you start at the bottom, remember you should ask Mr. Lynn Anderson as the dirt road crosses much of his land.

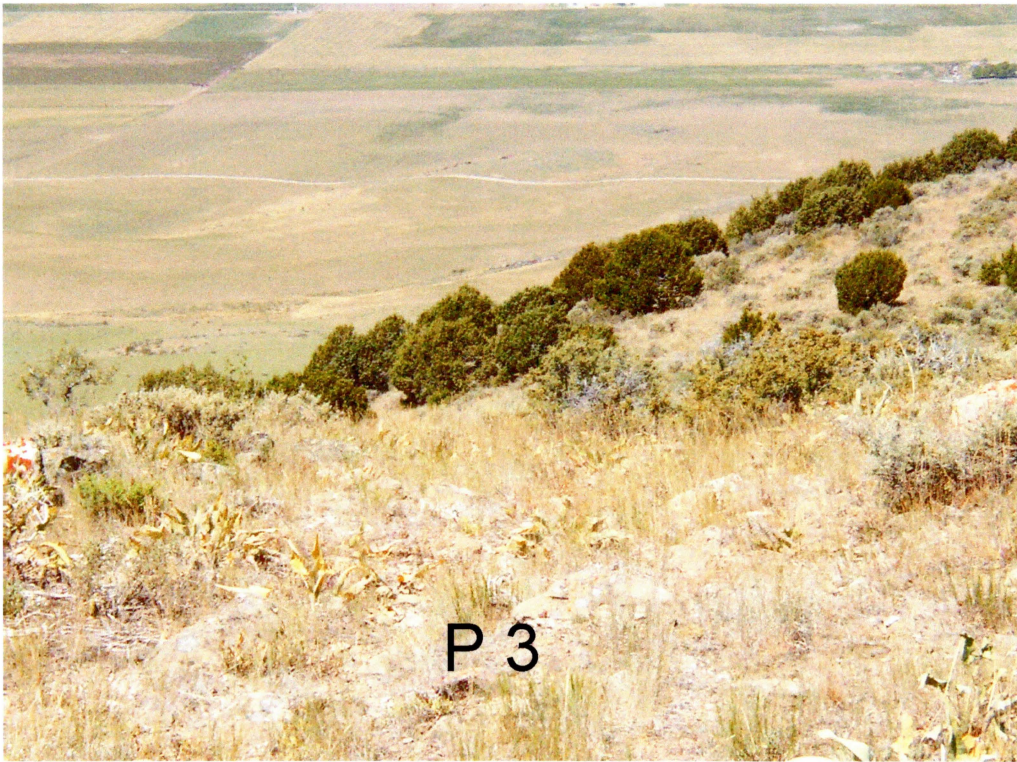


# Map M1 Bannock Road and Other Roads Near "Rocky Ridge"



'DonB.IT3'; Scale: 1" = 0.200Mi 322Mt 1,056Ft, 1 Mi = 5,000", 1 cm = 127Mt





## **The Location of the Road to the Daniels Area That was Used by People Traveling to Arbon and then North (2008)**

No doubt much of the old road is under the cultivated fields northwest of Malad that were worked for many years, or under the present road of Daniels Reservoir. However in the summer of 2008 I did search for parts of a road from the "Y" at Elkhorn dam on to Daniels reservoir and northwest. I am trying to make a connection to the trail that enters Arbon valley from the Buehler/Anderson land.

There are three roads that go northwest from the "Y" towards Daniels Reservoir. One is the present paved road. Starting about 130 yards from the intersection, one is able to look over the bank and see a second road just a little ways down from the lip. This second road was built at the time the dam was built to keep the vehicles above the water line. Since the dam never was able to hold water, this road never was in danger of being eroded. If you walk further down the hillside, you are able to find a road that that was much more primitive than either of the other two. It was wide enough for wagons or early cars and more or less followed the base of the hill.

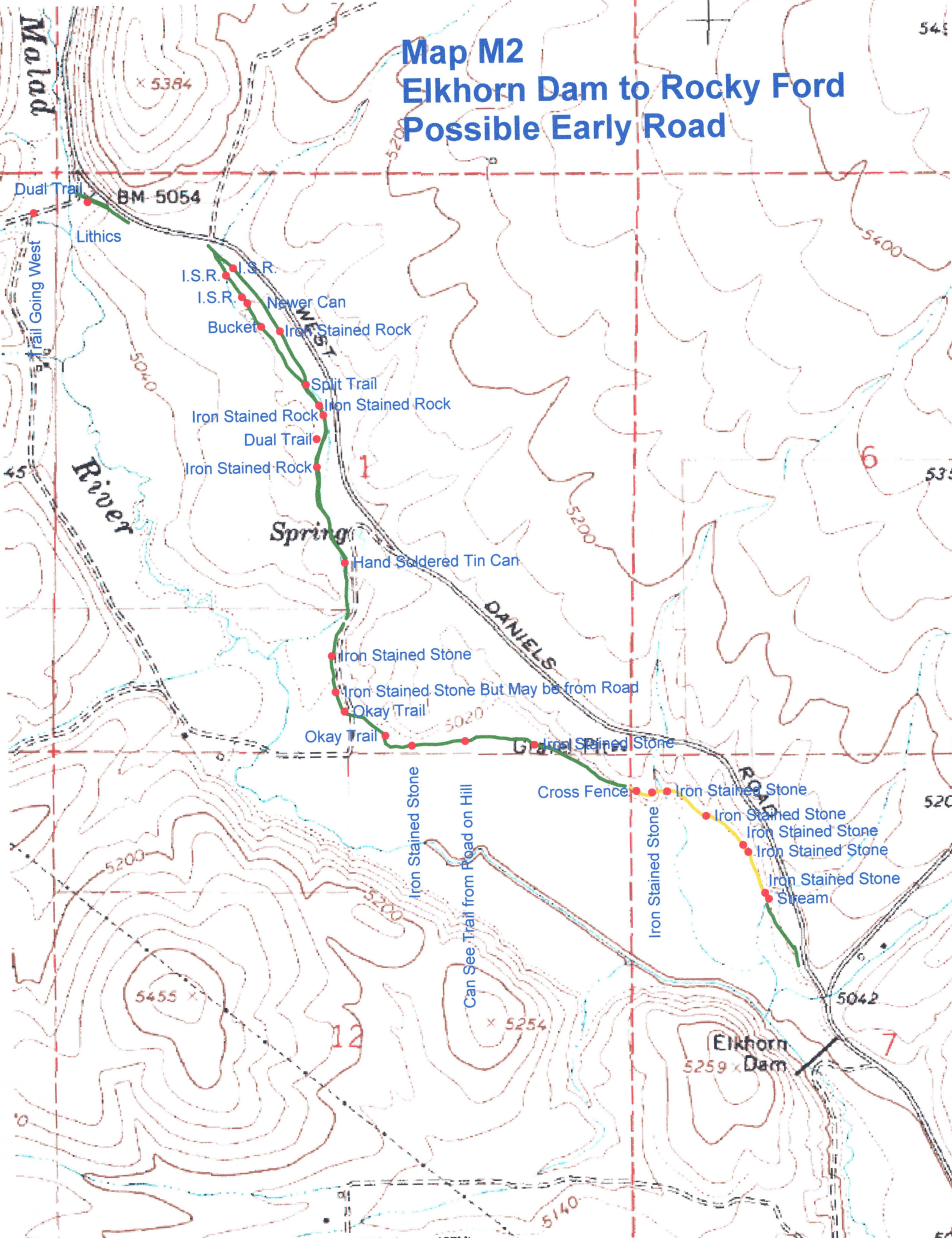
On the map that follows this page, it is seen that parts of the old road are not very clear. In fact the trail might have been better represented by alternate green and yellow for the part around to the dirt road on the south side of section 1. From there the trail was good all the way to just east of the knoll near Rocky Ford.

There were many iron scarred rocks but I found only one hand soldered can. This is a little worrisome because usually it is possible to find several cans, even in areas with lots of weeds. There is the possibility that the lack of cans is due to all the activity in this area with the building of two roads above the old trail and the fact that this area is traveled over by hunters, ranchers and others.

The map (M2) stops at Rocky Ford. There is evidence that between the dirt road which intersects the dam on Daniels reservoir and the cultivated field to the east of the road, an old road exists which may have been a wagon road. This area needs to be mapped and also north of Daniels Reservoir where there is evidence of a trail about .45 mile southeast of the Little Malad Spring on the Buehler Farm.

Just north about 800 feet of the road that crosses Rocky Ford, is a canyon that goes west back to a Williams homestead. I had thought that maybe the freight road went in that direction until it met the Hudspeth trail. Stansbury in his book says that after following the Malad River they encountered and followed the Hudspeth trail for a while. However in the canyon towards the Williams homestead there is no evidence of an old trail just a newer bladed trail to the buildings and in the area of the buildings sits an old Cat. Stansbury might have connected with the Hudspeth at or near the head of the Malad Springs and followed the Hudspeth to the pass that drops down to the Hawkins reservoir.

# Map M2 Elkhorn Dam to Rocky Ford Possible Early Road



## Kelton Freight and Stage Road

2003

The first major stop west of Promontory Summit along the railroad grade was Kelton. Distance along the grade from Promontory is about 39 miles, while the straight line distance is much shorter. Kelton lasted from 1869 until the tracks were removed from the grade in 1942. Kelton was the end of a stage and freight lines that carried goods and passengers to Boise, the mines in Idaho City and Atlanta areas and to many farming communities in the Curlew valleys and north. While most goods to and from the Montana mines went north of Corrine, it may have been that some goods went north from Kelton.

In her book, "Juniper and Black Pine" by Lillian Barrus Nelson, she tells of a miner by the name of John Wesley Trease who took his gold ore to Kelton for shipping to a smelter. When wheat was harvested in the Black Pine area, it was transported to either Malad, Idaho or Kelton. All three were about the same distance from Black Pine. Early visitors and settlers coming to Black Pine tell of riding the train to Kelton and then coming by wagon on north. Don Evans, who is compiling much of the business history of the Malad area, tells of a trip his grandfather made in the early 1880's to Boise for the territorial legislature meetings. He left Malad for Corrine by stage coach, rode the train to Kelton, and then got on the stage for Boise. Must have been some trip.

Kelton was the southern end of the Utah, Idaho, and Oregon Stage Company line. Wells Fargo stage company also had a station there. Water was brought in from the mountains to the northwest through the center of hollowed out redwood pipes. Life was not easy there. When the Lucin cutoff was built in 1903, regular service to the west coast no longer passed through Kelton and the few trains were for local traffic.

In the front of this book is a map titled Wagon Roads and Trails 2. Kelton is about one third of the way from the east side along the bottom. Almost north and a little west of this, near the top, is Cedar Creek. The Kelton Road travels between these two places and I have only explored about a third of it. In some places the trail is under cultivation. I spent three days with Laird Naylor, who is the BLM archaeologist for all of northern Utah, and we have hiked and looked together. The Kelton Road is on maps N (1-3) found after this discussion. Still referring to the same map at the beginning of this book, you will see some roads east of the highway which are in section "O" of this book. I have hiked them by myself except for the red trails which Laird and I hiked together. These roads are younger than the Kelton road, although not by many years. North of Kelton about 4.25 miles ( each square is one mile ) you will notice a road branching northeast and following along the trail you come to a place called Pilot Spring near the top of the map. I have hiked a short section near the middle of the map. In an old GLO (predecessor for the BLM) map of the Pilot Spring area a road is shown going north to Black Pine. I need to follow this entire road. Pilot Spring is also a point on the Salt Lake City Alternative of the California Trail. This map at the front of the book actually shows some of the old trails but they are not used by vehicles now. This Pilot Spring on this map should not be confused with those springs on the eastern side of Pilot mountain in eastern Nevada along the Donner/Reed trail, sometimes called the Hasting's cutoff.

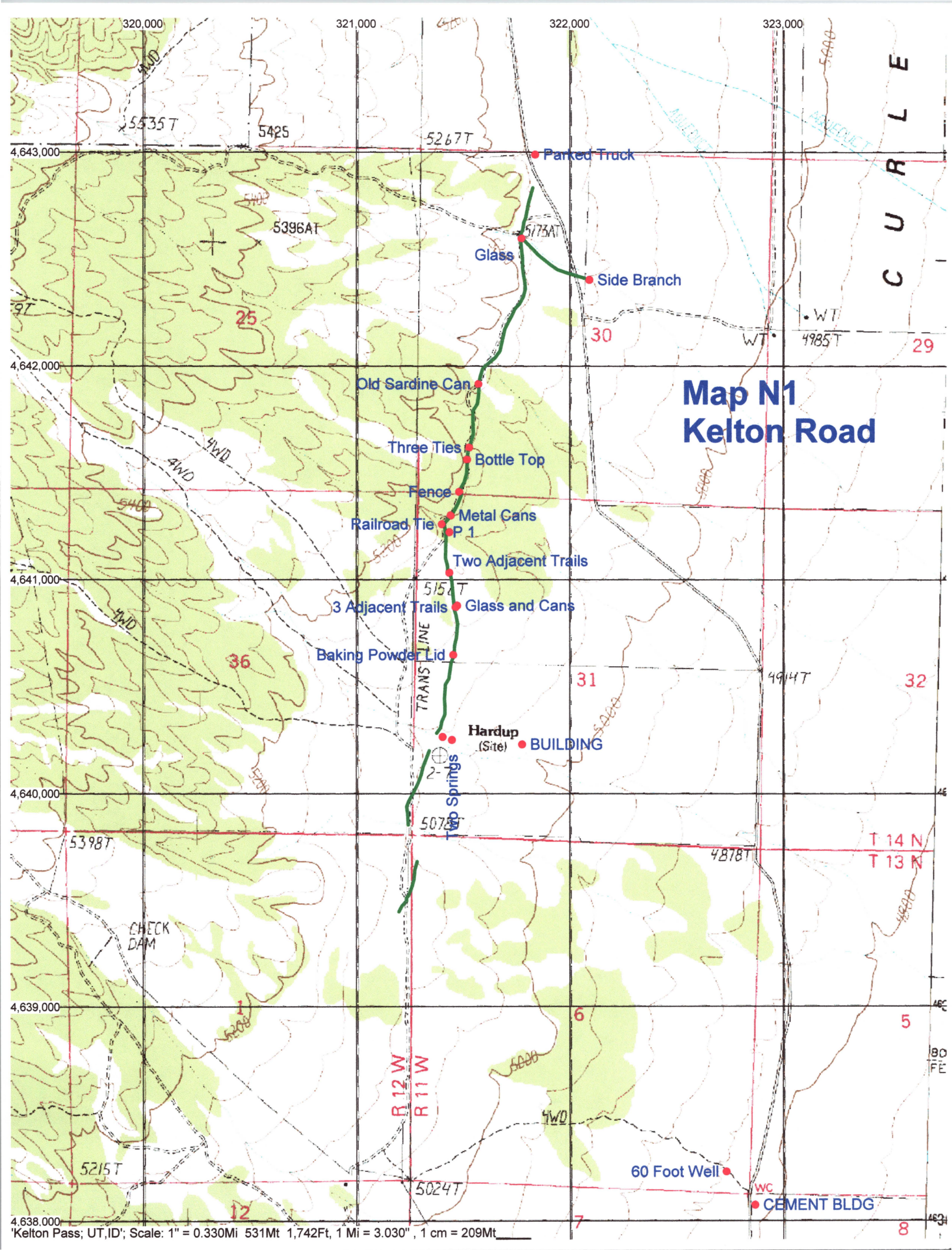
The Kelton road is not one road. It has many branches separated in some instances by some distance and at other places there are parallel trails almost on top of each other. Picture P1 shows a rather wide place in the trail. P4 shows a place where the trail approaches a ravine. See maps N (1-3). In places where the trail approaches a stream, there may be 4 or more sets of ruts which have been used when one set of ruts get too deep, or washed out, or becomes too steep to get up out of the ravine. At the different water holes along the way (like in 10 Mile Stream and Hardup), groups might not have used all of them depending on the speed of the group, or the type animals used to pull with or the size of the load. Freight wagons were often pulled by four teams of mules, horses or oxen and often three and sometimes four wagons were hooked together. Sometimes travelers were just a single person traveling on foot or horseback. So in different places you will see trails going off for water and creating branches some distance apart. You will only be able to tell the age of the road by what is found along the trail.

Picture P2 shows the base of a lamp or maybe a dish. Picture P3 shows a side of a chocolate tin. The embossed words are

“Walter Baker  
Co. Ltd.  
1/2 lb Net  
Breakfast  
Cocoa”

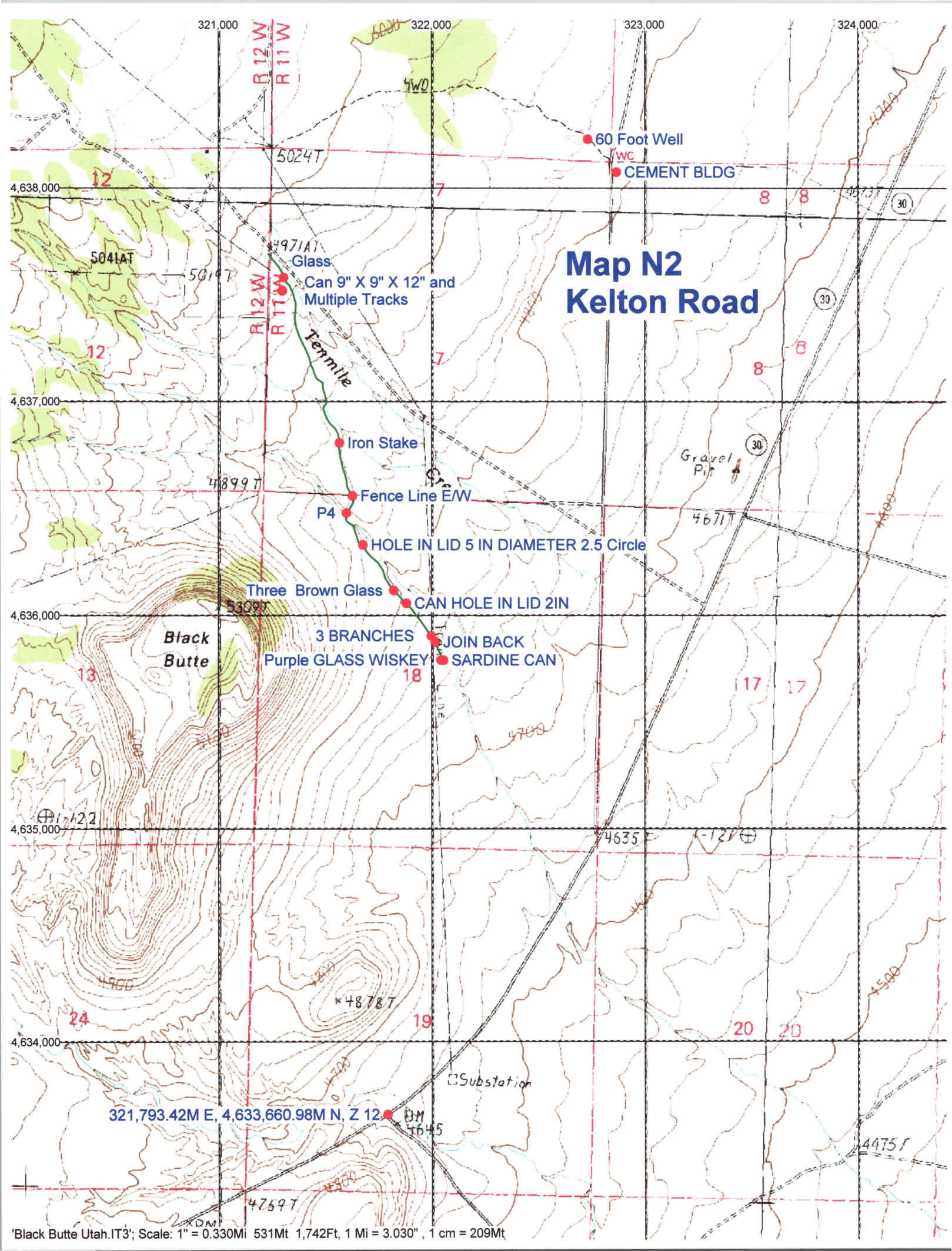
and in the middle is shown a “Black Lady” carrying a tray with cups. I suppose I have been insensitive to the Politically Correct people but I hope not. This tin might be used to date the trail if the span of years when this motif was used could be learned. You can’t really ride a vehicle over these trails and hope to see the artifacts and getting onto or down from a horse to run around looking at stuff isn’t really handy either. Walking is the best. These are the trails along which I can imagine John Wayne driving a stage coach in a cloud of dust being chased by the masked riders. There are stories of holdups along the trail further north.

Much more has to be done, and it will be. It is just there are so many great roads and trails that need to be visited.



# Map N1 Kelton Road





# Map N2 Kelton Road

60 Foot Well  
WC  
CEMENT BLDG

Glass  
Can 9" X 9" X 12" and  
Multiple Tracks

Iron Stake

Fence Line E/W

HOLE IN LID 5 IN DIAMETER 2.5 Circle

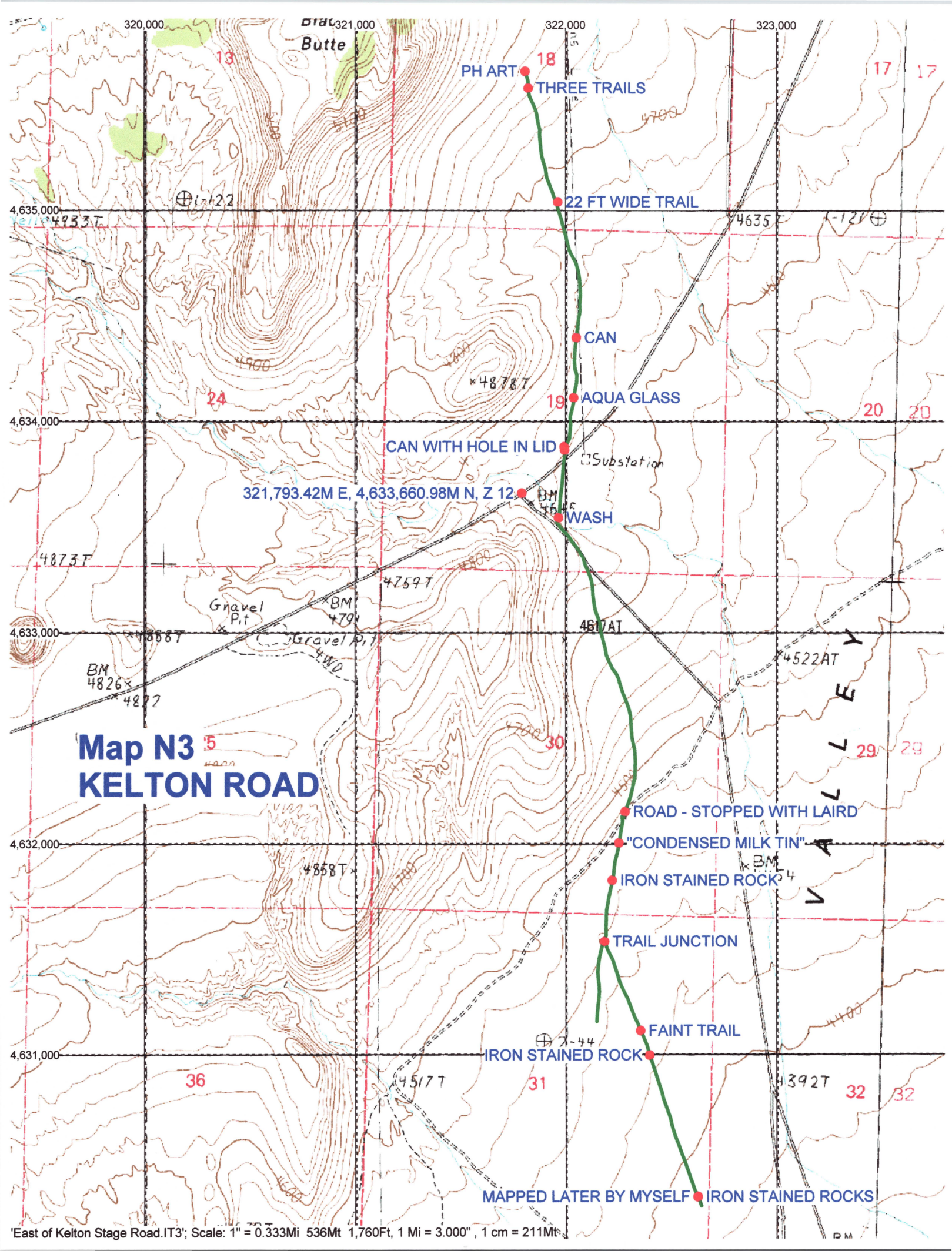
Three Brown Glass

CAN HOLE IN LID 2IN

3 BRANCHES  
Purple GLASS WISKEY

JOIN BACK  
SARDINE CAN

321,793.42M E, 4,633,660.98M N, Z 12



# Map N3 KELTON ROAD

- PH ART
- THREE TRAILS
- 22 FT WIDE TRAIL
- CAN
- AQUA GLASS
- CAN WITH HOLE IN LID
- WASH
- ROAD - STOPPED WITH LAIRD
- "CONDENSED MILK TIN"
- IRON STAINED ROCK
- TRAIL JUNCTION
- FAINT TRAIL
- IRON STAINED ROCK
- MAPPED LATER BY MYSELF
- IRON STAINED ROCKS

321,793.42M E, 4,633,660.98M N, Z 12

# Map N4 Kelton Road

Could not follow the road in  
this area north to cultivated land

Phoneline Bldg

Rusted Pail

An unworked flake of obsidian

Part of Bottle base with the letters  
C and CO and some bubbles  
Two rows of wood on end - 26" long and 21" long  
Parallel to each other  
324,517.47M E, 4,624,253.32M N, Z 12

Modern rock circle with trash

Green glass

2 cans one Hole in Lid and one hole in lid.

Trail marker a little to the east of trail

Leaf Spring

Bottle base dk.br. 3.5" diameter  
with an X and letters C B

Kelton



## **A Discussion of the Nature of the Trails Radiating from the Center Point (2005 & 2008)**

In order to really get a more complete understanding of this area, the section right before this about the Kelton Road, section N should be read along with this information.

One day, in 2003 after Laird and I had hiked along the Kelton Road and he had to return to Salt Lake City early, I went east of highway 30 and the Kelton Road and started looking for old roads. This is a region of very flat country and I just knew there had to be roads through it. The question is, are the roads old (100+ years) or are they more recent?

There are many roads that seem to connect or cross or intersect at the Center Point located east of the highway to Park Valley and east of the former Buddhist Shrine seen along highway 30. The shrine is about 8.9 miles south west of Curlew Junction and one mile before the turnoff to Kelton. In all the maps about trails O, R and S the position of Center Point can be located. (Unfortunately, I have also named this location the Central Point, and will make corrections as I retype the pages.) This Center Point can be seen on the map R1.

About 0.27 miles north of the road that turns to Ten Mile Spring or 7.9 miles south of the Strevell/Park Valley junction on highway 30 west of Snowville, is a dirt road that runs to the east. At about 1.6 miles is an area where either six separate trails cross or either some split and join others. I think there are two trails that do cross here and others, which split and/or join the others. There is a trail that comes from Coyote Spring and runs west and a little south. This is trail O, which is a newer trail, maybe part of the Pike's Peak Ocean to Ocean highway built near the end of World War I. I have followed this road west to highway 30 where it crosses the highway about half way between the substation and the modern day Buddhist shrine to the north. There is a road that comes from the Kelton area although I have not been able to follow it the last four miles to Kelton because of the cultivated fields and low lying land near Kelton that has many water created paths through it. This road is S and when it reaches the Center Point it splits, one going on Northeast to Pilot Springs (called the continuation of S in the description) and the other branch that becomes Road R that goes towards the northwest to an area near the old town of Cedar Creek. The following give a few reasons why I think the lower part of road S actually splits and that road R is a part of S:

- 1) In looking at the tracks for Road S both north and south of the Center Point, there are dual, parallel tracks, which could link if the modern traffic from highway 30 had not destroyed much of the Center Point area.
- 2) A John Morris wrote an article " Mr. Glenn's Ferry on the Kelton Road" (1998) in which he indicates that after going through Strevell Pass northwest of Cedar Creek the Stage coach and freighters separated and went on different roads to Strikers Store because the route needed by the large wagons used by the freighters was much flatter. I think the freighters coming out of Kelton used what I call roads S (southern portion only) and then Road R to get to Strevell Pass because Roads R and S (southern portion) are much flatter. The stage line and small wagons could have used the Kelton Road all the way to the Strevell area.

