

Strategic planning process underway

By Candy Moulton
NFP Editor

Recognizing the need for a strategic plan, the Oregon-California Trails Association Board of Directors instructed Association Manager Travis Boley to organize a one or two day meeting where that issue can be discussed in depth and added \$10,000 to the annual budget to cover costs of the meeting.

"My concern with a long term plan, and my experience with strategic planning, is that the people who are involved need to be in on the strategic planning," said board member Fran Taplin. She and other board members endorsed a planning meeting. "If you don't do that, you don't have buy in... you put it on the shelf and you don't use it," Taplin said.

Boley said he is "trying to get us to set some common goals so we are working toward a common purpose." Having worked for OCTA for ten months, he said, "I feel like I'm flapping in the wind... I really desire strong buy-in from the board."

Past President Randy Wagner commended Boley for his preliminary planning efforts, saying the board should let him work on the areas that are part of his association manager responsibilities as already defined. The board agreed Boley should work with chapters on public programs while attempting to coordinate projects through the national office and using the website as a central clearing house. He also

will work on marketing, advertising, technology, publications, and programs for children. The board formally granted Boley authority to deal with student groups on a flexible basis to provide services to them.

"It is so very important that we develop a program for children in one form or another," Boley said, adding that OCTA needs to be able to provide resources and lesson plans to teachers.

Boley was instructed to begin soliciting comments from committee chairs, chapter presidents and long-time members as he continues to develop the

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Headquarters Operation
Membership
Publications

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Dave Welch
Bill Martin
Dave Vixie

Ex Officio Members
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OCTA Secretary

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Finance, Governance
Long-range Planning

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Edna Kennell
Fran Taplin
Bill Wilson

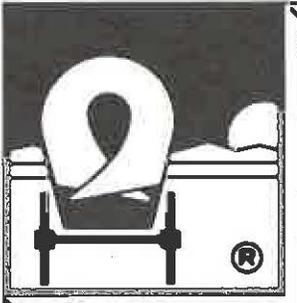
Ex Officio Member
OCTA Treasurer
OCTA Past President

COMMITTEE C

Preservation, Collections
Public Relations
Property management

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Jack Fletcher
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News From The Plains

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WHAT'S HAPPENING...

National Frontier Trails Museum,
Independence, Missouri

October 30, 8:30 a.m. - 5 p.m.
Guided Tour: Independence Route
Bus Tour
(Ross Marshall, guide)

Saturday, November 13, 2 pm
Newsmen, Historian and Author
David Day to speak on the Oregon
Trail
(Book signing)

OCTA Events

March 4-6, 2005
OCTA Board Meeting
Denver, Colorado

August 2005
OCTA Convention
Salt Lake City, Utah

August 2006
OCTA Convention
St. Joseph, Missouri

Join the OCTA online forum by sending an e-mail to:
overlandtrails-subscribe@yahoogroups.com

From the President

Richard Pingrey

rjpingrey@charter.net

To all of you who attended the convention in Vancouver, I trust you had a good time and had a safe journey home. On behalf of all OCTA members, I would like to express a special thank you to Dave Welch, convention chair, and the many Northwest chapter members who helped make the convention a success. Great job gang. Even the weather cooperated.

Now some serious thoughts. OCTA continues to lose members, an obvious sign of member dissatisfaction. What do we need to do to turn things around? Here are a few things I have observed. We need to clearly identify the problems that are causing us to lose members. There are quite a few reasons and it will take time to solve some the more serious ones. The leadership needs to agree on a plan to solve the problems. So far we haven't been able to get the board to agree on the nature of the problems so solutions are a long way off. From my observations of other trails organization it is clear that the successful ones have two common traits both lacking in OCTA. First, they have strong leadership at the national level. Second, they have a very good working relationship between the national organization and the chapters.

Before we hired Travis Boley to serve as Association Manager we generally had weak and ineffective national leadership. I don't say that to be critical of any past presidents and officers but the truth is it takes a lot of time to do the job properly. Occasionally there have been strong leaders but that was the exception. Properly conducting the business and administering the programs of OCTA is very nearly a full time job. As president I spend about five hours a day on OCTA business. I usually have between forty and fifty e-mails and letters a day to answer. The workload is far more than a group of officers can adequately administer on a volunteer basis if the job is to be done correctly.

The employment of a full time association manager is a big help but the board of directors needs to adjust to the new situation and let the association manager and the officers run with the ball. If they don't we will be no better off than we

were prior to the time when we had an association manager. At present the association manager and the officers are allowed little freedom to develop and execute even fundamental programs let alone those that will help attract new members or develop new revenue sources. The board is very long on studying problems and short on approving solutions. The association manager and the officer group need to have the freedom to operate within the board's established policies in a wide range of areas without micro-management by the board.

In general the national organization has done very little to assist and work with chapters. As a result there is considerable mistrust, dissatisfaction, and, in some cases, actual animosity toward the national organization by chapter members. I am working hard to change that situation and to create a condition where the chapters are true partners within the national organization. We plan on holding a conference for chapter officers and others to further develop this effort in conjunction with the mid-winter board of directors meeting in March. One thing we can do quite easily is to relieve the chapters of the need to process chapter memberships. As long as we must process the national memberships we can, at the same time, process chapter membership as a way of taking that work load off the chapters. That would be of considerable help to chapters lacking a membership chairperson. It is also a way we can encourage new national members to also become chapter members.

There are many more things I would like to communicate to you but space is limited. Please don't hesitate to write or e-mail me with your thoughts and comments. Board members need to hear from you as well. Their job is to represent your interests, not just their own. When the leadership stops communicating with the members we will be in very serious trouble.

Best wishes,

Dick Pingrey,
OCTA President

Trail Journal

Candy Moulton

NFP Editor
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Like many other OCTA members, I took the time to follow sections of the Lewis & Clark Trail as I made my way west to Vancouver, WA, for the annual OCTA convention. I also hiked a short section of the Mullan Trail, attended ceremonies at the Big Hole Battlefield to commemorate the August 9, 1877 battle fought there between U.S. troops commanded by Col. John Gibbon and Nez Perce Indians, stopped briefly at the Lewis & Clark encampment at Camp Fortunate west of Dillon, MT, and visited the Cataldo Mission in northern Idaho.

It was a fun journey west, capped by an incredibly rich convention. Kudos to Dave and Wendy Welch and the entire Northwest OCTA chapter for your meticulous planning that brought us Ezra Meeker, the Trail Band, and forays on the Barlow Road, along the Columbia Gorge, and to the Pacific with Lewis & Clark where I waded in the ocean for the first time. The program—from Lewis and Clark and the fur trade to Woody Guthrie—was exceptional.

As editor of this publication, I find it impossible to include photos and information about all the activities in Vancouver, but my sincere thanks to Roger Blair and Bill Martin for the photographs, and to those members who have contributed articles.

Several new publications written by OCTA members are now available, or soon will be. So, as we begin the slide toward winter (it is snowing in Wyoming as I write this), here are two suggestions for winter reading: David Dary has a new book, *The Oregon Trail*, out from Alfred A. Knopf. This follows his earlier title, *The Santa Fe Trail*.

