

APPENDIX E. JUNE 20, 2012 MINUTES: “APPLEGATE TRAIL I (ATI) NORTH SEXTON PASS I-5 EAST” FIELD TRIP



**Hugo Emigrants Trails Committee (HETC)
Josephine County Historical Society
Hugo Neighborhood Association & Historical Society**

June 22, 2012

I. PURPOSE

The purpose of the trip was to field investigate the Applegate Trail (*Trail*) site at the physical ATI (Appendix A) road/*Trail* per the *Applegate Trail I North Sexton Pass I-5 East: I* paper¹



Photo 1. Joe Neiderheiser At Bore Hole On PT Pole

(Appendix B). Maps of the ATI can be found at the web location per the ATI paper and the *Telegraph Lines and Applegate Trail at Smith Hill Pass* paper (Appendix C).² The specific purpose was to continue investigating the newly discovered candidate Postal Telegraph (PT) pole, anchor rod, and the most recent staking of the “*I-5: Glendale to Hugo Paving & Sexton Climbing Lane Project*” . On June 19, 2012 the Oregon Department of Transportation (ODOT) had informed the Hugo Emigrant Trails Committee (HETC) that its project designer was again able to make some alterations to the project design in order to try to avoid impacts to the area that ODOT representative had looked over with the HETC on May 1, 2012.

The “*Applegate Trail I North Sexton Pass I-5 East: I*” publication was preliminary and it was planned that it would be updated with “*Applegate Trail I North Sexton Pass I-5 East: II*” in the sense of incorporating later research and field pedestrian surveys by the GLO Field SubCommittee, HETC. This field trip’s purpose is to

continue collecting information about the ATI for the updated paper (Appendix B).

The archaeological technique of pedestrian survey, also called surface survey or reconnaissance survey, involves walking the surface of an archaeological site or large region in stratified patterns, and either marking the location of identified artifacts, or collecting a sample for further investigation. The field method is an established practice for providing data on settlements in

large regions, and is usually considered one part of an investigation strategy. Minimum objectives for information that will be inventoried and/or verified for all ATI stations (Appendix A) during the surface surveys are identified in Appendix B.

II. PARTICIPANTS

Joe Neiderheiser and Mike Walker visited the Applegate Trail I (ATI) on June 20, 2012 from 2:30 p.m. to 5:30 p.m. They parked at the old U.S. Weather Bureau parking area off the old Pacific Highway at the Sexton Mountain Summit.



Photo 2. Bore Hole On PT Pole

III. FIELD INVENTORY

June 20, 2012 was a nice sunny day with the poison oak growing vigorously.

A. Specific ATI Station Numbers

There are wooden station stakes along the ATI each with an orange ribbon with its own unique ATI station number (Appendix A). The idea is that any member of the HETC could participate in a field trip, on their own, or with others and record different geomorphic evidence or topographical evidence tied to the nearest ATI station number location. The topographical feature inventoried could be recorded as a true bearing and distance from the ATI station. Linear features within the road bed could be recorded with this same method or located along the line. For example, the Line-of-Rocks feature could be recorded when it starts (e.g., ATI 1+39) and when it ends (e.g., ATI 6+25).

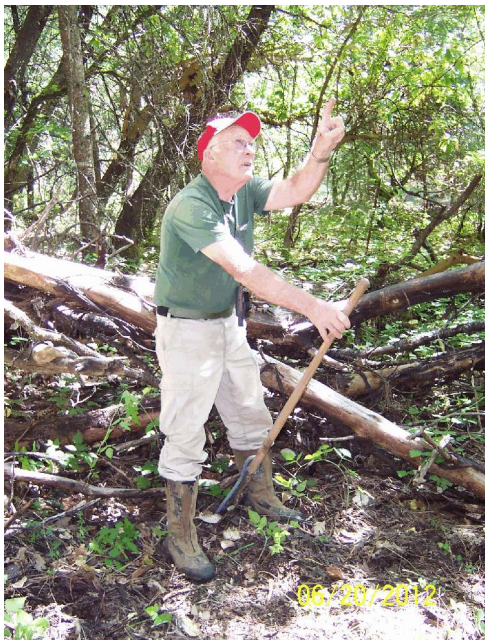


Photo 3. Joe Neiderheiser Determining The Tie Angle of Anchor Rod

Two new stations were added on this field trip and Form ATI-1 was updated.

