

California Trail Highlights Tour



"Through the lens of history, preserving the past, focusing on the future."

Oregon-California Trails Association
38th Annual Convention
Elko, Nevada - September 13-16, 2021



Welcome to the Oregon-California Trails Association 38th Annual Convention Pre-Convention California Trail Highlights tour.

We will be following a portion of the California Trail, which saw over 250,000 immigrants make their way from the Missouri River to California over 175 years ago. Day one will follow the section of the California Trail starting just north of Almo, ID, through the City of Rocks National Reserve (restroom facilities will be available at the Visitor Center and Twin Sisters Group Camp), and up to the top of Granite Pass. We will be returning to Burley, ID.

Day two will depart from Burley and meet the California Trail at the western side of Granite Pass. From there we will travel up Goose Creek, stop at Record Bluff, and continue to Thousand Springs Valley. It is a very long, dusty trip with nearly 100 miles of gravel roads. There are no restroom or repair facilities along the route. The tour will end when we meet US Highway 93. Unfortunately, we will not have time to explore the California Trail from Thousand Springs valley down to the Humbolt Wells. It is 76 miles from the tour end to Elko, NV. Nearest services will be in Wells, NV (27 miles).

ACKNOWLEDGEMENTS

Portions of this document were prepared by the late Dick Brock, long time Member of OCTA and Trails West. Dick was instrumental in editing various historical publications including the Trails West, Inc. guide, A Guide to the California Trail to the Humbolt River. We will be using this guide as a primary reference on this tour.

Special thanks to Jerry Eichhorst, Idaho Chapter President, for creating the driving guides, and for training and encouraging your tour guides. To John Winner, California-Nevada Chapter, for the maps. Also special thanks to the Ward and Bedke families for allowing us to enter their property to visit historic California Trail sites. And to the staff at the City of Rocks National Reserve for giving us a guided tour.

THE FORT HALL ROAD

Sometimes it is obvious why the emigrant followed a given route to Oregon or California. Sometimes, however, it is not so obvious until you study the maps of the area the emigrants traveled to see what kind of opportunities and obstacles they faced. Such is the case with the Fort Hall Road.

As you know, the Fort Hall Road branched off the Oregon Trail at the Raft River in southern Idaho beginning in 1843. This “parting-of-the-ways” occurred some 40 miles after the Oregon Trail passed by Fort Hall, Idaho. Thus, the name “The Fort Hall Road” is used to identify this segment of the California Trail. Question is, why did the branching occur where it did and why did the emigrants want to follow this route to reach the Humboldt River corridor?

If you look at the maps of the area, you will see that the Raft River Valley extends south for about 50 miles. By crossing over the Raft River on the Oregon Trail and then turning southwest, the emigrants could travel over the rolling plains of the Raft River Valley with relative ease. Upon reaching Cassia Creek, the emigrants could continue south to the end of the Raft River Valley and turn west to follow the Raft River through The Narrows (south end of the Jim Sage Mountains).¹ Upon reaching the Upper Raft River Valley located between the Jim Sage Mountains to the east and the Albion Mountains located to the west, the emigrants could continue west through Junction Valley and then Granite Pass. Some emigrants did follow this route. When in 1848 the Salt Lake Alternate was opened, it also went through The Narrows and Emigrant Canyon.²

The emigrants could also head west upon reaching Cassia Creek. They could follow the creek through the Elba Basin and then south across a divide into the Upper Raft River Valley. When they reached the present day Almo area, the emigrants could turn west into and through the City of Rocks to reach Junction Valley and then Granite Pass. Most of the emigrants using the Fort Hall Road and the Hudspeth Cutoff followed this route.

There was another route that a few emigrants followed after 1848. Instead of turning west into the City of Rocks after reaching the Almo area, some emigrants continued some 12 miles south to reach the Salt Lake Alternate. Then, following the route of the Alternate, they could reach Granite Pass.

Granite Pass was the objective because it is the only pass through the Goose Creek Mountains between the two drainages (Raft River to the east and Goose Creek to the west) that was a practical means of crossing over the mountains between them. South of Granite Pass there was not sufficient water and grass to permit the emigrants to cross over the mountains to the Humboldt River corridor. Looking at the topographic maps that cover the area, you will see that there was only one other route the emigrants could have followed to reach the Humboldt River corridor.³ That other route was the Hastings Cutoff. Obviously, that was not a desirable choice.

Of course, the emigrants could have gone northwest around the Goose Creek Mountains after going through the City of Rocks. That is what the Fort Hall Road Tour will do because today the route is feasible. Back then, however, the route to present day Oakley, Idaho, would not have been difficult, but going south from the Oakley area would have been. As you will see when we drive down the Goose Creek Road from Oakley, that route would have been difficult for people traveling in wagons. In addition, going northwest and then south would have added some 30 to 35 miles to an already long journey.

It is obvious that Granite Pass was the best way to get to Goose Creek. Being the best way, however, does not mean that going over the pass was easy. When you read the diary accounts of some of the emigrants who crossed over Granite Pass, you will see that going down the west side of the pass into Birch Creek was difficult.⁴ It is so difficult that our tour will go up the east side to the top of the Pass but not down the west side. We will backtrack through Oakley, and then down the Goose Creek Road to reach the emigrant trail after it crosses over Granite Pass.

Getting to Goose Creek was important to the emigrants because the creek continues south and southwest for more than 20 miles. By following the creek, the emigrants had a fairly easy route with adequate feed and water.

The emigrants followed Goose Creek until the creek curves around to the west and then north. At that point, the emigrants left Goose Creek and followed Little Goose Creek west through a canyon into what today is called Big Draw. Marker C-18, at about 5,560 feet elevation, is located west of the canyon. By heading into Big Draw and turning southwest, the emigrants were able to travel over a route that gradually increases in elevation to top out at 5,911 feet in about four miles. After that the route descended to the lower elevations along Rock Springs Creek.

After they left the Little Goose Creek canyon and headed south, the emigrants reached Rock Springs Creek and passed by a number of springs (Rock, Emigrant, Mud, and Chicken). The emigrants thus had an easy route with access to water and feed for their animals.

Rock Springs Creek flows into Thousand Springs Creek which flows through what is now Thousand Springs Valley which, at the point where the two creeks meet, runs southwest by northeast.

Note an interesting feature about the creeks named so far. Both the Raft River and Goose Creek flow into the Snake River. Thousand Springs Creek goes the other way and eventually reaches the Grouse Creek Sinks west of the Great Salt Lake. There is thus a divide between the Snake River drainage and the Great Basin about two miles south of Marker C-19 at Benchmark BM 93 JD (5882 feet). This benchmark is located on the road that parallels Rock Springs Creek.

When the emigrants reached Thousand Springs Creek, they turned and followed the creek in a west-by-southwest direction. When they reached a hot and cold springs near where Marker C-25 is located, they turned south and went up West Brush Creek. Why they did so is not as obvious as the route they followed so far. West Brush Creek is a seasonal creek but, as reported

in the diaries, there were springs located along the route.⁵ The route is so difficult and the sagebrush is so thick and huge that our tour will bypass the area. This route climbs from about 5,540 feet at the hot and cold springs to about 6,560 feet in about 9 miles and then southwest for about 2-1/2 miles before swinging west to Bishop Creek or south to Humboldt Wells. Marker C-27A is located near where the Humboldt Wells route heads south.

Once the emigrants reached the area where Marker C-27A is now located, they headed west for about 3-1/2 miles to reach Bishop Creek. Bishop Creek is the only creek that passes through the Snake Mountains to reach the Humboldt River corridor beyond. The only other way to bypass this mountain range is to go around its southern end which is what the Humboldt Wells route did. Once through the canyon, the emigrants could head southwest to the Humboldt River. Today, this canyon is closed due to construction of the Bishop Creek Reservoir.

It is not easy to understand why the West Brush Creek route was followed because there seems to have been two other easier-appearing routes. The emigrants could have traveled west from the hot and cold springs to near what is now Highway 93 and then south-by-southwest to Bishop Creek. This would have required about 4 miles of additional travel over not-too- difficult terrain that tops out at 6,200 feet. The problem with this route is that it lacks water for about 13 miles of its distance. The second alternative for the emigrants was to continue west from the hot and cold springs along the Thousand Springs Valley after crossing over present day Highway 93 and then south to reach Bishop Creek. Water and feed would have been available and the route appears to be easier. This route only climbs to about 5,600 feet. Of course, this route would have added about 8 miles of travel to the overall distance to Bishop Creek.

Both of these other possible routes appear to be easier but a little longer than the one up Brush Creek. Even so, the emigrants apparently did not follow either of these easier routes. This conclusion is based upon the study of emigrant diaries and a search for any on-site evidence that might even suggest that the emigrants followed any route other than Brush Creek.