D. Robert Carter's recently published book, *Founding Fort Utah*, will make a valued addition to any historian's library. An active member of Utah Crossroads, Bob has published several books and articles on early Utah history and his careful research brings to light a number of interesting events during the early settlement of Provo and Utah Valley.

Northwest OCTA Chapter Suncatcher Medallion



Our jeweler engraved crystal medallion created for the 2004 OCTA Convention in Vancouver, WA is still available. Order one or several while the supply lasts.

They make beautiful Christmas tree ornaments, window suncatchers or display items. (stand included) Those who attended the 2004 Convention will want to purchase one and cherish it as a memento of a wonderful time spent in the great Northwest!

Retail price, \$25.00 includes postage and handling. Deduct \$3.50 if you do not want the stand.

Send your check made payable to NW OCTA:
Joyce Bolerjack,
Northwest OCTA Chapter,
10813 NE 20 St.,
Bellevue, WA 98004-7118.

Please, include where item(s) are to be shipped.

Headquarters Manager's Report

Kathy Conway

KConway@indepmo.org

Thank you, **Dave Welch**, Convention Chair and the NW Chapter for presenting OCTA members and guests a uniquely memorable convention themed *Roll On, Columbia*. For those members who could not attend we want to report to you sightings of ol' **Ezra Meeker** himself. Not only did he speak at the Convention Opening Session, he joined us Saturday night at the BBQ on the grounds of the Pearson Air Museum.....and to top this, he was flown to the BBQ by none other than our President, **Dick Pingrey** in his 1929 J-19, Curtiss Robin. Ezra thanked all of us for continuing his work of marking the trail so that those who come after us will never forget "this particular history."

By the time this newsletter reaches your mail box, many of you will be shopping for holiday presents. To help in this endeavor, we have added several new books and items to the OCTA Bookstore.

Bound for Montana (Editor, Susan Badger Doyle) paperback, 260 pp, \$19.95.

Emigrant Trails West (A Guide to the Applegate Trail, The South Road to Oregon) [from Lassen Meadow to southern Oregon] published by Trails West, Inc. paperback, spiral bound, 211 pp, \$29.95.

Hiking the Gold Rush Trail, A Hiking Guide over West Pass (Caples Lake to Tragedy Spring)

by Frank Tortorich, Jr. paperback, 48 pages (separate map included), \$10.00.

The Boise Massacre on the Oregon Trail, by Donald H. Shannon, paperback 287 pp, \$16.95

Donner Party Cookbook, by Terry Del Bene, 117 pp, \$15.95.

The Barlow Road, (Driving Tour) CD with accompanying book that provides map and historical information, 31 pp, \$16.95.

To Order Books Call
OCTA Headquarters
Toll Free
888-811-6282

Mayflower/United Van Lines: You really move us!

Every August for the past several years, the corporate office of Mayflower/United Van Lines in St. Louis, MO, has purchased several hundred copies of OCTA's workbook, *Reading, Writing and Riding Along the Oregon-California Trails*. This year they purchased close to 1,000 copies!

As part of the company's PR, individual drivers are encouraged to participate in a community

outreach program. Called **Discover America** the program goal is to encourage school room activities that teach greater appreciation of our country's heritage. The focus is on 4th and 5th grade students. When visiting the various schools, the drivers allow the children to explore the truck and learn about highway safety and U.S. geography and history as it relates to transport travel.

In addition, every month the 4th and 5th grade teachers receive a package from "Driver Bob" for the classroom. In the package, "Driver Bob" sends a letter mailed from a particular town, and then includes postcards, souvenir pencils, crossword puzzles, maps, and brochures relating to the area. The packet for the month of December comes from Portland, OR, and the driver mentions in this letter historical facts such as details about the first women to cross the Rockies and the first Oregon settlers in 1841. Most importantly to OCTA, the teacher receives a copy of our educational workbook, *Reading, Writing and Riding*.!

CALL FOR PAPERS

The planning committee for the August 2005 OCTA Convention at Salt Lake City, the *Crossroads of the West*, is issuing a Call for Papers for a limited number of presentations on America's overland wagon roads. Papers related to Utah's overland emigrant trails are preferred, but all topics of interest to OCTA members (especially those that offer a new perspective on the trails) will be considered.

Will Bagley, Utah Crossroads Program Chair
wibagley@xmission.com

Association Manager's Report

Travis Boley
Tboley@indepmo.org

I just returned from Vancouver, Washington where I attended my very first OCTA convention (unless you count the day I spent in Manhattan last year when I was introduced to the general membership for the first time) and came away enlightened, exhausted, and enthused! We are poised to capitalize on some incredible opportunities in the coming months and years, but the first thing we must do is go into our collective closet, clean out all of the junk that is holding us back, toss it in a dumpster, and move forward with a positive attitude about preserving emigrant trail history.

I have read a lot of OCTA's history, and I have listened to many members talk about their perceptions of our organization. Since I was hired ten months ago, I have learned one thing—there are a lot of misconceptions about OCTA both within current OCTA membership and from past OCTA members. As many of you know, OCTA's membership stagnated a few years back and is in the midst of a slow decline. Upon assuming the position as association manager, I began studying the problem of declining membership to try and ascertain the reasons for the drop. After ten months of study and reflection, I have come to the conclusion that it is misconceptions about OCTA's role in trail preservation that are the biggest hurdle I face when trying to recruit (or re-recruit) OCTA members. I've heard from some members who have either left OCTA or are actively thinking about not renewing for reasons such as a perception that OCTA isn't doing enough for preservation of trails or their feeling that OCTA does not do anything of value. Maybe that was somewhat true in the past, but I seriously think OCTA has turned the corner.

Last April, the Board of Directors passed a motion re-dedicating itself to its core mission of preservation (not that it ever totally got away from it). Then, the Board passed its 2004-05 budget in mid-August and approved an increase of about 160 percent for preservation projects. After the board meeting in August, I had a chance to talk with Director Bill Martin about these perceptions and he is truly as bothered about it as me. A couple of weeks

later he emailed me a partial list of OCTA accomplishments. I include his comments (as well as some of my own) here, as OCTAns certainly have accomplished a lot and we should toot our horn. For example, we have:

1) Saved a stretch of the Beckwourth Trail near Reno, Nevada.

2) Went to court in support of efforts to ban rock climbing on historically important Twin Sisters in the City of Rocks National Preserve in Idaho.

3) Marked and mapped hundreds of miles of overland trails, guaranteeing that emigrant routes are preserved for future generations.

4) Lobbied Washington in support of legislation to allow study of additional routes to be included in the National Historic Trails system.

5) Installed dozens of historic markers at important trail locations, including jumping off places and emigrant graves.

6) Published three diaries as part of the Emigrant Trails Historical Studies Series.

7) Led successful efforts to establish the Black Rock Desert High Rock Canyon Emigrant Trails National Conservation Area in Nevada.

