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## Historic Trails Damaged by Pipeline Construction



The UNEV Pipeline runs from left to right across the center of the picture. The trail

parallels it along the wash, with the pipeline intersecting the trail on the far right-hand side of the picture.

**Pipeline construction in southern Utah has caused significant damage to historic trails in Holt Canyon near the infamous Mountain Meadows massacre site, according to a leading trail preservation organization.**

Damaged were portions of the Old Spanish National Historic Trail and the Salt Lake to Southern California wagon road, according to T. Michael Smith, preservation officer of the Oregon-California Trails Association's (OCTA) Utah Crossroads Chapter. The Old Spanish National Historic Trail, used from 1829 to 1848, was a pack train route connecting Santa Fe and Southern California. The Salt Lake to Southern California wagon road, used from 1848 to 1869, connected Mormon settlements in Utah with the west coast and is being considered for inclusion in the National Historic Trail System. The two trails roughly overlap in Holt Canyon, approximately 35 miles west of Cedar City, Utah.

The 399-mile UNEV pipeline will carry petroleum products between Woods Cross, Utah and Las Vegas, Nevada. Smith and Al Matheson of the Old Spanish Trail Association (OSTA) recently noticed that pipeline construction had damaged the trails.

"It appears to be a case of various cultural resource evaluations required for construction approvals not adequately identifying historic resources," according to Smith. "The pipeline contractor operated within their established corridor. But the corridor was too wide and should never have been allowed to run through such a historically sensitive area. Tragically for history, destruction of a National Historic Trail segment is the result."

Additionally worrisome, according to Smith, is a proposal to put a transmission line across the south end of Holt Canyon at Mountain Meadows National Historic Site. In 1857, some 120 men, women and children, members of an Arkansas-to-California wagon train, were killed at the site by a Mormon militia and Indians. Many bodies are interred there in a mass grave and commemorated by a monument.

While the extent of the trail damage is being assessed, OCTA is working with OSTA, the Bureau of Land Management, and pipeline contractors to better map and mark trails to avoid additional damage.

OCTA is headquartered in Independence, Missouri with chapters throughout the western U.S. and is dedicated to preservation and enjoyment of historic emigrant trails.

The UNEV Pipeline is a partnership between Holly Corporation and Sinclair Oil.

Please help us spread the word by forwarding this issue of the E-News or by linking to [this story on Yahoo](#) on your Facebook page or other social media outlet. To date, OCTA has generated over 1,000 story views and over 200 impressions on Facebook, as online media outlets such as the *Salt Lake Tribune*, *Boston Globe*, and *Wall Street Journal* have added this press release to their own online offerings.

You can read more about this issue by visiting OCTA's homepage at [www.octa-trails](http://www.octa-trails). You'll find a Holt Canyon/UNEV Pipeline fact sheet there, as well as additional photographs of the damage.

## **DETAILS FOR OCTA'S CEDAR CITY (UTAH) SYMPOSIUM EMERGE**



**Sunset at Cedar Breaks National Monument, which is about 20 miles east of Cedar City. Zion National Park is only 20 miles to the south.**

Mark your calendars for next March 25-27, as OCTA has set its dates for its next National Symposium. The symposium will be held on the campus of Southern Utah University in Cedar City, Utah. OCTA members Janet Seegmiller and Leo Lyman are planning this event, and they have an incredible slate of speakers and tours lined up.

The symposium will follow OCTA's midyear board meeting, which is slated for Thursday, March 24 and Friday, March 25. The Howard R. Driggs Memorial Lecture precedes both events and will occur on the evening of Wednesday, March 23 at 7 PM. Dayton Duncan, an award-winning documentary film-maker and writer who was co-producer and writer of PBS's *The National Parks: America's Best Idea* documentary series (which was produced by Ken Burns), will deliver this year's Driggs Lecture. OCTA's Colorado-Cherokee Trail Chapter President Camille Bradford, who is also Dr. Driggs' step-daughter, set up the lecture series with Southern Utah University. Dr. Driggs was formerly a professor at SUU and today his collection of trail-related materials makes up special collection in the University's library.

The symposium will unofficially get underway on Thursday night at 7 PM with a special screening of OCTA's multiple-award-winning film *In Pursuit of a Dream*. Students at the University and citizens of Cedar City will be invited to the screening and the symposium, which officially gets underway at 4 PM on Friday, March 25. Steve Heath will speak on Jefferson Hunt and the opening of the wagon road from Salt Lake City to Los Angeles. OCTA board member John Krizek will talk about a group who left Hunt's party in southwest Utah to set out across Death Valley by themselves, and Col. Al Matheson will speak on Mountain Meadows in the modern-day. Camille Bradford will then introduce attendees to the Driggs Collection, and her presentation will be followed by a 6 PM reception in the library to allow symposium attendees an opportunity to explore the library and its collections.

