



## Documenting Northern Nevada

### Premiere of 'Preserving Gravelly Ford' a great success

By Helen Hankins

Despite the cold temperatures and threat of yet another snow storm, fifty-four souls braved conditions to attend the premiere of the “Preserving Gravelly Ford” documentary video about an important and well-preserved portion of the historic California Trail in northeastern Nevada.

Prior to the presentation, John Winner, past President of Oregon-California Trails Association (OCTA) and its Preservation Officer for seven years, and Joel Donalson, Head of Permitting, Environmental and Ranches for Nevada Gold Mines offered introductory remarks.

See FORD, Page 7



Courtesy photo

From left to right: Kevin Marcus, Ray Wicks - both Knowledge Tree Films; Joel Donalson - NV Gold Mines; John Winner, Steve Grosz - NV Gold Mines; Helen Hankins; Chris Jasmine - NV Gold Mines and Travis Boley - OCTA Manager at HQ

## Taking a peak....



Photo by Dave Sexton

The Silver Island Mountains Back Country Byway offers the perfect opportunity to take a peak into the storied past of the California Trail. See Page 5 for complete story.

## What's inside

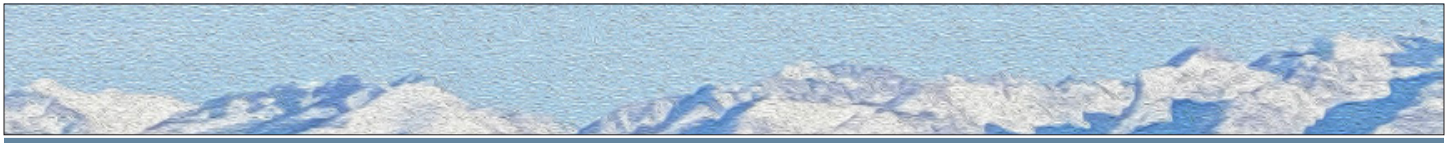
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## Upcoming events

- May 11: Board Meeting
- June 3-4: Trail Days at CTIC
- Aug. 12: Board Meeting
- Sept. 14: Board Meeting

### CTHA Board Meetings

\*At this time, California Trail Heritage Alliance board meetings will begin at 5:30 p.m.



## From the President

# Eagerly entering the Spring season with CTHA

Spring is just around the corner. With its arrival comes the promise of new vegetation, increased runoff and water storage, and an exciting season of activities for the California Trail Heritage Alliance (CTHA).

### Gravelly Ford Conservation Easement and Virtual Tour

More than eight years ago, long-time Oregon-California Trails Association (OCTA) and CTHA member John Winner began an effort to establish a conservation easement along the Humboldt River near Gravelly Ford and to create a virtual tour of the same area. These outcomes were proposed as mitigation to the impacts on the viewshed of the Hastings Cutoff resulting from the development of the Long Canyon Mine. With the voluntary cooperation of Newmont Gold and its' successor company, Nevada Gold Mines, these dreams will soon be a reality. The video documentary and overview of "Preserving Gravelly Ford" premiered in Elko, NV at the local museum on March 22, 2023. John Winner is prominently featured talking about trail values and preservation in the film. The producer also captured the story of the Western Shoshone in this area as told by Native American Leah Brady. Field work, trail diary research, development of baseline information, and a Horse Shoe Ranch Management Plan have all been completed. These serve as the underlying

framework for the Gravelly Ford Conservation Easement. We believe the conservation easement will be signed by Nevada Gold Mines and the Nevada Land Trust this spring.

### Multi-use Path

Efforts began in 2016 after the Elko County Commission approved the Elko County Bicycle Plan developed by NDOT, to establish a bicycle path from CTIC to Elko. Based on discussions with NDOT's Multi Modal Planning Group in Carson City, the project has taken on new life and a broader scope. CTHA and other stakeholders are working cooperatively with Elko County to move forward with a feasibility study for a regional multi-use path from Carlin to Lamoille. A request for funds for Transportation Alternative Program (TAP) was developed by Elko County, and an application for the funds was submitted in early April.



Helen Hankins,  
President

### MET Mapping

Plans are underway for Mapping Emigrant Trails (MET) this summer. Dick Waugh and David Fullerton with the CA-NV Chapter of OCTA are leading a three-day trip on the Greenhorn Cutoff in early June. The purpose will be to define, if possible, the actual route of the Greenhorn. Several trips are planned to determine the location of the Hastings Cutoff in eastern NV later in the summer and early fall.