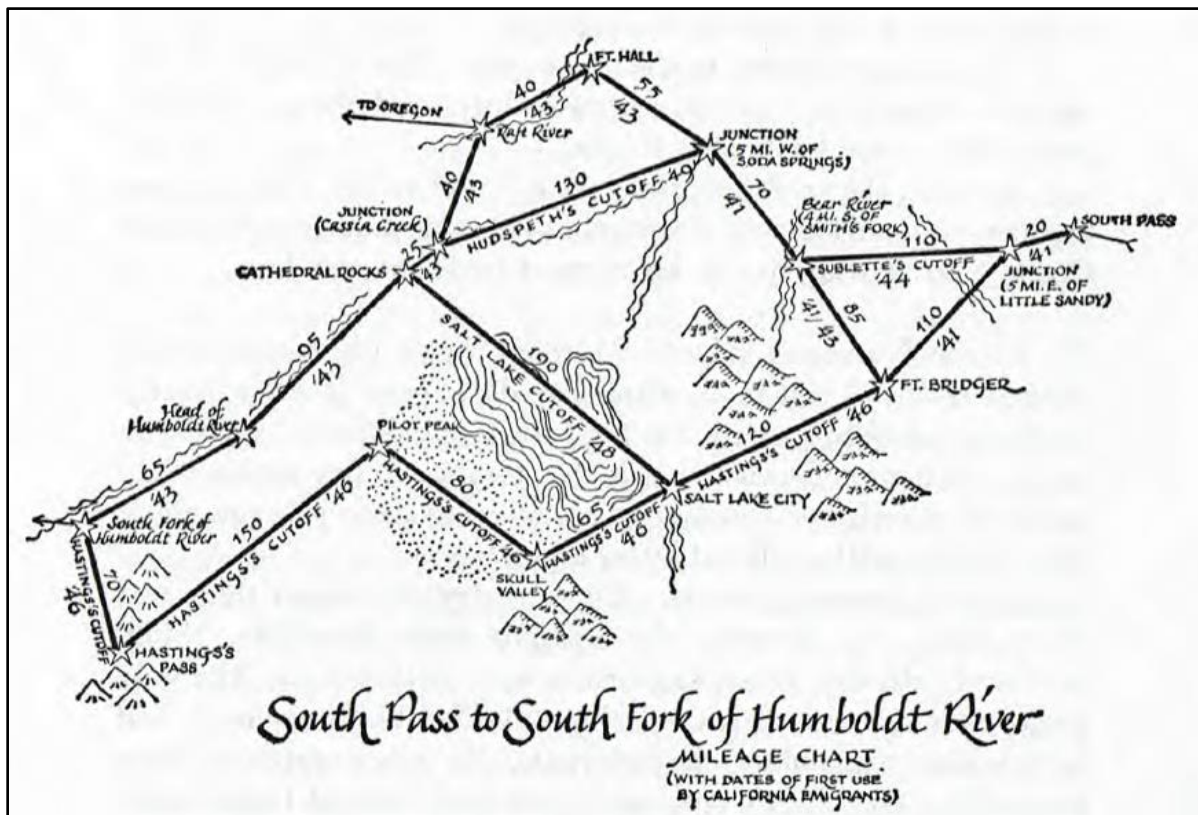
Then, in 1845, the Humboldt Wells route was opened. It heads more or less south from the Bishop Creek route about 2-1/2 miles south of the of the divide above Brush Creek (where Marker C-27A is located). At the Humboldt Wells, the emigrants turned west along the Humboldt River and joined the trail that went through Bishop Creek canyon.

The Humboldt Wells route is easier to travel than the Bishop Creek route and it also has feed and water. And, it is about the same length as the Bishop Creek route. Both the Bishop Creek and Humboldt Wells routes were used thereafter, but the Bishop Creek route remained the dominant route to the Humboldt River corridor.

There was a problem with the Fort Hall Road as described above. It made a big loop as it went by Fort Hall, Idaho, before reaching the Raft River. Emigrants had long disliked going by Fort Hall because it had few provisions and because it seemingly added many miles to the route to California. Consequently, in 1848, the Salt Lake Alternate was opened and in 1849 the Hudspeth Cutoff was opened. After 1849, most emigrants either used the Hudspeth Cutoff or the Salt Lake

Alternate. Both of these alternate routes are discussed in the following sections of this Tour Book.

George R. Stewart has provided some comparative mileages for these three routes. These are given in his South Pass to South Fork of Humboldt River Mileage Chart reproduced below.⁶



Based upon these data, the distance traveled from South Pass to the head of the Humboldt River depended upon which route was followed. If the emigrant went by Sublette's Cutoff and Fort Hall, the distance was about 455 miles. If, instead, the emigrants went by Sublette's Cutoff and Hudspeth's Cutoff, the distance was about 450 miles. Going by way of Ft. Bridger, Salt Lake City, and then the Salt Lake Alternate made the distance traveled about 535 miles.

For further information on the historical development of the California Trail, see *A Guide to the California Trail to the Humboldt River*, an Emigrant Trails West Guidebook by Trails West, Inc.

¹ All of the names used in this analysis are the names currently used to identify the locations noted.

² See the discussion of the Salt Lake Alternate beginning on page 13 of this Tour Book.

³ The four 1:100,000 meter maps are Oakley, Grouse Creek, Jackpot, and Wells.

⁴ See *Emigrant Trails West Guide to the California Trail*, pages 43 and 44. See *Emigrant Trails West Guide to the California Trail*, pages 63 through 65.

⁵ See *Emigrant Trails West Guide to the California Trail*, pages 63 through 65.

⁶ George R. Stewart, *The California Trail: An Epic with Many heros* (Lincoln, Neb.: University of Nebraska Press, 1962), p 135.

THE CUTOFFS

As far as the emigrants heading west to California were concerned, there were two problems with following the Oregon Trail past Fort Hall to reach the Raft River and the trail to California. One was that the route past Fort Hall seemed to take longer than necessary to reach California. The other was that Fort Hall seldom had much to offer the emigrants in the way of provisions. Consequently, in 1848 and 1849 two new trails were opened as “shortcuts” to California. These new trails, or “cutoffs,” caused a decline in the traffic that would have otherwise followed the Fort Hall Road. It was not until the Lander Road was opened in 1859 that the Fort Hall Road again became the primary route to California.

THE SALT LAKE ALTERNATE

Beginning in 1848, those California-bound emigrants who were running low on provisions or whose livestock were worn out had an alternative to following the Oregon Trail past Fort Hall. They could go by way of Salt Lake City and then rejoin the California Trail in Junction Valley just west of the City of Rocks. This cutoff was also known as the “Salt Lake Road” and the “Deep Creek Cutoff.”¹

This alternate route was opened by Samuel J. Hensley early in August, 1848 while leading a pack train west to California. He had tried to follow the Hastings Cutoff from Salt Lake City but had turned back because bad weather had made traveling conditions crossing the salt flats south of the Great Salt Lake difficult. He replenished his supplies in Salt Lake City and then followed in the tracks of Hazen Kimball northwest along the Bear River. Kimball had opened a new trail when, earlier in the year, he had taken two wagons from Salt Lake City to Fort Hall on his way to California.

About 80 miles north of Salt Lake City, Hensley crossed over the Bear River and headed roughly northwest to meet the California Trail in Junction Valley. According to Stewart, this was a fairly easy but boring route. He noted that

After crossing one range of low mountains, they had easy and dull country, sagebrush-covered, level, or gently rolling. One stream perhaps gave them difficulty in crossing, and their name for it, Deep Creek, still survives. When a mountain loomed up ahead, they had to decide whether to go north or south of it. The Bartleson Party, as Hensley may have known, had gone to the south without much luck. Hensley went to the north, skirting the base of the mountain through the sagebrush. At length he and his men rode through a gap between sharp-peaked mountains, and saw to the right and ahead the soaring twin spires of rock, like cathedral towers—a notable landmark of the trail —the southern outliers of the City of Rocks. At this point the packers had rejoined the main trail.”²

On August 27, 1848, Hensley met some of the men of the Mormon Battalion on their way from California to Salt Lake City. Hensley told the Mormons that he thought the new route he had

opened would save them eight to ten days in getting to Salt Lake City (compared to going by way of Fort Hall).³

The Mormons followed Hensley's advice and when they reached Junction Valley on September 15, 1848, and saw the Twin Sisters (Cathedral Towers) they left the established Fort Hall Road and followed the pack train traces left by Hensley's party. On September 28, 1848, they reached Salt Lake City.

Hensley had opened the route that became known as the "Salt Lake Cutoff." The men of the Mormon Battalion had made it into a wagon road. As shown on the Mileage Chart on page 5, the distance from South Pass to the head of the Humboldt River by way of Salt Lake City was about 80 to 85 miles longer than either the Fort Hall Road or Hudspeth's Cutoff. It did, however, have the advantage of taking emigrants to where they could obtain provisions and recruit their livestock. In addition, the Salt Lake Alternate was a fairly easy route to follow for it only climbed about 700 feet over its length.

The route followed by the Salt Lake Alternate is fairly clear. After leaving Salt Lake City, it headed north along the east side of the Great Salt Lake. It continued north through Brigham City to cross over the Bear River at Rocky Ford (near present day Fielding, Utah). It then turned southwest to pass south of the Point Lookout Mountains, and northwest through the Blue Springs Hills and Blue Creek Valley. Continuing in a northwesterly direction, the trail forded Deep Creek near present day Snowville, Utah and passed Cedar Springs on its way to the Raft River Valley. Passing through The Narrows on the Raft River and then Emigrant Canyon, the Salt Lake Alternate finally reached the Fort Hall segment of the California Trail in Junction Valley, just west of the City of Rocks.