Station ATI 2+50, Anchor Rod
Station ATI 3+60, Postal Telegraph Pole

B. Specific Topographical Features At Each ATI Station

Members of the HETC had recorded different geomorphic evidence or topographical features as expressed by the weathering of the ATI through erosional processes at each of the ATI stations (e.g., road widths, berms, gullies or seasonal streams, road shoulders, etc.). This inventory information was recorded on a new form Inventory "Form ATI-

1. *Topographical Trail Evidence at Stations for ATF*'. The information on Form ATI-1 is the cumulative information gathered by members of the HETC from many field trips to the ATI.



Photo 4. Anchor Rod

October 18, 2011
October 21, 2011
October 23, 2011
October 28, 2011
November 15, 2011
March 6, 2012
March 8, 2012
March 16, 2012
June 8, 2012
June 20, 2012 (latest update of Form
ATI-1).

An important feature is the width of the *Trail* as one would expect the *Trail* from ATI 7+60 to ATI 11+40 to be narrower as it was the original *Trail* not improved as much as later routes. A 1858 report from First Lieutenant G. H. Mendell, Topographical Engineers, recorded the military road as 16' in width (September 16, 1858 Report of First Lieutenant G. H. Mendell, Topographical Engineers, to Captain George Thom, Corps of Topographical Engineers, San Francisco, California; Appendix DD).⁴

“The character of the road is 16' in width, free of roots and stumps, the timber cut down to width of 30' to 60'. The width is reduced where there is heavy rock or earth excavation, but in all places it will be easily practicable for a 6-mule team.” (page 1,213⁴)

The 1,060' Segment of Applegate Trail at North Mt. Sexton Pass is located on Oregon Highway Drawing No. 5B-28-11 (Map 5). The “South Edge” of the 1,060' Segment is located 870' East and 720' North from the 1/4 corner of sections 22 and 23, T.34.S., R.6 W., W.M. The HETC had previously measured the average physical ground width of the 1,060' Segment of the Applegate Trail in the south to be 19.5' on the ground (ranged from 16' - 25'). The Drawing No. 5B-28-11 width averaged 16.5' and ranged from 15' - 21' (Table 4. *Telegraph Lines and Applegate Trail at Smith Hill Pass* paper). The 1940 Drawing wide matched the width recorded by the 1858 report by First Lieutenant G. H. Mendell.



**Photo 5. Joe Neiderheiser
Operating Metal Detector**

C. 1,060' Applegate Trail I (ATI) For North Sexton Pass I-5 East I & Anchor Rod

On June 8, 2012 Joe Neiderheiser, Member, *GLO SubCommittee*, found an anchor rod for a telegraph pole at the 1,060' just east of the I-5 boundary fence line (i.e., just a little south of the candidate PT pole). Before he retired Joe had worked for Southern Pacific Railroad in its communications section. He is one of the HETC's telegraph pole consultants.

On June 20, 2012 Joe Neiderheiser and Mike Walker, Members, *GLO SubCommittee*, located the Anchor Rod by station and GPS coordinates close to the down madrone tree across part of the Applegate Road.

Station 2+20. Anchor Rod
GPS No. 426 on Mike's GPS
42° 36' 14.9"
123° 22' 54.3"

Joe advised that if the communication line is straight you do not normally need an anchor rod. The discovered anchor rod was welded and in good shape. It was estimated that the anchor rod had probably been within 12' of the pole footprint. Joe and Mike looked for the PT pole's footprint along the angle of the anchor rod which was 302 degree true. They used a metal detector and dug without discovering the pole hole or any metal material.

The tear shaped anchor rod had a circular ring which was not normal. Today the rings are tear drop shaped. It was Joe's tentative conclusion that the anchor rod was for the parallel AT&T telegraph line. AT&T built long telephone distance lines through Josephine County in the 1920s. Service from these overhead lines continued until the mid to late 1950's when the lines were replaced with buried cable. The anchor rod was in such good shape that Joe felt it was placed ca., 1930s to stabilize the PT line.



Photo 6. Mike Walker Measuring Station Number For PT Pole

D. 1,060' Applegate Trail I (ATI) For North Sexton Pass I-5 East I & Candidate PT Pole

The PT lines were built through Josephine County around 1886 - 1887. The PT company operated the line until they had a six-pin single cross arm (*Telegraph Lines and Applegate Trail at Smith Hill Pass* paper). On March 8, 2012 the *GLO SubCommittee* found a candidate PT pole. This down pole was laying adjacent and parallel to the I-5 boundary fence line. No identifiable bore hole for the cross arm was found.