- 3) A March 9, 1872 GLO map (by C.C.Clements) shows this splitting occurring in section 16 in T 13 N R 11 W.
- 4) About 500 feet south of the center point I detected a western branching track from road S swinging towards Road R for a link up to Road R, which is under the flood plain for about the first 400 feet and is hard to see until you go a little further north.
- 5) The tin cans and glass found along the Kelton Road and Roads R and S (southern portion) are very similar. However, upon continuing north along Road S north of the Center Point towards Pilot Spring, there is little trash, especially glass. I think this Road S (northern portion) carried mostly local traffic to Black Pine Mountain and that those who were the long haul freighters and coach drivers on the Kelton Road (Maps Nx), Road R and the lower end of Road S engaged in more drinking. The freight road northeast of Kelton towards the southern end of the Wildcat hills has many cans and glass, which might indicate another freighting road.

Into the Center Point there also appears a road from the southeast which C.C. Clements has drawn on a January 15, 1873 publication of a GLO map. This road appears to come from the Monument point area east of Kelton and skirts the southern point of the Wildcat Hills. I have not looked it this road at all except that southeast of the southern end of the Wildcat hills, I found an old "hole in the lid" tin can lying on the side of the road. Someone is playing tricks on me.

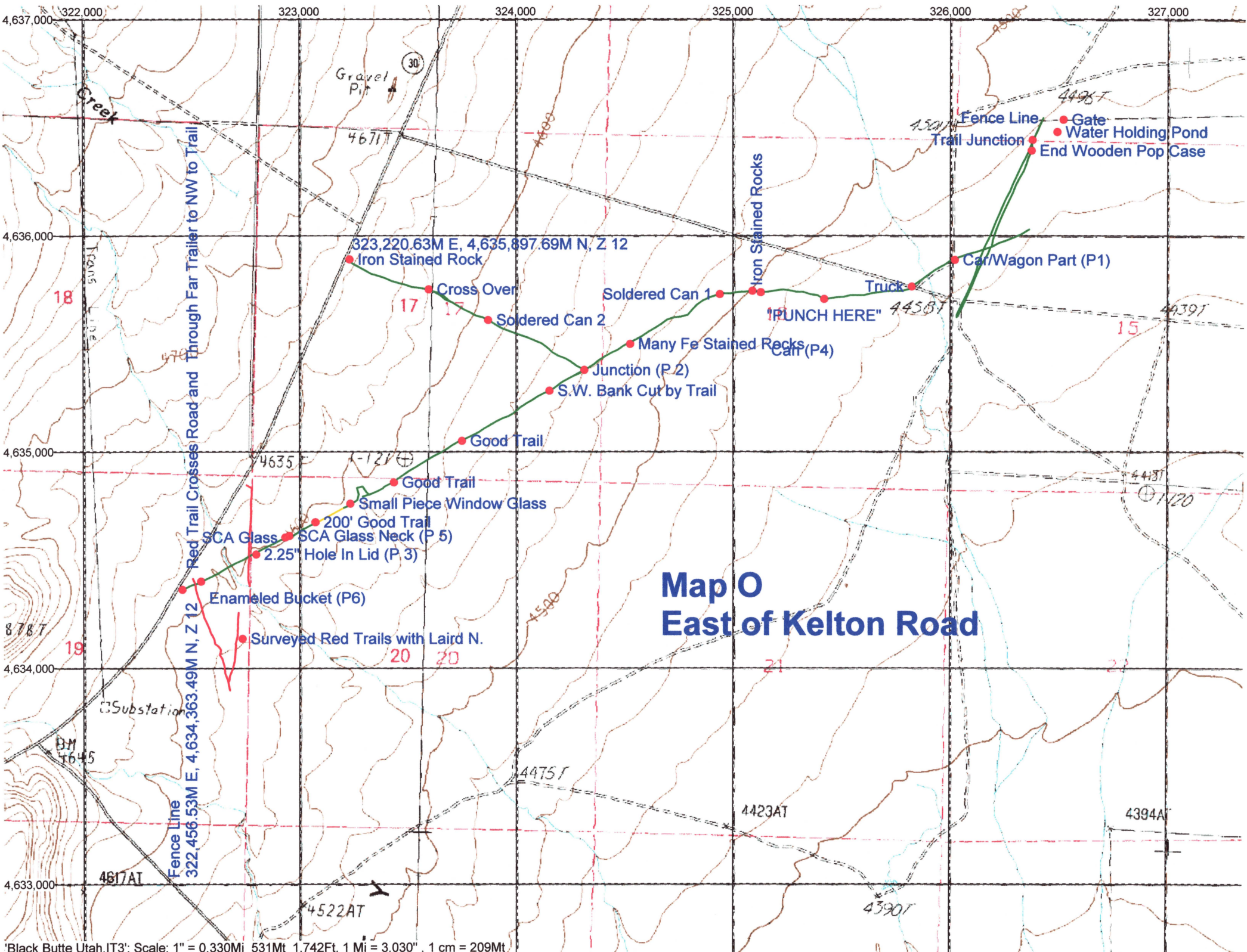
## Road to the West and a Little South of the Central Point - Map O

2003

I hiked a little northeast of the truck [ see map "O" ], crossing two parallel ruts which are 6"-12" deep in places and continued on further northeast until the sage brush became thick. When I returned towards the truck I turned north on the double set of ruts and hiked along them until a fence line and then finally back to the truck. These tracks in this area were not used now and had grown in. At the truck I noticed the road leading off to the southwest and decided to come back another time. Nothing I had seen so far indicated an old road. However, after returning to Malad and plotting the GPS data on a map, I saw that if I had continued on further north east on the first road I would have come to Coyote Springs. Coyote Springs and Pilot Springs are connected by a old road. This second road of double ruts, as discussed in the Kelton Road section, continues on to Pilot Spring and onto the north to Black Pine. Traveling south the road appears to go fairly straight to Kelton [ See the section "S" and maps for this road walked in 2004]

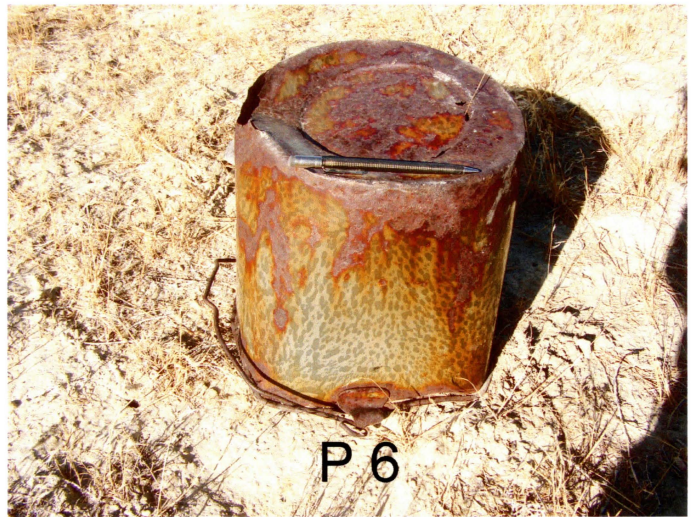
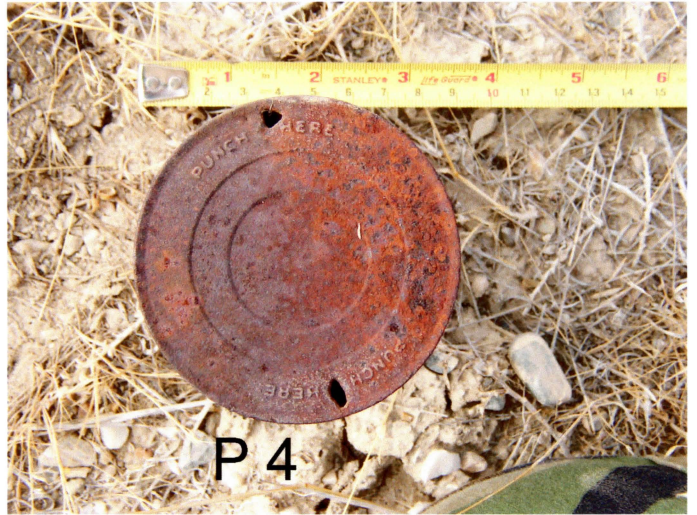
When I returned to the area and hiked southwest of the truck, I found two major branches of the road as shown on the map. I also found that there were several indicators of an older trail. While iron stains from wagon wheels do not indicate old trails, no stains on rocks indicates much newer roads. In addition, there were "hole in the lid" cans(P3-4) and a sun colored amethysts glass bottle neck (P5) found as shown on the map. One of the cans, (P4 - hidden on the map under the "Punch Here" can label) was rather unique in that the person who bought the can was told where to punch the can in order to drain out the liquid. I guess that even in the olden days people needed detailed instructions on items similar to what we often find today in our consumer "fool proof" society. Picture (P7) shows the trail across the highway if you look right in front of the truck.

The red 'V' trails hiked by Laird and me have been graded in places, indicating either a newer road or that grading of an older road was done to improve it. If you go south from the 'V' you cross a fence into a cultivated field but still can head on south towards Kelton. The left side of the V appears to cross the road and go through the upper trailer of a little settlement and continue on towards a section of the Kelton Road as shown on the map Wagon Roads and Trails 2 ( seen near the front of this book). I think the two branches connect but haven't hiked through the settlement. The right branch goes across the road near the 4635 elevation marker and then just east of the gravel road going north. How far - that needs to be found out. This area needs lots more research



# Map O East of Kelton Road





## Road to the Northwest of the Center Point - Map R

2004 & 2008

This road starts about 0.1 miles from the Center Point and runs about 7 miles until it crosses a dirt road about one mile south of Cedar Creek. In 2004 I found some evidences of a faint trail northwest of the dirt road on map R3 but I am not certain it is a continuation of the same road. However in the fall of 2008 I continued mapping this trail northwest of the dirt road for about 2.6 miles until I was very near the summit near a tower. (See map R5). During this same year I looked for and found some evidence that there was a trail coming from Emigrant Spring north to Cedar Spring but have not connected this to the trail along Maps R(1-5). Further south this trail from Emigrant Springs might connect to the Kelton road used by lighter wagons but I have not made this connection. While there are many evidences of a road, the road bed is not nearly as good as it was southeast of the dirt road. However the nature of the soil is very different so this might account for some difference. The Kelton Road came north from Kelton and went very near or actually to Cedar Creek and there is a good chance that there was a stage station in Cedar Creek.(In 2008 I do not think this last sentence is true because of what I found in 2008.) The Kelton Road which followed a path close to the mountains has many up and down sections due to crossing the streams and while this may be good for the lighter stages, it isn't good for the freight wagons, many of which had two to three wagons in tandem. Coming north of Kelton through the flats (Map S), everyone probably traveled the same line. Then when the route started to rise, about three miles southeast of the power substation on highway 30 and south of the hay fields, the routes divided into parallel paths. The discussion about road "S" which leads to the center Point from the hay lands should also be read in connection to this. There is much speculation as to the path of the roads and how they are connected. While the roads cross each other at the center Point, there is evidence of their being connected or branching to each other.

Between the southern end of trail R at the Center Point and the highway 30, there isn't much evidence of the trail since it is washed some. However there are rocks that have been scarred by the iron wheels and there are pieces of glass along the way. About 0.6 miles northwest of the highway, is a cement bridge which runs east and west, wide enough to have traffic in both direction using earlier cars. This is over the Wagon road but the road in the ditch is only two to three feet deep at this location. Why a bridge, no one knows yet. There are many iron stained rocks from wagon wheels along this road. In map R2 there are two sections which were hard to follow. One, in the upper left, I show no trail as I could really find no material. The other is drawn in yellow because there were some evidences of the trail there. There must have been much traffic through this area because in a cultivated field or grass (see map), the trail was still very distinct. Along the way there are several broken glass fragments and many hand soldered tin cans and tins for condensed milk and other food contents. You can guess as to what was put in the cans by the size of the soldered circles in the tin lids.

**(This Paragraph was written in 2004.)** Northwest of the dirt road there is a place where a 3" pipe crosses a ravine. (Map R3) It has pieces of inner tubes and rags wrapped around it where there were leaks. At sometime in the more recent past, this was someone's water supply. I need to

look closer to the present dirt road south of Cedar Creek to see if the old road went to Cedar Creek. There is a good chance that the present road covers this old in a north south running direction for a short distance. It is possible that this trail from the center point connected to the Kelton Road in this area but I don't know where the Kelton Road is at this location.

**(This paragraph and the ones which follow were written in 2008)** If you will look at maps R4 and R5, you will see what I found northwest of the point where I stopped in 2004. In that year, the most northwest point was the water pipe discussed in the previous paragraph. Map R4 overlaps some of R3 but the location of the water pipe can be seen on each map. Somewhere in this area is a connection to the Kelton Trail that Laird and I mapped and also the trail from Emigrant Springs which some people on the California Trail used as a camping place. I know where some of the trail from Emigrant Spring to Cedar Spring is but not on north to trail R. (See the marker along highway 30 where the California Trail crosses highway 30 for reference a to Emigrant Spring.)

On Map R4 is a point on the bottom right of the map that says Freight Road Runs SE. It actually is a small gully as it leaves the road on a slight turn of the modern dirt to the southwest. I do think going north from this point, the old road runs under the dirt road for about a half mile. It may then take off in a gully running north and a little west but map R4 shows the best point to start up and follow the trail to the northwest. I am not certain that the gully to the northwest of the road is the actual trail although there are stones in it which bear iron stains. There are several parallel branches between here and the end of the map to the north west because

- 1) wagon teams often made parallel tracks to avoid the dust and
- 2) there are several roads in this area which seem to converge in this area.

In the upper left corner of map R4 and the bottom corner of map R5, there are several different swales going into the gully from the southeast and two coming up on the northwest bank. (See the first unmarked picture that follows) I think more that one road feeds this area. I need to find the connection to Cedar Spring found in the southwest of map R5. From the gully where the swales are they join a little to the northwest and then continue on to the dirt road with a labeling of EMIGRANT. I have not looked but you can follow this road back east to Pilot Springs, but I need to do this sometime in the future. At this intersection, I stopped for the year 2008. If this trail marked Emigrant is the California Trial, then it goes on to City of the Rocks.

About one sixth of a mile to the east of the gully with the swales is another trail which heads to a tower in the northwest of the map. I need to try and follow it southeast from the southern end as this may have been the northern end of the freight road going to the mines in the Idaho City or Atlanta districts and/or on to Boise. The parallel road to the east appears to proceed in a more northerly direction. At the northwestern end, I should have gone down into the deep gully a little differently (See the last "Iron Stained Rock") but the trail was almost a guess at this point. In the northeast corner of map R5 above "Duffy" is seen the paved road through the Strevell pass area.

There are the usual things to see along the road. Many iron stained rocks with actual iron deposited on the rocks in many of the approaches to the gullies. At the "Y" tree (see second unlabeled picture) is a hand fashioned piece of wood used to help either clean out the ditches or make them in the first place. The trail crosses a water ditch that runs to a dam in the west. What an accomplishment to build this ditch and dam. No doubt the people in Cedar Hill used this. This would make an interesting project to map the ditches.

When Laird and I started to map the Kelton Road in 2004 (Maps N(1-3)), at our northern end we found that the road went through a cultivated field (on to the north which had grass ) and was very hard to follow. We actually did not follow very far. I would guess that this extension to the north goes to Emigrant Springs.

Pictures that follow are shown from north to south along the Road R - numbered Left to Right and Top to Bottom.

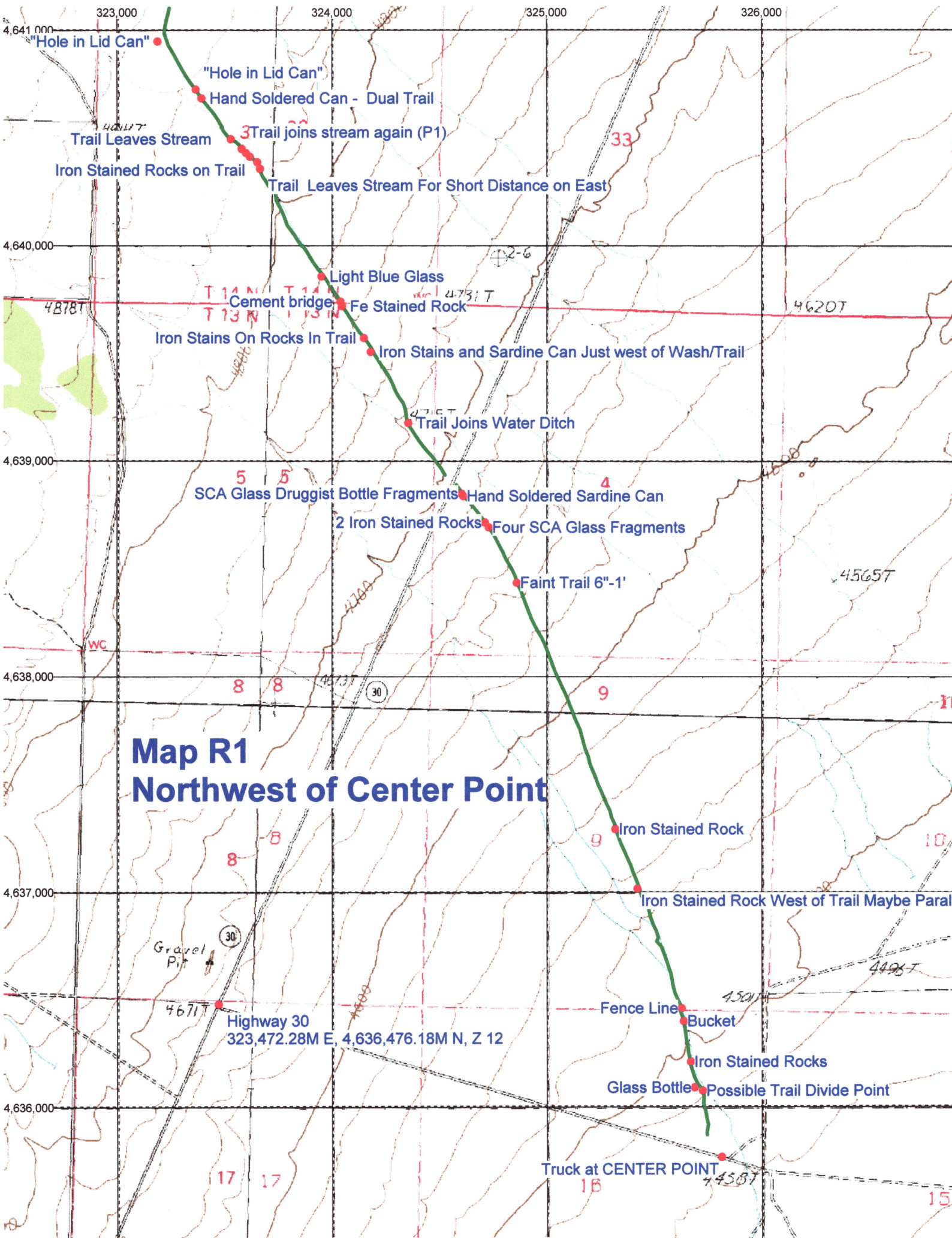
**Unlabeled Photo at the top of the page** – this photo shows the trail running from the bottom right of the photograph, across the bottom in the partially cleared track and then after crossing the fence line, the trail swings towards the top left of the picture. The trail follows a line of trees going up to the top of the ridge. The location of this picture can be seen in map R5 about one third of the way from the bottom right to where you find swales #1-4 mentioned

**Second Unlabeled Photo** - This is the “Y” shaped tree that was used either to clean the ditch or shape the ditch after the ground was first plowed. It was found a little southeast of the top picture on the first picture page.

- 1) “Kick up” bottom of a bottle.
- 2) Road through the cedars.
- 3) Rocks that have been moved back - see line of rocks on the right side of the trail while those on the left have been just thrown back.
- 4) Glass fragments and the base of a projectile point.
- 5) Cement bridge which runs east and west.
- 6) SCA (Sun colored amethysts) glass bottle fragments found east of highway 30.



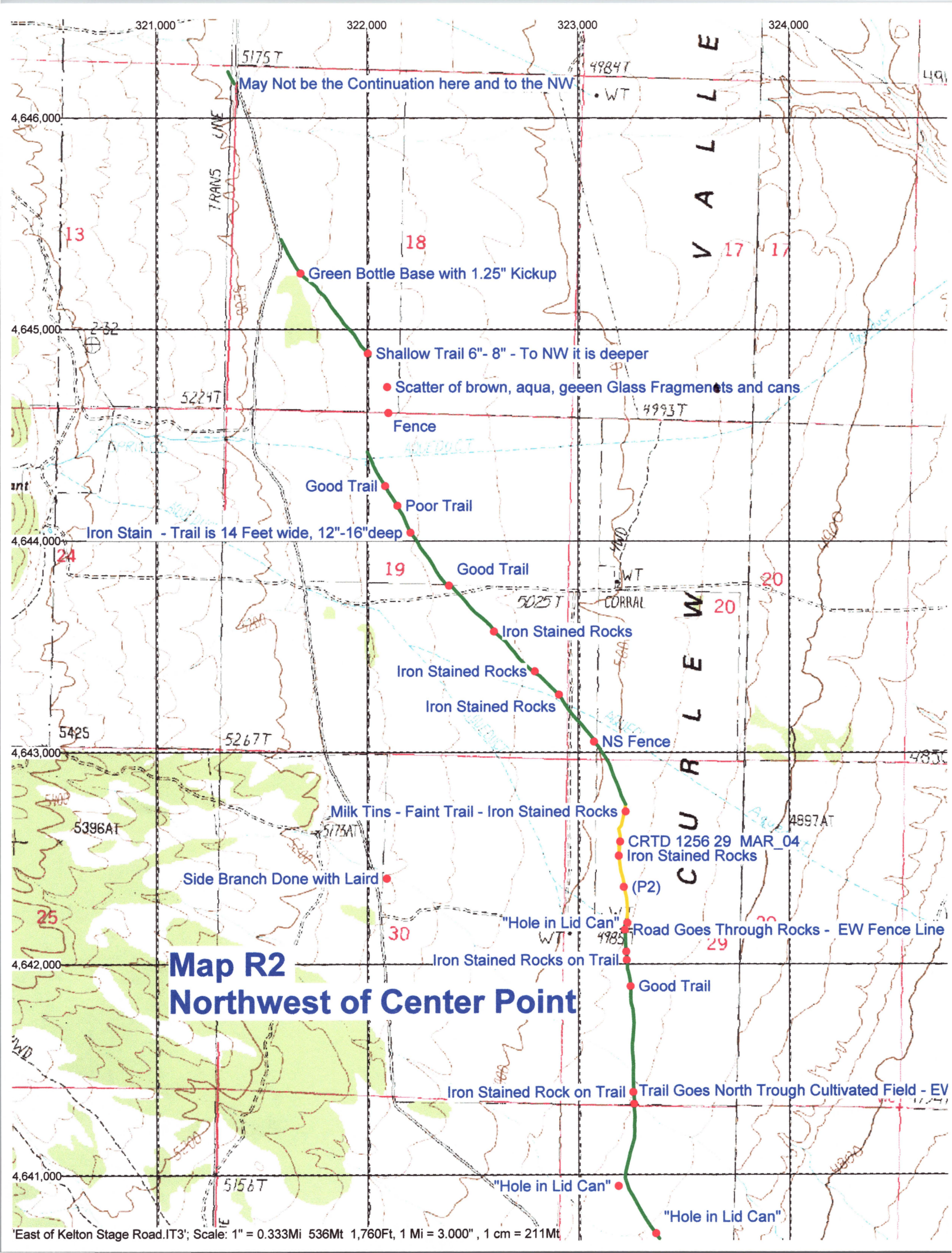




# Map R1 Northwest of Center Point

Highway 30  
323,472.28M E, 4,636,476.18M N, Z 12

'East of Kelton Stage Road.IT3'; Scale: 1" = 0.333Mi 536Mt 1,760Ft, 1 Mi = 3.000" , 1 cm = 211Mt



May Not be the Continuation here and to the NW

Green Bottle Base with 1.25" Kickup

Shallow Trail 6" - 8" - To NW it is deeper

Scatter of brown, aqua, geen Glass Fragments and cans

Fence

Good Trail

Poor Trail

Iron Stain - Trail is 14 Feet wide, 12"-16" deep

Good Trail

Iron Stained Rocks

Iron Stained Rocks

Iron Stained Rocks

NS Fence

Milk Tins - Faint Trail - Iron Stained Rocks

CRTD 1256 29 MAR\_04

Iron Stained Rocks

(P2)

Side Branch Done with Laird

"Hole in Lid Can"

Road Goes Through Rocks - EW Fence Line

Iron Stained Rocks on Trail

Good Trail

Iron Stained Rock on Trail

Trail Goes North Trough Cultivated Field - EV

"Hole in Lid Can"

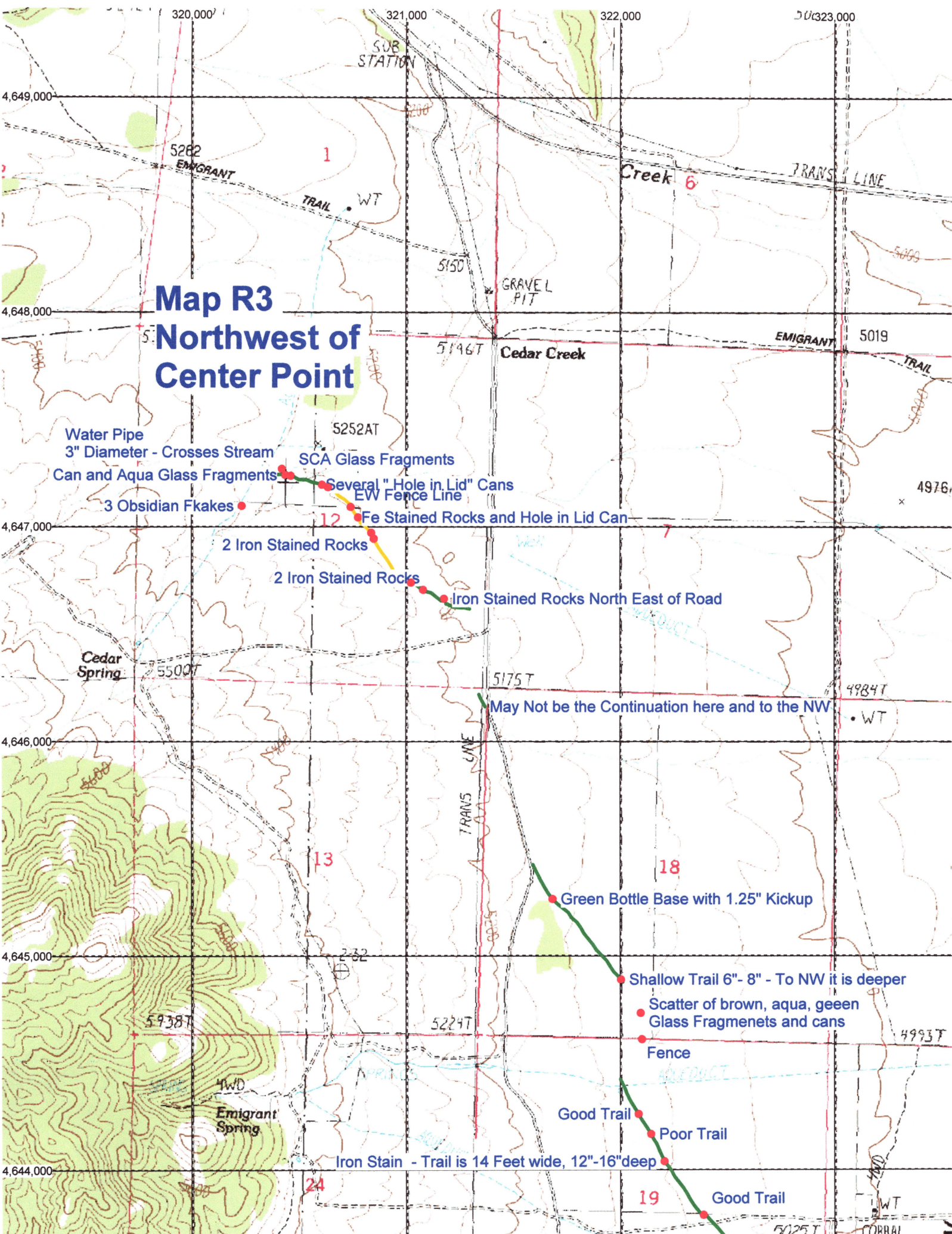
"Hole in Lid Can"

# Map R2 Northwest of Center Point

'East of Kelton Stage Road.IT3'; Scale: 1" = 0.333Mi 536Mt 1,760Ft, 1 Mi = 3.000" , 1 cm = 211Mt



# Map R3 Northwest of Center Point



Water Pipe  
3" Diameter - Crosses Stream  
Can and Aqua Glass Fragments

SCA Glass Fragments  
Several "Hole in Lid" Cans  
EW Fence Line  
Fe Stained Rocks and Hole in Lid Can