8) Created and brought to market the Census of Overland Emigrant Documents (COED), a searchable database of the names of more than 66,000 individuals who moved west. COED is now in the midst of greatly expanding that database.

9) Worked with the National Park Service to develop a Comprehensive Management Plan for the California, Oregon, Mormon Pioneer, and Pony Express National Historic Trails.

10) Continued to build the Merrill Mattes Research Library (the single best library of its kind in the United States) in Independence and established a branch library at the California State Library in Sacramento devoted to Western emigrant trails research. There are plans to shortly add other branch libraries.

11) Provided financial support for the purchase of the historically important Three Island Crossing near Glens Ferry, Idaho.

Association Manager's Report

Continued from previous page

12) Bought the historically important California Hill in western Nebraska and donated it to the Nebraska State Historical Society.

13) Continue to closely monitor energy exploration efforts in Wyoming to assure that pristine emigrant trails in the area are not damaged.

14) Donated more than \$1 million annually in volunteer hours and financial support to trails activities, including more than 56,000 volunteer hours.

15) Produced *Saving A Legacy*, a 20-minute educational video on the Oregon and California trails.

16) Produced *Across the Kansas Prairie*, a 25-minute educational video that follows a modern-day wagon trail along the rolling hills of northeast Kansas.

17) Sponsored a trails preservation conference which included representatives of the Bureau of Land Management, the National Park Service, the Partnership for the National Trails Systems, and private interests.

18) Developed the *Mapping Emigrant Trails* Trail policy guide to guarantee standards for trails identification and protection, which is now being used by federal agencies as the benchmark for doing such work.

19) Provided financial support to maintain public access at the Whitman Mission National Historic Site near Walla Walla, WA.

Obviously, this list is far from comprehensive, but it is apparent that OCTA does indeed take a proactive role in preserving our historic trails. I think we should all concentrate more on OCTA's successes, proclaim them loudly, and move on to more successes

(rather than publicly dwell on disagreements). I am asking all of you to bury whatever past disagreements you may have had with each other or with the organization and rededicate yourself to preserving all of the emigrant trail experience, not just the ruts, but also the graves, diaries, letters, books, maps, landmarks, viewsheds and integrity of our fine organization. Then and only then will we see a real turn in membership numbers.

Running away and not renewing your membership in OCTA is not going to keep us strong or save trails. Your participation, your voice, your energy, and your enthusiasm for trails is needed now more than ever. If you have left OCTA and are reading this, come back. If you are thinking about not renewing your membership, I ask you to stay. Whatever differences you may have with others, remember this—at the end of the day we are all on the same team, and that team's mission is to preserve the overland trail experience. Sometimes we lose sight of that, but it is essential to remember it.

If you truly feel OCTA needs to change, keep in mind that it will be difficult for the organization to change if you are not involved. Run for a chapter officer position, put your name in the hat for the next national board election, volunteer to map and mark trails in your local area, tell your local historical society about our organization, write your congressperson and ask for their support of trail legislation—in short, get involved!

It is easy to complain about a need for change, but it is much more difficult to be an agent for change. I implore you to become that agent!

New OCTA Board Members

See article on page 23



William "Bill" Wilson



Bill Martin



John Mark Lambertson



Edna Kennell

NPS Accepts OCTA offer to help with Trail studies

Bill and Jeanne Watson
Co-Chairs Trails Liaison Committee

Many thanks to Travis Boley, Kathy Conway, the rest of the headquarters staff and volunteers who prepared and mailed 1,900 letters to OCTA members, with stamped return postcards, seeking additional support for HR-1051. Also, many thanks to the 153 members who returned postcards reporting their support in writing to Congress in support of this bill and the many other OCTA members who wrote earlier letters seeking co-sponsors.

On April 12, after the House Resources Chairman claimed that these studies proposed in HR-1051 were too expensive, Congressman Bereuter wrote to National Park Service Director Fran Mainella pointing out that most of the feasibility studies costs have already been incurred and paid by the NPS. Director Mainella responded that they still had uncovered costs of \$12,000 for holding public meetings after the studies are completed. We proposed to President Dick Pingrey that OCTA offer to cover these costs in an agreement with the Long Distance Trails Office in Salt Lake City, if the Director will remove their hold on HR-1051. Dick immediately

replied, "Go for it." And we did. Meanwhile, the OCTA board approved the use of \$12,000 from the Pat Loomis Trails Preservation fund for this purpose.

On behalf of Director Fran Mainella, Superintendent Jere Krakow wrote on August 30 thanking OCTA for its generosity and noting that an agreement will be negotiated with President Dick Pingrey for the Park Service to accept our pledge of \$12,000 toward the public involvement process after HR-1051 is passed.

"I appreciate your including OCTA's letter to Rep. Pombo to alert him that the lack of funds to carry this study forward is no longer a problem—and that the bill should be passed as quickly as time allows. The NPS is grateful for your commitment to America's overland trails and your amazing volunteer core that contributed over 76,000 hours last year. Your steadfast support to get HR 1051 and its companion bill in the Senate demonstrates your commitment. And your patience is very much appreciated as we collaborate to protect and interpret America's historic trails for public benefit now and in the future," Krakow wrote.

Historic Inscriptions due out soon

By Bill Martin, OCTA Publications Chair

Pre-publication orders are now being accepted for *Historic Inscriptions on Western Emigrant Trails*, a new OCTA book from author Randy Brown, an exhaustive compilation of emigrant inscriptions on the overland trails.

Orders received by November 1 will receive a 20 percent discount off the planned cover prices of both hard cover and soft cover editions.

"This is an exceptional work and an invaluable resource," said Susan Badger Doyle, Editor of OCTA Special Publications. "Randy has worked for years on the project, spent countless hours in the field gathering and verifying inscriptions, and compiled lists recorded decades ago by trail historians such as Charles Kelly, Paul Henderson and Robert Ellison."

The book, scheduled for publication November 1, will retail for \$29.95 in soft cover and \$49.95 in hard cover. However, for orders received prior to the

publication date the prices will be \$23.95 for soft cover and \$39.95 for hard cover.

To order, call OCTA at 1-888-811-6282, visit www.octa-trails.org, or use the order coupon in the advertisement found on page 12 in this issue of *News From The Plains*. Shipping and handling of \$5 will be added to each book ordered. Visa and MasterCard are accepted.

The 464-page book is 8 ½ by 11 inches and includes a complete name and place index, maps of inscription sites, a bibliography and introduction.

"The mission of OCTA Special Publications Fund is to produce books that make a lasting contribution to the overland emigrant trails," said Doyle. "Randy Brown's *Historic Inscriptions* fits that goal precisely. This will be a 'must have' book for the library of every trails enthusiast."

Brown, an OCTA member from Douglas, WY, is the editor of OCTA's best-selling *Graves and Sites on the California and Oregon Trails*.

Wyoming OCTA member Jim Kennell dies in July

Wyoming OCTA member Jim Kennell, husband of National OCTA Board Member Edna Kennell, died July 18, 2004, in Casper following an extended illness.