For a more complete discussion of the Salt Lake Alternate and its route, see L. A. Fleming and A. R. Standing's article "The Road to 'Fortune': The SALT LAKE CUTOFF" in the Spring, 1965 issue of the Utah Historical Quarterly.

HUDSPETH'S CUTOFF

During the summer of 1849, Benoni Hudspeth led a group of emigrants from Missouri in some 70 wagons on their way to California. Not wanting to make the Oregon Trail loop around Fort Hall, he headed due west from Bear River near present day Soda Springs, Idaho. In doing so, he opened what would become known as the Hudspeth Cutoff. It was also known as "Myers Cutoff," reflecting the fact that the guide for Hudspeth's wagon train was John J. Myers, one of the 13 men who accompanied Joseph Chiles to California in 1843. The cutoff was also known as the "Emigrant's Cutoff."

Even though neither Myers nor Hudspeth knew where they were going, Hudspeth reasoned that by heading west instead of making the loop to the north around Fort Hall, he could shorten

the route to California.⁴ If one looks at a map of the area, it would appear that Hudspeth's reasoning was correct. The Oregon Trail does make a loop to the north-northwest to Fort Hall and then southwest along the Snake River to its crossing of the Raft River. It would appear that by eliminating this loop, a significant number of miles and days of travel could be cut off the route to California.

From near Soda Springs, the cutoff headed slightly south of west through present day Arimo, Idaho, then through the Hawkins Basin and across the Sublette Mountains to reach the Fort Hall Road southwest of present day Almo, Idaho.⁵ At that point, the emigrants could follow the Fort Hall Road along Cassia Creek or they could continue south to join the Salt Lake Alternate east of The Narrows of the Raft River.⁶

Leaving the Oregon Trail and heading west into unknown country was not as fool hardy as it might seem. There was really no risk because if they became lost or if they could not go any further, Hudspeth and Myers could turn north to intersect the Oregon Trail or they could turn south to reach the Salt Lake Cutoff."⁷ In addition, Hudspeth and Myers were lucky. They knew nothing of the geography of route through which they were attempting to travel. Even so, they always found a way to get through and they always found water when it was needed.⁸ However, the route they opened was not easy, for as Stewart wrote in describing part of the resulting trip:

On they went, breaking trail through the sagebrush, across a wide valley toward low mountains ten miles off. A cinder-cone crater, about a mile to the south, gave evidence that this was volcanic country, and the train had not gone far across the plain before it was halted by a broad crack in the ground, evidence of an ancient lava flow. Undaunted, the Missourians rolled big stones in, and then piled brush and earth on top and took the wagons over.⁹

As noted above, Hudspeth reasoned that by going due west from the Bear River to the Raft River would eliminate many miles. This reasoning proved to be wrong. Going due west along the Hudspeth Cutoff did eliminate the Oregon Trail loop around Fort Hall, but it added many minor loops and twistings to get through the mountains they encountered. The distance from where the Hudspeth Cutoff leaves the Oregon Trail to where it joins the Fort Hall Road southwest of present day Almo, Idaho, is almost the same regardless of which of the two routes one follows.¹⁰

In spite of the similarity in distance, most of the emigrants heading to California after the Hudspeth Cutoff was established followed the Cutoff instead of going by way of Fort Hall. Stewart explains this by stating that the emigrants, "seeing the new trail, at once jumped to the conclusion that that was the proper way to go."¹¹ Stewart likened this behavior as being like "ants in a stream, each party followed after the one ahead."¹²

¹ George R. Stewart, *The California Trail; An Epic with Many Heros* (Lincoln, Nebraska: University of Nebraska Press, 1962), p. 205.

² Stewart, p. 203. The cathedral towers referred to in this quotation are what we today call "Twin Sisters."

³ Stewart, p. 203

⁴ Stewart, p. 251

⁵ L.A. Fleming and A. R. Standing, "The Road to 'Fortune': The Salt Lake Cutoff," *Utah Historical Quarterly*, Vol. 33, No. 3 (Spring, 1965), p. 258