Saturday morning will feature more speakers, including Southern Trails Chapter President Bert Eddins talking about the Congressional legislative initiative to include the southern routes in the National Trails System and Leo Lyman speaking on trails and roads in southwest Utah from the Escalante/Dominguez Expedition of the 1770s right up through 20th century roads like the Lincoln Highway and I-15. Speakers will also tackle subjects like "Gold Missionaries" in the 1850s and trail destruction and mitigation at Holt Canyon and Mountain Meadows.

Following lunch, a bus tour to Mountain Meadows will be offered. It will include stops at sites such as Antelope Springs, Iron City, New Castle (a crossing of the Escalante/Dominguez route), a monument to 49ers on Bench Road to Enterprise, Gunlock, and Ivins. After dinner, author and Executive Director of the Zion Natural History Association Lyman Hafen will share stories of southern Utah, Nevada, and the Arizona Strip.

The symposium will conclude on Sunday with a 4x4-vehicle tour of the Salt Lake to Southern California wagon road through Nevada. Beginning in Gunlock, Utah, Leo Lyman will lead a 4x4 caravan along the wagon road through northwest Arizona, on to Mesquite, Nevada, and then up on Mormon Mesa southwest of Mesquite. Please bring a 4x4 vehicle with CB, or we'll help you find a ride with others who are so equipped. This is a tour not to be missed!

Details of the symposium, including a 4-page registration form, will be in the center of the next issue of *News From the Plains* (which is being finalized at the time of this E-News). Online registration will also be available at [www.octa-trails.org](http://www.octa-trails.org) in the very near future. An E-Alert will go out once that link is ready.

The host hotel is Cedar City's Crystal Inn. OCTA has arranged a special rate of \$60/night, which also includes a hot breakfast each morning. This includes all 28 of their king-sized bedrooms, with the rest made up of double-queens. Make your reservation by calling the hotel at (888) 787-6661 and asking for the OCTA group rate. The board meeting will be held at the Crystal Inn, while all other symposium events will take place on the University's campus.

Cedar City does have a small airport with twice daily connecting flights through Salt Lake City on Delta/SkyWest. Enterprise Rent-A-Car is the only rental car company in Cedar City. You can also fly into the airport in St. George (54 miles to the southwest) or Las Vegas (170 miles to the southwest). Salt Lake City is about 240 miles to the northeast. Or, Cedar City is an easy drive, as it is located right along I-15. Cedar Breaks National Monument (pictured above) is 20 miles to the east, while the Zion National Park's Kolob Canyon is only 20 miles to the south. Bryce Canyon and the north rim of the Grand Canyon are both only 2-3 hours away.

## **OCTA's "Save South Pass" YouTube PSA Passes 1,000 "Official" Views**

Last June, OCTA member and author Will Bagley joined forces with Hollywood actor/producer Peter Sherayko (*Tombstone*) in South Pass, Wyoming to film [a special plea](#) to keep South Pass uncluttered from any more modern development. While the YouTube page shows over 500 views, our link on Facebook has also garnered over 500 views. Of course, these are only the views we can count: when people post it to their own Facebook page, we have no way of knowing how

many of their "friends" subsequently see the video. But we do know it's making the rounds, and we want to keep it going. Won't you take a moment to [email the link](#) or post it to your own Facebook page or other social media tool to share it further? We really do appreciate all you do to help us preserve special trail sites like South Pass!

## **Additional Routes Study Update**

by Jere L. Krakow

In the spring 2010 issue of *News From the Plains*, I reported on additional route activities directly related to the Feasibility Study report that will be prepared for Congress by the staff of the National Trails Intermountain Region-National Park Service. In my role as OCTA coordinator for mapping and documentation of use of the routes, several OCTA members have volunteered to assist and provide key information. I gave an update of my activities to the Board in February and again in August. During the last few months, I have met with potential volunteers at several trail association meetings, including the Elko convention. The conversation and discussion has proven quite valuable in contacting and arranging for volunteers. At the present time, seven volunteers are completing mapping and documentation of routes that are not yet in the database for the Oregon and California Trails. These routes are primarily in the Sierras, the Central Overland, and a portion of the Bidwell-Bartleson.

The National Park Service staff determined in the spring that copies of paper maps at 1:100,000 scale should be used to draw in lines of the routes. The lines will be scanned and digitized for the database. The timetable for completion of the work is December 2010. Some of you may recall from the earlier *NFP* update this year or in assisting the contractor Evans and Hatch some years ago, that most study routes have been mapped and documented.

I will provide updates about this work to you on the OCTA website, in *NFP*, and at meetings of the Board. Should you wish to contact me about the additional routes study, my email address is [jlkrakow@msn.com](mailto:jlkrakow@msn.com), and my telephone number is 505-828-0309.