Joe Neiderheiser, Member, *GLO SubCommittee*, analyzed the pole on the June 8, 2012 OCTA trail classification field trip. Joe stated that poles come in lengths of 5' (i.e., 20', 25', 30') with

about 4' normally in the ground. The pole bore hole for the cross-arm was not found. The bore holes are normally 18" from the top of the pole. The top part with the bore hole might have rotted out. The pole had no limbs and had been trimmed (i.e., no visible knots). The pole was probably incense cedar, a tree species native to the area (i.e. one of the most durable and decay-resistant of native American trees). Joe's conclusions was the pole was definitely a PT candidate pole.

On June 20, 2012 Joe Neiderheiser and Mike Walker, Members, *GLO SubCommittee*, located the candidate PT Pole by station and GPS.

Station 3+60. Candidate PT Pole
GPS No. 426 on Mike's GPS (did not record)
42° 36' ??.""
123° 22' ??.""

The length of the pole was measured at 21' long with a diameter at the bore hole of 6" and a diameter of 9" at the bottom rotten end that had been in the ground.



Photo 7. New ODOT Cut-Slope Below Last 150' Of ATI

Joe discovered the bore hole which had been hidden in the deep rotted vertical lines in the pole. The bore hole was 8" from the rotted out top of the pole (normally the bore hole was 12" - 18" below the top). The bore hole was conclusive evidence that the pole was a PT pole.

The 1920s, 1940, and 1941 *Telegraph Lines and Applegate Trail at Smith Hill Pass* paper photographs 2 - 6 clearly show the six-pin single cross-arms near the top of the poles (Photos 3A and 3B are of the ATI). It was estimated that the pole had originally been a new 25' pole before it was

placed in the ground (i.e., 4' into the ground with 12" between the top of the pole and the bore hole).

E. Most Recent Staking of the "I-5: Glendale to Hugo Paving & Sexton Climbing Lane Project"

The participants discovered what looked like a new upper cut-slope line for the "I-5: Glendale to Hugo Paving & Sexton Climbing Lane Project" that now avoided the entire ATI, especially the last approximate 150' that on the May 1, 2012 ODOT trip had been within the cut-slope line.

IV. MINUTES

Minutes were recorded by Mike Walker June 22, 2012.

Mike Walker, Minutes Secretary & Member
GLO Field Review SubCommittee
Hugo Emigrants Trails Committee
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Minutes were reviewed and edited by the following participating members of the Hugo Emigrant Trails Committee: Joe Neiderheiser, Karen Rose, and Mike Walker.

Footnotes

HETC's Web Published Applegate Trail Inventories (Footnotes 1 - 2) at:
http://www.hugoneighborhood.org/miscellaneous_research_papers_and_documents.htm.

1. Walker, M., Rarey K., & Rose. K. January 30, 2012. *Applegate Trail I North Sexton Pass I-5 East: I*. For Hugo Neighborhood Association & Historical Society. Hugo, OR.
2. Boling, Rarey, Rose, & Walker. February 22, 2012. *Telegraph Lines and Applegate Trail at Smith Hill Pass*. For Hugo Neighborhood Association & Historical Society & Josephine County Historical Society. Hugo, OR.
3. Oregon-California Trails Association (OCTA). July 2002, *Mapping Emigrant Trails MET Manual*. Fourth Edition. Independence, MO (<http://www.octa-trails.org/preserve/training.php>; http://www.octa-trails.org/preserve/pdf/MET_2008.pdf).
4. U.S. Secretary of War Report, 1858, U.S. Congress. 35th Congress, 2nd Session, House of Representatives, Executive Document No. 2. Message from the President of the United States to the Two Houses of Congress At the Commencement of the Second Session, of the Thirty-Firth Congress, December 6, 1858 – Read, December 11, 1858 – Resolved. Volume II, Part II. Washington: James B. Steedman, Printer. 1858. [Appendix G (page 1,211), OFFICE MILITARY ROADS PACIFIC COAST, San Francisco, California, September 25, 1858; Lt. Mendell report] September 16, 1858 Report of First Lieutenant G. H. Mendell, Topographical Engineers, to Captain George Thom, Corps of Topographical Engineers, San Francisco, California