⁶ *Ibid.*

⁷ Stewart, p. 251

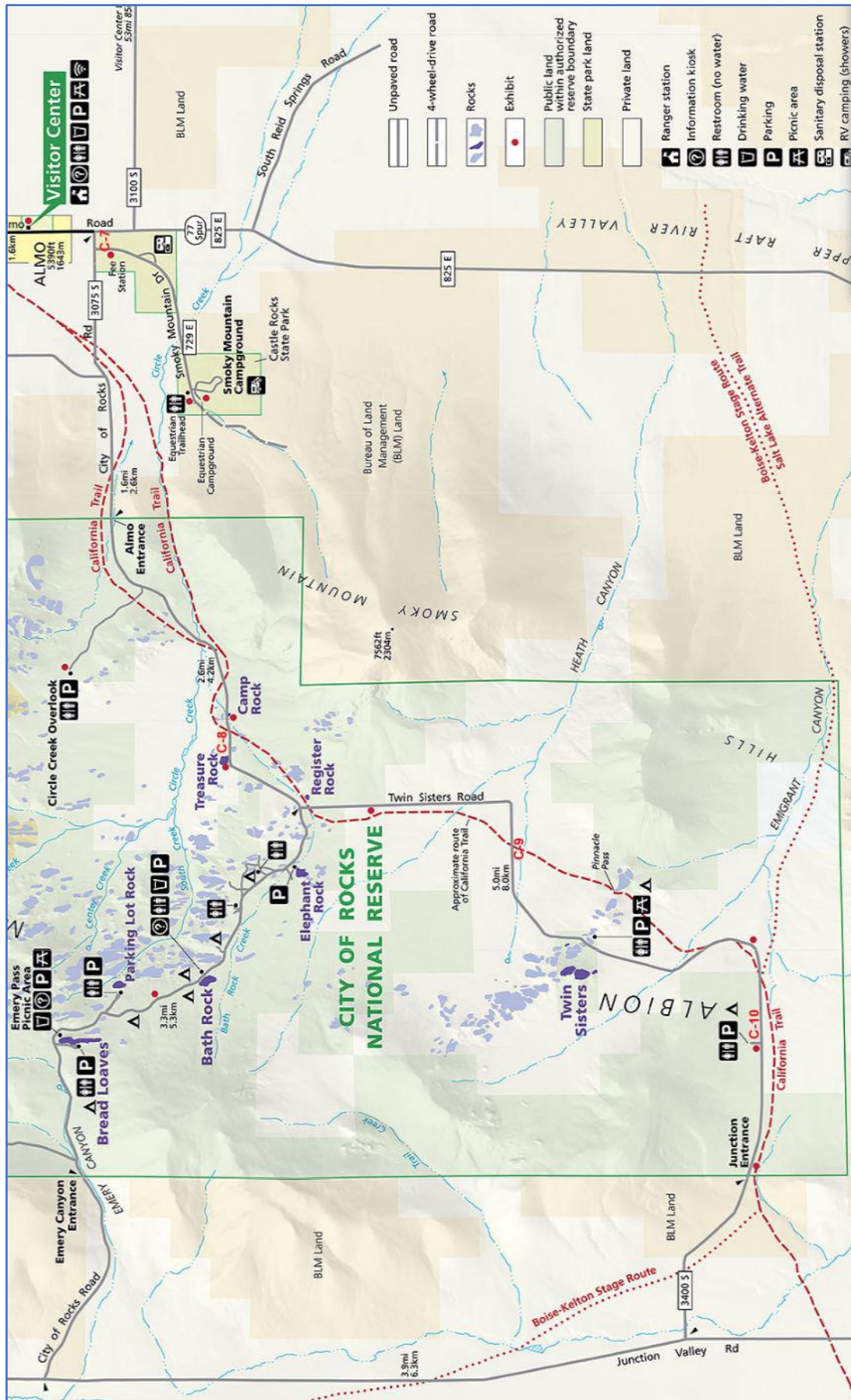
⁸ Stewart, p. 253

⁹ Stewart, p. 251

¹⁰ Stewart, p. 252

¹¹ Stewart, p. 252

¹² Stewart, p. 252



California Trail Tour

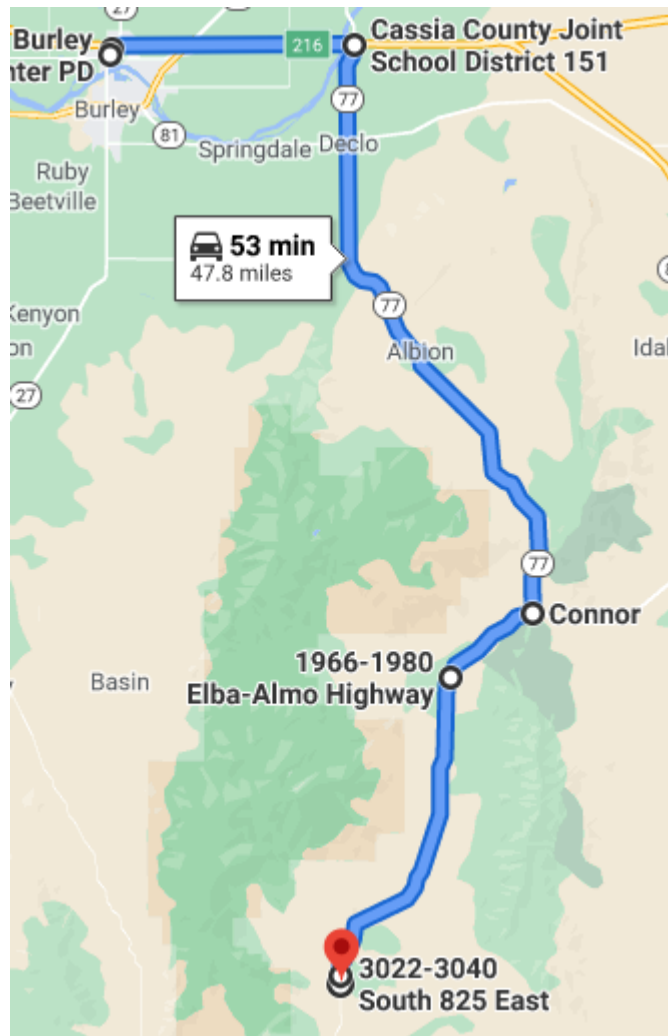
Day 1 Driving Guide

City of Rocks to Granite Pass

Interstate 84 to Elba

1. From the meeting location, turn left on Overland Avenue and go north 0.1 mile to the eastbound onramp to I-84. Turn onto I-84 eastbound.
2. Travel east 9.5 miles then exit I-84 at exit 216 for Declo.
3. Turn right and travel south on Highway 77 for 23 miles to a stop sign.
4. Turn right at the stop sign at Connor on the Elba Almo Road. Highway 77 goes left. Elba and Almo are to the right.

The California Trail runs along the highway in this stretch. About two miles west of the stop sign are a few carsonite markers on the right of the highway highlighting trail ruts.

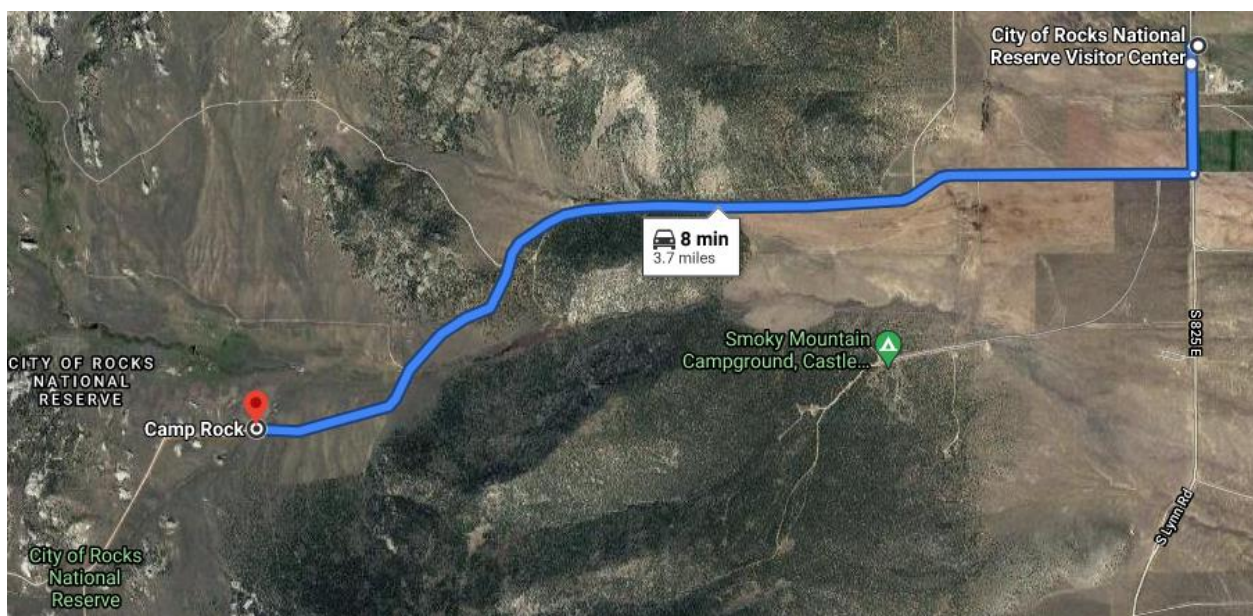


5. Travel west on this road for 2 miles to a pullout on the left of the road. This pullout contains an interpretive sign showing the trail routes in the area and Trails West T-rail marker #5.

6. Continue west 1.7 miles to the small town of Elba. Trails West marker #6 is located on the left of the road along the fence on the southeast corner of the first intersection in town.
7. Continue southwest and south for 12.1 miles to Almo. A large sandstone historical monument in the shape of the state of Idaho on the right talks about a fictitious massacre in the area. The Tracy General Store is an interesting old building.
8. Continue south 0.3 mile and turn left into the parking lot for the City of Rocks Visitor Center. A restroom is available here.

Visitor Center to Camp Rock

1. Go south 0.4 miles.
2. Turn right (west) on a gravel road. Trails West marker #7 is located against the fence on the southwest corner of this intersection.
3. Follow this road 3.3 miles to Camp Rock. Park here to enjoy the emigrant names written on the rocks. Trails West Marker #8 is located along the fence on the north side of the road. Chicken Rock on the north side of the road also contains emigrant names but is located on private property. The Circle Creek valley to the north of the road was a primary camping area on the California Trail.



Camp Rock to Register Rock

1. Continue west and southwest for 0.8 miles.
2. Turn left at the intersection. Register Rock is on your left. Park here to enjoy more emigrant names written on the rocks.



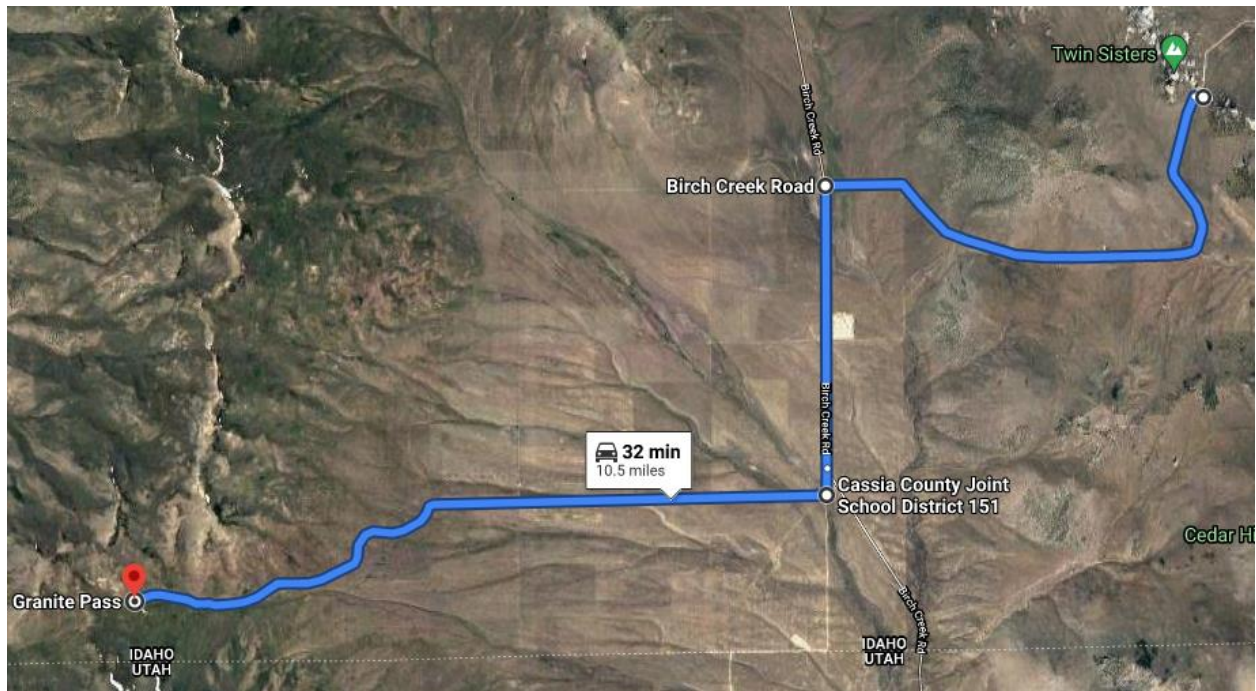
Register Rock to Twin Sisters Group Camping Area

1. Continue south on the gravel road 2.4 miles. There are interpretive signs along the road. The California Trail essentially follows the route of the road. Trails West marker #9 is located on the left of the road against the fence after the road turns west. It is difficult to find. Turn left into the Twin Sisters group camping area. There is a restroom behind the rocks at the east end of the camping area. A lunch break will be here.

If time permits, the COR guide will take you to Pinnacle Pass on the California Trail. The hike is about 1/3 mile and fairly easy. The pass is a narrow gap in the rocks which the California Trail went through. There is an interesting notch carved in the rock which is believed to have been caused by a rancher pulling barbed wire off of a reel.