### Trail Days

CTHA is working cooperatively with the California Trail Interpretive Cen-

ter to prepare for and market Trail Days on June 3 and 4, 2023. Efforts are underway to increase the number and diversity of presenters and re-enactors. Some of the areas where we hope to find new presenters include mule packing, barrel making, and demonstration of single action fire arms. OCTA members in Idaho, Utah and NV have been contacted to see if they can help with Trail Days.

### Marketing

CTHA and CTIC folks have met several times to work on the marketing strategy for the CTIC. A budget estimate of \$60,500 was provided to the Elko County Recreation Board recently and was well-received. Work is underway to request \$14,000 from Travel NV. If our funding requests are approved, funds from both entities will be used for social and print media, radio and television advertising, and outdoor advertising (billboards) for the fiscal year beginning July 1, 2023.

### New board member

Curtis Calder, recently retired Elko City Manager is CTHA's newest Board member and he has also agreed to serve as Treasurer. Curtis is already working on other funding sources to help further the CTHA's goals.

What an interesting and fun summer we have ahead of us. Potential exists to inform and educate more of the public about the importance of historic trails and their preservation. MET mapping may lead to new discoveries on the Greenhorn and Hastings, too. *See you on the Trail.*



From the Trail Center

# Ideas, hopes spring eternal at CTIC, on the trails

By Nick LaPalm

Following what has been an historic winter, with record snowfall throughout the American West (and indeed across much of the country), spring is surely on the minds of many. One could in fact make the case that the first signs of spring are not of early-rising dandelions nor of the punctual housefly returning to the window-sill, but rather, within the human imagination, where the seeds of spring are sown at first snowfall. It is in this dormancy of winter, that plans are hatched for the return of warmer weather—and the many possibilities it permits.

This is much the case at the California Trail Interpretive Center, where a great bulk of the planning and development of programs and events is accomplished during the winter off-season, as we brace for the bee-like busyness of the warmer months. In my own preparation as a practitioner of public history, my thoughts of spring mingle with the many stories harbored throughout time here in the high-desert. I consider what spring might have signified to these peoples of the past, whose lives are now relegated to the annals of history, or interpretive panels, in the case of the Trail Center.

For the Indigenous peoples of this land, including the Western Shoshone here in northeastern Nevada, spring signaled the departure from their more densely populated win-



Photo by Nick LaPalm

Pictured above is a springtime view of the Rubies from the South Fork Reservation. Arrowleaf balsamroot, an edible/medicinal plant, can be seen in the foreground.

ter-camps, into smaller family-bands bound for destinations determined during the shortened days of winter. Some might head north for salmon spawning season on the Snake River, others might follow the strange guttural sounds of the sage-grouse, leading the quiet hunter right to their ritual breeding grounds, where their courtship displays make for easy targets. Others still, after months of subsisting on dried and stored food, might immediately seek out early-growing greens, roots, and bulbs (such as young cattail shoots, wild onion and camas) which could be collected and roasted, their natural sugars caramelized and enjoyed as delicacies. After which, a knowing elder might branch out on their own, in search of promising Pinyon pine groves. Because the nut, or seed rather, takes several years to mature,

spring was a great time to assess if a tree will be a good producer come fall, as well as to scout a good location for the annual autumnal Pine Nut Festival, the largest and most celebrated event in the seasonal calendar of the Western Shoshone and Northern Paiute peoples.

Much of that would change in the spring of 1827, when better weather finally permitted the crossing of the Sierras, and Jedediah Smith began his historic trek across northeastern Nevada, becoming the first European-American to do so. The South Pass he helped pioneer through the Rocky Mountains would later become the dominant route for overland travel, ultimately setting the stage for westward migration and the new American West.

**HOPE continues on Page 6**



# Handing down Shoshone stories: ‘The First Encounter’

By Leah Brady

As stories are handed down from one generation to the next, the Western Shoshone learned about their culture and past history. Here is a personal account of one family’s first encounter with Europeans. This story has been handed down through five generations of their family. This story takes place near Battle Mountain, Nevada. At one time, the mountains were entirely covered with pinion-pine trees but a huge fire had wiped out the area and the trees never grew back.

At dusk, the family continued their harvesting of pine nuts, in the mountains west of the Battle Mountain area. The father was distracted as he worked, because earlier that morning, he saw a large cloud of dust down on the flats along the Humboldt. He watched it come closer and closer. Fearing that it may be a large war party, he was concerned for the safety of his family.

Finally, he told his family that it was getting too dangerous to stay and work any longer. He needed to go see who was coming and if it was one of their enemies, then they needed to leave the area and head south, towards their main camp.