Photographs

Postal Telegraph Paper Photographs

http://www.hugoneighborhood.org/miscellaneous_research_papers_and_documents.htm

- Photo 2. Pacific Highway Communications Lines With Sexton Mt. In Background: ca., 1920s
- Photo 3A. Looking North From Mt. Sexton Summit At Communications Lines At ATI: 1941
- Photo 3B. AT&T & PT Communications Lines At North Sexton Pass At ATI: 1941
- Photo 4A. South View Of AT&T 60' ROW Communication Lines In Upper West Field At North Sexton Pass: 1941
- Photo 4B. AT&T & PT Communications Lines Within AT&T 60' ROW In Upper West Field At North Sexton Pass: 1941
- Photo 5A. West View Of AT&T 60' ROW Communication Lines In West Field At North Sexton Pass: 1940
- Photo 5B. AT&T & PT Communications Lines In West Field At North Sexton Pass: 1940
- Photo 6. Right-of-Way Cleared On Mt. Sexton Pass Showing Postal Telegraph Pole: 1941

June 20, 2012 Photographs

- Photo 1. Joe Neiderheiser Found Bore Hole On PT Pole
- Photo 2. Bore Hole in Rotten Groves
- Photo 3. Joe Neiderheiser Determining The Tie Angle of Anchor Rod
- Photo 4. Anchor Rod
- Photo 5. Joe Neiderheiser Operating Metal Detector
- Photo 6. Mike Walker Measuring Station Number For PT Pole
- Photo 7. New Cut-Slope Below ATI

Form

Form ATI-1. Topographical Trail Evidence at Stations for ATI

Appendices

- Appendix A. Trail Names & ATI Station Numbers (from Appendix H of *Applegate Trail I for North Sexton Pass I-5 East* paper)
- Appendix B. VII. Preliminary Analysis from "*Applegate Trail I North Sexton Pass I-5 East: I*" Paper
- Appendix C. Maps of ATI
- Appendix D. September 16, 1858 Report of First Lieutenant G. H. Mendell, Topographical Engineers, to Captain George Thom, Corps of Topographical Engineers, San Francisco, California

APPENDIX A. TRAIL NAMES & ATI STATION NUMBERS

(from Appendix H of *Applegate Trail I for North Sexton Pass I-5 East* paper)

The following station information is for a section of the Applegate Trail I (ATI) for North Sexton Pass I-5 East which is 1,060' long.

Stations	Stations	Distance	Distance From Beginning Of ATI Project
Station ATI	0+00	0'	Starting Point Of ATI Project - "Y" Road No. 1
Station ATI	1+00	100'	100' from beginning point
Station ATI	1+39	139'	139' from beginning point - Start Line of Rocks
Station ATI	2+00	200'	200' from beginning point
Station ATI	2+50	250'	250' from beginning point - Anchor Rod
Station ATI	3+00	300'	300' from beginning point
Station ATI	3+60	360'	360' from beginning point - PT Pole
Station ATI	4+00	400'	400' from beginning point
Station ATI	5+00	500'	500' from beginning point
Station ATI	6+00	600'	600' from beginning point
Station ATI	6+25	625'	625' from beginning point - End of Line of Rocks
Station ATI	7+00	700'	700' from beginning point
Station ATI	7+60	760'	760' from beginning point - "Y" Road No. 2
Station ATI	8+00	800'	800' from beginning point
Station ATI	9+00	900'	900' from beginning point
Station ATI	10+00	1,000'	1,000' from beginning point
Station ATI	10+60	1,060'	1,060' from beginning point: End of ATI Project
Station ATI	11+40	1,140'	1,140' from beginning point - I-5 Sign

APPENDIX B. VII. PRELIMINARY ANALYSIS FROM "APPLEGATE TRAIL I NORTH SEXTON PASS I-5 EAST: I" PAPER

The "*Applegate Trail I North Sexton Pass I-5 East: I*" publication was preliminary and will be updated by "*Applegate Trail I North Sexton Pass I-5 East: II*" in the sense of incorporating later research and field pedestrian surveys by the GLO Field Subcommittee, HETC.

APPENDIX C. MAPS OF ATI: *Telegraph Lines and Applegate Trail at Smith Hill Pass*¹

http://www.hugoneighborhood.org/miscellaneous_research_papers_and_documents.htm

- Map 1. 1.8 Mile Applegate Trail At Smith Hill Pass From JA-14 To JA-16: 1901 - 1902
- Map 2. Telegraph Lines At Old Smith Homestead Smith Hill Pass: 1940
- Map 5. Telegraph Lines At Applegate Trail I North Sexton Pass I-5 East: 1940
- Map 7. Applegate Trail At Sexton Pass: 1998