3 Obsidian Fkakes

2 Iron Stained Rocks  
2 Iron Stained Rocks

Iron Stained Rocks North East of Road

May Not be the Continuation here and to the NW

Green Bottle Base with 1.25" Kickup

Shallow Trail 6" - 8" - To NW it is deeper  
Scatter of brown, aqua, green  
Glass Fragmenets and cans

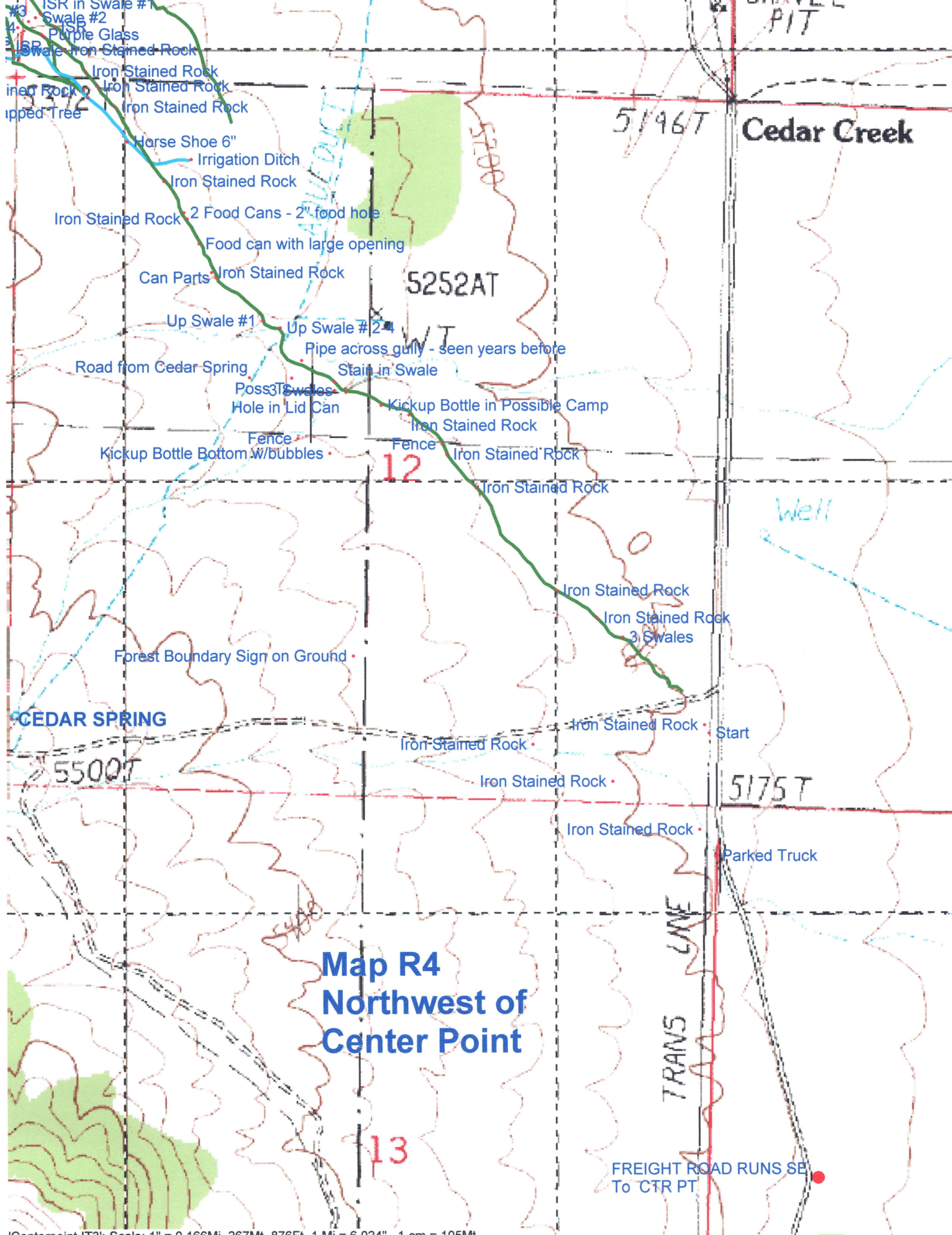
Fence

Good Trail

Poor Trail

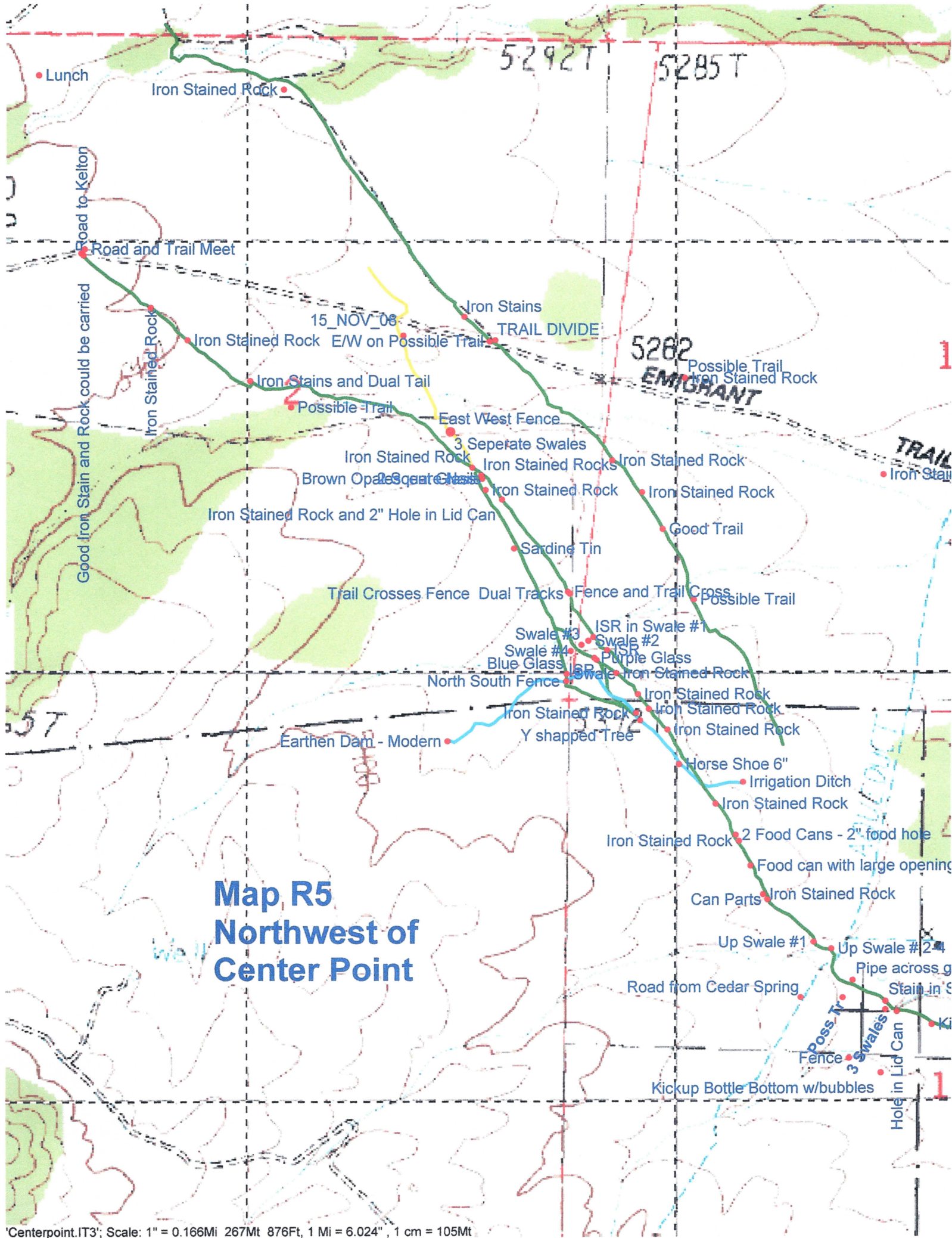
Iron Stain - Trail is 14 Feet wide, 12"-16" deep

Good Trail



**Map R4  
Northwest of  
Center Point**

'Centerpoint.IT3'; Scale: 1" = 0.166Mi 267Mt 876Ft, 1 Mi = 6.024" , 1 cm = 105Mt



**Map R5**  
**Northwest of**  
**Center Point**

## Road to the Southwest of the Central Point - Map S

2004

A rather interesting road that is about 3.7 miles long from north to south with a side branch that is about 1.7 miles long. This side branch is much newer and not as deeply worn down. On the west end of the side branch it continues on across the dirt road that goes south to Kelton and north to the substation on highway 30. This side branch continues on west across the Kelton Road and then at times is used by ranchers and at other times it is not used. It is something that could be followed.

This north and south road is much older as judged by the nature of the artifacts found along the way and the depth of the trail. Especially interesting are the north and south ends of the trail. At the north end two things are happening. One is that the trail becomes a dual track for a short distance and then continues on north towards Pilot Spring as a dual trail. This trail to the north towards Pilot Spring can be seen on map "O". This trail needs to be followed all the way to Pilot Spring. What is more interesting is that on the north end the trail branches and the left fork heads towards trail "R" which goes on towards Cedar Creek. As discussed in the section on trail "R", if there were heavy freight wagons on this road, they would want to avoid the steeper up and down road of the path of the Kelton Road. From the beginning of the southern end of road "S" until the northern end of road "R", it is just a gentle climb with very few steeper places.

The southern end of road "S" ends in a flat field next to the Kelton road. If it could followed on further south it would, I believe, connect to the Kelton Road somewhere in the alfalfa fields west of the gravel road that goes to Kelton..

The most interesting aspect of this road is the two, three and sometimes four parallel tracks that run for sometime 0.5 miles and longer (see pictures). Parallel tracks are often found in the flatter areas or on either sides of stream banks but this road has them on hills. There was less dust and travelers could be more bunched by traveling on parallel tracks. Sometimes one track became a bog in wet weather and then another would be used. But going up a slight incline, where water could drain out well, it is unique to find this many parallel tracks. Maybe the freightors all left Kelton near the same time after the trains unloaded and in the flat country they all traveled at nearly the same speed but on the slight grades, teams seperated themselves and needed to pass the slow ones. I did not find any signs that said "SLOWER TRAFFIC KEEP RIGHT".

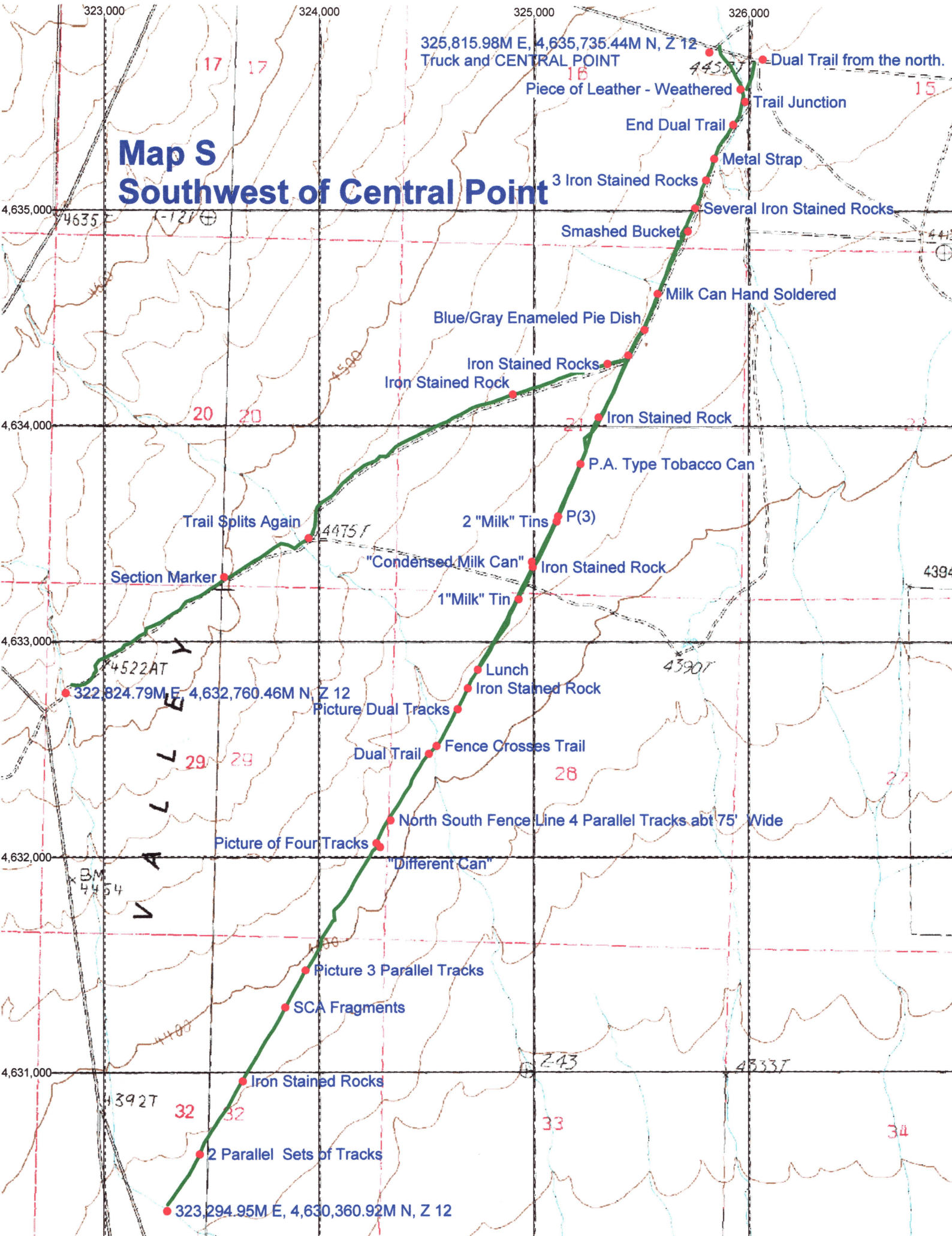
Picture description follow on the next page.

Pictures that follow are shown from north to south on trail "S" - numbered Left to Right and Top to Bottom.:

- 1) My truck - near horizon and little to the left of the center is my truck located at the Central Point. I am looking south. My pack is next to a discovered bottle.
- 2) E. G. Lyons & Company; ESS.; Jamaica Ginger; S.F.
- 3) Just south of the "Trail Junction" on the north edge of the map - Dual Tracks
- 4) See "Dual Trail" on the map.
- 5) Picture of "4 Parallel Tracks" - tracks are marked on the edge of the picture - see map
- 6) Picture of "3 Parallel Tracks" coming down the hill - see map



# Map S Southwest of Central Point



'East of Kelton Stage Road.IT3'; Scale: 1" = 0.333Mi 536Mt 1,760Ft, 1 Mi = 3,000" , 1 cm = 211Mt

## **A Continuation of Road S Northeast of the Center Point to Pilot Spring Maps S1 and S2 (2005)**

During the first 0.5 miles north of the Center Point, road S consists of two parallel tracks. These tracks are approximately 30 to 90 feet apart. The further north I hiked, the further apart the parallel ruts became. Finally, the eastern track shifts over and joins the western track. I hiked from the Center Point to Pilot Spring, a distance of about 6.5, on parts of three days. Two of the days were cut short because this year we had rain, and the back roads became a mess. The road is fairly straight and uneventful for the most part since there are few discarded shards from bottles and cans to help identify how or when the road was used. In several places there were scarred rocks with iron stains or actual small pieces of iron embedded on the surface of the rocks left by the wagon wheels rolling along the road. Towards the northern end near Pilot Spring, the road is used more heavily by modern truck traffic.

There were two enameled pans found near, but not at, an old homestead site. One of these pans contained two rivets, which were placed in small holes in the bottom of the pan. (See picture) I can remember my mother making such repairs during World War II. However, these pans are much older.

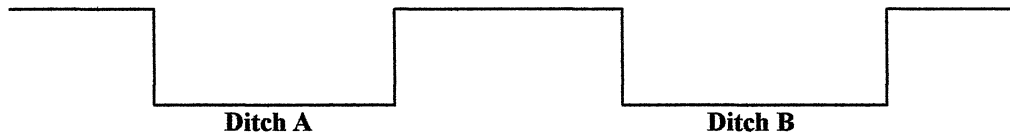
The homestead was found along the "wanderings" track shown on maps S1 and S2. However, I did not find a trail leading directly to the homestead. One of the GLO maps of this area shows the road leading to the north and then back to the northeast in this area. I did not find what I thought could be a road into and out of the homestead area but I did notice (see map) a possible road which I marked as Possible GLO takeoff. Since the trail I mapped does not pass through the homestead, there has to be a road somewhere to the homestead or originally the trail did swing towards the homestead. Which came first, the trail or homestead? I would say the trail, because had the homestead been there first, on this long distance from the Center Point to Pilot Spring, the trail would have been a little closer to the homestead. (Just a thought.) No buildings are left but there are a few pieces of wood in the ground here and there and two trash scatterings are in the area.

I think that there are two pieces of evidence that this is one continuous road running north and south of the Center Point: FIRST) Pictures 7 and 8 (on the second page of pictures) and SECOND) measurements made of the track width and separation south and north of the modern intersecting dirt road leading west to the highway. The two pictures show that the dual tracks continue across the modern dirt road. The modern dirt road in the pictures is the line of darker green vegetation (seen in the top third of the pictures) running right to left in the pictures.

Below is a drawing and table of the measurements taken on the dual tracks made north and south of the modern dirt road. This is a crude drawing but the drawing shows a cross section of the two old roads looking south. Numbers 1-6 represent positions of the measurements taken on the cross section. The two points for measurements north and south of the modern dirt road are about 360 feet apart.



East      1          2          3                      4          5          6      West



<u>Measurements Taken</u>	<u>North of Dirt Road</u>	<u>South of Dirt Road</u>
Total Width (1-6)	40.6 feet	40.3 feet
Distance Between (3-4)	11.8 feet	11.3 feet
Ditch A Width (1-3)	15.6 feet	15.5 feet
Ditch B Width (4-6)	13.2 feet	13.5 feet
Center to Center (2-5)	26.3 feet	24.8 feet

From the two pictures and the distance measurements, it can be concluded that these two roads, are actually one and the same and will be treated as such hereafter.

At approximately 0.65 miles north of the Center Point, the track has been used in present day times by local traffic all the way to Pilot Spring. This point where the modern usage begins is the southern end of the report by Sagebrush Consultants. The track is two and one lane through the area of present day use with the old track sometimes under the present day track.

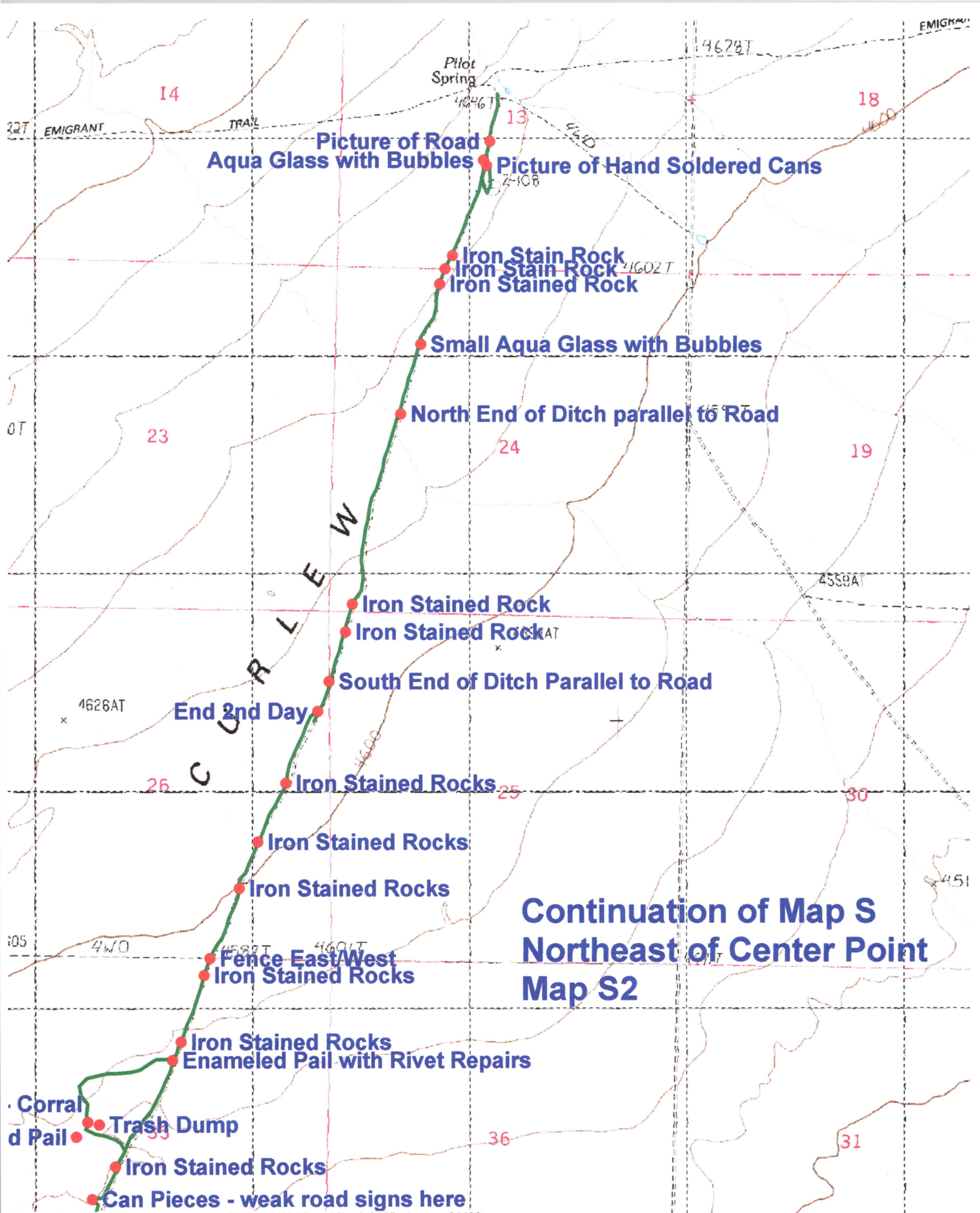
In a few places small pieces of glass were found and most of these contained small air bubbles indicating the glass was old. There was a ditch, which ran on the west side of the road for some distance. (Map S2) At one time the road might have been in the in the ditch but there are indications in places that the road lay just to the east of the ditch. There were some hand soldered cans (see picture) and from one can's construction it can be determined that the can was probably made prior to 1887. The reason for this is that the side seam, on the top can that is flattened in the picture, is shown to be just a soldered overlap seam. After this date the side seams on cans started to have some type of interfolding joint. Of course, this does not mean the can was there by 1887 because some rancher might have found a can, made prior to 1887, of pork and beans in the 1920s and had lunch there. I can not help but wonder how many of the people were poisoned by the heavy metals that were in the soldered cans, especially if the cans had acid type foods in them.

After hiking this trail north of the Center Point and seeing the lack of sun colored amethyst glass, and remains of drinking bottles and many different can types, I think this road was used more for local travel. Kelton would have been about 14 miles from Pilot Spring. This could have been part of the road that went into the center of Black Pine mountain on a road entering the southern end of the mountain or the community on the east side by the same name. On most of the other roads, see the discussion of roads N, O, R, and S (the southern end of this one), I almost always found the remains of "kick up" bottles.

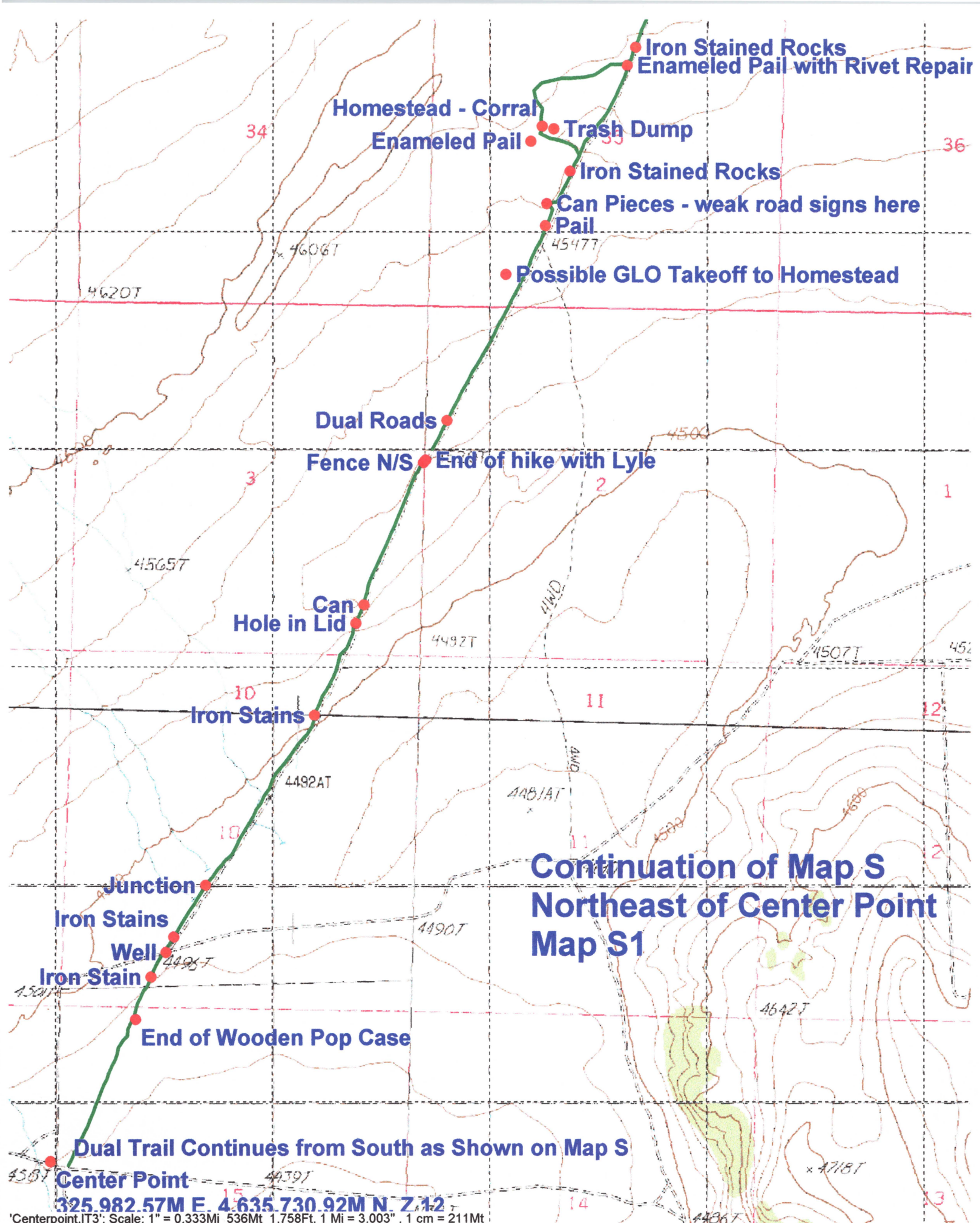
I think I need to make a few comments about this road and the trail (see map R and report "Road to the Northwest" in this section) that branches off at the Center Point and goes to the northwest towards the settlement of Cedar Creek and Strevell Pass. John Morris wrote an article "Mr. Glenn's Ferry on the Kelton Road" (1998) in which he indicates that after going through Strevell Pass northwest of the old settlement of Cedar Creek the drivers of stage coaches and freight wagons separated and went on different roads to Strikers Store because the large freight wagons needed a route that had as few ups and downs as possible. I think the freighters coming out of Kelton used this road (Road S) until the Center Point and then went northwest on road R to get to Strevell Pass because this route, while longer, has much less up and down travel as found in the road which is regarded as the Kelton Stage Road which is to the west and goes through Ten Mile Springs. The stage coaches and others with smaller wagons or on horseback could have used the Kelton Road all the way to the Strevell area.

#### Pictures on the Northern Continuation of Road S

- 1) Looking north over Pilot Spring towards Black Pine Mountain
- 2) The tin cans, with the overlap seam showing in the top picture.
- 3) Looking south along the road near the tin cans.
- 4) The patched pan with two rivets
- 5) The homestead site
- 6) The homestead site
- 7) Looking south towards Kelton at the Center Point
- 8) Looking north towards the eastern side of Back Pine mountain



'Centerpoint.IT3'; Scale: 1" = 0.333Mi 536Mt 1,758Ft, 1 Mi = 3.003", 1 cm = 211Mt



**Continuation of Map S  
Northeast of Center Point  
Map S1**

**Dual Trail Continues from South as Shown on Map S**

**Center Point**  
**325.982.57M E. 4.635.730.92M N. Z. 12**

'Centerpoint.IT3'; Scale: 1" = 0.333Mi 536Mt 1,758Ft, 1 Mi = 3.003", 1 cm = 211Mt





**Swan Lake Flats**  
**North of Swan Lake**  
**Yellowstone Park**  
(2003)

In the fall of 2002 I went on a short camping trip to Yellowstone Park. I had learned that the best place to hear and possibly see wolves was in the Lamar valley in the north eastern part of the park. I drove and looked and camped in the Slough Creek campground but did not see or hear any wolves. The next morning I was driving back to Tower Junction and when I was about 3 miles straight east of Tower Junction, I hiked north of the road to look into the Lamar River. Before I got there I found the remains or an old trail/road left by someone. I also found a bone, which is still out, there that has slash marks from someone cutting the meat off.