He was born in 1926 in Los Angeles, served in the U.S. Navy during World War II, had a degree in geology from the University of California-Berkeley, and worked in California, Alaska, Colorado, Texas, and Wyoming for Shell Oil. He later worked for Monsanto Oil in Casper, WY, and was a private

consulting geologist. He belonged to the Natrona County and Wyoming State Historical Societies, OCTA, and the Audubon Society.

Survivors include his wife of 43 years, a sister, six children, 11 grandchildren and two great-grandchildren. He was preceded in death by his first wife, his parents and an infant son.

Memorials may be made to the National Historic Trails Center Foundation, P.O. Box 399, Casper, WY 82602.

Trail supporter Kirk Copeland dies in Wyoming

Historic trails in Wyoming lost a tremendous friend recently. Kirk Copeland of Rock Springs was one of the unsung heroes of National Historic Trail preservation in southwest Wyoming. He died in Rock Springs on June 9, 2004, following a sudden illness. He was 58 and had lived in Rock Springs for 33 years. Survivors include his wife Ann, a son, seven daughters, six grandchildren, and a large extended family. He was a member of the Church of Jesus Christ of Latter-day Saints, and also a leader in the Boy Scouts of America

Kirk's involvement with the BLM trails program in Rock Springs began in 1997 with the largest of the National Historic Trail celebrations – the Sesquicentennial of the Mormon Pioneer Trail.

Southwest Wyoming has well over 200 miles of Mormon Trail and a good portion of those miles are nearly pristine – the ruts are still there. However, there wasn't a single marker that said Mormon Trail. All the markers said Oregon Trail or Pony Express Trail and many of them were damaged – concrete crumbles after decades in the alkaline soil.

In 1996, the BLM Rock Springs District Office was able to purchase (through grants) over 200 new concrete markers that gave the names of all historic trails in southwest Wyoming – Oregon, Mormon Pioneer, California, and Pony Express.

BLM had the markers, but had no way of getting them in the ground. Enter Kirk Copeland. In early 1997, he approached BLM staff in Rock Springs and asked what he and the local Mormon Church could do to help with the Mormon Trail in anticipation of a wagon train following the trail for the sesquicentennial.

After seeing the miles of trail and the magnitude of the project, Kirk contacted members of the Mormon Church's Rock Springs Stake and the Green River Stake. A couple weeks later, he contacted BLM and said, "Leave it to me."

On a single Saturday in the spring of 1997, every new trail marker was installed. He had organized an army of pickup trucks full of volunteer trail marker installers as a community service project. They replaced every damaged, stolen, or vandalized concrete trail marker on the main trail from South Pass to the Green River.

When the wagon train got to southwest Wyoming, the participants were thrilled to see the markers, showing the way on the Mormon Trail.

Later he helped organize a partnership with BLM, Sweetwater County, Chambers of Commerce, and 4-H to redo the Simpson's Hollow interpretive site on Highway 28 west of Farson. On July 5, 1997, the site was dedicated with over 5,000 people attending – which included the President of the Church of Jesus Christ of Latter-day Saints Gordon Hinckley, Wyoming Congresswoman Barbara Cubin, and other dignitaries. It was the largest historic trails event southwest Wyoming has ever seen.

Later Kirk assisted in marking the trails from Green River to Fort Bridger and segments of the Overland Stage and Cherokee Trails.

Winter Issue News From the Plains

Deadline: November 20, 2004

Outstanding Educator Awards

By Bill Hill

OCTA Education Committee Chair

Five outstanding educator awards were presented at the Vancouver convention this past August. The recipients were: elementary--Laura Vaile, Katy, TX; middle school--Camille Leonhardt, Rocklin, CA; high school--Lance Dixon, Huntington, OR; College/ University--Richard Luppi, Bonanza, OR; and institutional--Mission Mill Museum, Kuri Gill, Salem, OR.

Laura Vaile was recognized for her development last year of a curriculum unit "America's Westward Movement" and its use in 22 other elementary schools in her district. She teaches in the Fielder Elementary School in Katy. The unit starts with the Louisiana Purchase and the Lewis and Clark Expedition, moves to the era of the mountain men, and then leads to the major development of the Oregon and other emigrant trails which allowed for the expansion and settlement of the West. Laura has spent her summers traveling and photographing sites along the trails so her students in Texas could not only read and hear about the trails, but also could experience the trails visually through a Power Point presentation. A unique roll-up, life-size wagon bed is used when discussing the importance of the wagon and learning about the critical nature of making the right decisions on what foods, supplies, household goods, and other equipment to bring.

Camille Leonhardt, a former middle school teacher and instructor at Sierra College has been involved in the history workshop, "Enriching the U.S. History Classroom" through the University of California, Davis, which provides for curriculum and staff development for the middle school. She is a "teacher leader" in the monthly workshops. The eighth grade curriculum development project focuses on how the overland trail experience and the

settlement of the West affected gender roles, how women's perception of the American Indian changed, and the struggle for women's political rights. Emphasis is placed on the use of women emigrant diaries and the lives of prominent women.

Lance Dixon's unique approach to improving the teaching of American History at Huntington

School has been to broaden the normal approach to make extensive use of local history to make American history more interesting and relevant for students. For Lance and his students, that meant examining the role of the Huntington area. His program used a variety of hands-on projects, extensive research, and the use of educational grants. Huntington sits on the Oregon Trail and nearby are the sites of the Utter and Van Ornum disasters. After researching the Oregon Trail and the massacres, students assisted in writing and placing descriptive markers. So successful was the use of Huntington's Oregon Trail

connection that students' enthusiasm spread over to their desire to find out about the whole history and settlement of Huntington, and it has now involved the English and technology classes as well. A video project was also prepared about Huntington.

Dr. Richard Luppi, professor at the Oregon Institute of Technology, Klamath Falls, has been recognized for his teaching and development of three courses, two of which rely heavily on field work. His American Western Experience course examines the American migration trails and the emigrant experiences. It is one of the most popular courses on the campus. His two other courses, the Natural and Cultural History of the Black Rock Desert and High Rock Canyon National Conservation Area, held during the summer are quite unique. They involve field work on the Applegate Trail. Students visit the Black Rock Desert and the High Rock Canyon. As the title implies, the courses deal with a wide