Maps of ATI: *Applegate Trail I North Sexton Pass I-5 East: I*¹

http://www.hugoneighborhood.org/miscellaneous_research_papers_and_documents.htm

- Map 2. Old Smith Homestead At Smith Hill Pass: 1940
- Map 5. Applegate Trail North Sexton Pass I-5 East: 1940
- Map 7. Applegate Trail At Sexton Pass: 1998

APPENDIX D. SEPTEMBER 16, 1858 REPORT OF FIRST LIEUTENANT G. H. MENDELL, TOPOGRAPHICAL ENGINEERS, TO CAPTAIN GEORGE THOM, CORPS OF TOPOGRAPHICAL ENGINEERS, SAN FRANCISCO, CALIFORNIA⁴

Portland, O. T., September 16, 1858

Captain George Thom
 Corps of Topographical Engineers
 San Francisco, Cal.

Captain: By direction of Major Bache, Corps of Topographical Engineers, I make to you the following report of operations on the military roads in Oregon and Washington Territories since the date of my last annual report. (page 1,212)

I - Roads in Southern Oregon

1. Road from Camp Stewart to Myrtle Creek:
 Amount of original appropriation \$30,000.00
 Balance on hand \$15,653.22
 Amount expended \$14,346.78

1. Road from Myrtle Creek to Scottsburg:
 Amount of original appropriation \$30,000.00
 Balance on hand \$19,302.40
 Amount expended \$10,697.60

These roads are a continuation of each other. From Scottsburg to Myrtle Creek is about 65 miles, from Myrtle Creek to Camp Stewart is about 95 miles. (page 1,213)

In accordance with instructions from proper authority I left San Francisco on the 10th of March ultimo, to make an examination of these roads, and upon my return rendered a report as to the proper method of disbursement. (page 1,213)

Appropriations were made some years since for both of these roads, and the road first named [Camp Stewart to Myrtle Creek] was located and partially constructed in 1853, and the other during the following season. The work requisite to be done being chiefly that of repair, and difficult to describe accurately, it was determined to prosecute it by hired labor, giving contracts for the bridges, and for a portion of the road, which it would have been difficult to supervise carefully. Accordingly a party of labors was organized for each road was organized in San Francisco and detached to the Umpqua by Steamer on April 6, both parties being under the direction of Colonel Jos. Hooker. (page 1,213)

The party for the first named road proceeded to the canon, about 75 miles from Scottsburg, and commenced work immediately, and has progressed favorably since, with a force varying between 20 and 40 men. (page 1,213)

This caron is an artery of travel between the southern and northern portions of the coast. It is about 11 miles in length and has always presented the greatest difficulties. For wagons it has been almost impracticable, and for horsemen it has been by no means favorable. The principal features of difficulty

have been the portion, about one mile in length, where the **walls of the canon become almost vertical**, and the southern end, some four miles in length, where the mud has collected to great depths. **On the former portion the road was previously located in the creek, and was but a succession of small precipices and huge boulders.** Where the creek attained its height it was entirely impracticable. **The line was relocated and placed on the side of the mountain. This has involved a great expense, as the road was been literally blasted out of the hard basaltic rock.** The improvement, however, is of the most permanent character, and perhaps at no point in the country would the application of the same amount of money have been more advantages to the public than in this instance. Improvements are now progressing on the southern end with a large force, with the intention of completing it before the arrival of the rainy season. Much of this **mud** is due to the entire lack of drainage, which will be remedied by the **construction of frequent drains and culverts**, while other portions will be bridged. It was estimated that \$18,000 or \$20,000 would make an excellent road through this canon, and **\$8,000** has been appropriated to a section of 13 miles, lying south of the canon, and including the **Grave Creek hills.** (page 1,213)

The character of the road is 16' in width, free of roots and stumps, the timber cut down to width of 30' to 60'. The width is reduced where there is heavy rock or earth excavation, but in all places it will be easily practicable for a 6-mule team. (page 1,213)

On this road the following contracts have been entered into, viz:

1. Hardy and Thomas Ellif, amount \$8,000, object, the through repair of 13 miles of road, commencing at Cow Creek, and extending toward Jacksonville. (pages 1,213 - 1,214)
2. [for bridges]

On the Scottsburg and Myrtle creek road . . . (page 1,214)

II - Astoria an Salem Military Road (did not copy)

III - Roads in Washington (did not copy)

1. Vancouver to Stellacoom Military Road
2. Stellacoom to Bellingham bay Military Road

Very respectfully, your obedient servant,

G. N. Mendell
1st Lieut. Top. Engineers