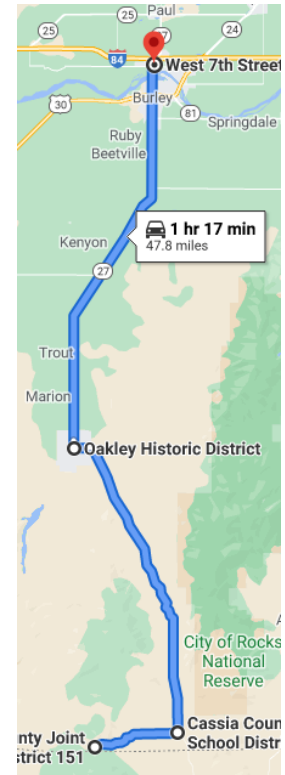
Twin Sisters Group Camping Area to Granite Pass



1. Continue south and west to Birch Creek Road. Stop at interpretive displays as desired. Trails West marker #10 is located on the left of the road overlooking the intersection of the California Trail and Salt Lake Alternate.
2. Turn left (south) on Birch Creek Road. Trails West marker #11 is located on the left of the road 0.7 miles south of intersection.
3. Turn right (west) on E 3700 S.
4. Travel west 2.6 miles across Prairie Valley. The California Trail comes in from the right where this road turns to the left.
5. You are now very close to or driving on the California Trail to Granite Pass, the summit of the Goose Creek Mountains. Continue for 2.6 miles to Granite Pass. Open and close the gate as needed. There are several monuments and markers in this area, including Trails West marker #12.

Granite Pass to Burley

1. Turn around and head down from Granite Pass on the same road which you came up. Open and close the gates as needed.
2. Turn left (north) on Birch Creek Road.
Remnants of the Kelton Road are visible across the creek as you travel through the canyon stretch on the way to Oakley.
3. Turn right (north) on Highway 27 in downtown Oakley.
4. Continue north on Highway 27 to Burley.



California Trail Tour

Day 2 Driving Guide

California Trail Back Country Byway

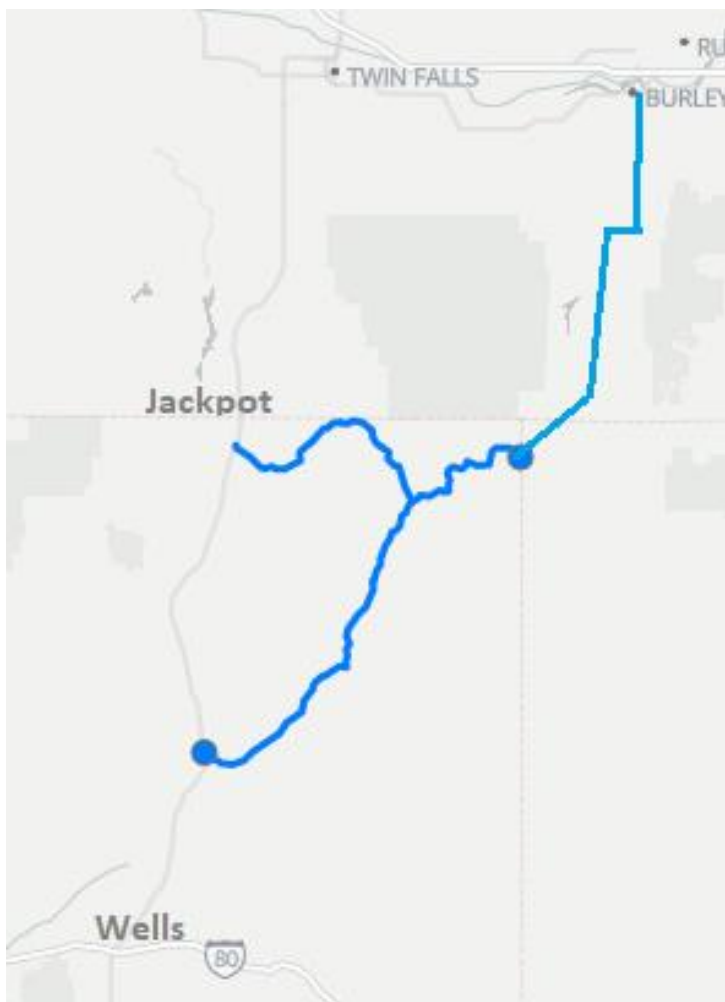
The California Trail Back Country Byway parallels a portion of the California National Historic Trail, which saw over 250,000 immigrants make their way from the Missouri River to California over 175 years ago. The byway is rich with such treasures as wagon wheel ruts and historic sites.

This tour follows the California Trail from the bottom of the Goose Creek Mountains (west side of Granite Pass) up Goose Creek and into Thousand Springs Valley. It is a very long, dusty trip with nearly 100 miles of gravel roads. There are no restroom or repair facilities along the route. It is important to have plenty of water as well as good tires and a good spare tire for your vehicle.

The opportunity exists to branch off of the Byway near the second crossing of Goose Creek and go to Jackpot.

These directions begin in Oakley, Idaho, which is 22 miles south of Burley, Idaho, and follow the California Trail and the Byway until it reaches Highway 93 west of Thousand Springs Valley.

The best driving guide for this route is [A Guide to the California Trail to the Humboldt River](#) by Trails West. This driving guide will follow the Trails West markers as they are placed at highlights along the California Trail.



Start of driving directions at stop sign on Highway 27 in the center of Oakley. Turn right (west). A city park with restrooms is located 1/2 block west on the south side of the street. This is the last restroom available for many hours. Continue west after the restroom break.

Turn left in 4 blocks on South 500 West / Goose Creek Road. There is a small sign on left corner indicating Goose Creek Road. The road will turn to gravel in a short distance.

After descending into Goose Creek Valley, note the layer of light-colored volcanic pumice rock across the valley on the hillside. This layer is what the emigrants carved their names into on Record Bluff, 30 miles away.

15.9 Road on left goes up on top of the ridge and intersects California Trail coming down from Granite Pass.

16.0 Turn left on Little Birch Creek Road

18.9 Trails West marker C-13 Devil's Grave on the left. Turn around.



NOTE: Be sure to park as close as possible to the vehicle in front of you to lessen the walking time of each stop.

C-14 Descent to Goose Creek

Return west 2.9 miles to Goose Creek Road. Turn left (south). Go 1.4 miles to the marker located just off the road on the left directly across from several ranch buildings.



Follow the dirt road on the north side of the creek bed east about 100 yards to find good trail ruts. The California Trail carsonite marker is incorrectly placed. The creek bed has been graded and is not the California Trail.

C-16 Goose Creek

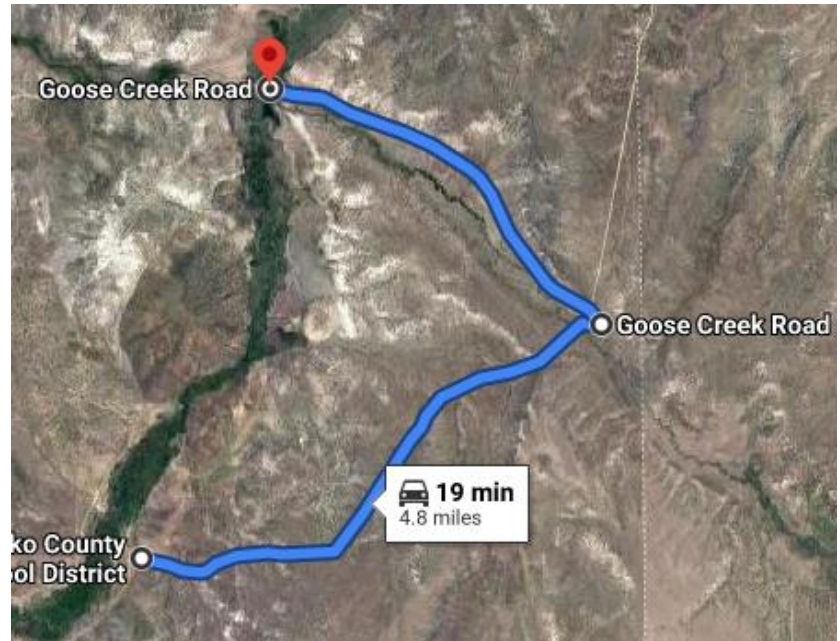
Continue south on Goose Creek Road for 3.4 miles to a road junction. Turn right to Goose Creek. Go 3.8 miles to a "Y" junction. Take the left road which is the entrance to Trout Creek Ranch. Go 3.4 miles to the marker located 50 feet to the right of the road on top of a slight rise that overlooks the ranch buildings.