I contacted Ann Johnson who is the archaeologist at Yellowstone and she indicated she did not know about the trail. After a few more letters, she invited me to come and map a some trails in Yellowstone. I went for three days in the summer of 2003 to see what it was like. When I visited with Ann, she gave me a radio and bear spray and some words of advice. Don't use the spray any further than 15 feet from the bear and there are only 15 seconds of spray in the can. I guess the phone was to call in and tell how dinner was.

I was sent out from Mammoth, which is in the northwest corner of the park, to look for a trail built by Superintendent Norris in the 1870's. He was the first civilian superintendent of the park and had his office in Mammoth, which is still the park headquarters. The trail starts one fourth mile behind the judge's house in Mammoth and heads up the hill coming out on top some 2-3 miles south and 1100 feet higher. I decided to look for the trail at the top of the hill and in the open countryside. See the picture. At least this way I could get a head start on a bear and maybe get 50 feet further in the race. No, I wouldn't run, but my concern was that if a bear came charging at me, probably the wind would be into my face and that is where the spray would end up.

I found five trails in this area of the picture. They are shown on the map in different colors and their lengths are:

<b>Swan Lake Flats</b>	<b>Distance in miles</b>	<b>N</b>	<b>E</b>
Red	0.56		
Blue	0.23		
Black	0.64		
Aqua	0.15		
Green	0.93	521181	4974640 Southeast start

There are also shown two quarries outlined in army green and one small area where there are some obsidian flakes. The numbers under N and E in the table are the northings and eastings for the southeast end of the green trail for GPS settings. Early at the southern end of the green trail there are three ruts. The yellow area contains deep dense grass and I had to estimated the position of the trail.

I started hiking west along the new trail on the map that begins near the south end of Kingman Pass. After about 0.7 miles along this trail I noticed evidence of an old road to the south going up the small rise. Before checking this out I hiked out another 0.5 miles and then returned to investigate this old road. This new trail I had been hiking on was bare due to horse and foot traffic.

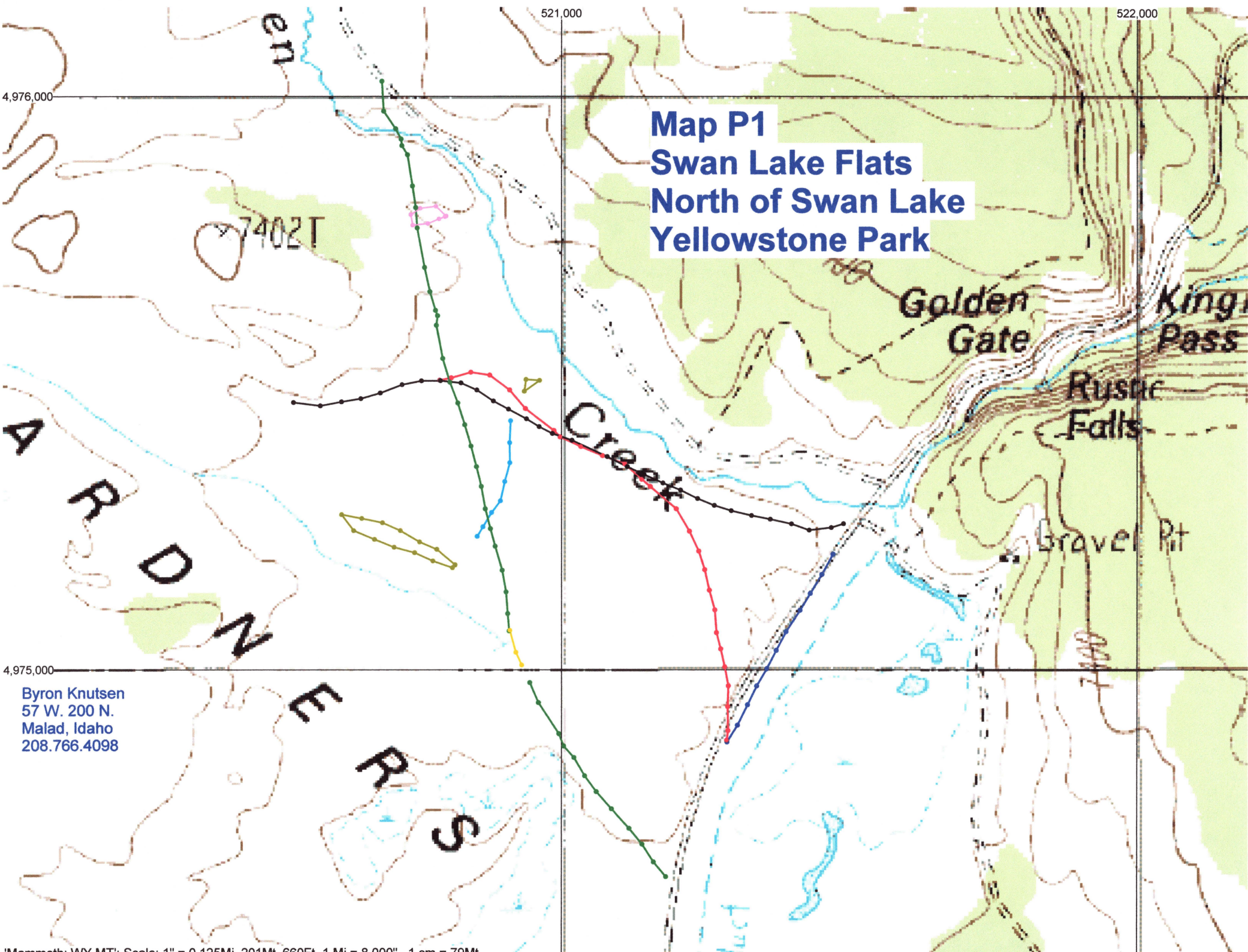
An old road was there on the side hill and could be traced north to the trail I had been on. Shortly south of the rise there was a small dugout on the western side of the trail. This road was overgrown with the grass of the area but it was possible to see two tracks. This, I think, was the road built by Norris because of the artifacts along the way and how much the grass had grown over. Between the northern end of this road and the stream is a rock with an iron scratch on it - indicating a wheel or horseshoe had struck it. In addition, when this road and the black one crossed, the black road erased evidence of the green trail. The location of this road also indicates a road that someone had built to come through Snow Pass ( which leads up from Mammoth which is north of the junction of the new trail and old road ) and then would skirt the marsh lands north of Swan Lake. Swan lake is about 0.3 miles south of the middle of the map. I think that the old road and present horse and hiking trail run together for some distance north to Snow Pass. Later superintendents have build roads from Mammoth through Kingman Pass closer to the present paved road to Mammoth.

East of the highway, the north end of the blue trail starts right south of the highway sign that says "Speed Limit 25mph". Two ruts run south until the red trail is met and at this junction both seem to stop as there has been in the past some construction south of there. Definitely some of the other roads are newer due to the materials found along them. About .14 miles from the east end of the black road is a pine tree growing in the center of this road. Further south and west of where the highway crosses Obsidian Creek, (south of Swan Lake) is a newer road that is no longer used. It can be seen on both sides of Obsidian Creek but has been made more recently because there are filled in areas and areas cut in the bank.

No bears, but there was a dead bison that had been cleaned by the scavengers. Was it old age or a bear that did in the bison? Or maybe both. I didn't spend much time looking at the remains.



**Map P1  
Swan Lake Flats  
North of Swan Lake  
Yellowstone Park**



Byron Knutsen  
57 W. 200 N.  
Malad, Idaho  
208.766.4098



## **A Trail near the Confluence of the Lamar and Yellowstone Rivers (2005)**

During September of 2005 my wife (Virginia Knutsen) and I took a short trip to Yellowstone and spent part of two days hiking near where I had hiked in the fall of 2002 but had not reported in this book. Our hike involved two areas; the first was about 1.5 miles east of Junction Butte and the second was southeast of the confluence of the Lamar and Yellowstone Rivers.

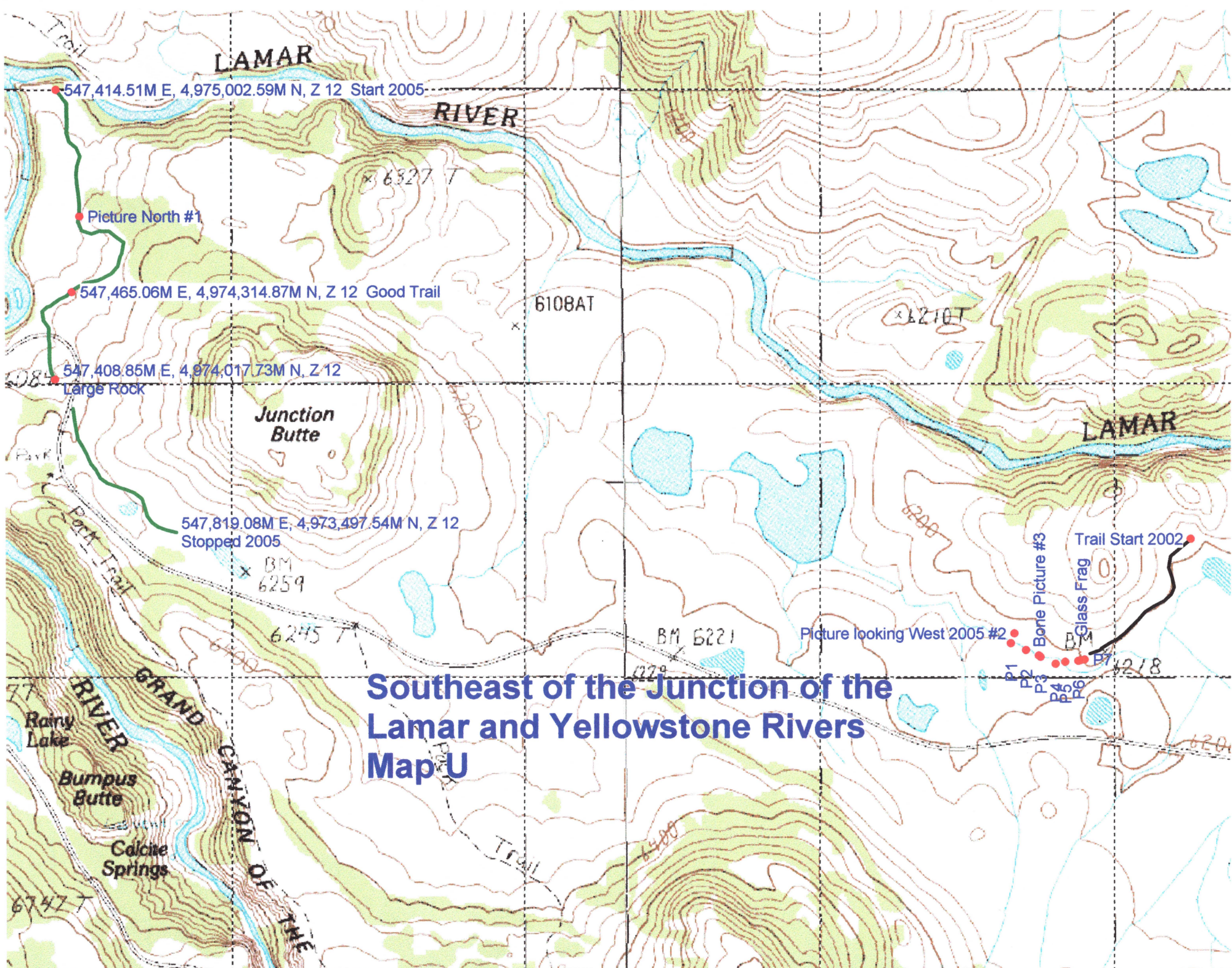
One morning after I had left camp in 2002, I decided to park my truck and hike north to the Lamar River. I never did get to the river for I found a very short section of a road running northeast/southwest which is in black on Map U. I did see a bone which had been scarred as the meat had been cut off. In 2005 I took my wife to see this area and as we hiked west we found several poles cut off near the ground and one small piece of glass. At one time the poles may have been part of an electrical/telephone line. There are no insulators in this area so don't get excited about looking there for some. When something is taken down in the park now, there is no trash left for artifact hunters. These poles and glass can be seen on the page of pictures that follow.

We then drove west to the bridge that crosses the Yellowstone River and I hiked along the east bank of the Yellowstone River looking for any evidence of a road crossing the river. Near the confluence, I did notice an old road bed which I followed for about 1.25 miles (See the blue trail on Map U) and then it was time to leave. I would think that there is a very good chance that the two trails connect, but that investigation will have to wait until after our church mission. There is a small fisherman/hiker parking lot just north of the road very near to the bridge.

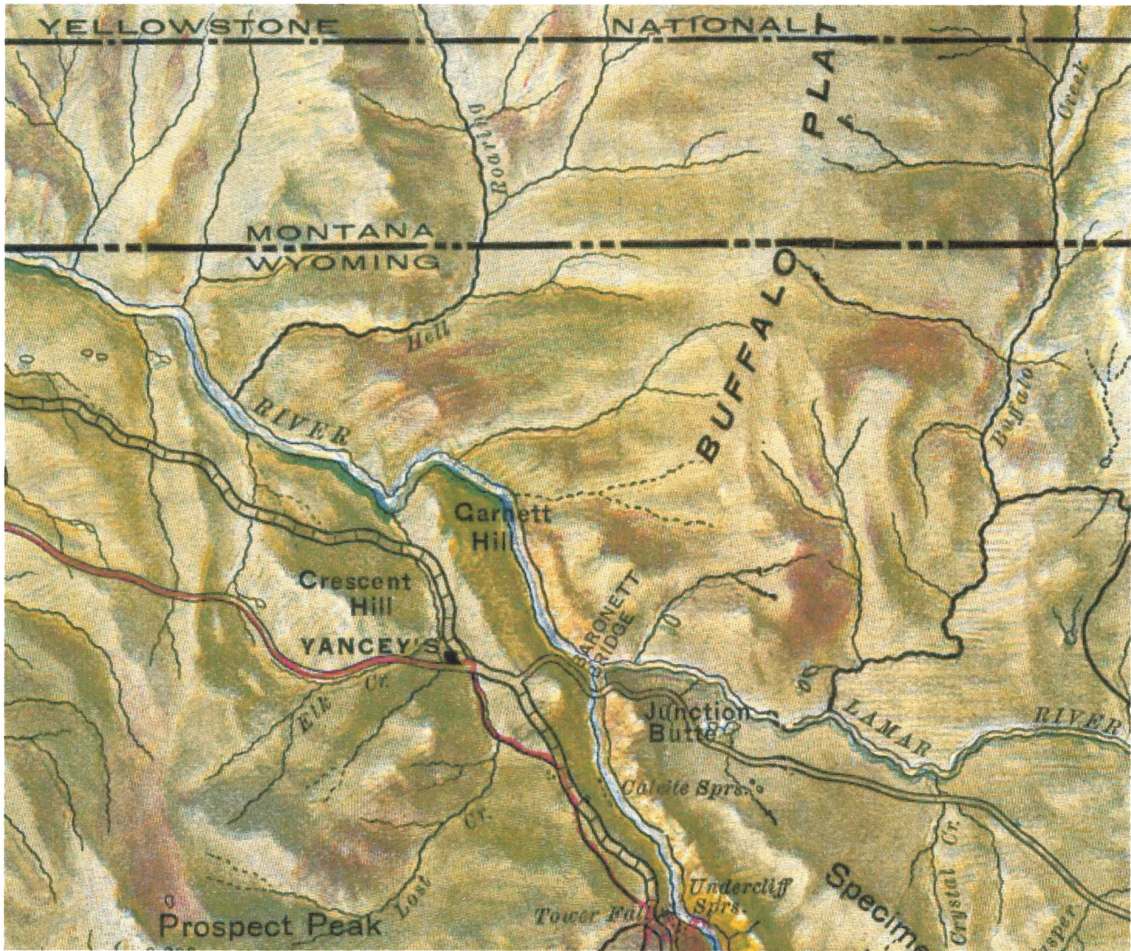
After returning home, I looked at the web site sponsored by David Rumsey and one of his maps was from 1898 which showed an old road southeast of the confluence of the rivers and west of Junction Butte. I have enclosed a portion of this map also. On the map I noticed that there was a bridge (named the Baronett Bridge) across the Yellowstone and had I done my research before going there, I might have been able to connect the northern end of the road to the river better. Enclosed you should also find a one page note about the history of the bridge.

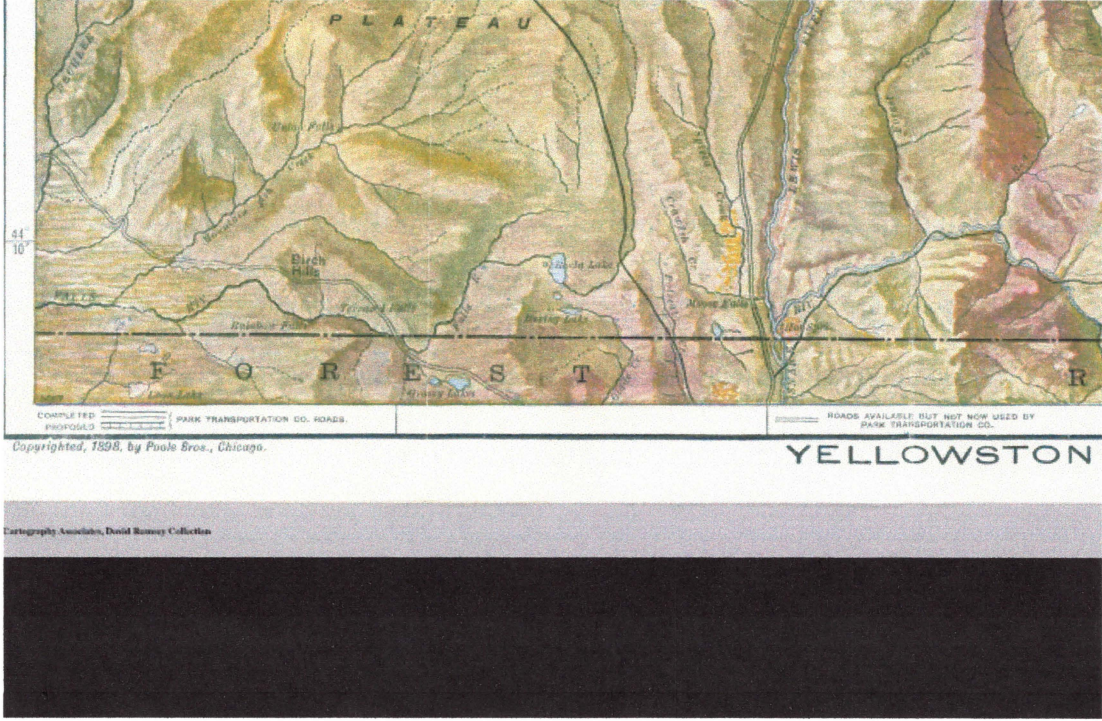
On the following pages you will find:

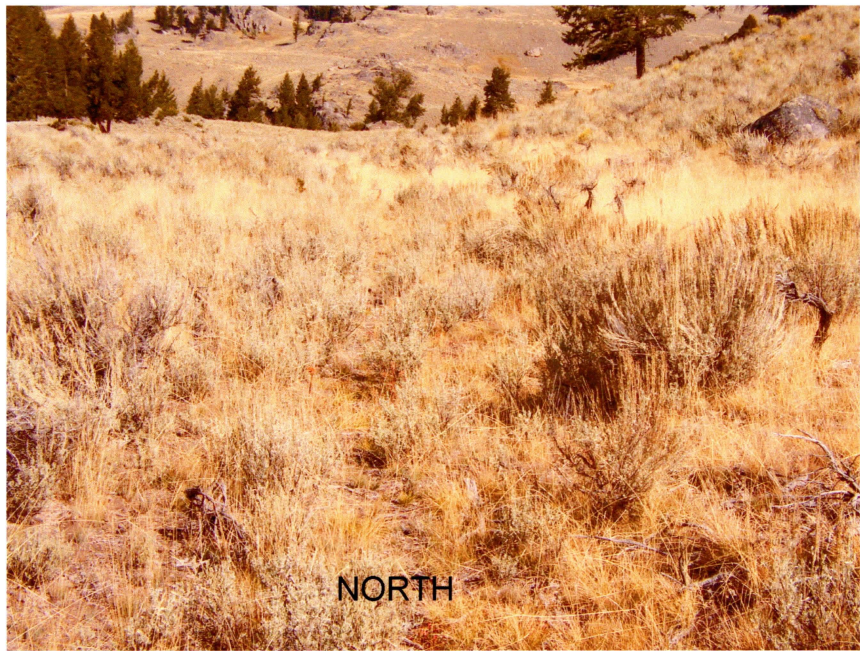
- a) My Map U followed by copy of the 1898 Yellowstone Map
- b) Pictures showing part of the northern end of the trail, the east side of Junction Butte, a bone with scratch marks and pole stumps.
- c) An article about the Baronett bridge and the Nez Perce flight



**Southeast of the Junction of the  
Lamar and Yellowstone Rivers  
Map U**





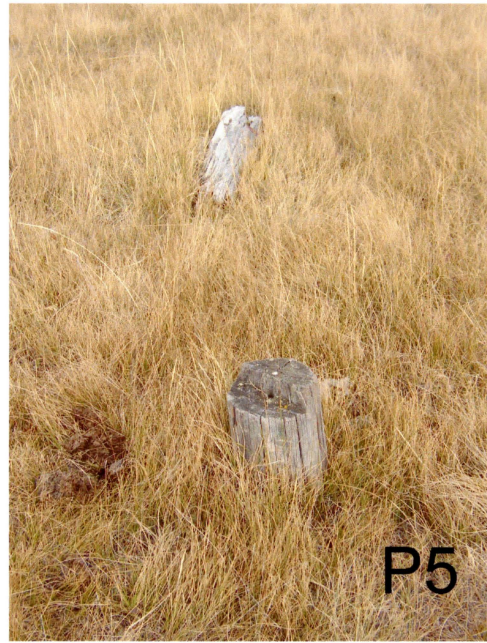




P1



P3



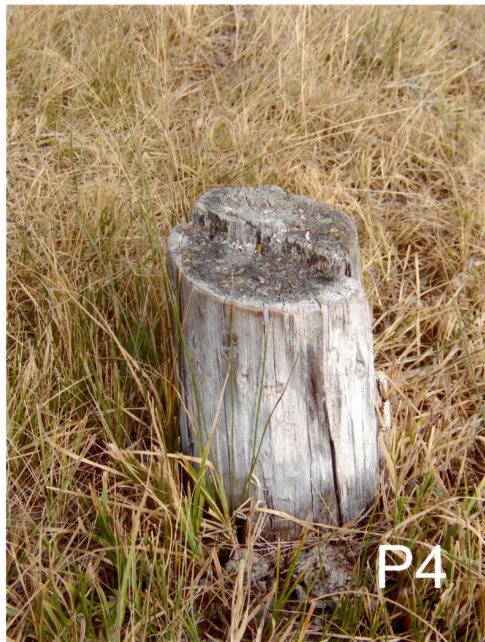
P5



P7



P2



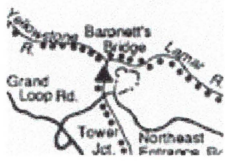
P4



P6







Jack Baronett built a toll-bridge across the Yellowstone in 1871. Mostly used by miners on their way to and from the Clarks Fork it also saw a few tourists. It was partially burned by a Nez Perce raiding party before Howard's troops arrived.



*The Baronet's Bridge, a slight structure, stretched across the roaring torrent of the Yellowstone, had its further [south] end so much burned by the raiders that it had fallen out of place, and was not passable; so that we were allowed to rest three hours, long enough to repair the bridge....*

*The beams, shortened by the fire, were tied to some heavy timber that was fortunately on hand. Mr. Baronet's house, the only one we had seen since Henry Lake, stood a few hundred yards away, on Joseph's side of the river. It was appraised at three hundred dollars, and much of its lumber was brought to the river for replanking. The bridge, which was probably fifty feet above the water, extended from bank to bank, had but one intermediary support, and that fearfully near to demolition. As the first animals were started across the patched-up structure it trembled, and swung laterally very perceptibly, but by a little setting of teeth, and what a Chicago orator called "clear grit" ...in the short space of half an hour the work was done; led horses, loaded pack-mules, and marching men had crossed the flood.*

Gen. O.O. Howard

---

[Timeline](#)

[Credits](#)

[The Nez Perce Flight to Canada - An Introduction](#)

[How do I participate in the student Sketchbook Project?](#)

## **Water Ditches for Gold Mining Boise City, Idaho**

(2003, 04, 09)

Water ditches - not exactly trails but fun to hike along and see how the different companies tried to get water to where the gold bearing gravel was. The water was used in water cannons, sluice boxes, long toms and ponds to float dredges. In the Boise City area, there was usually water in the main stream through the valley all year long but with many miners wanting to wash the gravels away from the gold, there often wasn't enough water for everyone. Water can be used over again as it runs downhill, however there is only so much water, and by late fall there may be very little in the main stream.

The process of obtaining gold from gravels can be found in several books if you look for the phrase 'placer mining'. 'Hard rock' mining is done in tunnels and requires more capital outlay to start and maintain the mines. Mores Creek runs east and north from Boise City along the paved road towards Lowman and Stanley. The first placer miners worked right along the creek. As the gravels back away from the creek were washed, it became necessary to go up stream a little and bring the water down in a side ditch. As the miners worked up the side tributaries of Mores creek, like Granite Creek which enters Mores Creek from the south just east of Boise City, it became necessary to run ditches higher and higher up the side of the hill. Thus, as a person walks up the hill, say on the north side of the road just across from the Granite picnicking and rest area, you cross three, four or five major ditches, depending upon where you are hiking. There are ditches on the south side of the paved road, too, along Granite Creek.

I have taken part in 5 PIT (Passport in Time) projects at the Boise Forest headquarters in Boise. One of the archaeologist, Darin Vrem, talked to me about the trails I was mapping and wanted me to come and see if similar techniques could be applied to mapping water ditches. He showed me a collection of ditches and turned me loose for four days in late July. The first day it was 104 degrees with no breezes on the forest floor. The next three days were in the high 90's - so I just moved slower the first day. I walked along the edge of the larger ditches and on the bottom of the smaller ones. Large ditches could be 5-6 feet deep in places and 12-14 feet across at the top depending upon where they were measured. The shape of the ditches is a rounded 'V'. The smallest ditches I mapped were 6 to 12 inches deep and 18 inches across. At times ditches would cross each other as different areas of the hill side were mined by different groups.

I mapped south of the Highway (#21) on the southwest side of Granite Creek for the first few days and they went to the hillside north of the highway opposite the Granite Creek rest area. North of the highway I saw several long ditches but I did not come to either the lower or upper end of the ditches. The ditches need to be hiked more. On the south side of the road, there were several smaller ditches that crossed each other and in some places the ditches became the road bases. I was able to trace six ditches to their sources, two to Granite Creek and four to much smaller streams. One other water source appears to be near the top of a mountain where ditches

along the side of the hill joined together into a larger ditch.

There are many things to see as you hike along a ditch. Sometimes it "appears" the ditch runs uphill but sometimes this is along a ridge which runs downhill so what appears to be true is not. Sometimes the upper lip of the ditch does run uphill while the bottom runs downhill. When a ditch winds up a side branch of the stream and the two sides of the banks are only 20 yards or less apart, water flumes were built from one bank over to the other side. Some the banks of side ditches ran close together for some distance and if they allowed the ditches to go up one side bank and then down the other side, considerable berming and digging had to be done. These wooden flume remains can be seen on the forest floor unless a fire has burned through the area. Then, only the larger beams can be seen on the ground. In some places it appears there is a diversion "Box" or headgate in the side of the ditch. In other places there is evidence that the ditch wall gave way and washed down the hillside. However this could be a place where someone below the ditch wanted water and just cut a hole in the ditch bank.

