

Reconnaissance Field Trip For Hugo's North Ox Bow Section of Applegate Trail



■ JA-13 Through ■ JA-14

February 22, 2006

There are 17 major “road” General Land Office (GLO) 1850s - 1890s surveyed locations for the “Road from Willamette Valley to Jacksonville” within Hugo’s routes of interest (MAPPING ACTION PLAN for Applegate Trail Program).¹ They are numbered JA-1 through JA-17 (Map 10, MAPPING ACTION PLAN and USGS Enlargement Map).



The North Ox Bow Section has locations JA-13 through JA-14.

The purpose of the February 22, 2006 field trip was to explore and brush some of the roadbed traces found on the White property.

The following terms are trail terminology from the MET Manual.² They are used for the purpose of standardizing the definition of terms used to describe real or possible emigrant wagon trails.

Trace:	General term for any original trail remnant.	<p><i>Participants of February 22, 2006 North Ox Bow Trip</i></p> <p>Property Owner: Jeff White</p> <p>Earl Mixon Norbert Tieman Mike Walker</p>
Depression:	Shallow dip in surface, often very faint and difficult to see.	
Swale:	A depression, but of deeper dimensions and with sloping sides.	
Rut:	Deep depression, without a center mound and having steep sides.	
Erosion Feature:	A trace of any sort that has been deepened and altered by subsequent wind and/or water action. Sides and bottom irregular.	
Track:	Visible trace caused by compacting of surfact or discoloration due to salt evaporation on alkali flats. Little or no depression. Often seen as streaks across an alkali flat.	
Scarring:	Irregularly wide flat surface, devoid of vegetation, that no longer shows any wagon depressions or swales. Often seen trailing through sagebrush flats in an uneven pattern.	
Two-track:	Parallel wheel tracks separated by center mound. Typically an unimproved ranch road used by motor vehicles.	
Improved Road:	Improved Road or Secondary Road: Bladed, graded, crowned, gravelled, oiled or blacktop roads usually having side berms, curbs or gutters.	

Note: On open sagebrush plains and alkali flats, depressions, swales, scarring, and tracks may be much wider than the width of a wagon (approximately five & one-half feet wide). This is due to emigrants either moving their wagons over to a parallel trace or fanning out to avoid heavy dust and deep, loose sand.

1. Hugo Emigrant Trails Committee, Hugo Neighborhood Association & Historical Society. May 2005. *MAPPING ACTION PLAN for Applegate Trail Program*. Hugo, OR.
2. Oregon-California Trails Association. July 2002. *Mapping Emigrant Trails MET Manual*. Office of National Trails Preservation, Oregon-California Trails Association. Independence, MO.

February 22, 2006 Brushing, 9:00 a.m. - 1:00 p.m. Earl Mixon, Norbert Tieman, and Mike Walker spoke with Jeff White at his house prior to the field trip. Jeff continued to be supportive of the Applegate Trail project. They traveled the following trail features (see February 22, 2006 field trip aerial photograph map).

- Feature 1. Old Concrete Culvert over Maple Creek east and near White home.
- Feature 2. Driveway from White home to Feature 3 (approximately 150 feet).
- Feature 3. Road Junction 1 is junction of roadbed trace with White driveway.
- Feature 4. Power line Access Road is from Feature 2 west approximately a 100 feet.
- Feature 5. Power Line Overhead crossing of roadbed trace by power line and start of roadbed trace.
- Feature 6. Power Line Gulch, small gulch under power line.
- Feature 7. Open Grass Land/Orchard area includes riparian vegetation, scattered trees, and brush. The area mostly has an open canopy.
- Feature 8. Forest Edge 1 is the boundary between the overstory forest with the open grass land/orchard area on White property - beginning of the mixed oak-laurel-conifer overstory forest where ditch and roadbed traces cross and diverge.
- Feature 9. Ditch Trace is from Feature 8 west to West White Gulch.
- Feature 10. Discernable Overstory Road Trace 1 is from Feature 8 southwest to Feature 11
- Feature 11. No Trace Overstory Road Segment 1 is from Feature 10 south Feature 12.
- Feature 12. Discernable Overstory Road Trace 2 is from Feature 11 west to West White Gulch.
- Feature 13. House that can be seen through trees is south.
- Feature 14. West White Gulch is a small gulch located on a north-south axis.
- Feature 15. Discernable Overstory Road Trace 3 is from West White Gulch to Poison Oak Drainage.
- Feature 16. Poison Oak Drainage is a small seepage located on a north-south axis in flat ground where a ton of poison oak was cut by the brushing crew.
- Feature 17. Poison Oak Drainage to Knob Ridge. Temporary - this feature will be described in more detail in smaller segments.
- Feature 18. Knob Ridge is where group ended the day's brushing project and ate lunch.

Norbert and Mike parked their vehicles at Feature 3 from which the group walked west on the roadbed trace.

With lobbers and a small chainsaw the group brushed about 800 feet of the roadbed trace on the White property. The starting point was just west of West White Gulch (Feature 14) where Tom Walker and Mike Walker had stopped brushing on February 12, 2006. The ending point was Knob Ridge (Feature 18). An exciting discovery by the group was a verified roadbed trace from the Poison Oak Drainage (Feature 15) to Knob Ridge at the exact location of the previously discovered roadbed crossing of deep West Knob Gulch. This had been a missing piece. They marked the roadbed trace that they brushed with red tape. The roadbed trace in the overstory forest varied from the obvious to having no physical visibility in the forest duff. They also explored Knob Ridge south to the Knob and the county monument and verified that the ditch at Feature 9 started at Feature 3. The group did not attempt the black berry vines east of the driveway to verify Mike's assumption that the ditch started in perennial Maple Creek.



Norbert Tieman, Mike Walker, & Earl Mixon

Future Field Trips. • Need to brush the roadbed trace on the Boldway property from Knob Ridge west to the cleared field (estimated to be about 500 feet; picture taken before field was cleared).

- Need to measure the length and width of the features, including bearings.
- Need GPS coordinates of roadbed trace from Feature 1 to Feature 18 (approximate 150 foot intervals)