Lance Dixon



Richard Luppi



Camille
Leonhardt



Kuri Gill

Continued on next page

“Investigating History” to air Mountain Meadows Massacre show

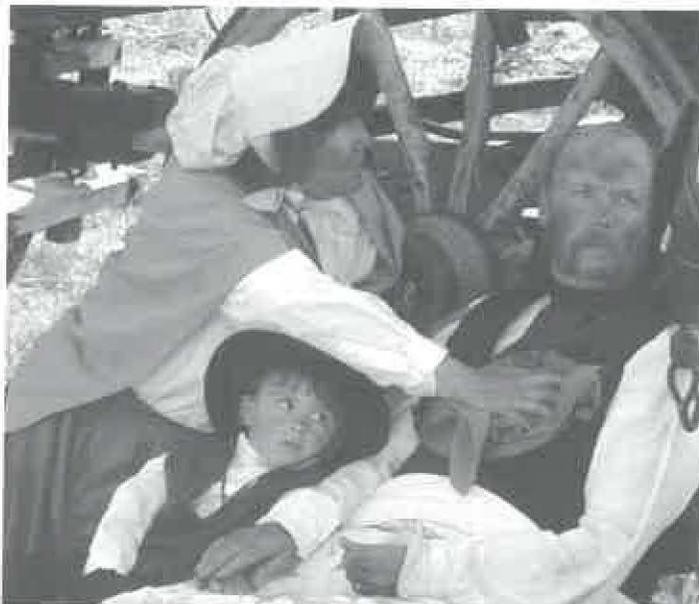
Story and Photos by Candy Moulton

In 1857 one of the most violent episodes in Western American trail history played out in a mountain meadow in southern Utah. Last August the Mountain Meadows Massacre was recreated for a forthcoming documentary. An isolated, sagebrush-covered landscape on the A Bar A Ranch near Encampment, WY, became the setting for a segment of “Investigating History” produced by Bill Kurtis Productions of Chicago. The show is tentatively set to air on the History Channel Dec. 13.

In September of 1857, the Fancher emigrant wagon train en route to California from Arkansas with 16 wagons, 100 oxen, and 900 head of cattle was attacked in Southern Utah by Paiutes organized by Mormons. After a five-day siege, the Mormon Militia persuaded the emigrant party to surrender on September 11. Then the militia and their allies killed all members of the party with the exception of 17 children under the age of six.

The documentary script is written by University of New Mexico history professor Paul Andrew Hutton, who served with Jamie Schenk as a co-producer on the show. Bill Kurtis was on hand as executive producer and host of the show; he also ran

a camera for the production. Author Will Bagley served as an historical consultant and Candy Moulton was the location manager.



Reenactors portray members of the Fancher emigrant party (left), for a documentary on the Mountain Meadows Massacre. In one scene (below), Indians meet with John D. Lee. Camera men are Greg Gricus and Bill Kurtis (right) of Kurtis Productions.



Education Awards *Continued from previous page*

expansion of topics including geology, Native Americans, and geography, but a significant aspect focuses on the emigrant experiences.

The Mission Mill Museum is located in Salem. Kuri Gill describes the museum as not “a stuffy old warehouse of artifacts,” but as a place that provides many active programs for children of all ages throughout the year. Programs include weekly workshops for young children that focus on

archaeology, quilting, machines, Native American culture, etc., the Mission Mill Players program, a week-long camp where children learn about the different historical characters and roles found at the historic Methodist Mission and the Teen Interpretive Program, where high school students learn and develop the skills for participating in living history programs during the school year and then use those skills as summer volunteers.

Historic Inscriptions on Western Emigrant Trails

A new OCTA book from Randy Brown

Editor of *Graves and Sites on the California and Oregon Trails*

"A great new contribution to the legacy of the overland trails"

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-Harriet Sherrill Ward, 1853, *Prairie Schooner Lady*

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OCTA presents awards

The OCTA awards banquet honored individuals who have contributed effort and time to "carry the torch" to ensuing generations. OCTA past president and current National Trails

Preservation Officer Dave Welch received the prestigious Meritorious Achievement Award.

Distinguished Service Awards were presented to Eileen Fitzsimmons and The Oregon Historic



OCTA President Richard Pingrey, left, presented the Meritorious Achievement Award to Dave Welch. (Photo by Roger Blair)

Preservation Council, to Ken Dauble of the Clackamas County Development Staff and to Joe Kabel for COED work.

More Photos
on Page 16

Receiving the Distinguished Volunteer Award was Chuck Hornbuckle of Washington with Certificates of Appreciation to the committee responsible for establishing the California/West Coast OCTA Overland Trail Research Museum in Sacramento, including Dick Davis, Don Buck, Charley Little, Richard Brock and Tom Hunt.

National Certificates of Appreciation also were given to Dave Hollecker of Nevada and Fred Dykes of Idaho. The Young OCTA'n Award (age 6-21) went to Ryan Marshall of Missouri and Rodney Staab of Missouri won the Merrill Mattes Award for Outstanding Writing in the *Overland Journal*. Friend of the Trail Recognition went to Rex and Leta Morton of Kansas, and to William Johnson and Larry and Colleen Lindsay of Oregon.



OCTA members in costume join Ezra Meeker (center) at the closing barbecue at the Pearson Air Museum. (Photo by Bill Martin)

Touring with OCTA

Hermistan to The Dalles

Story and Photos by David Vixie

Eighteen vehicles pulled out of Corral Springs, Oregon, each with the power of several hundred horses rather than the customary six oxen. The blue, August morning warmed to the participants who were following a trail to The Dalles on this 2004 OCTA pre-convention tour. This trail was traveled by emigrants as early as 1845 at the advice of Dr. Marcus Whitman. Following the Umatilla River through this now productive farming region, we came to the crossing of the Umatilla at Echo. Here we visited a reconstructed interpretive site of Fort Henrietta, an 1855 Army post where we learned about our tour guide, Victor R. Bolon.

Victor was born and raised in this Oregon country before the wagon road celebrated its 100th birthday. At an early age he experienced the transition from horse to fossil fuel power. His own regional heritage reaches back to 1845 when his ancestors came to Oregon Country by way of this trail. A.J Bolon, Victor's great-great grandfather, was appointed by Isaac Stevens as Clark County, Washington's first sheriff. A city park in Vancouver, located near the convention center, bears the name Esther Short Park, named after Victor's grandmother three greats back.

But his interest in the overland trail and his own trail heritage didn't grow until he joined OCTA in 1993. In 1995, Victor followed Jim Renner as the chair of trail marking and mapping for the Northwest chapter of OCTA.

Our next stop was Echo Meadows, an interpretive site managed by the BLM. Here remain some of the most visible ruts found anywhere on the trail. It is this area that Greg Franzwa writes in *one* of his books that the inspiration for the formation of OCTA emerged.

Continuing west, we stopped where the trail runs through the Lawrence Lindsay ranch. The

Lindsays are some of the strongest Oregon Trail stewards as they have fenced off the trail where it runs through their feed lot corrals to preserve it. Mr. and Mrs. Lindsay were honored later in the week with an OCTA Friend of the Trail Award.

Wells Spring was our next stop. This was an important watering stop which is now dry. Here an



abundance of large, stones appeared to the travelers to be oddly out of place. Only one remains near the well. The others now mark graves in local cemeteries.

Our noon stop was in what the emigrants called Willow Creek Campground. We were treated to the hospitality of Clinton and Maureen Krebs, who are outstanding stewards of the trail.

Nearing the end of the first day we followed the trail to Cedar Springs, where the water now supplies the needs of a ranch. Then, on we went to the McDonald Ford crossing of the John Day River, where a delightful surprise has remained for 98 years. In 1906, Ezra Meeker passed this way and left a stone marker to commemorate the Oregon Trail.