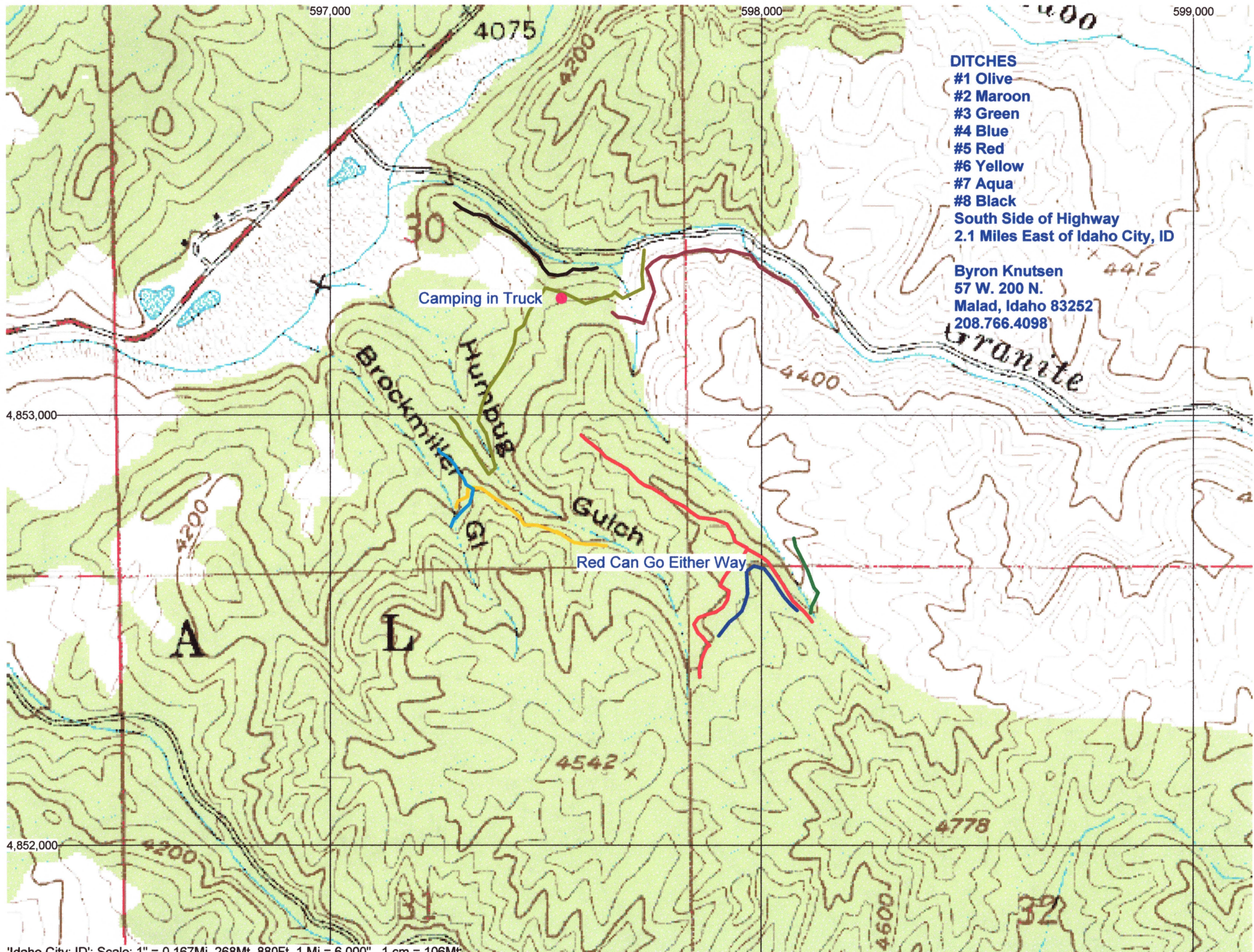
These ditches are very labor intensive and I wonder how they laid them out in such a manner that the water did not run so fast as to cut the dirt away. I suppose that the ditches were surveyed like all other ditches from that time.

Ditch #11 on the north side of the highway cuts through a ridge on its eastern end. This cut is over twenty feet deep. The ditch is not very wide or deep at this point but a lot of dirt was moved. I need to continue on with this ditch to see what is at its eastern end. South of the highway there is a small cut in ditch #5 under the 'y' in 'Way' on the map. The east end of ditches # 2, 4, 5, 6 and 8 all start in a stream as does the southwest end of ditch #7. The western end of ditch 2 goes under the road and is lost.

North of the highway, and just a little west of the Granite picnic area, is a road that goes up the hillside. I mapped the upper end (yellow) but this road crosses several of the larger ditches as you work your way up the ridge.

Hiking on the tops of the ditches is a rather gentle climb and fairly easy walking except where brush has grown on the ditches. Sometimes you will go through areas where people have lived and sometimes you will cross areas where extensive placer mining took place like in Thomas Gulch (north side) and Brockmiller and Humbug gulches (on the south side). There are many ditches in this area and I have just begun to map them. If you don't see any pictures behind this section - look after the summer of 2004 when there should be some provided.

In 2009 I return and mapped some in Hoodoo canyon and found the northeast ends for Flaner Ditch (Black Ditch), the Green Ditch and the Dark Blue Ditch. See the last five pages of maps.

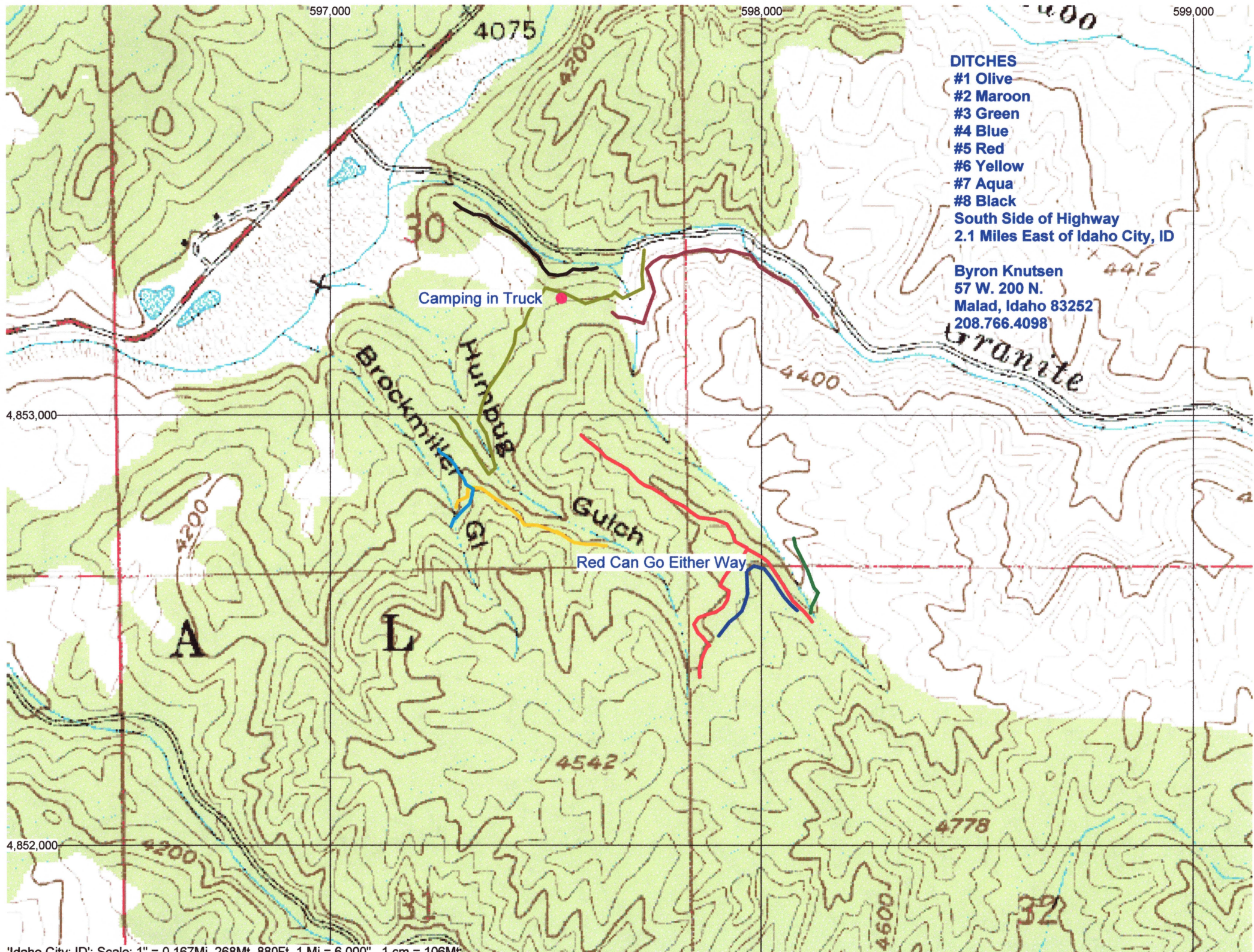


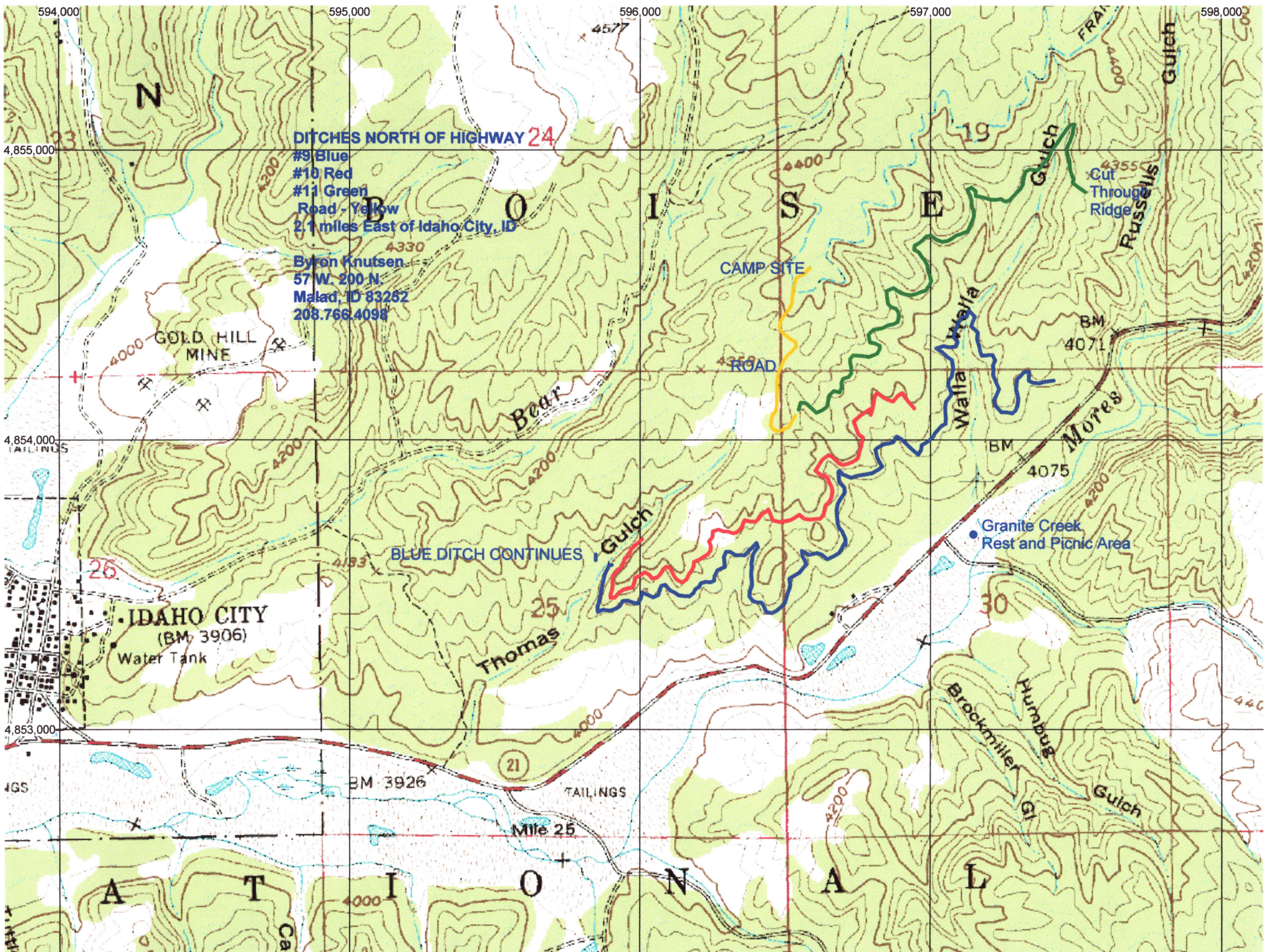
- DITCHES**
- #1 Olive
  - #2 Maroon
  - #3 Green
  - #4 Blue
  - #5 Red
  - #6 Yellow
  - #7 Aqua
  - #8 Black
- South Side of Highway  
2.1 Miles East of Idaho City, ID

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Camping in Truck

Red Can Go Either Way





**DITCHES NORTH OF HIGHWAY 24**

- #9 Blue
  - #10 Red
  - #11 Green
  - Road - Yellow
- 2.1 miles East of Idaho City, ID

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GOLD HILL MINE

CAMP SITE

ROAD

BLUE DITCH CONTINUES

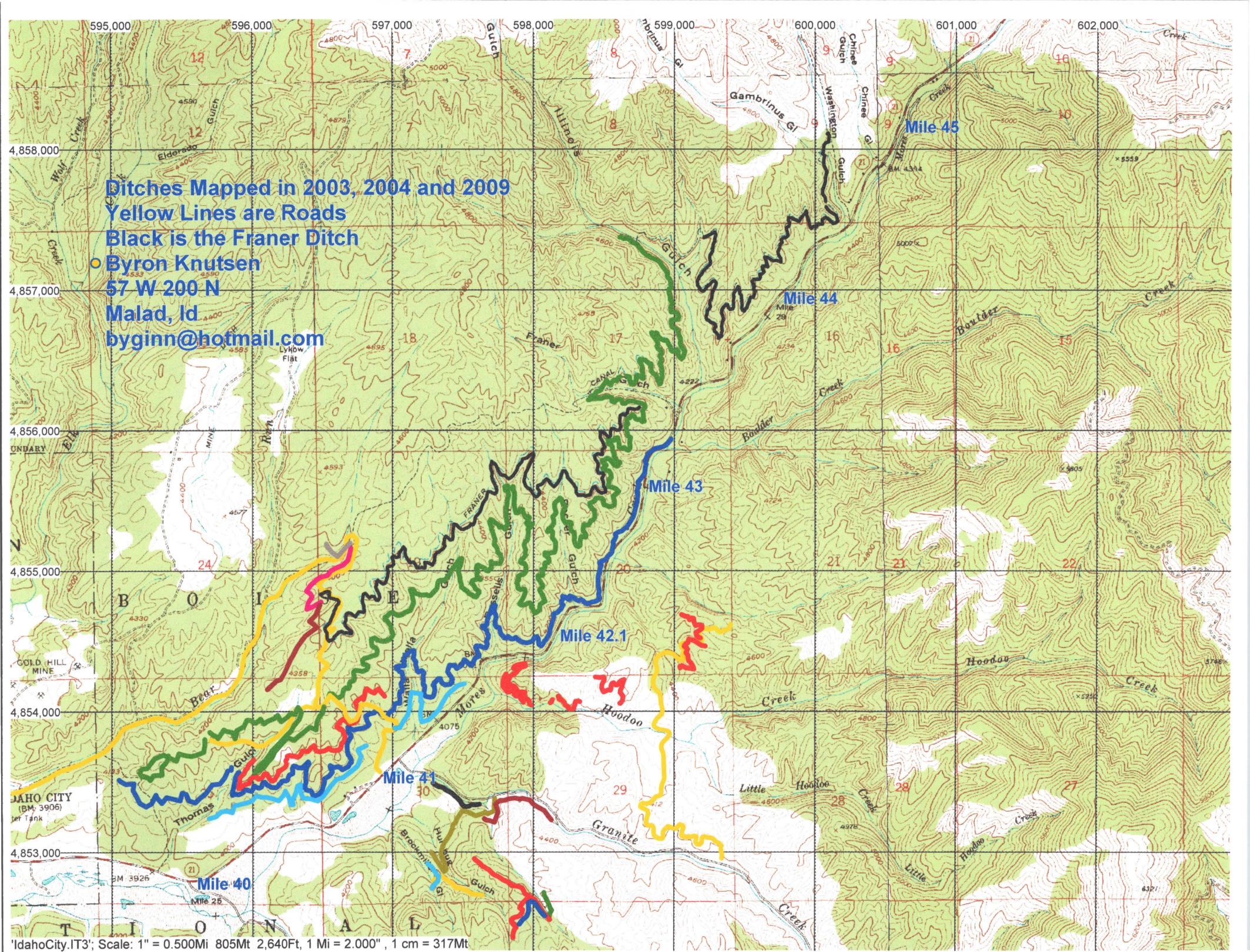
Granite Creek Rest and Picnic Area

IDAHO CITY (BM 3906)  
 Water Tank

BM 3926

TAILINGS

Mile 25



Ditches Mapped in 2003, 2004 and 2009

Yellow Lines are Roads

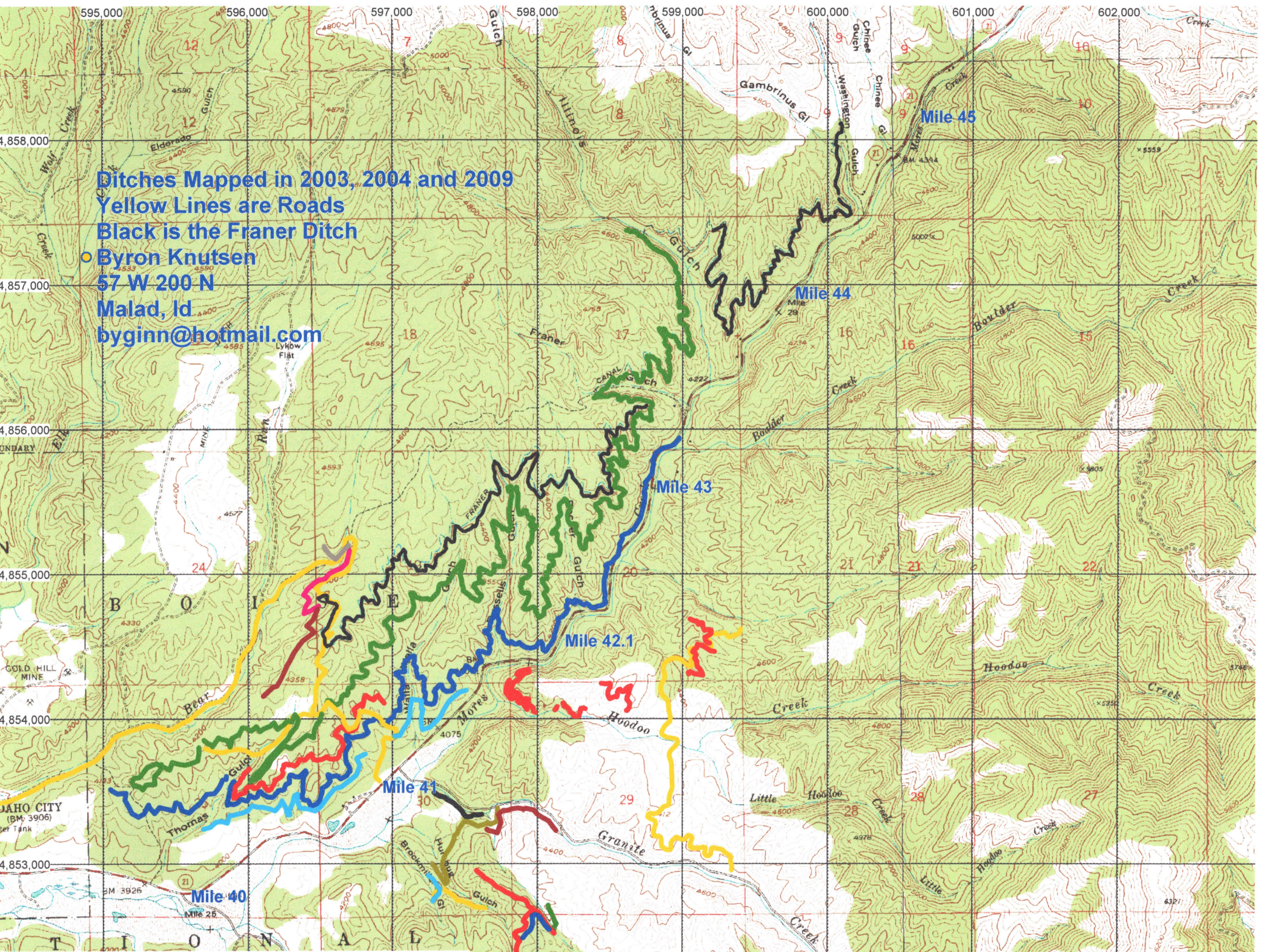
Black is the Franer Ditch

Byron Knutsen

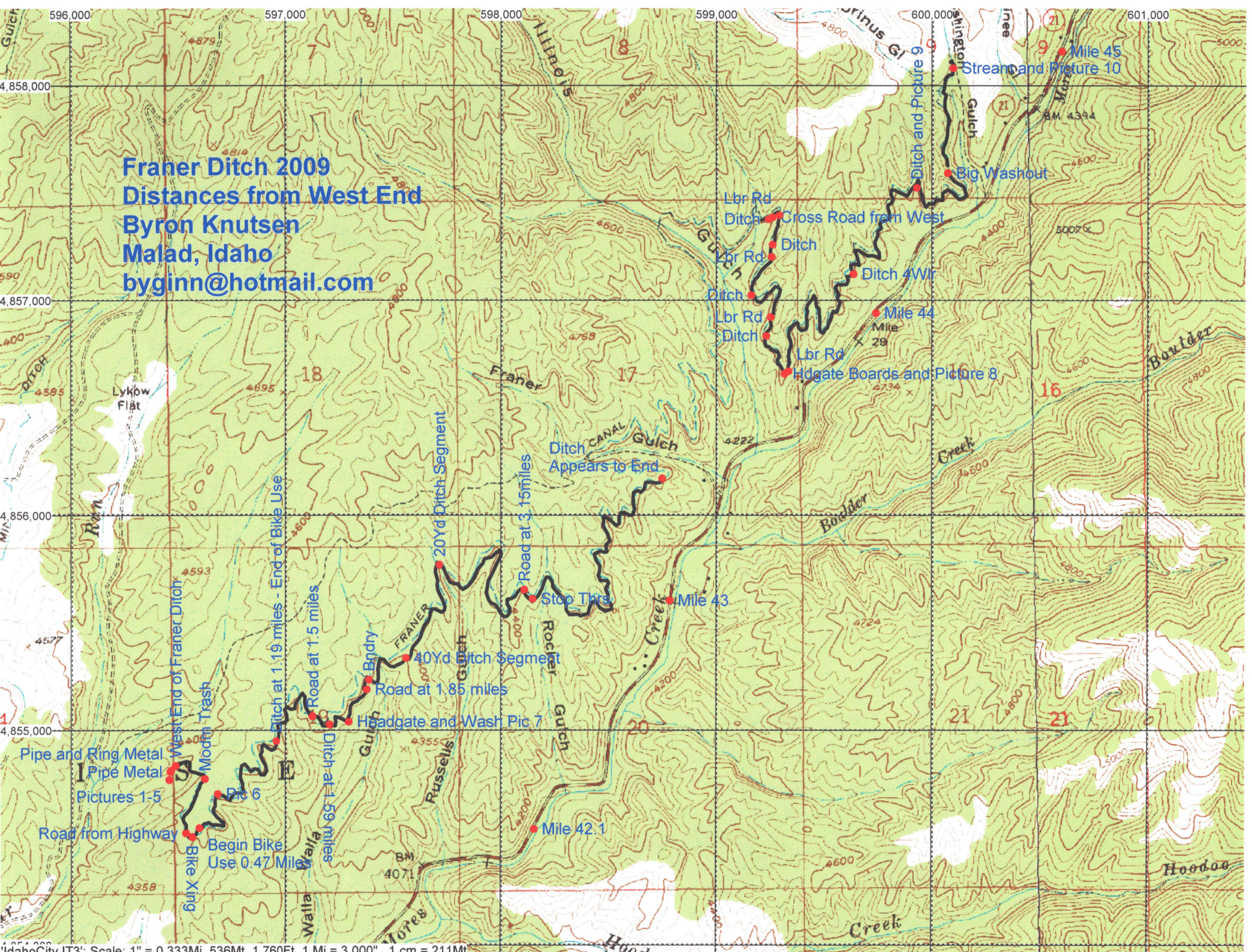
57 W 200 N

Malad, Id

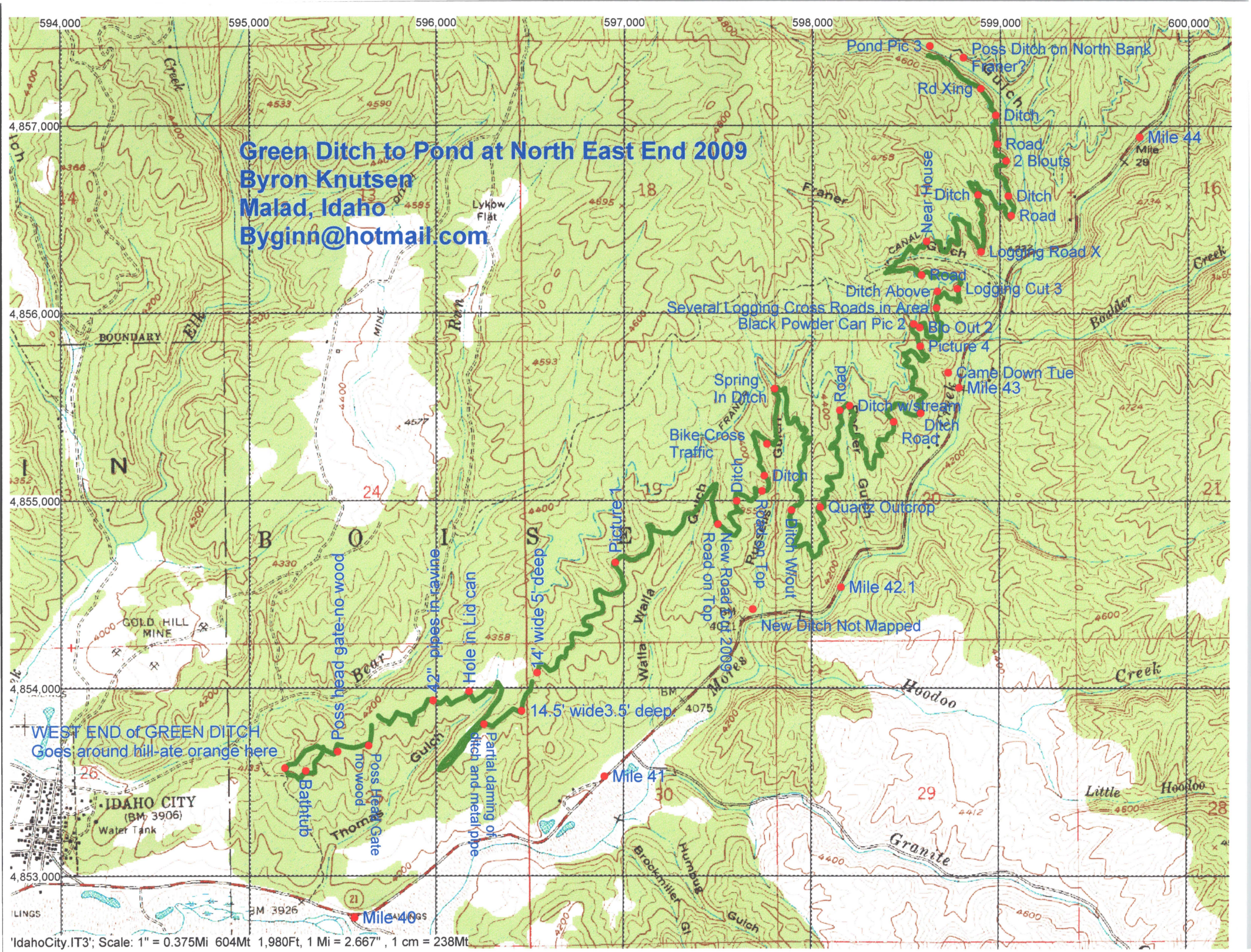
byginn@hotmail.com



**Franer Ditch 2009**  
**Distances from West End**  
**Byron Knutsen**  
**Malad, Idaho**  
**byginn@hotmail.com**



**Green Ditch to Pond at North East End 2009**  
**Byron Knutsen**  
**Malad, Idaho**  
**Byginn@hotmail.com**



WEST END of GREEN DITCH  
Goes around hill - ate orange here

Poss head gate - no wood  
Poss Head Gate  
Bath tub  
Hole in Lid can  
Partial damming of  
ditch and metal pipe  
42" pipes in ravine  
14.5' wide 3.5' deep  
14' wide 5' deep

Several Logging Cross Roads in Area  
Black Powder Can Pic 2  
Picture 1  
Picture 2  
Picture 3  
Picture 4  
Spring In Ditch  
Bike Cross Traffic  
New Road on Top  
New Road to be 2009  
Russell Top  
Ditch w/out  
Ditch w/stream  
Ditch Road  
Quartz Outcrop  
Mile 42.1  
New Ditch Not Mapped  
Came Down Tue  
Mile 43

Pond Pic 3  
Poss Ditch on North Bank  
Fraser?  
Rd Xing  
Ditch  
Road  
2 Blouts  
Ditch  
Road  
Near House  
Ditch  
Logging Road X  
Logging Cut 3  
Road



Blue Ditch 2003, 2004, 2009  
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Ditch Starts from River,  
North of Bridge To House

Mile 43

End of Road from North

4.5' x 13' Rocks line  
inner wall of outer edge  
Road north to  
last Waypoint

50 Yard Washout

Road  
Lumbering  
Pic 1

Another Washout

Road Xing  
Ditch Slipped Downhill

Mile 42.1

Ditch Slipped Downhill

Possible Flume Parts?  
On Forest Pic 2-4

Gate opening w/hole in log dam

Biker Crossing

Rectangular Opening - Headgate?