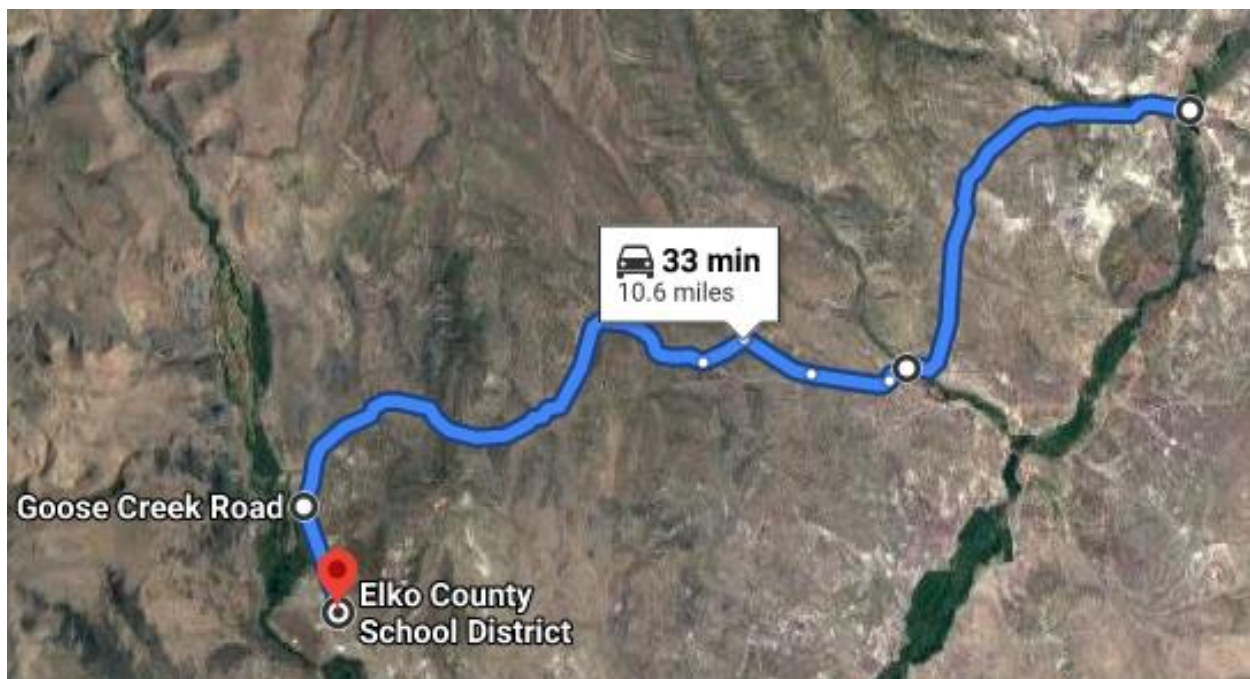
Note: This marker is being visited before C-15 to avoid backtracking several miles.

C-15 Goose Creek

Return north to Goose Creek Road. Turn left. Go 2 miles to the bridge over Goose Creek. The marker is located just across the bridge, about 10 yards to the left of the road, behind a fence.



After 10.6 miles from the bridge at Goose Creek there will be a fork in the road. Stop the caravan and have them wait. Take the left fork into the Wine Cup Ranch to let the ranch owner know that you are heading into his fields to Record Bluff.



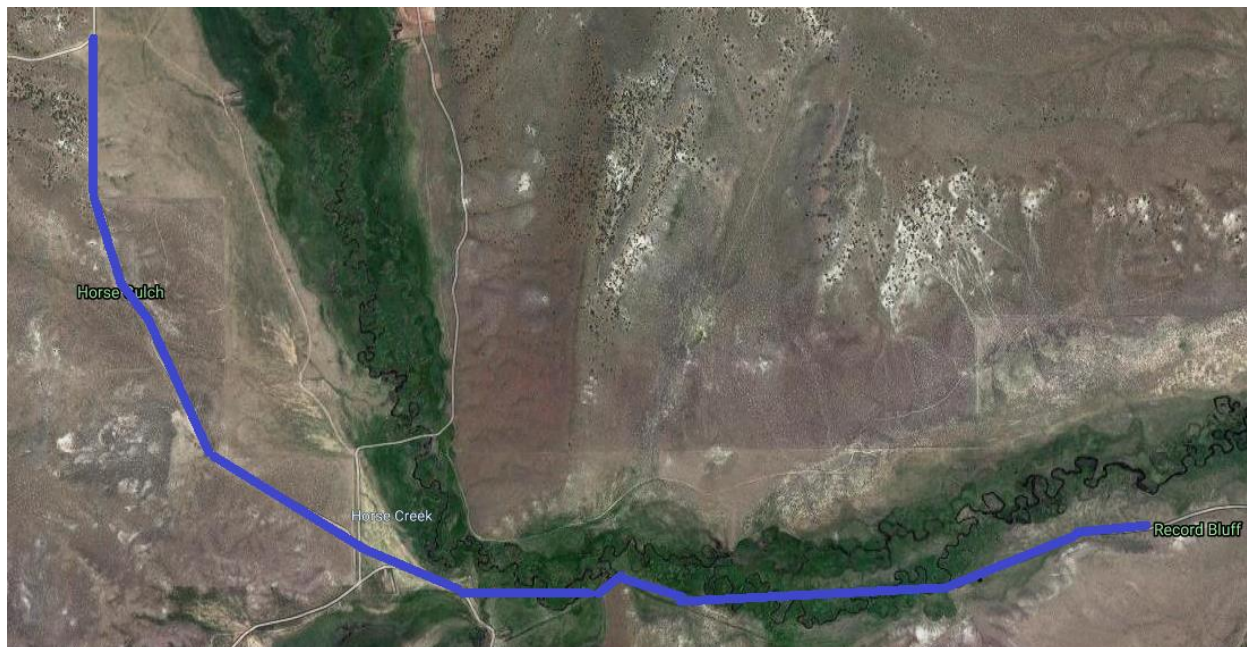
Return to the byway and turn left.
Continue south on the byway 1.2 miles
crossing Goose Creek along the way.
When the road turns 90 degrees to the
right, continue straight (left fork) on the
ranch road to visit Record Bluff.

C-17 Little Goose Creek (Record Bluff)

Marker will be on the right at the gate
1.2 miles from the Y. Go through the
gate in the fence and continue straight
across the dirt area. A road will be visible
in 100 yards.

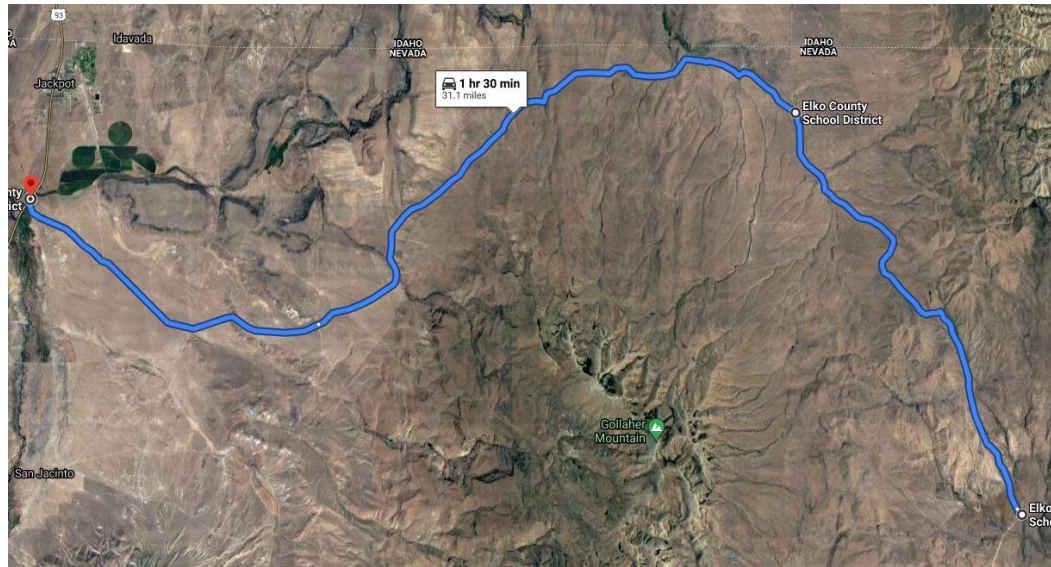


Cross Little Goose Creek. Turn left by the haystack and work along the south
edge of the grass field and around the point, then downstream across the
field. California Trail ruts are visible on the south (right) edge of the field and
at times you will be driving on the trail. Go through the gate and park at
Record Bluff. Please avoid touching Record Bluff as it is very fragile.



C-18 Rocky Descent

Return to Goose Creek Road. Turn left. Go 4.9 miles to the junction of the county road to Jackpot, NV. It is 32 miles on a dirt road, about 1 1/2 hours, to get to Highway 93 and Jackpot via this road.



Above: Route to Jackpot

Continue southwest (left). Go 0.6 mile to a dirt road to the left fording Little Goose Creek along the way. Turn left. Go 1.3 miles to the marker located on the left side of the dirt road. The marker is on the original California Trail that has descended a rocky hill to the east of the marker from Goose Creek canyon.



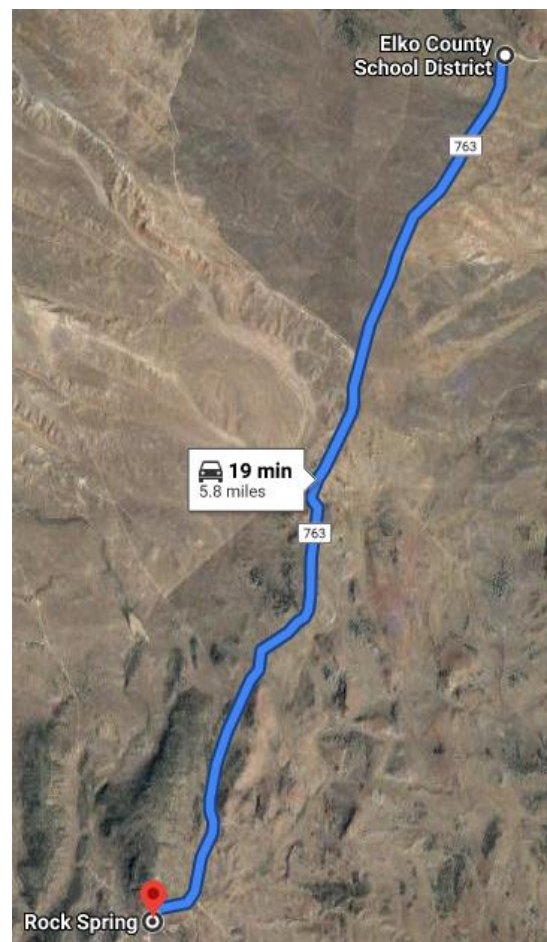
C-19 River & Lake Divide

Return to the county byway road and turn left. Go 3.3 miles to a dirt road on the right. This is the California Trail but is a very rough road. Continue to the left 1.9 miles around the point. The marker is located on the right near the cutoff road where it returns to the main road.