The second day began on the west side of the John Day river crossing where we got a fresh view and appreciation of the beauty and difficulty that

Pre-convention tour crosses Oregon

faced the overland travelers. Here they descended the hill, forded the river, and then reorganized their wagons and animals to climb out of the John Day.

Shortly after ascending this grade, we came to a spot where a later approach to the Barlow Road diverged from the trail.

What magnificent views any that have passed this way over the centuries have had of the great snow peaked mountains of Mt. Hood, Mt. Adams, and Mt. Rainer in the distance! And if any had imagined fertile farms in this dry region we saw the fulfillment of those reveries in golden grain fields at harvest.

We stopped in Wasco hoping to find a comfort stop and discovered the delight of a great recruitment opportunity in the Lean To Café and Goose Pit Saloon.

After restful respite, we were back on the trail. On top of the hill we had our first view of the Columbia River. After descending here, the trail stays on the flank of the hill as much as possible to avoid the rocks and sand nearer the river.

Soon we came to the Deschutes River crossing, which must have been arduous for early wagon teams with the many rapids and falls. It is apparent from the clearly visible traces on the hill that many travelers followed the ascent from the Deschutes.

From the shoulder of the bluffs, we got an impressive view of the Columbia River as the land along its banks begins to deepen into a gorge.

We followed Moody Road to Fairbanks and then on we went to The Dalles. Here the trail is mostly no longer visible. Our tour ended near Chenoweth Landing. For many early travelers,

this was the end of the trail and the beginning of the water route down the Columbia River to Fort Vancouver, Oregon City, and the Willamette Valley.

Many of us took the opportunity to visit the Discovery Center and Museum in The Dalles before taking advantage of the various scenic drives through the Columbia River Gorge on our way to "The End of the Trail."



Ezra Meeker back on the Trail

Ezra Meeker (Ray Egan) climbs out of an antique plane owned and piloted by OCTA President Dick Pingrey (at right), making a surprise appearance at the Pearson Air Museum barbecue and re-creating Meeker's flight over the Oregon Trail some 80 years ago.

(Photo by Bill Martin)

OCTA Awards 2004



*Eileen Fitzsimmons
Distinguished Service*



*Joe Kabel
Distinguished Service*



*Chuck Hornbuckle
Distinguished Volunteer*



*Dave Hollecker
Certificate of Appreciation*



Certificates of Appreciation were presented to retiring board members Jim Denney, and Chuck Martin, left. Recognized for their work in establishing the California/West Coast OCTA Overland Trail Research Museum were (below from left) Don Buck, Tom Hunt and Charley Little. (Photos by Roger Blair)



2004 Friends of the Trail



William Johnson



Larry and Colleen Lindsay

News From The Chapters

Nebraska

Old Freighter's Museum

By Jim Denney

A two-story wood frame residence in Nebraska City, NE, has become a new museum for explaining the story of the old freighting companies that used the Fort Kearny Cutoff in Nebraska for shipping merchandise from the Missouri River on to the Oregon and California Trails.

Restored by the Nebraska City Historical Society, the residence was originally built in 1858 by the federal government to provide a home for Maj. James G. Martin, a quartermaster.

Following nine months of Martin's occupancy, the home was sold to the freighting company of Russell, Majors and Waddell, also known for originating the Pony Express.

Jerry Bell, president of the Nebraska City Historical Society, said his organization has held possession of the structure since 1985. He said a \$30,000 matching grant from the National Park Service recently served to speed the project along with \$30,000 raised locally.

"Of this, \$53,000 was spent on our building and the additional \$7,000 was given to the new Lewis And Clark Museum that should be completed in our city in July," he explained. "This grant to the Lewis and Clark Museum will provide an exhibit telling about freight shipments out of Nebraska City during the town's early development."

Bell, a retired Beatrice, NE., High School math teacher, praised Jere Krakow, superintendent

of the National Trails System office in Salt Lake City, for helping Nebraska City to win the grant.

Russell, Majors and Waddell operated a freighting company here until 1865. The house was then sold to Dr. Spencer Gant and family. It was a residence of the Gant family for 50 years.

There are numerous exhibits about shipping on the early days of trails across mid-America inside the new museum. There is one part of the building that shows how the old house was built of mortar and wood. Architect drawings are also on display.

Bell explained that paintings by William Henry

Jackson, pioneer artist-photographer, have made the exhibits "come to life. We were most fortunate because Scotts Bluffs National Monument in Western Nebraska, where many of these paintings are stored, allowed us to reproduce them here as wall murals."

There are period artifacts including a uniform similar to the type worn by Major Martin. Saddles, oxen yokes, wagon wheels, shipping boxes, and other items are on display.

Bell said that freight transportation through Nebraska City, located on the banks of the Missouri River, was especially heavy in 1849 due to the fact that

gold had been discovered in California.

The museum will be open through the months of June to October, Wednesday through Thursday. Admission is \$2 per adult and \$1 for students. Private tours can be arranged by appointment.

Most of the labor, Bell said, was volunteered by society members. Brian Volkmen served as the society's historic freighting chairman.



This is the new Old Freighters Museum, built in 1858, in Nebraska City. It explains the importance of freight shipments along the Oregon and California Trails via the Fort Kearny Cutoff. (Photo by Jim Denney)

California-Nevada

From the Chapter Newsletter

Another archaeological excavation of the Donner Party camp was undertaken this year. Archaeological fieldwork at the Alder Creek site began in the late 1980s with Dr. Don Hardesty and Dr. Susan Lindstrom's research, which consisted of excavating around the base of the "George Donner Tree" and also placing approximately 26 1x1-meter test units in an open meadow across a small creek to the southwest. No historic archaeological remains were found at the base of the tree, but many bone fragments and tiny pieces of emigrant-era artifacts were recovered from the units in the open meadow. While forensic studies and intensive analyses of the bone recovered from the 1989-1990 excavations were not done at that time, the results of the excavation were reported in detail in Hardesty's *Archaeology of the Donner Party* (1997).

In 2003, the Alder Creek site was revisited with funding from the Discovery Channel, which filmed portions of the excavation and analysis to augment an episode of "Unsolved History." This year a two-week excavation took place in July.

Excavation work in 2004 focused on opening units surrounding the one in which firepit ashes and oxidized (burnt) soil were found the previous year. OCTA had a two-day "open house" to visit the site while work was in progress. When the first OCTA members toured the site on Thursday July 8, approximately six new units were opened and small artifacts, including wagon hardware and bits of emigrant-era ceramic dinnerware, were slowly being exposed.

Among the OCTA members taking advantage of the opportunity to visit the site were Leslie Fryman, who participated as an archaeologist, Tom Fee, Ford and Ellen Osborn, Bob and Adrienne Dietrich, Mary Mueller, Pat Loomis, Curtis Grant and grandson Jacob, Tom and Dee Birch, Dave Hollecker, and Norine and Robin Kimmy.

Fryman discovered an intact wagon staple (the largest artifact recovered), which caused considerably more excitement among OCTA members than among the archaeologists!

A complete report of this excavation will be included in the next issue of *News from the Plains*.