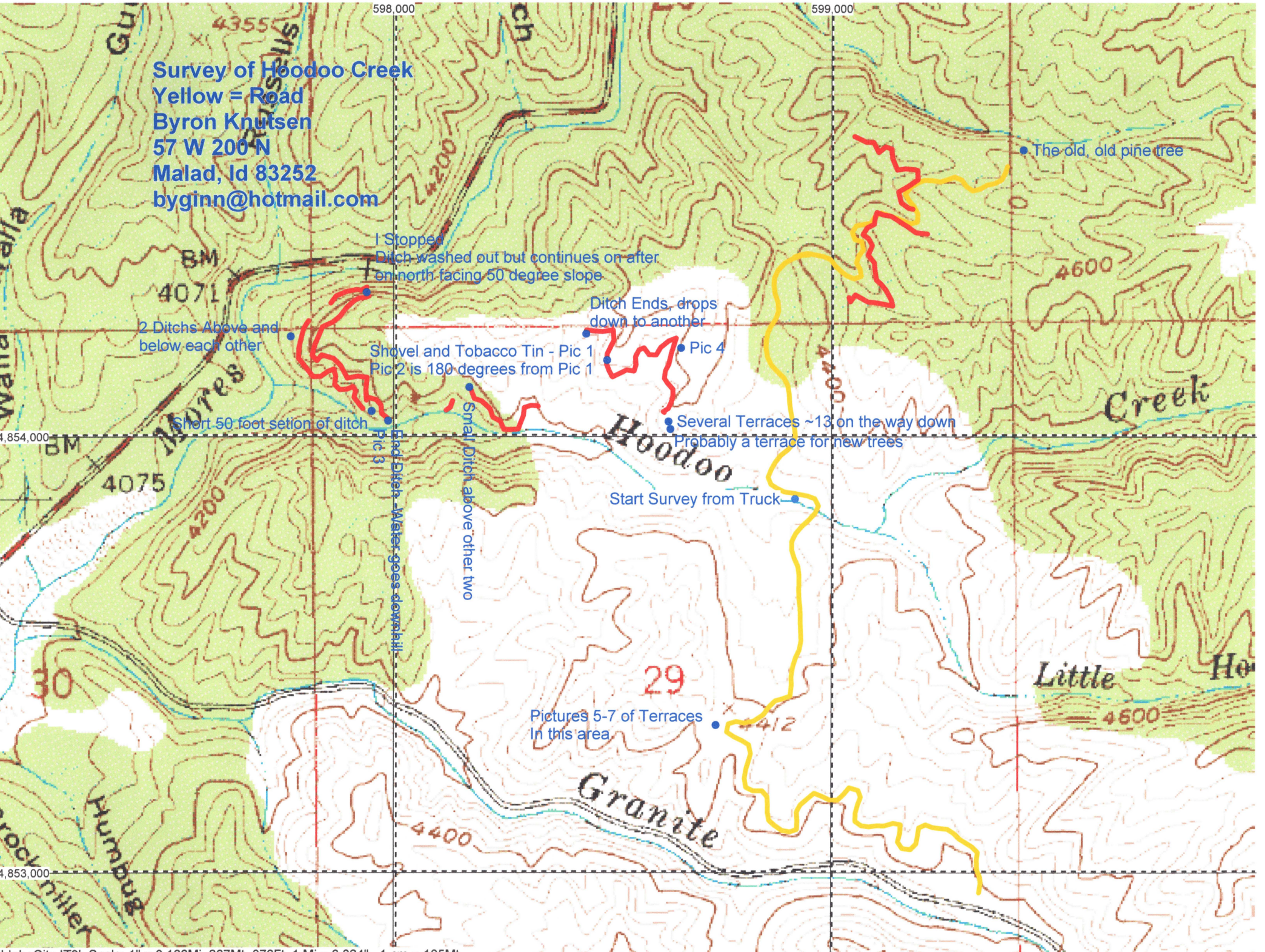
Mile 41

Near Modern Home with Shooting  
Washout-6 sections of pipe abt 17" diameter .36" long  
Old Trash Area  
Washout from above  
Wash through from above ditch  
2 Wash throughs from above ditch

Mile 40

Mile 25

Survey of Hoodoo Creek  
Yellow = Road  
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## DESCRIPTION OF DITCHES MAPPED IN 2004

Ditch Number/Color	Waypoint Numbers	Description of the Ditch
# 9 BLUE	200 - 211	<p style="text-align: center;"><b>Any number found in ( ) is a waypoint</b></p> <p>Found in section 25 on the map - continuation on west of BLUE ditch from 2003. There is a trash area (206) with a few Chinese pottery chards. I ended near private lands but the ditch continued either southwest on the south facing slope above the highway OR crossed through the gap by the dirt road and continued on the north facing slope Bear Run OR the water washed down the hill where the dirt road crossed into Bear Run. Maybe all three at different times. If it continued on the slope facing the highway, it would be near houses.</p>
# 11 GREEN	10 - 32	<p>Found in section 25 on the map - continuation on west of the Green ditch from 2003. About 14' wide and 5' deep at the east end. This ditch hooked around a ridge east of Thomas Gulch and then ran northeast OR it ran on the SE side of the ridge and then on the NW side overlooking Thomas Gulch. Where the ditch connects to the road - 314C2 (WP 14) - the ditch does go on but can't tell on which side the ditch went first or if it ran on the two sides at different times. The ditch went on northeast from 14 and then turns back west at the eastern end of Thomas Gulch and then goes west until (29). Ditch crosses road 314C2. At (19) ditch is 3.5' deep and 11.5 feet wide. Several sections of riveted pipe - 42 and about 11" diameter - are at (20) where the ditch crosses a ravine and a few are at (12). Bath tub that is porcelain covered was found at (26).</p>
# 12 GRAY	103 - 104	<p>Found in section 19 on the map. Followed this ditch only long enough to see it cross the road and turn the corner. About the size of the FUCHSIA ditch but I do not think it is part of that ditch.</p>
# 13 FUCHSIA	100 - 102	<p>Found in sections 19 and 24. I think this ditch starts at the ravine where the GRAY - # 12 - ditch starts. It may have originally continued on through ditch # 14 - the Maroon ditch - but the outflow from ditch #15 - the BLACK ditch - which seems to end above it seems to have messed up the area. I think ditch #15 Black is of a later period when the FUCHSIA ditch could not provided the required water. At (102) the ditch is 6' wide and 18" deep.</p>
# 14 MAROON	105 - 108	<p>Found in section 24 on the map. This may have been a continuation of ditch #13 FUCHSIA - see above - but is small and almost seems to end at (107) but seems to at (108). May have been used when the BLACK ditch dumped its water down the bank.</p>

**#15 BLACK**

**50 - 64**

Found in sections 16 and 19 on the map. Some was plotted northeast of Illinois Gulch where much of it was used as a road to get wood but still the ditch keeps its shape as the trucks were driven on the ditch bottom. The short western part mapped in section 16 had been dozed to make a larger road and the uncharted ditch between the two parts in section 16 had been destroyed by a road from the highway. Houses were below the ditch near (63 and 64). At (56-59) there is a road on the ditch and this road was made by blading the ditch bank down. The bank is only seen at infrequent intervals like at (60). From the road up to (52) bikers have used the ditch bottom and berm for riding. The BLACK ditch suffers most from abuse and destruction. At (55) is a prospect in milk quartz and there are parts of a headgate as seen in the pictures. At (62) at the western end of the BLACK ditch there is a large headgate with many metal parts and then it seems the water runs downhill towards the junction of the MAROON and FUCHSIA ditches. Down the ridge from 62 are two large pipes discussed in (62) and shown in the pictures. It is really hard to understand how the B

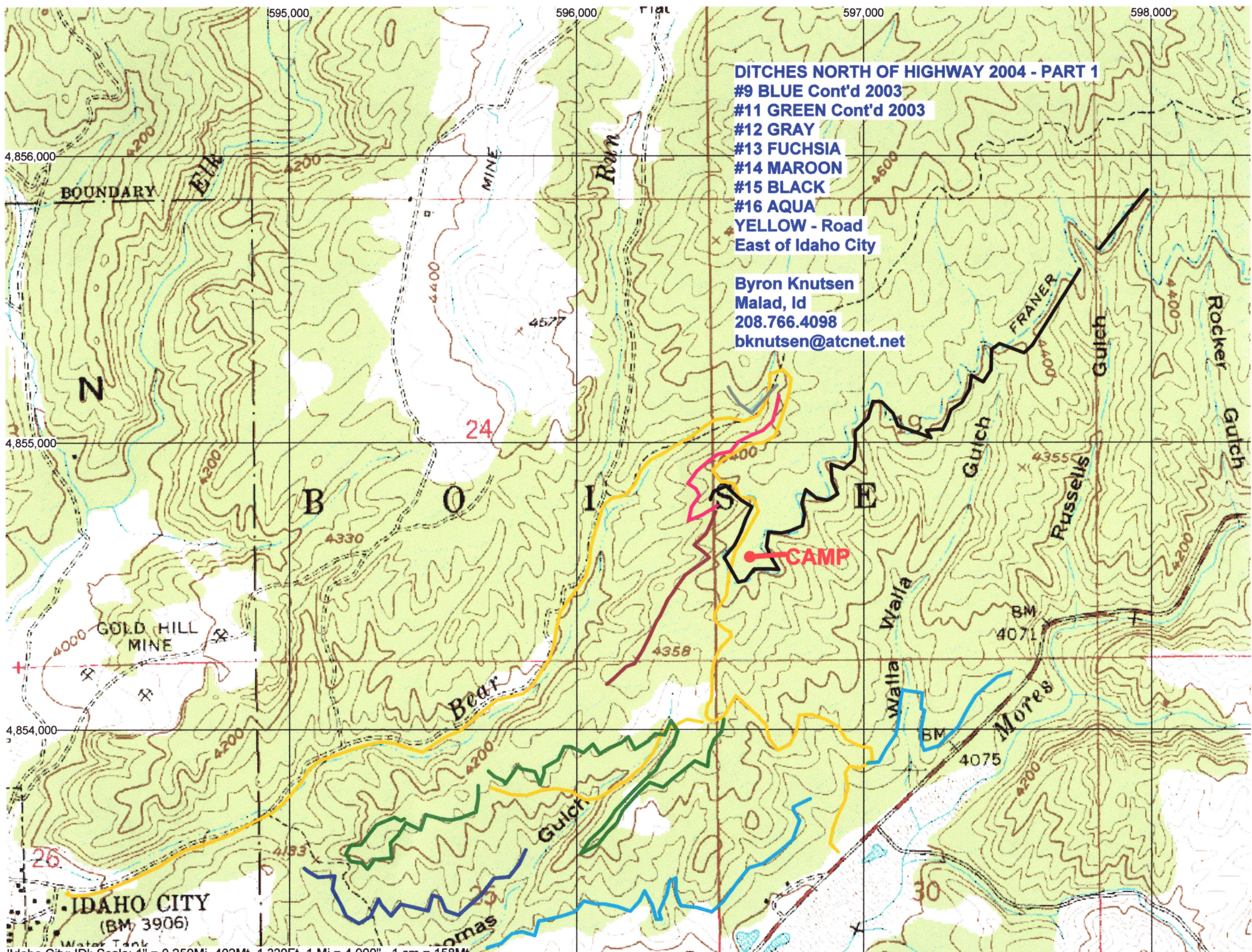
**# 16 AQUA**

**# 250 - 265**

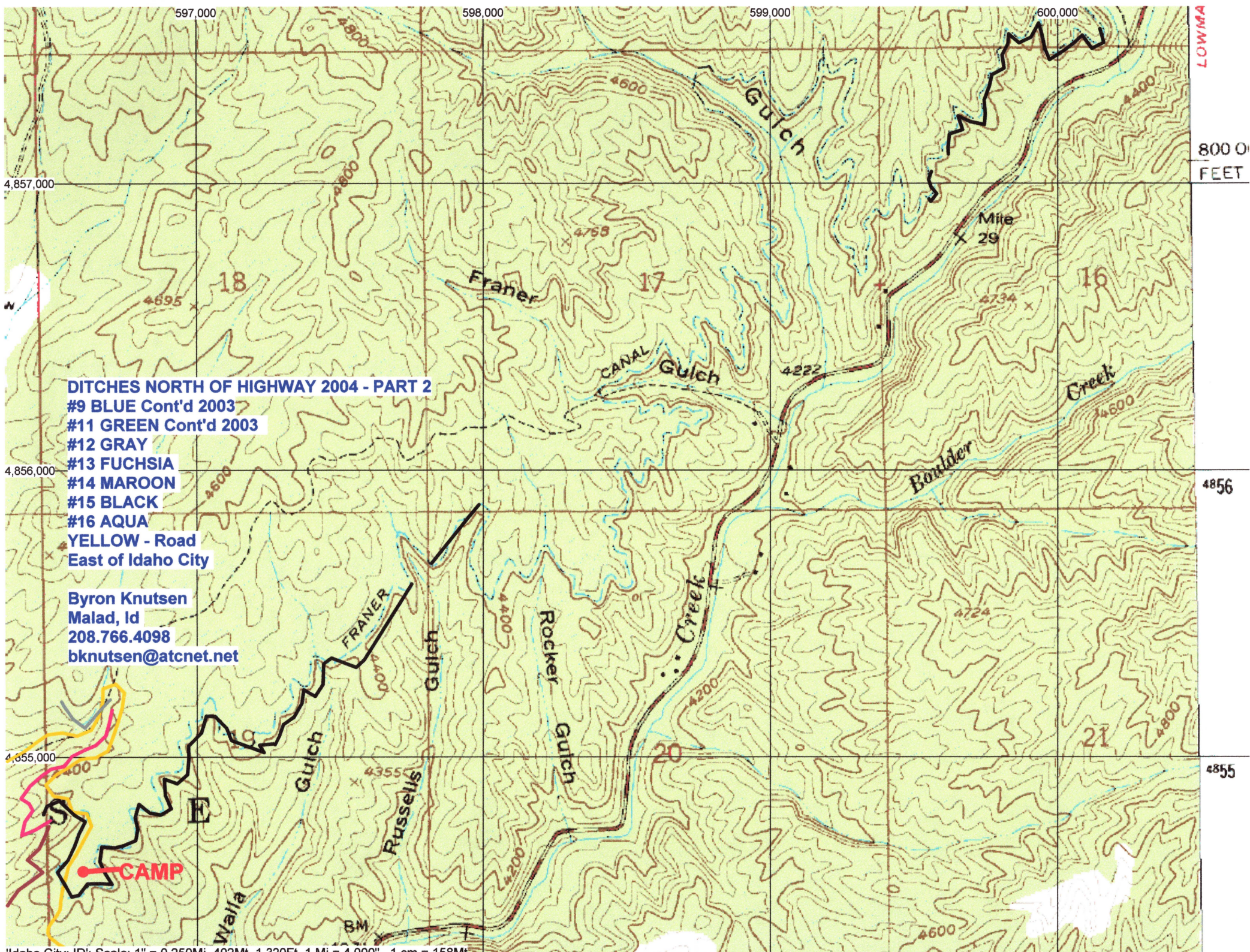
Found in sections 25 and 30 on the map. This map started on the east side of Thomas Gulch above the highway. May have been one of the first ditches on the side of the hill although on the last morning a new ditch was found at waypoint 900. I did not trace this AQUA ditch west of Thomas Gulch although there is one there but since this gulch is rather wide due to mining, time did not allow a careful study if the two were connected PLUS the fact that a person was shooting a gun in this area west of the gulch. At (250) ditch is 6' deep and 14' wide while at (253) it is 3' deep and 14 feet wide at top. However it is not known for certain if total height was used at all places. At (252) is a headgate with wooden parts. Placer mining is below (255) and (256). At (259) ditch stopped because of a large placer mining area around dirt road from highway to CAMP site. At (262) ditch turns as if to enter a flume across the gully but no flume parts there. At (263) ditch cuts through a small ridge, passes a large hole in ditch at (264) and finally comes to a stop at (265) on private land and a house. It does continue on but I did not map in the upgrade direction as it is amongst homes.

- DITCHES NORTH OF HIGHWAY 2004 - PART 1**
- #9 BLUE Cont'd 2003
  - #11 GREEN Cont'd 2003
  - #12 GRAY
  - #13 FUCHSIA
  - #14 MAROON
  - #15 BLACK
  - #16 AQUA
  - YELLOW - Road
  - East of Idaho City

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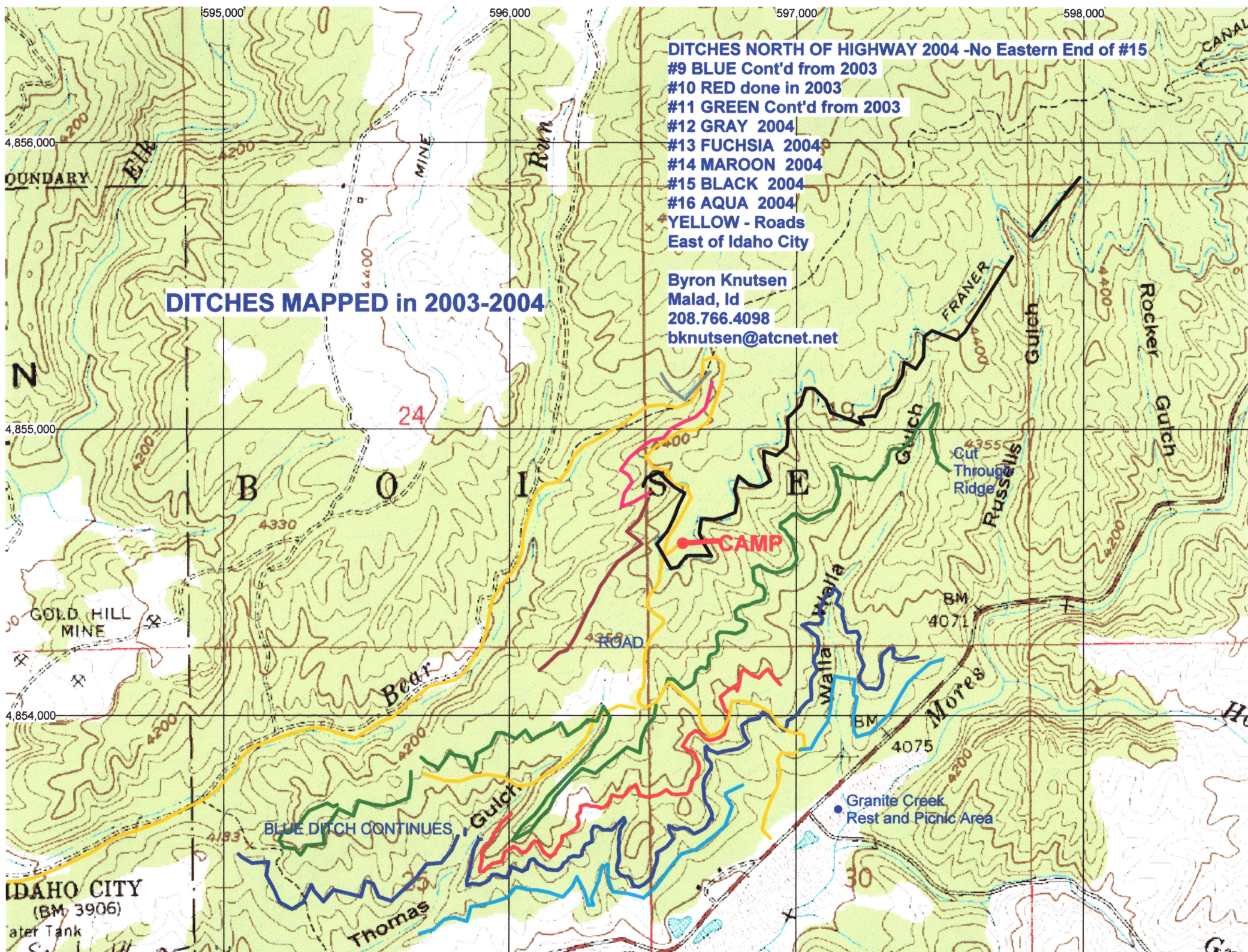
IDAHO CITY  
 (BM 3906)



LOWMA  
800 FEET

4856

4855

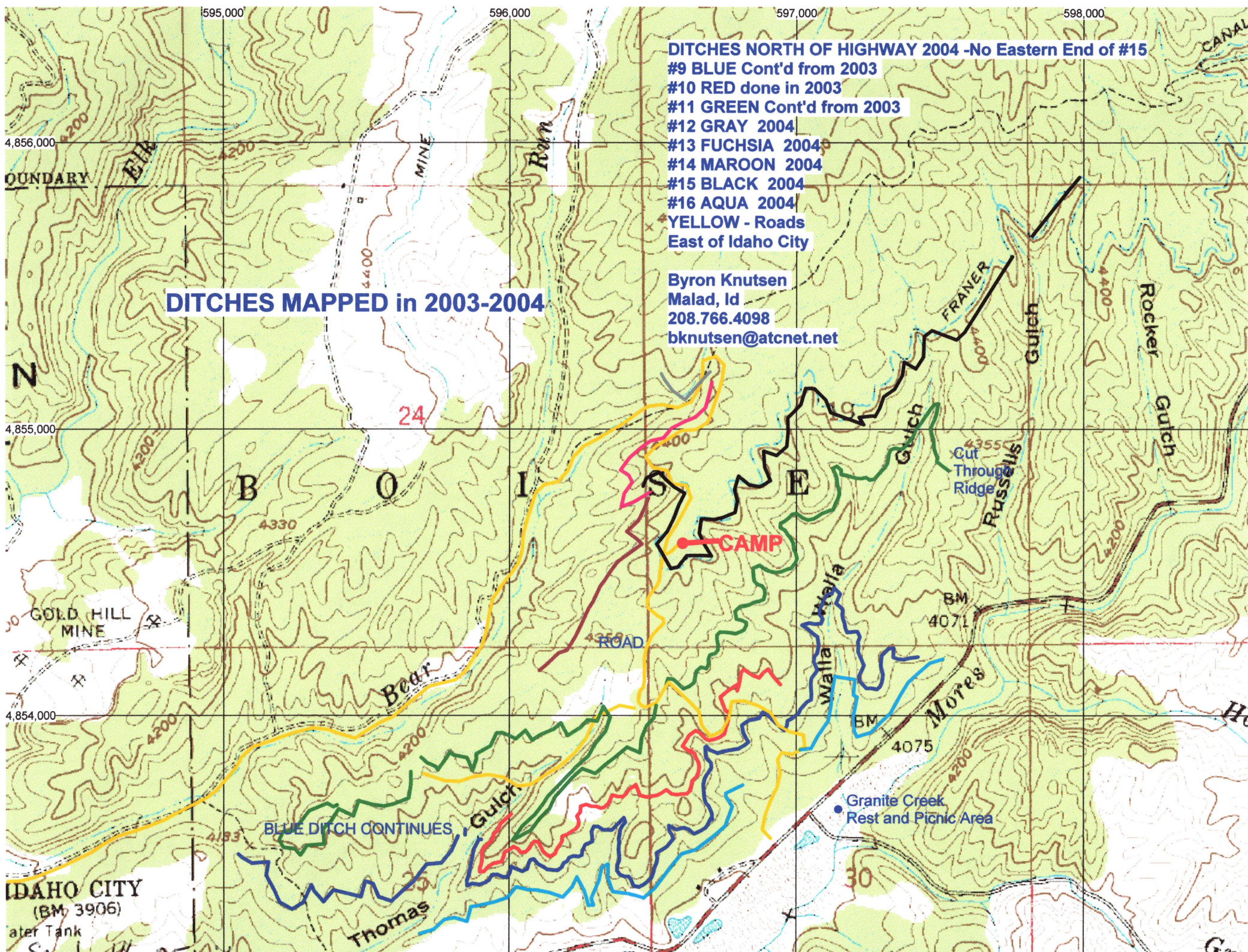


**DITCHES NORTH OF HIGHWAY 2004 -No Eastern End of #15**

- #9 BLUE Cont'd from 2003
- #10 RED done in 2003
- #11 GREEN Cont'd from 2003
- #12 GRAY 2004
- #13 FUCHSIA 2004
- #14 MAROON 2004
- #15 BLACK 2004
- #16 AQUA 2004
- YELLOW - Roads East of Idaho City

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**DITCHES MAPPED in 2003-2004**



IDAHO CITY  
 (BM: 3906)  
 Water Tank  
 Scale 1" = 25 miles

## Waypoints found in 2004

Name	Desc
	Terms-Water running downhill means almost perpendicular to contour lines Possible head gate means the built up side in the ditch has a low spot in the lip that may be from 3-10'long and 1-2'deep and rather rectangular in shape.
	Continuing on with GREEN ditch from Summer 2003
10	Ditch is 14' wide and abt 5' deep
11	Ditch is now 14.5' wide and 3.5' deep. Side ditch going to area below.
12	Partial damming of ditch and metal pipe - 11" diameter,2'long sections riveted together. Double row of rivets on the side and single row at end.
13	Water was run down hill in two directions - right before this ditch was 5' wide and 1' deep.
14	Ditch runs around the end of ridge and NW above Thomas Gulch. Road 314C2 cross the ditch at end
15	Side ditch down hill to RED ditch from 2003 mapping
16	Ditches crosses road 314C3
17	Ditch is 2.5' deep and 11' wide here
18	Hole in Lid can - Side seam overlap - center hole 1.75"
19	Side ditch runs down hill - Ditch is 11.5'wide and 3.5'deep 20' down ditch from this point.
20	42 pipes in ravine like at waypoint 12-most were 22.75"long but 3 sections on downslope end were
21	Intersection 4 roads-ditch continues west-water did spill downhill-Survey marker near T6N R5E
22	Poss Head Gate-no wood
23	Poss head gate-no wood
24	Road 314C3
25	False end-Confusing in this area as ditches divided and ran downhill and hard to tell which is the original ditch. See Notes
26	BATHTUB -65"long by 26"wide by 15"deep-Looked like burned surface-porcelain surface.
28	End of a ditch
29	WEST END of GREEN DITCH-ate orange here
30	W1 and W2 -ditch washed out from above
31	Ditch Junction
32	TRUCK Parking-Ditch goes under the road and smaller ditch goes west along the north side of the ridge. Some water ran down hill right here on north side of ridge.