C-20 Rock Spring

Continue 5.7 miles south on the byway road to Rock Spring. The marker is located on the right of the road next to the spring.



C-21 Emigrant Springs Camp Area

Continue south on the byway road 4.8 miles to a dirt road on the right. Turn right. Go 0.7 miles, passing through a gate to the springs. The marker is located on the right side of the road to the left of the spring flow. Park short of the springs and walk to the marker as the area may be soft and muddy.



C-22 Chicken Spring

Return to the byway road. Turn right. Go 4.1 miles to a bladed road on the right. The marker is located 100 feet to the right of the county road, on the left of the bladed side road to the right.



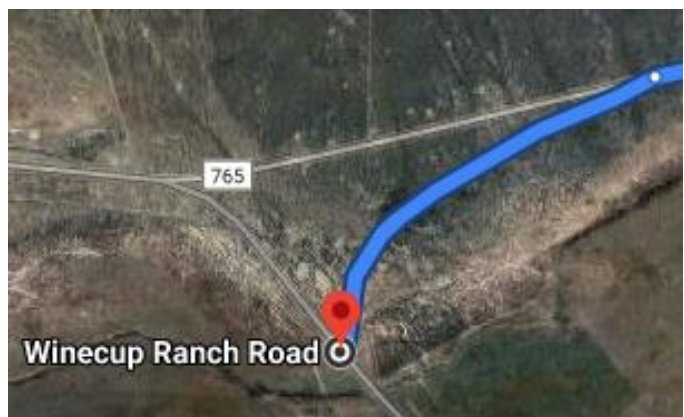
C-23 Thousand Springs Valley

Continue south on the byway road 2.3 miles to a "T" junction. Turn right. Go west 0.8 mile to the marker located on the right side of the road, just past a curve.



C-24 Thousand Springs Creek

Continue south 6.3 miles on the byway road to the marker located 55 yards from the left side of the road, near a deep creek channel.



C-25 Hot and Cold Springs

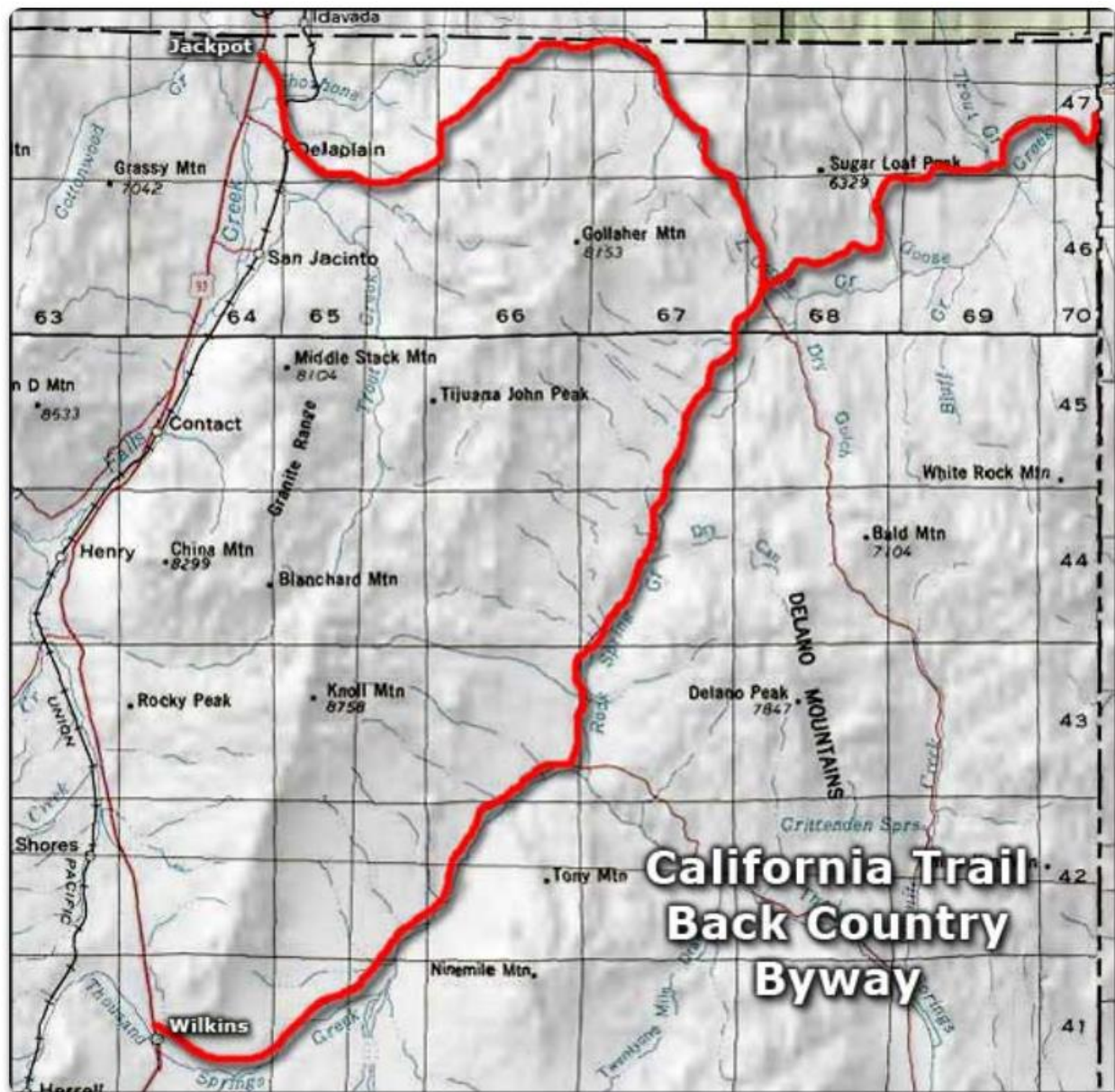
Continue 10.5 miles south on the county road to a bladed road on the left that is an entrance to the Wine Cup Ranch. Turn left. Go 0.4 mile to another entrance to the ranch, a bladed road, coming in to the ranch from the right. The marker is located on the right in the "V" formed by the two bladed roads.

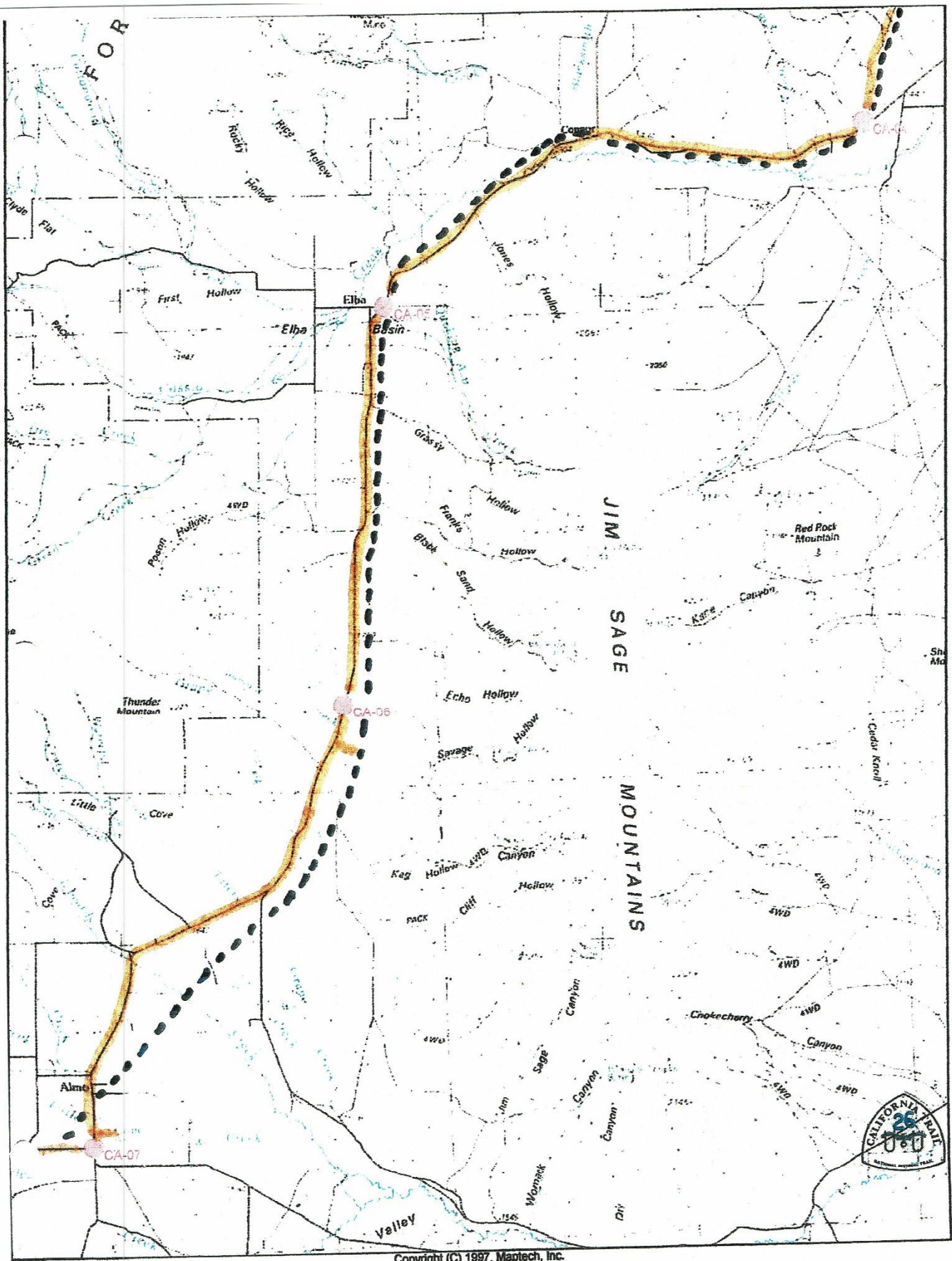
Continue west to Highway 93.