Preservation Report

- COED data entry has been completed on much of the material and the data entry surveys will be put in permanent storage in Kansas City.
- Handcart treks in Wyoming have come under scrutiny and the Bureau of Land Management Lander Office is completing an environmental analysis of the treks and associated special recreation permits. The BLM had approved 7,500 people on trail in 2004, but reports indicated 10,000 people visited that area, causing some damage to trail resources. No final determination has yet been made by BLM concerning future use.
- The Crossroads Chapter has been commended for its excellent job of marking the trail using trail marking policies established by the OCTA Board. Crossroads members have installed 83 markers and provided documentation in accordance with OCTA policy and the Marking Emigrant Trails (MET) guide. "They've now set an example of the way the rest of us should be doing our trail marking on the trail," National Preservation Officer David Welch said.
- A Memorandum of Understanding involving OCTA and Wyoming agencies has not yet been implemented.
- The critical need for trail mapping and marking remains in Wyoming "where we have so much development pressure," Welch said. Carsonite markers are no longer approved for BLM lands in Wyoming although in critical places OCTA can install carsonite markers on a temporary basis. A program to replace the carsonite posts with concrete markers is being considered. Details are expected for consideration at the Mid-Year Board meeting in March.
- A new wind farm has been proposed in southwest Wyoming near Evanston. OCTA members in Wyoming say it appears unlikely it can be halted, and it will be visible from some trail segments.

Crossroads



Chapter members listen to a briefing on the history of the Kimball Stage Station on the Golden Pass Road during a stop on the spring field trip. (Photos by Al Mulder)



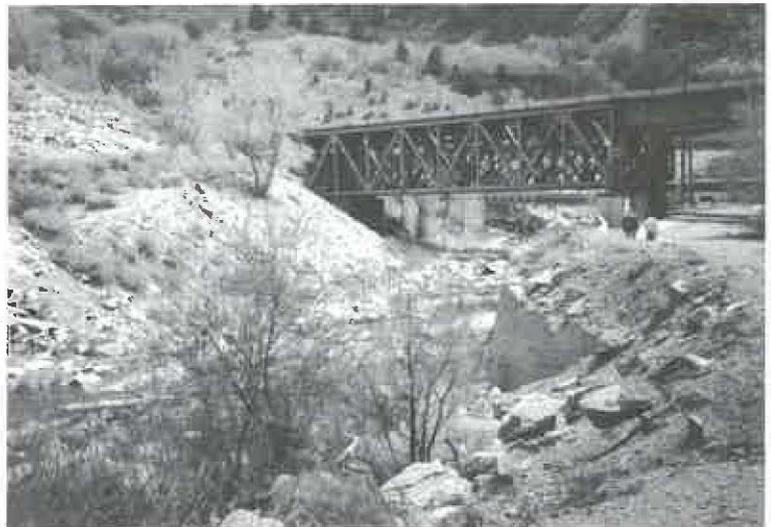
Jerry Dunton briefs field trip participants at the Peter Skene Ogden historic marker near the Trapper Loop road in the lower Weber River Canyon.

By Al Mulder

Spring activities provided a full plate for chapter members with a lecture and slide presentation at the April 9 chapter meeting and a bus tour field trip two weeks later. It was an honor for me to make a presentation on the search for the Luke Halloran and John Hargrave burial sites to a lively group of chapter members and friends who attended the spring chapter meeting. Those who missed the meeting had an opportunity to hear the talk when it was presented at the Utah Historical Society's annual meeting in Salt Lake City's new public library in September.

The spring field trip attracted 39 enthusiastic trail buffs who boarded a bus at the County Complex parking lot for a tour of the Golden Pass Road and the Weber Canyon Route of Hastings Cutoff. Tour guides Jay Aldous and Roy Tea and Vice President Marie Irvine did an excellent job. Bernie Rhoades and his wife flew in from Washington just to make the tour. Bernie's ancestors were part of the Harlan-Young party that traveled down the treacherous Devil's Gate section of the Weber River route. James Hudspeth, not Lansford Hastings, was the culprit that told the large wagon party to go down the Weber Canyon. Hastings wanted the emigrant groups following his cutoff to

take the route through East Canyon, a trail opened up by the Donner-Reed party two weeks after the Harlan-Young and Lienhard-Hoppe parties struggled down Weber Canyon. George Ivory did a great job on the two tour publications issued to each participant. Near Trappers' Loop, Jerry Dunton took the mike and gave a very interesting narrative on the conflicts between trapper groups in the early 19th century.



Devils Gate in Lower Weber Canyon is located where the river made a sharp bend. The 1846 emigrant parties using the Hastings Cutoff had to drive their wagon down the boulder-strewn Weber River and navigate between the steep and narrow canyon walls. The old road and railroad trestle were built years later.

Idaho

From the Chapter Newsletter

In May Dean Shaw, BLM Archaeologist, Boise, led I-OCTA members Bill Wilson, Wally Meyer, Jerry Eichhorst, and Patti and Jim McGill to the southern beginning of miles of the remaining Goodale variant ruts near Emmett, ID. The Goodale north, beginning in 1862, took emigrants to Oregon across the Snake River by way of the Brownlee Ferry, northwest of Cambridge, ID. The trail also was followed by miners headed to central Idaho and by travelers returning from Oregon to the gold fields of Grimes Creek and Idaho City. The ruts need to be identified, mapped accurately, and marked.

The 1862 Goodale Wagon Train, and few other travelers afterward, went west from Boise down the Payette River, and followed along the Snake and Weiser Rivers to near the Cambridge area. Because so few wagons that traveled there, and due to more recent land development, probably little evidence of that route could now be found. His train was made up of mostly miners, bound for both Idaho and Oregon.

The route from Emmett north, west of the present Paddock Reservoir, through the present Crane Creek Reservoir and on northwest to along Dixie Creek, to the later town of Salubria, then became the

variant of Goodale's route to the mines. This is the route indicated on virtually all of the old maps, called "Goodale," and has been substantiated by several modern researchers and historians.

After topping the summits that both branches of the road cross going north and in the area where the branches reconnect, more continuous evidence of ruts along the existing roads appears. Long stretches of old worn trail sometimes cross and re-cross the newer straightened and leveled road. There are also some alternate segments of later graded routes of the present road. Wagon-worn swales and ruts became very evident along the road north.

Upcoming I-OCTA events include a meeting in Mountain Home on Oct. 9 and a marking trip along the Hudspeth Cutoff on Oct. 23 and 24.

Don Shannon's new book, *The Boise Massacre on the Oregon Trail* is now available. It includes detail about the events that occurred between 1854 and 1860 and contains broad coverage of the Perry Train attack at Camas Prairie, the Ward Train, the punishments, Wallen Expedition, Shepherd Massacre on the Hudspeth Cutoff, Carpenter Train attack, and the Miltimore Massacre at American Falls. Contact Don at 208/459-9233 or e-mail: dshannon2@mindspring.com.