BLACK DITCH at the top of the hill near camping place. Going upgrade-15'wide and 3' deep. Ditch us used extensively by bikers

- 50 Side Ditch maybe headgate - 1.5' deep and 6' long. No wood  
51 PICTURE of Horse shoe 5.25" wide and long Letters "Croix Forge" in center and "Lite" bottom left side. 4 nails in shoe  
52 CAMP TRASH -End of Motorcycle use-Cans, sheet metal w/stovepipe hole-override along ditch are to pits-milled boards on upper side of ditch-ditch filled in through ridge  
53 4 wheeler road on ditch to waypoint 54  
54 4 wheeler road off ditch  
55 2 Pictures-Headgate with beams 12.33'long and 5.75"x4"-round nails-also prospect in white quartz- see notes for drawing of headgate that is left  
56 Truck road on ditch  
57 BOUNDARY FS  
58 Road off ditch for 80FT  
59 Road back on top of the ditch.  
60 STOP-road goes on but I have seen little of ditch  
61 Going downslope on BLACK Ditch from campsite  
62 Possible end-lots of iron from the headgate in the ditch which goes downhill from here-going down ridge from the headgate are two large pieces of pipe about 80"dia and 90+"in length-riveted together like pipe on green ditch-ditch around the west side of ridge and this is
- The next two (63 and 64) are between Washington and Illinois gulches- but are same ditch
- 63 BLACK DITCH northern section 12.5'wide and 4'deep-this starts in section 16 on northeast part of the BLACK ditch-it is above houses and is used by 4 trucks to get to wood.  
64 BLACK DITCH going south for a short distance from 063
- FUCHSIA DITCH - Brings water from a branch of the Bear Run-This may have continued into the MAROON Ditch before the BLACK Ditch was built
- 100 FUCHSIA DITCH-7'wide and 15"deep  
101 Possible Headgate area  
102 6'wide and 18"deep at this point

## GRAY DITCH

- 103 Ditch continues on
- 104 Road 314C Ditch gets water from the revine

MAROON DITCH - May have been a continuation of FUCHSIA Ditch from the revine

- 105 Start of the MAROON Ditch on North end
- 106 Ditch splits left and right and one goes straight ahead-depression running downhill
- 107 Possible headgate area - no wood
- 108 Ditch and split parts seem to end.
- 150 START
  
- 200 Continuation to the west of BLUE Ditch from Summer 2003
  
- 201 Wash through from above ditch
- 202 Wash through from above ditch
- 203 Wash through from above ditch
- 204 Possible headgate area-and deep wash down hill that then paralleled this ditch
- 205 Washout from above
- 206 Picture-trash area with Chinese pottery-sanitary cans and hole in lid milk tins-purple glass-stove
- 207 Cars(2)-stoves-dugouts-very primitive road to here
- 208 Washout-6 sections of pipe abt 17"diameter 36" long
- 209 Dirt road-not numbered forest road
- 210 Original ditch may have gone through cut and then down into Bear Run (or see 211) - Did not go down hill to see if it tied into a ditch-Road came from highway past homes-person shooting so did not This is just below the end of the Green ditch where I ate an orange in the AM. See 029 waypoint-
- 211 appears blue ditch went either west on same contour as I was on on the south facing slope north of highway and/or went through the cut. See 210

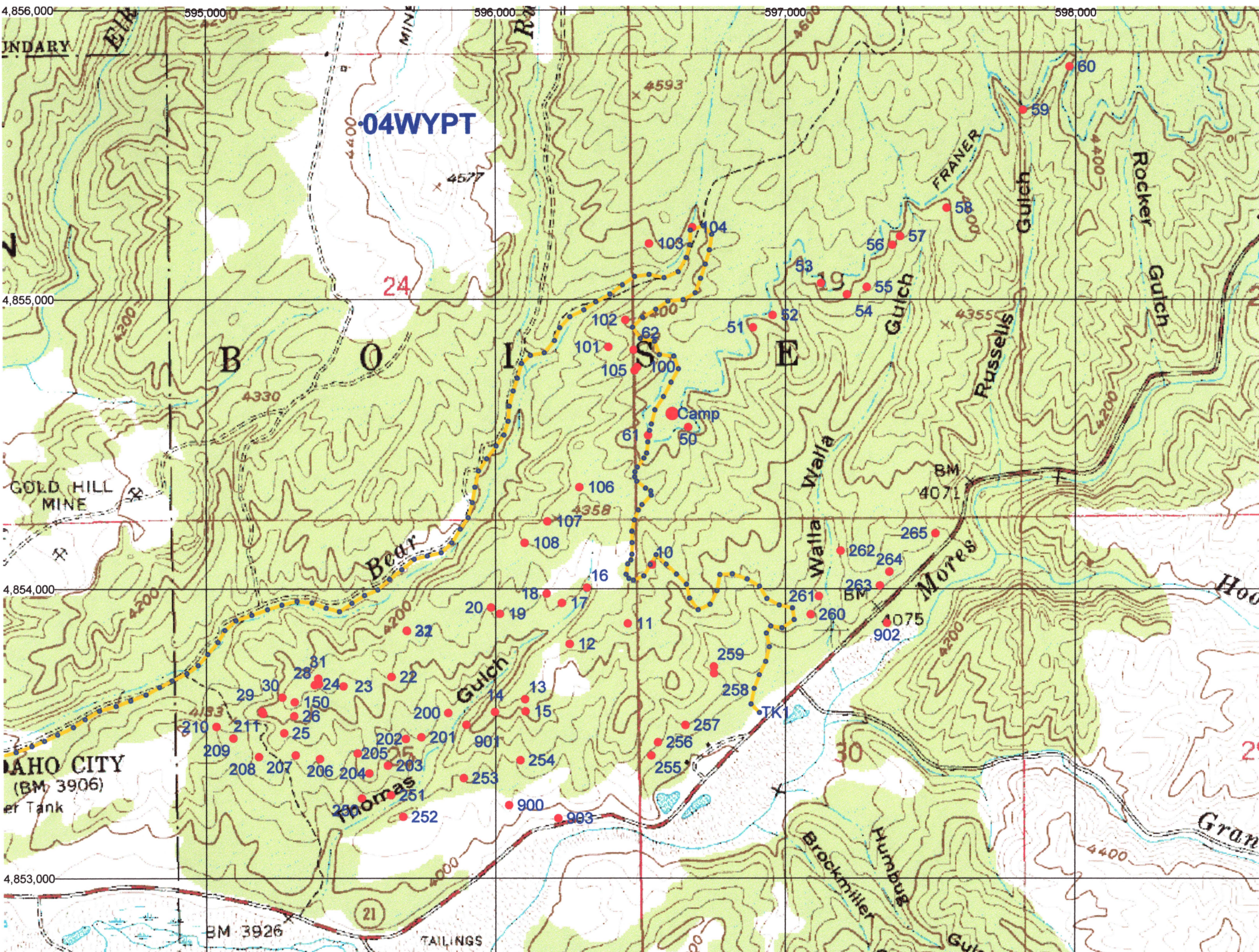
## AQUA DITCH

- 250 AQUA DITCH 6'deep and 14'weide at the top-Did not go down grade from here as someone was Big Wash in Thomas Gulch from mining-Started mapping the ditch on east side-ditch does go on west on other side.
- 251
- 252 Head gate with some wooden parts still there

- 253 Ditch is 14'wide and 3'deep here
- 254 USFS boundary sign
- 255 Possible head gate with no wood with placer mining below.
- 256 Possible head gate-no materials-big washed area below
- 257 Four wheeler trail-ditch is 12.5'wide and 3'deep
- 258 Possible head gate but no wood
- 259 End of ditch and a mined out(placer) area with lots of hills of dirt/rock
- 260 Ditch continues after mined area and is washed out from above-I don't think this flooded the Chinese excavated site.
- 261 Road
- 262 Ditch turns as to cross gully in a flume but can't find any flume parts
- 263 Begin a deep ditch through a ridge - abt 9'deep and 20'wide
- 264 HOLE in ditch
- 265 HOUSE - stop

These next three were isolated events

- 900 DITCH - not surveyed
  - 901 Shovel with the words "Underhill Cast Steel" stamped on its handle
  - 902 Chinese excavation by PIT project
  - 903 Dugouts in the side of the hill
- Camp



Idaho City, ID; Scale: 1" = 0.250Mi 402Mt 1,320Ft, 1 Mi = 4.000" , 1 cm = 158Mt



55



55



SW 62 along ridge



901



206



263

## **Northeast of Kelton A Road to Montana?**

2004

As the late Frank Hill of Holbrook, Idaho and I sat in the pickup truck parked in the middle of a shallow low spot on a small dirt road near Curlew campground; his remark was "This is the ore road". A road that supposedly was used to haul ore, gold ore Frank said, from the mines in Montana to the train in Kelton, Utah. This was prior to their building a smelter in Montana. For more discussion of this road, see the story of the ORE Road in this book behind the second pink divider.

I have been looking at maps left by the surveyors working in the 1870s -1890s for the GLO (General Land Office – Prior to the BLM offices we now know) for some time and have tried to tie in the Rose ranch to a possible road that goes from Kelton northward. The road shows up in the Forest Service land in Curlew campground but it is not possible to really see it north and south of the campground in the cultivated land. Aerial photos hint at existence on the land to the south.

West of Snowville, Utah, is the Rose ranch which has been there for some time. Two of the early residents of the ranch near the turn of the 20<sup>th</sup> century were Abe Rose and his wife Mary. She writes, "Kelton was the nearest railroad town being about 22 miles distance away." According to Mary, the mail route was from Stone, Idaho to Kelton with the trip each way being every other day. Mary reports sending butter to Kelton for trade. Travel to Kelton was common so I think there was a road there. She also reports that many people would stop in and ask for water, food, and before autos, some hay for the horses. While much of this travel went to Park Valley, much went to Kelton. Question is – how did it get there? And did this road go over the hill to the north on the way to Stone from the Rose ranch or did it go through, or near to, Snowville? If there were ore wagons on the road from Montana, I would guess it would go near Snowville to avoid the hill since these wagons would be heavy.

In 2004 I spent considerable time looking for the possible road from Kelton northwards towards the Rose Ranch area and/or Snowville. Right in the middle of a direct line road is the Wildcat Mountains – really hills. There is a road on the GLO maps that starts at Kelton and proceeds northeast to the southern end of the Wildcat Mountains, a distance of about 5.4 miles. This road is used today by trail hunters and those with too much ammunition on their hands, as there are shell casings all along the way. The first 0.7 of a mile is on a small rise and then the road drops down to the salt flats and becomes very interesting for the next mile. During this next mile, the road is built on a raised bed of dirt and some stones with slag pieces that is about 1.5' to 2.0' high. This dirt is not scooped up from the side of the road but has been brought in. It has many small stones in it and often these stones are slag, so the dirt came from near the railroad. There are four wooden culverts located in this mile to allow water to pass through this built up road. Laird Naylor, a BLM archaeologist, indicates that this must have been an important road for the users to spend so much time in construction. In the first two pictures following the maps for this section, one can see the relative size of the culverts and the small stones in the dirt. In some places there are small pieces of either melted copper or copper ore.

## **Metal Samples Found Northeast of Kelton**

A few comments (August 2005) about the pieces of metal found along the road in this region (northeast of Kelton towards the southern end of the Wild Cat Hills and possibly on to Snowville and Montana). It was hoped that hiking this road would provide some indication about the possibility that this road was actually an ore road from Montana to Kelton. The best way to do this would be to find some ore. So, when these pieces of metal were found, I was rather excited. From different readings I did find that there was a freighter by the name of William Morgan Miller I who hauled dynamite from Kelton to the Montana mines, so there was a connection to Montana but where did it go? He related the experience he had with runaway wagons of dynamite on this road. This William is an ancestor of Orson Eugene Jensen who lives west of Tremonton, Utah.

On the following page is a picture of the metal samples. The second page contains their masses and surface composition determined by X-ray fluorescence by a geologist at the Utah Geological Survey in SLC. See data sheet for his name and address. The metals listed on the data sheet are from left to right in the picture if the metric ruler is up. Since some of the metals have oxidized, the percentages, which do not indicate the presence of oxygen, carbon or other non-metals will not add to 100%. He indicated to me two markers about the samples:

- 1) The presence of antimony almost always indicates an alloy as it is not found with these metals in an ore.
- 2) The copper ore from Butte Montana is more grass green than the blue green of these samples.

So my conclusion is that these pieces of metal are probable the result of some meltdown somewhere associated with metal pipes, maybe in a boiler or forge. An additional fact indicating some meltdown is the presence of all the small clinkers along the roadway in the same location. I did hike along the station area of Kelton along the railroad bed looking for the presence of pieces of metal of copper content but could find none. Of course there is another possibility for the presence of these metal samples. They could have come from a settlement or mining activities elsewhere north of Kelton. Which is another thread for investigation? Maybe from the Black Pine area. However, since it is unlikely that someone would haul clinkers a long distance, it is more likely that these artifacts came from the Kelton area since the road is built up with hauled in material in this area.

**X-ray Fluorescence Surface Analysis of metal samples found 1.25-1.75 miles NE of Kelton**

Using a Nitron XRX

NUMBERS are PERCENT of element on the surface-Does not add to 100%

Trace > Present

When antimony is present this indicates a manmade substance.

Trying to decide if these samples were from Butte, Montana. Butte copper is more grass green, not blue green like these - DARN

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Analysis was done by Ken Krahulec of the Utah Geological Survey

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1594 W. North Temple SLC

84114-6100

Sample Description	Copper	Zinc	Lead	Tin	Iron	Vanadium	Antimony	Arsenic	Manganese	MASS(gr)
Flat copper	80	6	6	6	Trace					1.41
Flat thicker copper with bumps	81	8	4	6	1					No Data
Four fingered glove with each finger rounded - copper color	50	7	4	4	2					6.76
Small copper with two side arms	75	20	2		1					4.19
Tear dropped shaped less copper colored	11	10			1					3.55
Smallest Piece	67	26	3	1.5	2					No Data
Thread like marks on copper piece	6	10			1					2.12
Silver chunk with scratch and oval shaped (side view)	Trace	Present	14	40	1	Trace	Present	Present		14.07
Silver flattened scratch with reddish lead platina	Present		21		Present		Present	Present	Present	10.43
Non Scratched silver with bumps			17	39	1					6.04

Conclusion: Samples may have come from a hot furnace or forge. The presence of Vanadium indicates that the samples are man made since this Vanadium is not found with these elements in nature. These samples were found in the area where there were small clinkers. Copper ore samples from Montana are more grass green than these so probably they came from elsewhere.





East of the “Marble” on MAP T1, the road is in more sage and continues on to the rock point in the south end of the Wildcat Mountains. This rock point can be seen in the first photo near the horizon. I did map all the way to this point but have misplaced the data points for about 0.6 miles. The picture of the bottle bottom was found in this break in the data points. I walked off the road in places to see if there was a parallel trail to the road but could not find any indication of a road. If you walk along the road towards the west in the early evening, many pieces of pink, dark brown and aqua colored glass can be found along the sides and in the road bed, indicating that this was used for some time. On MAP T2 there is a point called Roads Cross and the road to the southeast goes back to the railroad near Locomotive Springs. One day on my way home I saw an old “Hole in the Lid” can sitting in the middle of the road. Why it was there and who put it there is something to be investigated at another time but it does indicate an old site or dropped items along the road.

After going around the southern end of the Wildcat Mountains, the trail stays close to the hills. For the first 0.4 miles the trail seems to weave with the present dirt road and then seems to be overrun by the present dirt road. This is one of the few places so far that the original road can be seen. Be careful not to be misled by the water runoff ditch on the west side. About 0.6 of a mile from the point the trail branches to the northwest and for a while you are on the original trail as seen by glass and iron marks on rocks. This old road skirts the lower land, which is softer and much muddier in wet weather. However, there is pink glass on this eastern road. After about 2 miles this road crosses back across the more modern dirt road and ends. Question; does it go up the hill parallel to the dirt road or go on east for a ways and then swing north? Darrell Christensen – from Malad - and I were out there and on MAP T4 you can see a road there but I lost the southwestern end and was tired at the northeast end. GLO maps indicate the trail heads up the hill.

Back at the southern end of the Wildcat Mountains, there is a side road branching northeast. However, I did not find much old glass along it. Along this road there is a junction with a road that comes in from the north – See “Road to the East” on the MAP T3 - but this road was made with a blade, as there is a little pile of dirt all along one side. Maybe there is a connection between the point marked “Stopped” and the trail to the northeast that stops in the dry wash. I need to spend more time looking at aerial photos.

My thoughts – as of January 2005 – about looking for a road from Kelton to the Rose ranch and on to Stone and the Arbon Valley northeast of Holbrook and thus to Montana. There is little doubt that there is an old road that I have been following for the following reasons:

- 1) There was considerable work done at the beginning near Kelton in building up the road.
- 2) Various pieces of glass and tin cans are found along the way and there are iron stains on rocks.
- 3) The track after turning north along the Wildcat Mountains avoids the soft sandy area, which might indicate the use of heavy wagons with freight.

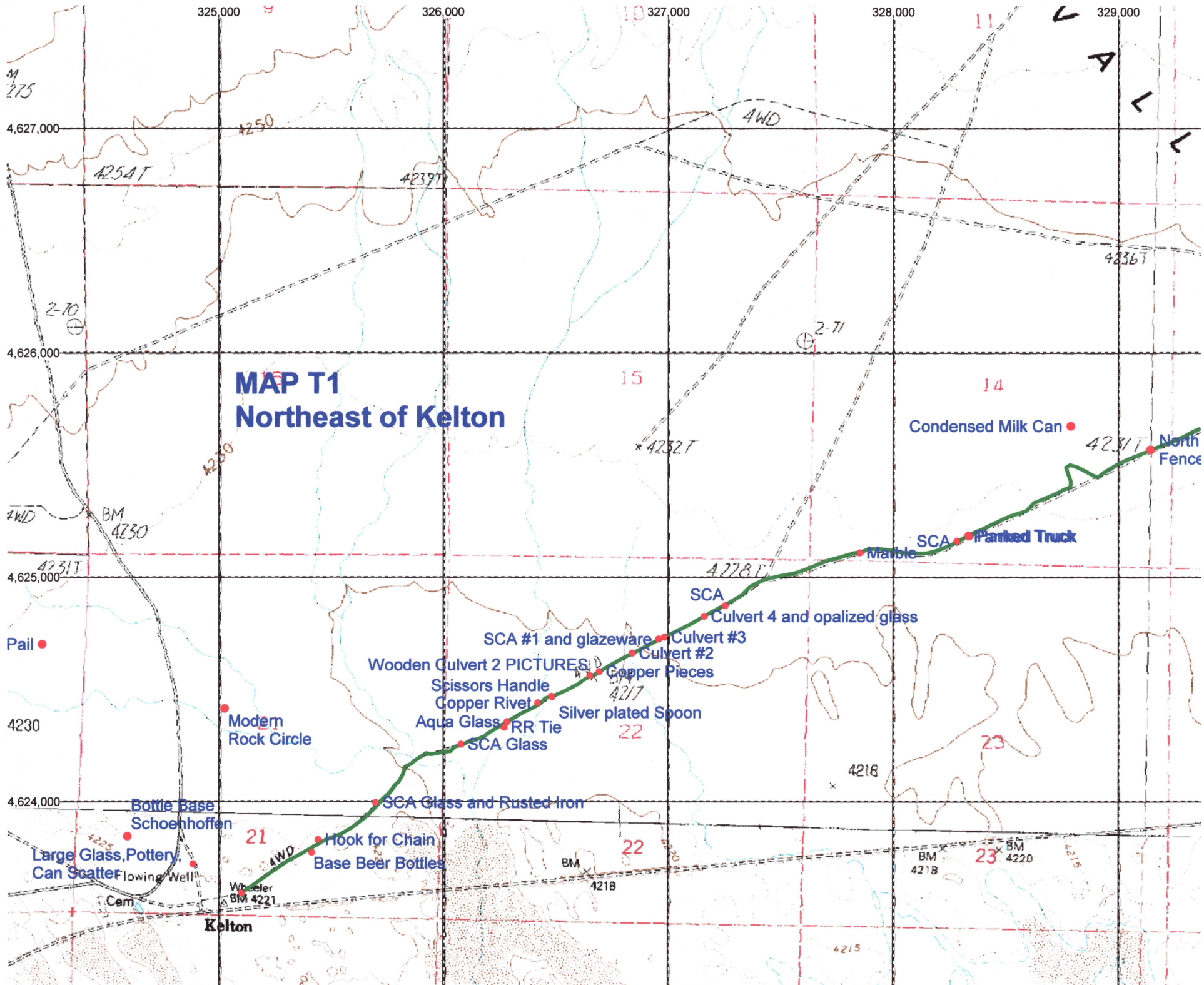
- 4) These other side roads that I have followed so far do not have the older trash left behind.

There are two other possible ways to get to the Rose ranch from Kelton that should be investigated:

- 1) Go north from Kelton to Pilot or Coyote Spring and then east to the Rose ranch. This would have some water along the way. The Rose ranch had good water.
- 2) Going over the Wildcat Mountains would be in a more straight line to the Rose ranch. There is a road shortly after the 4<sup>th</sup> culvert that branches off towards the center of the Wildcat Mountains and goes up and over and down the eastern side and joins just north of where

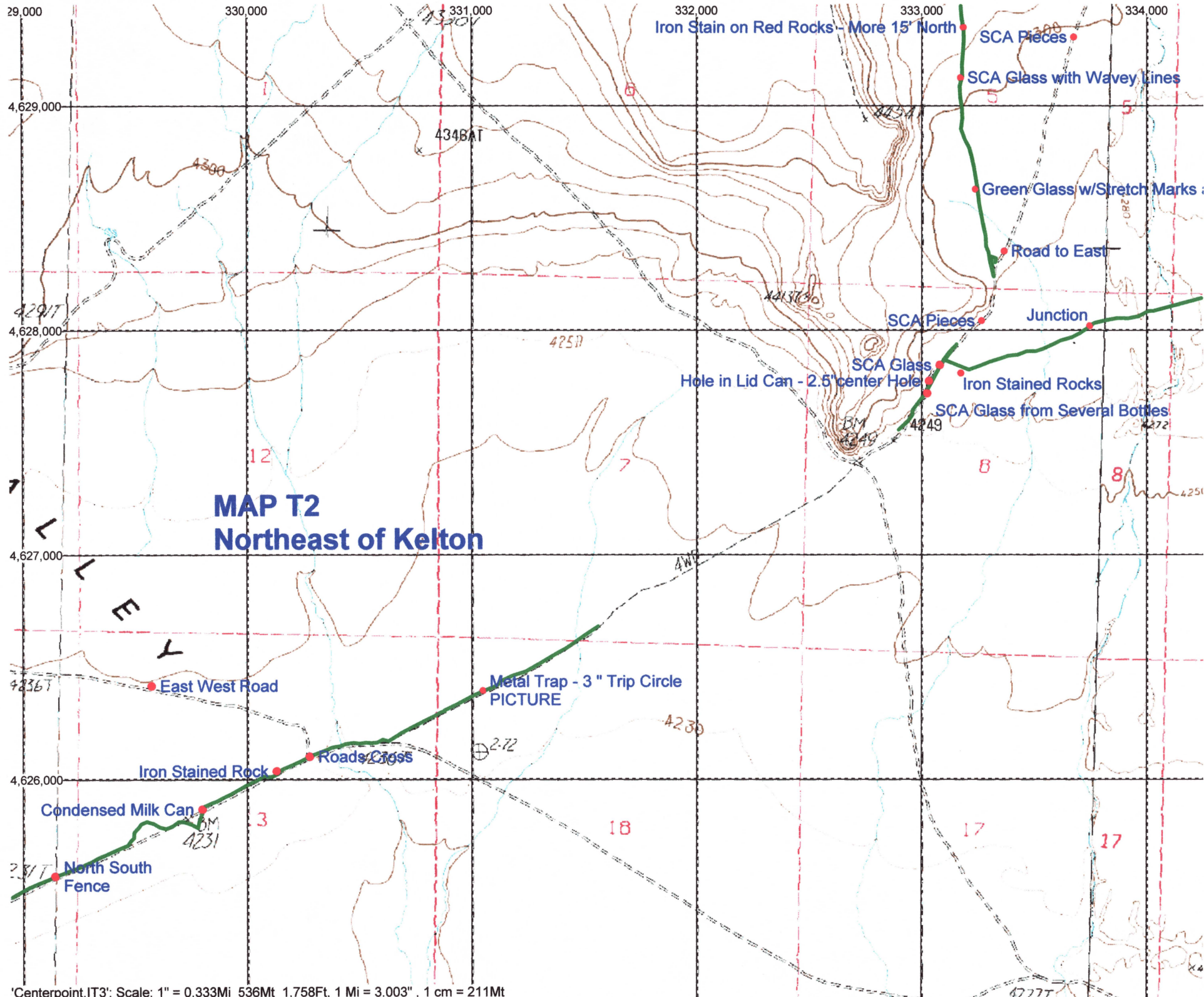
#### **Description of the pictures that follow the maps.**

- 1) and 2) show the first culvert. There in the first picture you can see the southern end of the Wildcat Mountains. As I said before, they are really hills. You can also see in these pictures the small gravel that is not a part of the soil around the built up road. Trucks now drive beside and on the raised road. See MAP T1 for location of the picture.
- 2) See above in 1)
- 3) Bottle base found in the section where I lost the data for the track.
- 4) Parts of an old trap. The bottom of the trap is rusted away and since this part of the trap sits on salty soil, it corrodes first. I found a similar trap in the Gray Back hills east of the salt flats near Wendover along the Hastings Cutoff trail.
- 5) Looking south along the east side of the Wildcat Mountains from the point "Crossroad and Picture" on MAP T3.

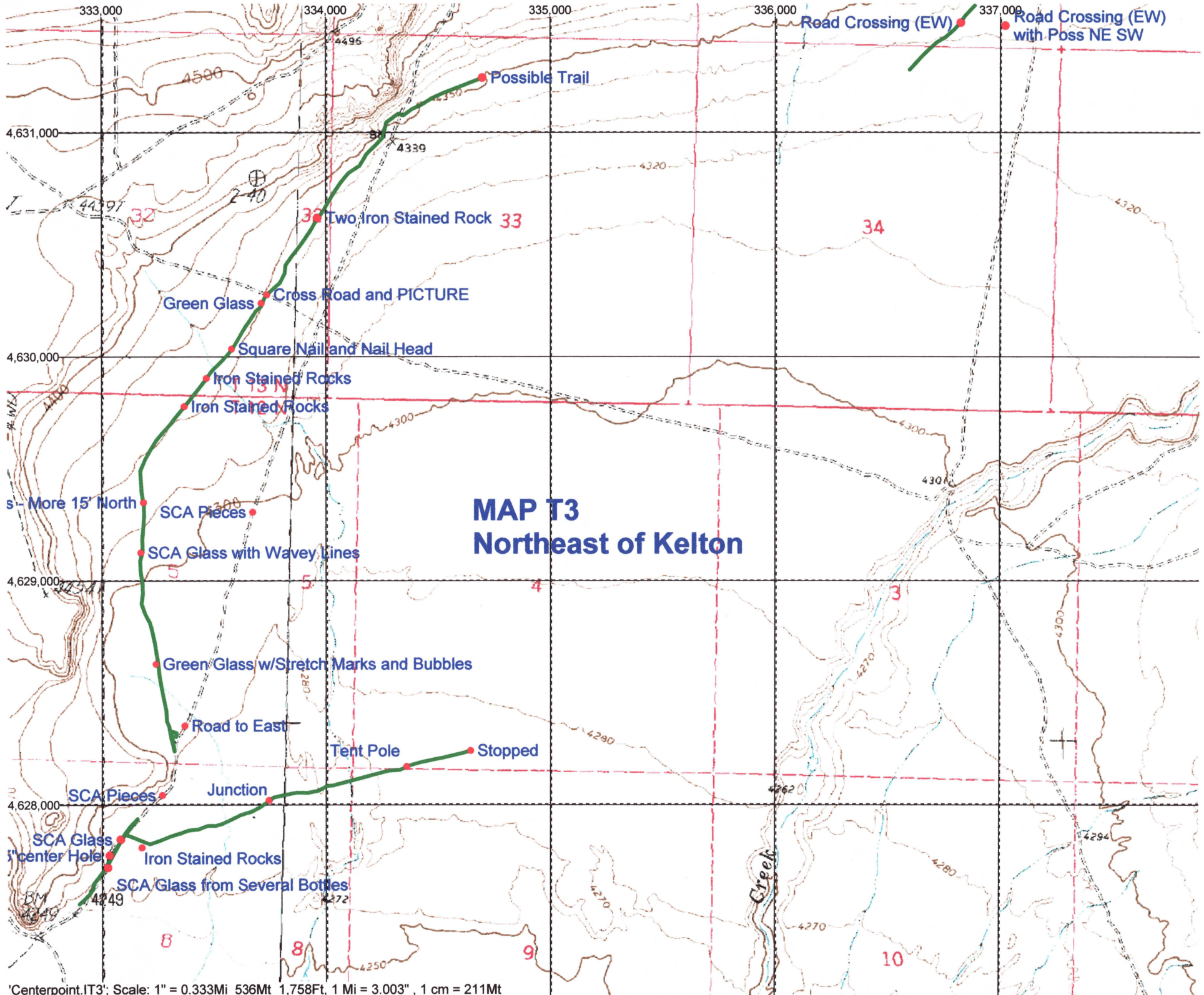


## MAP T1 Northeast of Kelton

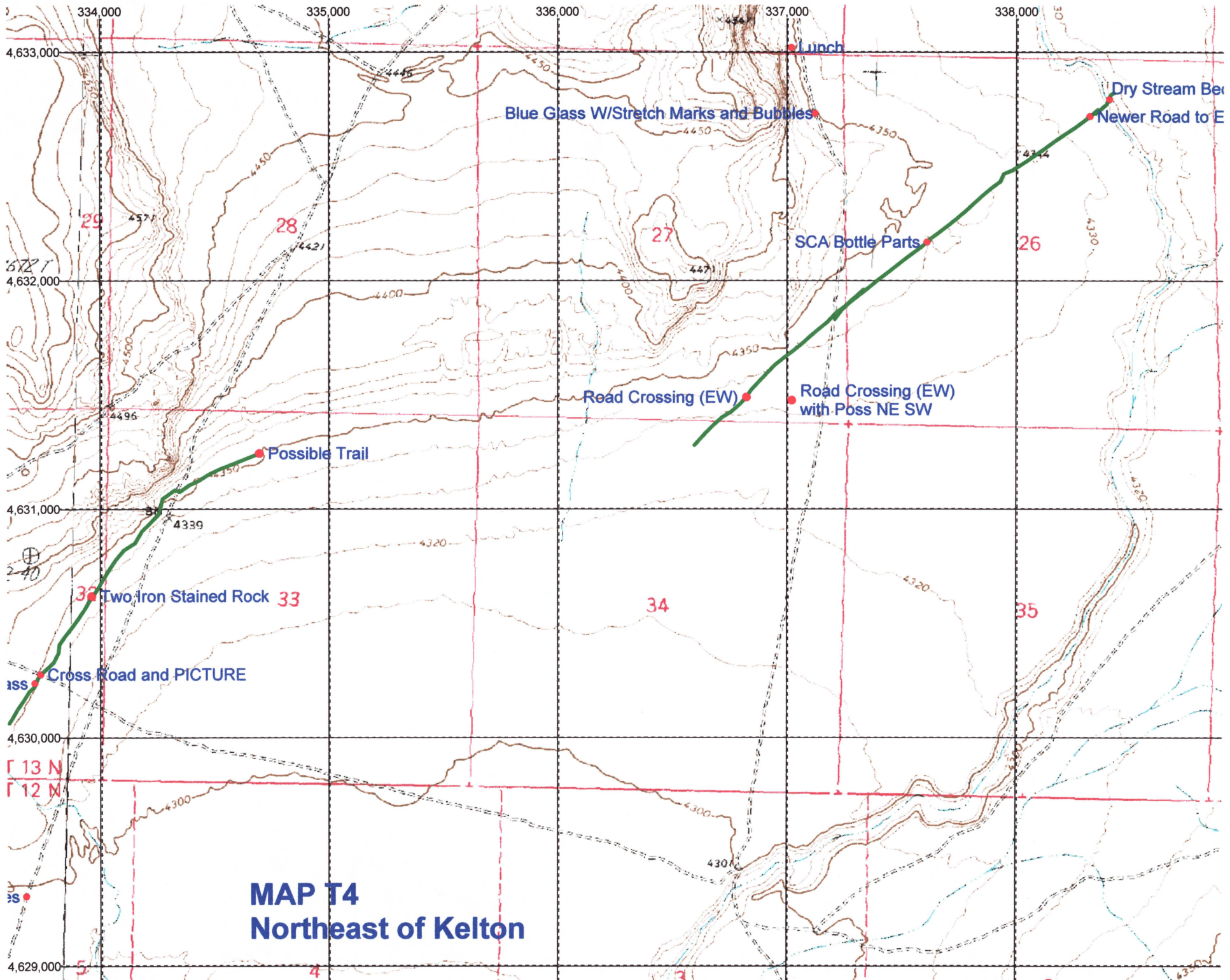
- Pail
- Condensed Milk Can
- North Fence
- SCA
- Parked Truck
- Marble
- SCA
- Culvert 4 and opalized glass
- SCA #1 and glazeware
- Culvert #3
- Culvert #2
- Wooden Culvert 2 PICTURES
- Copper Pieces
- Scissors Handle
- Copper Rivet
- Aqua Glass
- RR Tie
- Silver plated Spoon
- SCA Glass
- Modern Rock Circle
- SCA Glass and Rusted Iron
- Hook for Chain
- Base Beer Bottles
- Bottle Base Schoenhoffen
- Large Glass, Pottery, Can Scatter
- Flowing Well
- Cem
- Wheller BM 4221
- Kelton



**MAP T2**  
**Northeast of Kelton**



**MAP T3  
Northeast of Kelton**



**MAP T4**  
**Northeast of Kelton**

'Centerpoint.IT3'; Scale: 1" = 0.333Mi 536Mt 1,758Ft, 1 Mi = 3.003" , 1 cm = 211Mt





## **The Trails Around Pilot Spring**

### **Map V**

(2005)

Two years ago in the fall I wanted to see Pilot Spring, not to be confused with the Pilot Springs on the east side of Pilot Peak in Nevada. I drove to where the highway crossed the California Alternative trail that went to Salt Lake City, about 2.2 miles southwest of Curlew Junction which is west of Snowville. It was a cold fall day, and in the morning the ground was frozen, but during my return in the afternoon the ground was mud. It is hard to imagine what this area was like when the California pioneers trekked through when the trail was in use since now there is a large bulldozed pond there. (See the picture in this section about the continuation of trail (S).)