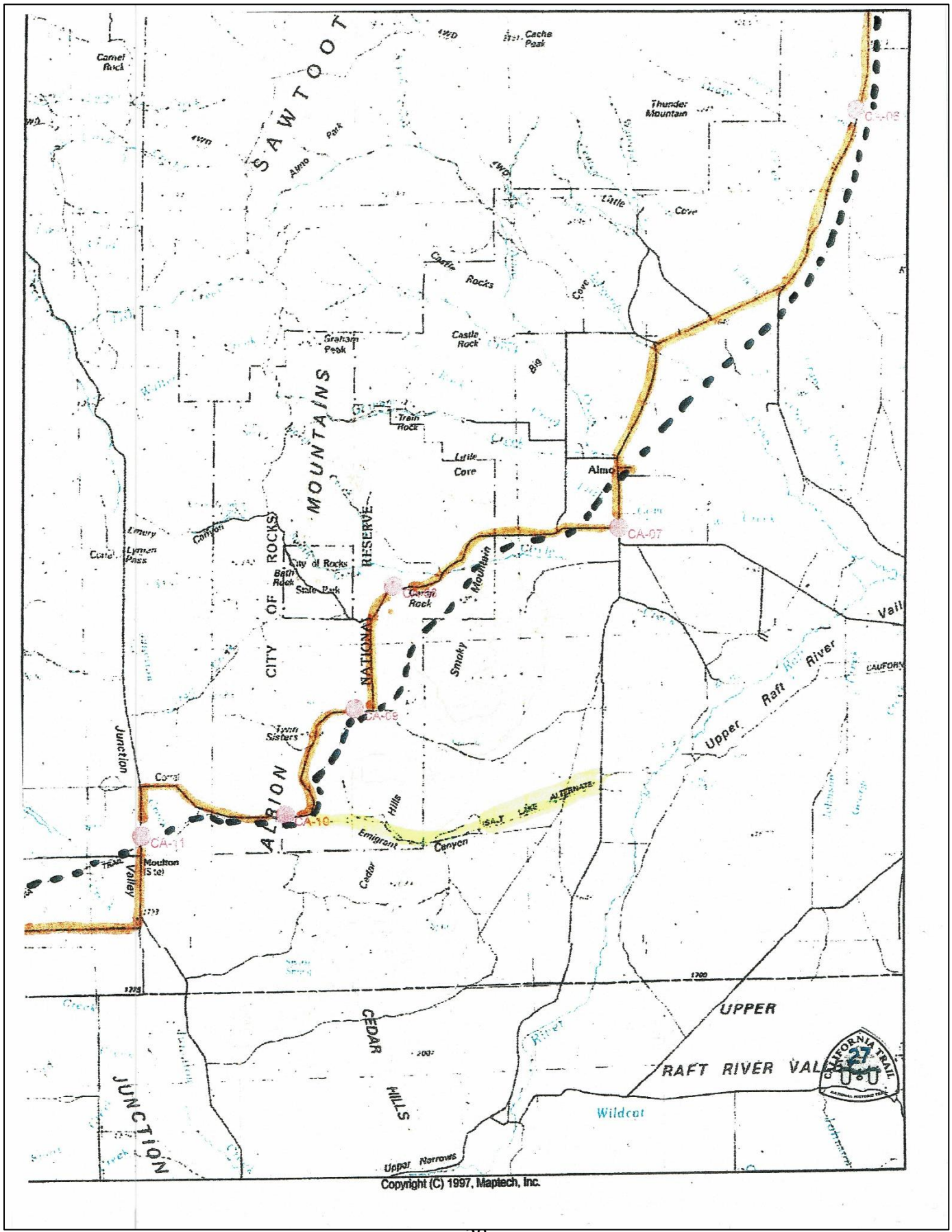
If continuing south, turn left to Wells and I-80 (27 miles). Turn west on I-80 to go to Elko (53 miles).

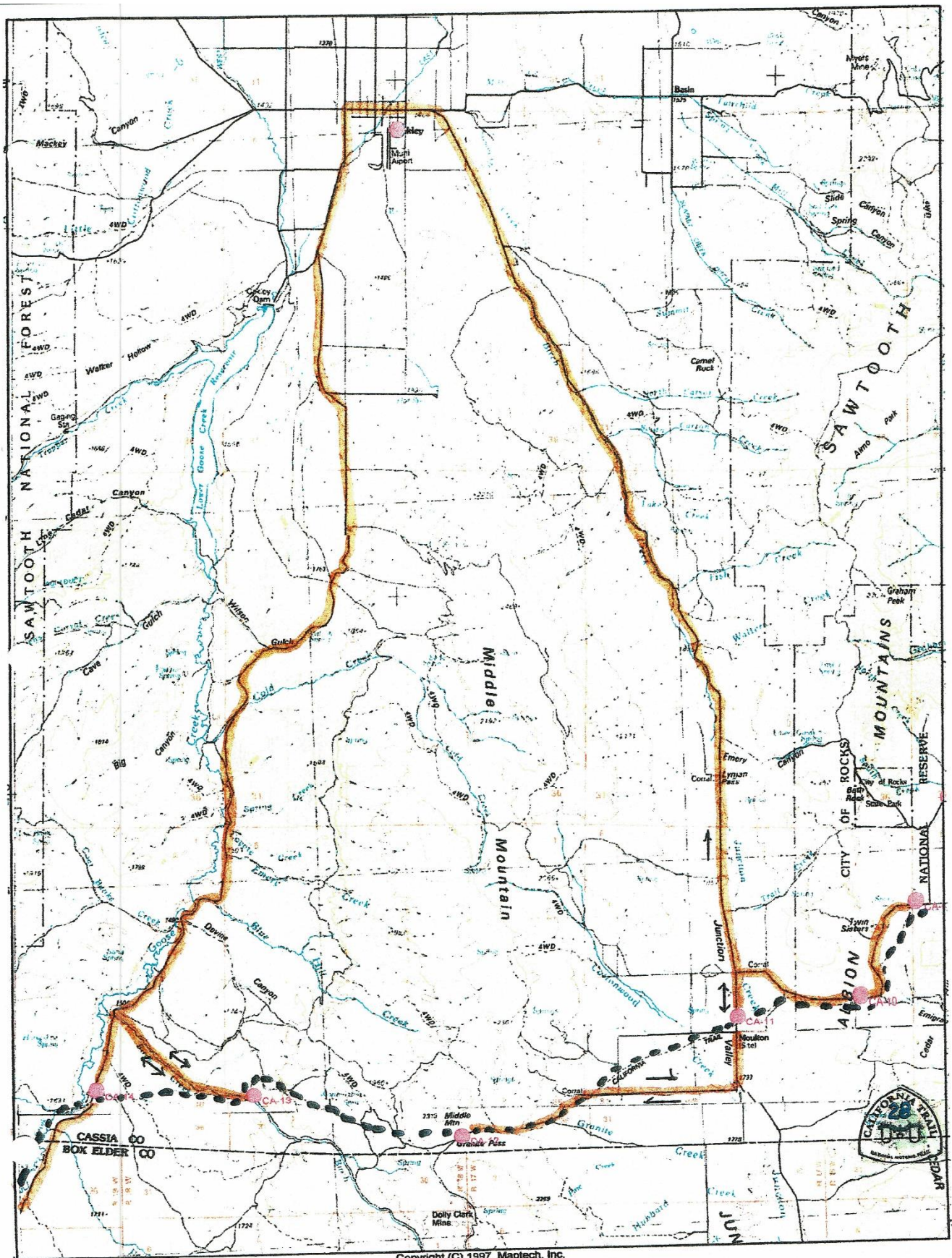
If returning north, turn right on Highway 93 to Jackpot (41 miles).











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