Wyoming



The 2004 version of Ben Kern's Cherokee Trail Wagon Train winds its way across southern Wyoming. The wagons traveled the 1850 route from Encampment, WY., to Greeley, CO. (Photo by Randy Wagner)

Northwest

By Glenn Harrison

In 1940, an Oregon Trail marker was placed on a high bank southeast of The Dalles by Isaac B. Remington. Bill Johnson and the other grandchildren of I. B. decided to relocate the marker to the other side of the road where it would be more visible. So on Sunday, April 25 a rededication ceremony was held. Bill was the main speaker, but I was given an opportunity to speak about OCTA and the Northwest Chapter, as well as the importance of trail preservation, mapping, and marking the route.

The new sign placed beside the refurbished old 1852 marker, will have the date corrected. In all 77 people attended the ceremony. Isaac's cane stands beside the sign. The chapter's portable microphone was appreciated.

On Wednesday, April 28, a group of dedicated trail finders met in the U. S. Forest Service Office near Oakridge, Oregon to discuss the GPS readings taken and mapping done by various people. The work is fed into a quality GPS system for mapping the



Northwest Chapter members dedicate a new marker at The Dalles. (Photo by Glenn Harrison)

route into Eugene. They will be ready to supply good information on the Free Emigrant Road when it is added to the National Historic Trails network study legislation.

The NW chapter also held a preservation workshop at Columbia Gorge Discovery Center at The Dalles on June 5. Techniques of trail mapping and marking were discussed followed by on-the-ground experience for participants on June 6.

Michigan OCTA members gather



Michigan OCTA members after an invigorating day on the trail, left to right: Neil McCallum, Milford; Shirley Weinreich, Northville; Sherry Thackrey, Ann Arbor; Margie Nolan, Detroit; and Donald Thackrey, Ann Arbor. Not shown: Rudi Lindner, Ann Arbor; and Bill Nolan, Detroit.

On June 26, 2004, seven Michigan OCTA members got on the Ann Arbor Trail and met for the first time as a group. The meeting was hosted by Donald and Sherry Thackrey at their home in Ann Arbor on a beautiful sunny afternoon. Delicious snacks and drinks were enjoyed as members told how their love for western history and the emigrant trails had evolved over the years. The afternoon went by all too quickly as memorable experiences on the Oregon, California, and Southwest trails were shared.

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Strategic planning process *Continued from front page*

strategic plan, with a board retreat to be held at a time and place to be determined.

The board rescinded a 2001 decision to collect dues at the beginning of each calendar year. This provision was never implemented and doing so now would require additional headquarters staff at least on a temporary basis each year.

The board gave formal approval to hold the 2006 convention in St. Joseph, MO, and approved a proposal from the California-Nevada Chapter to host the 2008 convention in Elko, NV. No proposal has been received yet for the 2007 convention.

The proposed bylaws revisions have now been reviewed by past OCTA presidents, with recommendations incorporated into the document. The proposed bylaws will now be reviewed by an attorney to be certain that they conform to current Colorado law, since that is where OCTA is incorporated.

Many issues presented during the August board meeting

New OCTA Members

James and Joann Walker
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Ernest Witucki
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John York
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Denver, CO 80219
303/937-0184

were referred to committees for further study including discussion of membership categories, assigned to Committee A; further bylaws revisions and policy to allow for emergency board meetings, assigned to Committee B; collections of trail related materials, assigned to Committee C in cooperation with the Collections Committee; and elections policy, assigned to Committee C.

The board heard a proposal related to the potential purchase of land near City of Rocks in Idaho. The land would cost about \$150,000-\$175,000 more than the appraised value limit the National Park Service could pay for the property, Long Distance Trails Office Supt. Jere Krakow said. If purchased jointly by the NPS and OCTA, the land would be turned over to the Idaho State Department of Parks for management, he said.

If sold to a private party the land would potentially become a rock quarry, he said.

Although county planners have indicated they do not support a rock quarry in the area, there is no guarantee such a commercial use would not be undertaken at some point in the future. "My concern is that when you tote this all up on an annual basis we continue to preside over losing trail resources," Krakow said. "I know your support for City of Rocks has been long and fruitful," he added, making reference to a successful cooperative lawsuit involving OCTA that led to a climbing ban on the Twin Sisters.

Krakow also told the board he anticipates a drop in federal funding for the OCTA association manager position by about 15 percent, from the current 100 percent funding to perhaps 85 percent in the near future.

2004 OCTA Election Official Results

William "Bill" Wilson, Bill Martin, John Mark Lambertson and Edna Kennel were elected to the OCTA board during recent elections.

The board, at its meeting in Vancouver, WA, reelected officers including Dick Pingrey, president; Vern Gorzitze, vice president; Bernie Rhoades, secretary; Douglas Brown, treasurer; and Dave Welch, National Preservation Officer.

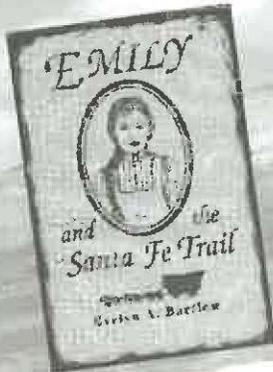
Because fewer ballots were received than are needed for the election to be valid, the names of the top four individuals in the election were presented during the General Membership Meeting in Vancouver, and that slate was then elected to the board by a majority voting in favor.

VOTES RECEIVED:

William "Bill" Wilson	563
Bill Martin	552
John Mark Lambertson	473
Edna Kennel	461
Jim Denney	454
Marley Shurtleff	388
Donna Fisher	261
Dick Nelson	201

Number of Ballots Cast	865
Number Needed for Election	1256

The National Frontier Trails Museum to Celebrate the Santa Fe Trail!



"Emily and the Santa Fe Trail"
by Evelyn A. Barlow

Imagine what it was like to be a twelve-year-old Missouri farm girl who traveled with her father and brother along side a covered wagon to Santa Fe. Imagine walking 850 miles, sleeping on the ground, enduring the dust, the summer storms, the dangers. What would she see and hear? What would she write in her diary? Put on your sun bonnet and come along as we travel back into the past. \$7.95 paperback

Special Santa Fe themed presentations, children's workshops, gallery tours and other activities begin in October and will run through June 2005. A few of the highlights are: every Friday in October at 2:00 pm, there will be a gallery tour: "The Old Santa Fe Trail", with a special tour of the exhibits that highlight artifacts related to this trail of commerce and emigration. Saturday, October 30, there will be a day long bus tour: "Independence Route Bus Tour", this guided tour is of trails related sites associated with the Independence Route of the Santa Fe, California, and Oregon Trails. On three consecutive November Saturdays celebrate "A Holiday in Santa Fe" with workshops geared for children ages 6-12. For information and prices on these or any of our other special events, please call 816-325-7575.

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The National Frontier Trails Museum
318 W. Pacific, Independence, MO 64050
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Mon./Sat. 9:00 am - 4:30 pm

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Adults \$4.00, Seniors (62 & older) \$3.50

Youth (6 - 17) \$2.50, Age 5 & under Free



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