There are numerous trails radiating from this water source. The California Trail runs east and west through the area. There is a trail that leaves to the southeast that I think would continue to Coyote Springs, then around the northeast side of the Wildcat Hills and maybe on to Locomotive Springs area and on east past the salt works and Promontory. Another branch goes to the Center Point (see a description of the trail (S)) and then on to Kelton.

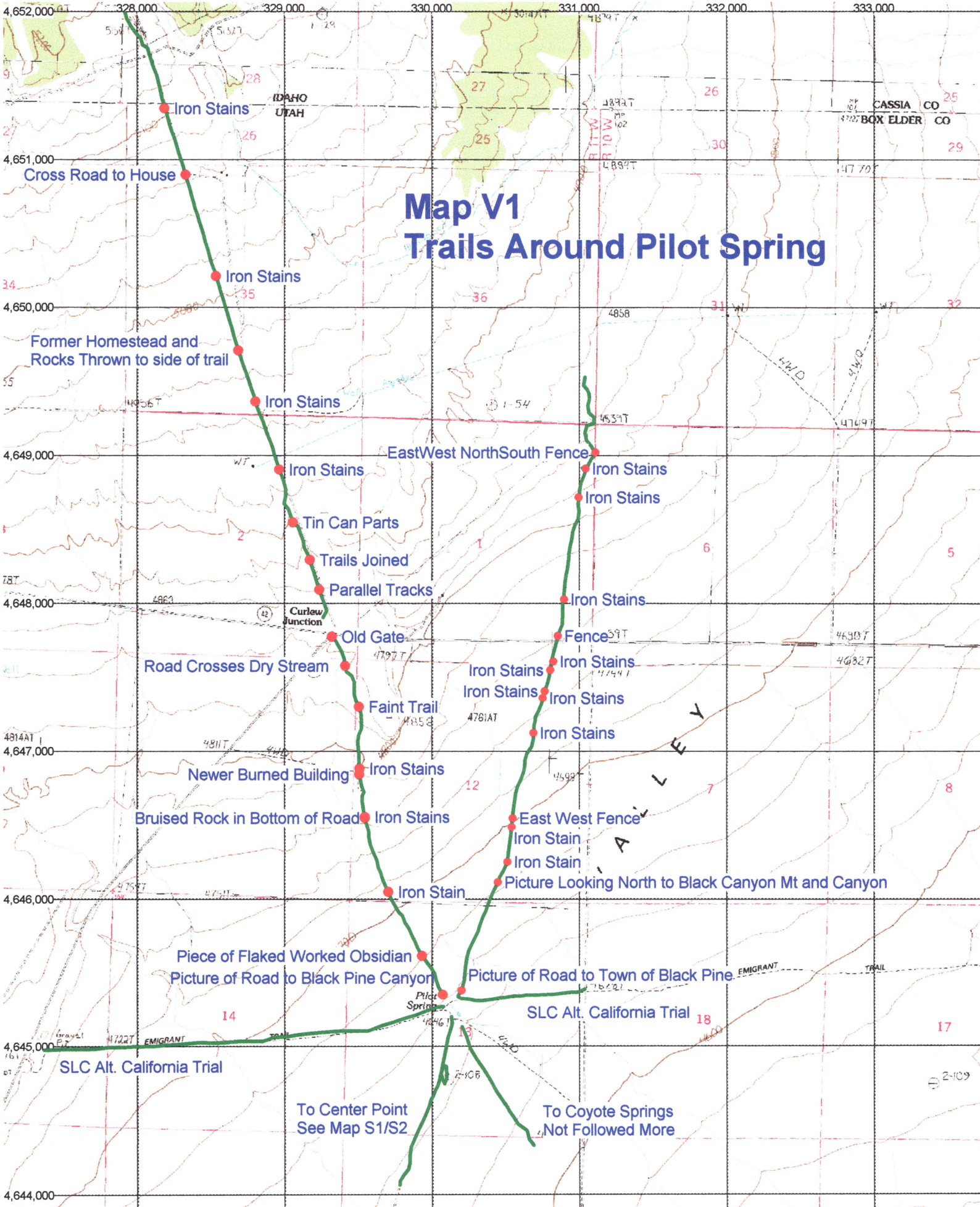
A branch goes 4.4 miles to the northwest towards Black Pine Canyon in the mountain by the same name. This trail probably went to the mines in the center of Black Pine mountain and I followed this road to the mouth of the canyon. During the summer of 2005, the grass really grew and I was not able to really see the continuation of the trail into the mountain unless most of the old trail was under the present road into the center of the mountain. I did not look in enough places to determine the location of the old road once inside the canyon as I spent such a short time in the canyon. A trail goes to the northeast for about 2.4 miles but I could not follow it in the grass after about 1.2 miles north of the highway from Snowville on land owned by the Corbridge family. I have a feeling that this goes to the area east of Black Pine mountain where the settlement with the same name once existed. Ore and grain were shipped by wagon to Kelton for shipping on the railroad.

The trails are rather boring, more evidence of modern use than some of the other trails. The most prominent feature is the iron stains on rocks, yet fields that have been cultivated also show the same type of stained rocks. If bedrock is exposed, then it is sometimes possible to see streaks on the rock. I have enclosed a map of the area and I want to look at the trail to Coyote Springs and possible go northeast of Pilot Spring. Early stories out of Black Pine indicate that grain and ore were hauled from Black Pine to the railroad at Kelton by the early settlers there.

Pictures that Follow:

- 1) Road leaving Pilot Spring to the northeast to the area of community of Black Pine
- 2) Road going northwest to the center of Back Pine mountain
- 3) At the mouth of Back Pine Mountain looking south along the "trail". The small back smudge in the center about one third of the way from the top is a truck at Curlew Junction.
- 4) Small piece of obsidian that had been worked but broken.

# Map V1 Trails Around Pilot Spring



'Black Pine Mountain.IT3'; Scale: 1" = 0.500Mi 805Mt 2,640Ft, 1 Mi = 2.000" , 1 cm = 317Mt



## Trails Around Coyote Spring

### Map W

(2005)

Coyote Spring has been a place I have wanted to visit for about three years ever since I found a road radiating from the Center Point ( see this section in the table of contents ) in a northeast southwest direction. Somewhere in this grassland area is a road that was part of the Pike's Peak Ocean to Ocean Highway used around 1920, plus or minus 5 years. This road may have gone past Coyote Spring in its passage from Snowville to Curlew (Rose Ranch) and on towards Park Valley through the area north of the Great Salt Lake.

This spring is located about 0.45 miles east of a road that runs along the east side of the Wild Cat Hills and then goes towards Pilot Spring which is another hub of old roads. This road along the east side of the Wildcat Hills is listed on GLO maps from the 1870s-1880s and it is not certain where this road originates in the southeast but may have come from the areas near the Locomotive Springs or Monument Point. Until this road on the east side is hiked and the artifacts found along way are evaluated, it is not really possible to judge the age of a road. I did hike 1.1 miles south along this old road but only located a place where there are iron stains on a rock, possible indication of an iron wheel sliding on the rock.

The spring itself is not impressive, not nearly as large a source of water as Pilot Spring. I hiked a short distance along a road that goes east towards the Rose Ranch area and then I hiked west for 2.5 miles from the spring until I lost the trail in the high grass. I did pick up a short section (0.5 miles) of the trail further west (about 1.1 miles) of the point where I lost it in the grass.

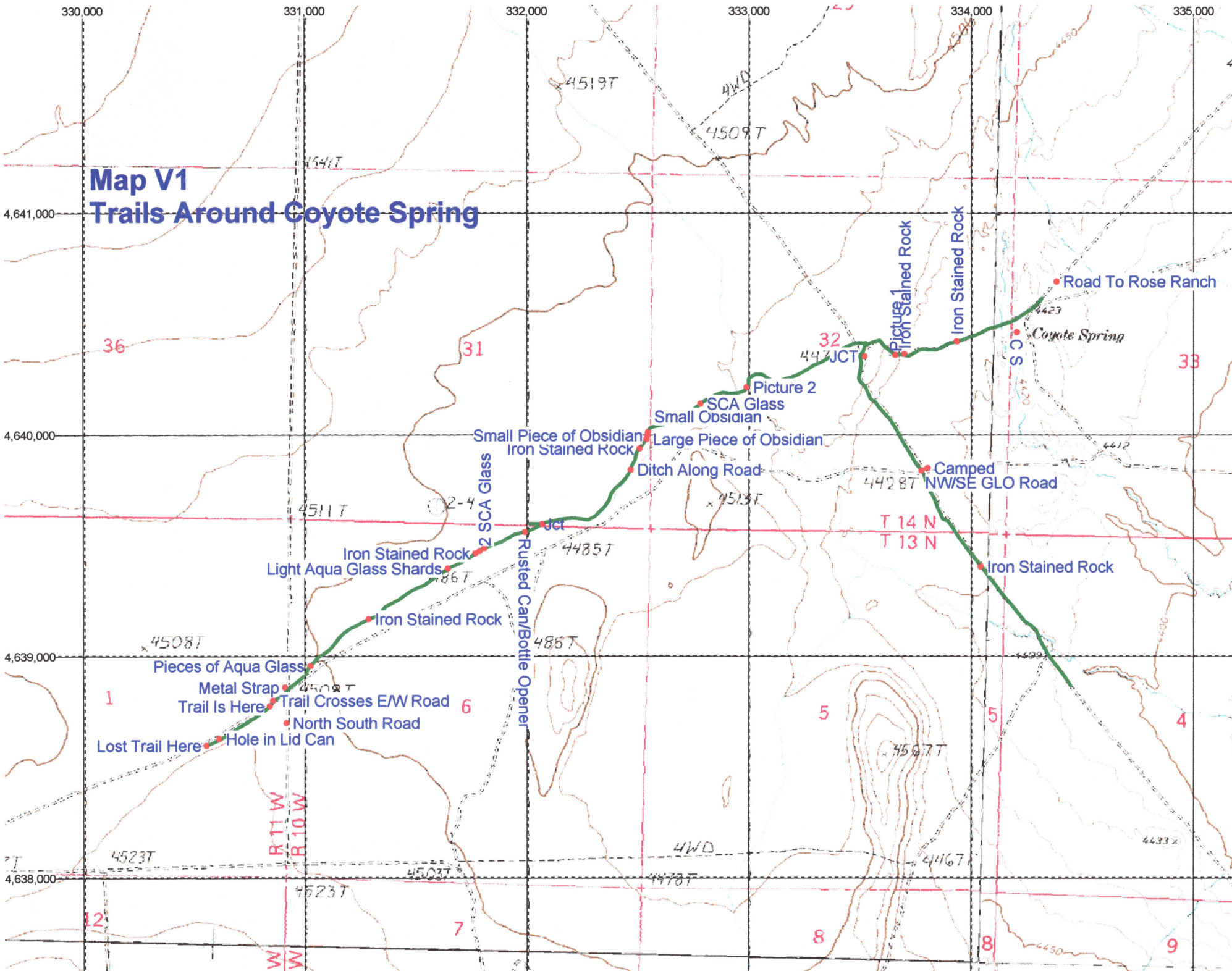
This area needs to be research more, hopefully during a summer when the grass is not as tall.

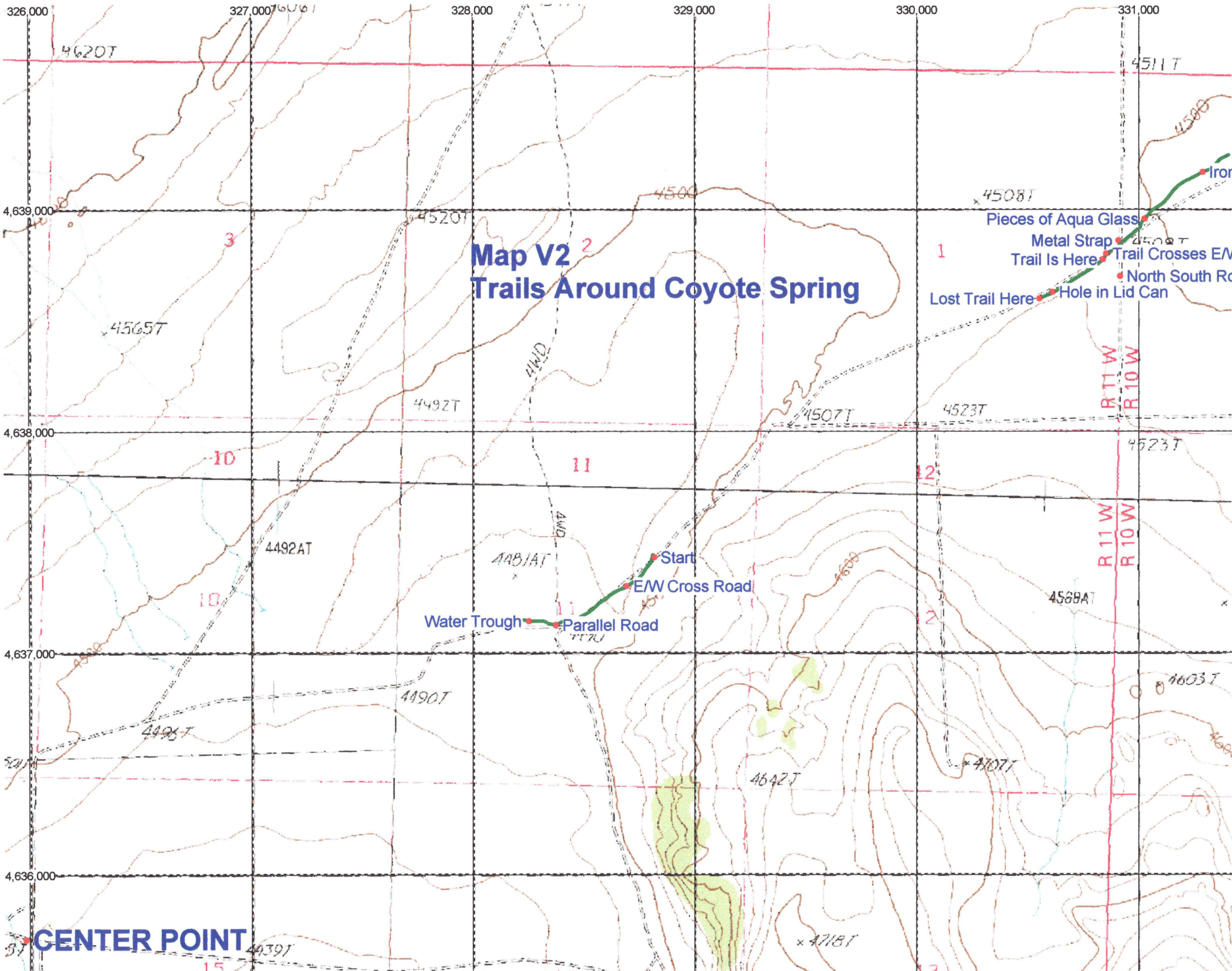
### **Pictures along this road.**

- 1) A newer road parallel and just south of the old trail drops down off a bench.
- 2) The location of the old road dropping off the bench just north of picture #1
- 3) About 1.4 miles west of Coyote Spring the old trail crosses another trail. The old trail from Coyote Spring runs from the bottom right of this picture towards the top left of the picture. My walking stick is very near this intersection which runs close to a section line. This cross trail may have been a road build on the section line and needs to be investigated to try and determine its age.



# Map V1 Trails Around Coyote Spring





**Map V2  
Trails Around Coyote Spring**

1  
 Pieces of Aqua Glass  
 Metal Strap  
 Trail Crosses E/V  
 Trail Is Here  
 North South Rc  
 Lost Trail Here  
 Hole in Lid Can

Start  
 EW Cross Road  
 Water Trough  
 Parallel Road

**CENTER POINT**

'Centerpoint.IT3'; Scale: 1" = 0.333Mi 536Mt 1,758Ft, 1 Mi = 3.003", 1 cm = 211Mt

## East of Hasting Pass in the Cedar Mountains

2003 and 2008

*Every modern man who has hiked the plains and mountains used by the early pioneers and mountain men have longed to find something they left behind. Maybe even a treasure.*

Byron Knutsen 2008

On one of my summer jaunts long before I bought a gps (About 1997) I was following the Hastings trail through the Cedar mountains west of Skull Valley in Utah trying to hike what I could of the old trail and looking for discarded cans along the way to document that I was on the trail. I stopped the truck for a break and food and as I looked across the field, I saw what you can see in picture #1. I had been south of this spot about 2.5 to 3.0 miles to Redlum Springs because this was a stop on the trail that is documented in several journals. I had wondered why in a book I used about this trail showed that when the travelers went west from the spring, they actually first turned east for a while, then north and finally west into the canyon that contained the pass. (See the map for the short segment of that trail.) Yet I knew that not everyone had to take this roundabout trail for some rode horses or had small wagons and should have been able to go straight north even though there would be more up and down on this shorter trail since it was closer to the mountains and the gullies that carried the rain runoff.

And there on the hillside in the picture it was, the signs of a road or trail coming down off the hill, sloping down as it descended from left to right. In picture #2 I am standing just a little below the trail/road but as your eye follows the trail towards the cedars you will notice it widens a little. Wide enough for a wagon. The trail turns south after the cedars and passes through a saddle and from the saddle, you can view the area of Redlum Springs. In the surrounding area of picture 3 ( just north of the pass), two horseshoes and bits were found on the ground. On the map are several markings of ISR (iron stained rocks) which represents small deposits of iron on the surface of rocks left by iron wheels or the horseshoes. One the map just south of the pass is an area marked Possible Trail Down To Stream. This is pictured in picture A. From there on south I could not find a good trail. West of there I found a faint trail that goes south near the mountains. Along this trail I found a square lid with a spout lying in the sand which came from a square can and some cut fire wood (Picture B) lying on a rock which had been abandoned by someone.

I followed the trail east of Redlum Springs, for a short distance. Picture 6 looks west towards the springs. The springs are not in the swamp near the cattle watering trough but a little more to the west under a cliff. There is a marker there north of the springs. Following a dim trail north of the springs, it crosses a gully from the mountains. (Picture 7 looks south and up the bank and picture 8 looks towards the north.) Further to the north (Picture 9 is another gully crossing.) The temperature was in the upper 90's when I was there and that was just too hot to stay any longer. I need to go back and search the central area of the map – there needs to be a connection of the two trail parts.



But there are some more interesting observations made in this center area. In picture #4 is a tree that has all the branches cut off, except one. It points to a small canyon (Mine Canyon on the map) across the valley and there is a mine which has been blown shut. There are some old blasting caps near by. At the entrance to the canyon two lone tree trunks guard the sides and mark the canyon. To the southeast of this canyon are three trees which lead to the canyon. (Picture 5 shows two trees) All this is interesting, very interesting. There needs to be some more research, in cooler weather. I am not certain if the northern part of the trail is for the mine or for the trail from Redlum Springs. People going into the mine would not go to Redlum Springs because there is a more direct way to get there from towns to the east. So I think what I found are the northern and southern parts of the same trail with the modern prospector's trail crossing these somewhere.

See later for more investigation.

Pictures in the next two pages: left to right. See the article for more detail.

Page 1

- #1) The trail from the road
- #2) Side view of the trail
- #3) Something happened in this area years ago
  - A) Possible trail down the hill
  - B) Cut wood (found on the rock) left by either miners or travelers
- #6) Trail looking west towards Redlum Springs

Page 2

- #7) Looking south at a stream crossing north of Redlum Springs
- #8) Looking north on the same crossing as #7
- #9) Another crossing further north of 7 & 8
- #4) Guide tree
- #5) Guide trees?



Picture 1



Picture 2



Picture 3



Picture A



Picture 6



Picture B



Picture 7



Picture 8



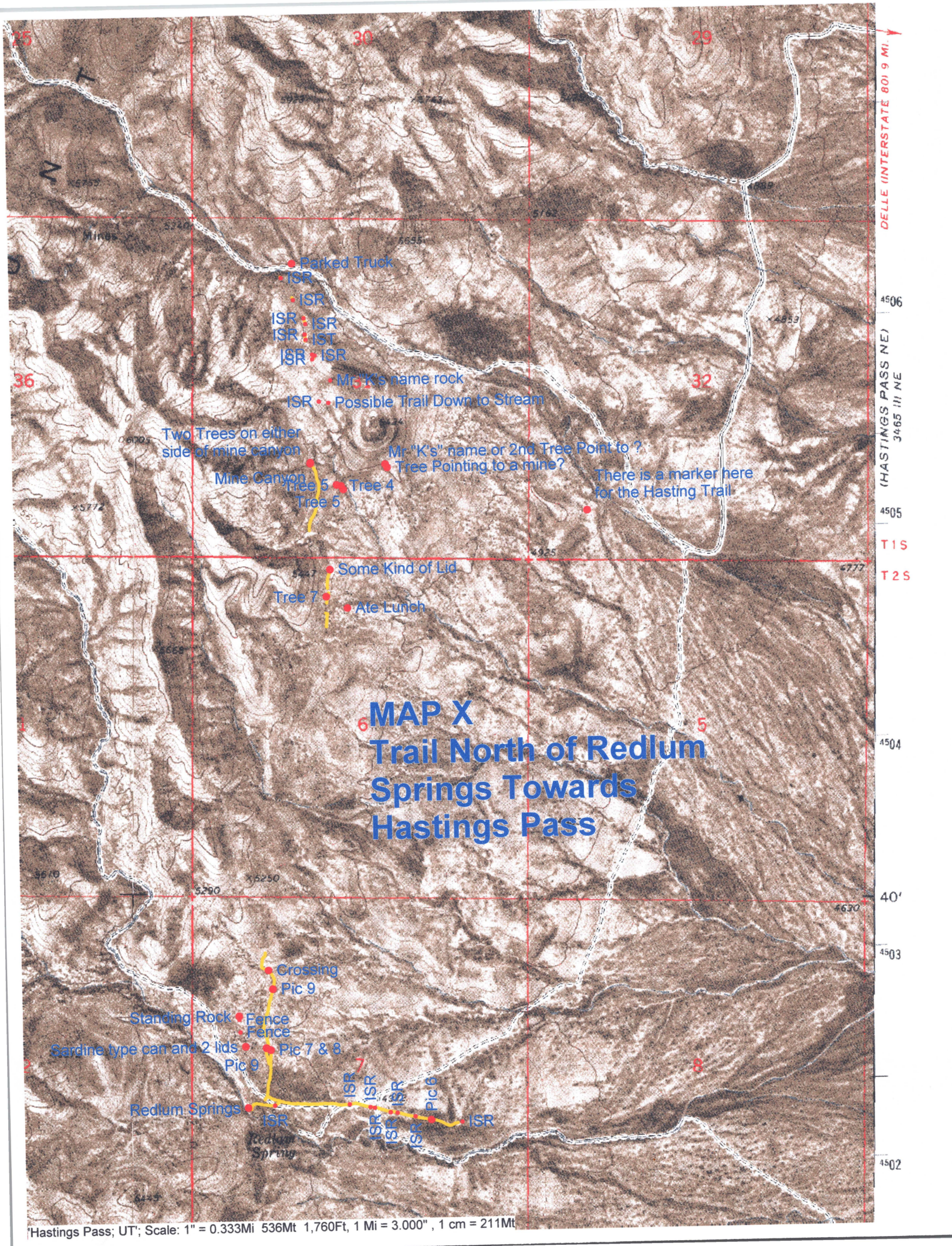
Picture 9



Picture 4



Picture 5



# MAP X Trail North of Redlum Springs Towards Hastings Pass

• Parked Truck  
 • ISR  
 • ISR  
 • ISR  
 • ISR  
 • ISR  
 • Mr "K's" name rock  
 • Possible Trail Down to Stream  
 • Two Trees on either side of mine canyon  
 • Mine Canyon  
 • Tree 5  
 • Tree 4  
 • Tree 5  
 • Mr "K's" name or 2nd Tree Point to ?  
 • Tree Pointing to a mine?  
 • There is a marker here for the Hasting Trail

• Some Kind of Lid  
 • Tree 7  
 • Ate Lunch

• Crossing  
 • Pic 9  
 • Standing Rock  
 • Fence  
 • Fence  
 • Sardine type can and 2 lids  
 • Pic 7 & 8  
 • Pic 9  
 • Redlum Springs  
 • Redlum Spring  
 • ISR  
 • ISR  
 • ISR  
 • ISR  
 • ISR  
 • Pic 6  
 • ISR

9 MI. (INTERSTATE 80) DELLE  
 4506  
 (HASTINGS PASS NE) 3465 III NE  
 4505  
 T1 S  
 T2 S  
 4504  
 40'  
 4503  
 4502

Hastings Pass; UT; Scale: 1" = 0.333Mi 536Mt 1,760Ft, 1 Mi = 3.000", 1 cm = 211Mt