He took them and hid them in a small cave in the mountains and told them to stay there all day. If he didn’t come back by nightfall, they were to leave the area and find their people in the south. He covered-up the



**Basketmaker Leah Brady.** For a fine article on Brady’s work, see <https://ictnews.org/archive/weaving-past-present>

opening with rocks, leaving a small breathing hole. He camouflaged the rocks by putting large bushes in front of them and erased any remaining traces. They listened as he ran down the mountainside.

The family waited all day, making no sounds. They could not hear or see anything. It started getting dark. They stayed even though it got later and later. They did not want to leave their fa-

ther there, without knowing what had happened to him. But come dawn, assuming he had been killed, the family decided that if they did not leave, they might end up like their father. Saddened and fearing for their lives, they quickly left the area moving south.

As they were journeying south, they heard someone coming.

**FIRST continues on Page 10**



Article

# Exploring ‘Silver’ segments of the Hastings Cutoff

By Dave Sexton

The Silver Island Mountains/ Pilot Peak area atop the Utah/ Nevada state line near West Wendover is an easy day-trip to follow and track several infamous spots along the Hastings Cutoff.

From I-80 Utah exit #4 east of Wendover head north on North Bonneville Speedway Road past the Sinclair gas station. At the fork stay left onto Leppy Pass Road, until you spot the BLM Silver Island Mountains Backcountry Byway sign in a little over two miles from the interstate.

The Silver Island Mountains range is 32 miles long and up to 2,000 feet (above base) high. Formed after a prehistoric limestone seabed was lifted and folded skyward the range was covered first by lava flows and later by Lake Bonneville. Today’s topography is comprised of canyons, caves, and campsites, crisscrossed by primitive roads, double-track and single-track. Once off the Byway many of these secondary trails, while beautiful are sketchy at best. Explore these with care and at your own risk.

Our travels today take us past the sign, north via North Silver Island Road. For 22 miles the mountains rise on the left, the Great Salt Lake desert sprawl to the right, and important landmark Floating Island lies dead ahead. It is easy to see where the Floating Island gets its name. The small mountain sits in the vast



Photo by Ken Lund

**The Silver Island Range, (also called Silver Island Mountains), is a mountain range in Utah, in the northwest corner of Tooele County and the southwest corner of Box Elder County, about 15 miles (24 km) northeast of Wendover. The Silver Island Range lies at the west perimeter of the Great Salt Lake Desert; the southeast flank of the range is on the northwest border of the Bonneville Salt Flats.**

flats of the Great Salt Lake desert. The flats, radiating sunlight, create a mirage of water around the mountain making it look very much like an island in the desert. The Hastings Trail passes on the north side of the Floating Island enroute to Pilot Peak. The island is visible for long distances, and was a prominent landmark used when making the crossing.

If one were so inclined one can drive (beware some soft spots) to the “island” and climb the to the highpoint, an easy’ish hike of about three miles round trip and 800 feet

elevation gain.

I found a great historic map and photos of the area to help orientate one to this part of the desert-crossing cutoff: (<https://www.utahcrossroadsociety.org/the-hastings-trail-from-grantsville-utah-to-donner-spring-utah>)

Although there are lots of places that claim they were the worse part of the Donner/ Reed disaster, I think a fair argument can be made that the Great Salt Lake Desert was in fact the worst of the worst.

**SILVER continues on Page 8**



# MUP discussions resume after pandemic pause in Elko county

This story was compiled through notes and individual stories written by students from Great Basin College's Journalism 102 course.

A plan for a multi-use path (MUP) within Elko County connecting the California Interpretative Trail Center and Elko has continued to gain momentum over the course of three meetings within the last two months between Nevada DOT, Elko County, and the Elko County Trail Initiative, a community collaboration that now includes the California Heritage Trail Alliance this spring.



Photo by Kim Hrdlicka

Members of the state and community meet to discuss the steps needed to advance planning for a multi-use trail connecting the California Trail interpretive Center and Elko.

**BIKE** continues on Page 7

**HOPE** continued from Page 3

With it, came the disruption and eventual destruction of the seasonal lifeway practiced by Great Basin tribes for so many millennia. After all, what would herald the coming of spring once the salmon stopped spawning and the Pinyon groves were cut and the sage-grouse leks were fenced-off?

Back East, for those headed West, spring represented making good on winter's preparations— finalizing plans, buying supplies, loading up the wagons, and setting into motion what was likely to be a significant altering of their destinies, for good or ill. For the now infamous Donner-Reed Party, the spring of 1847 was likely the most highly anticipat-

ed event of their lives. With winter tamed by spring's advances, their rescue was finally made possible. Consider the following spring, in 1848, when the first wave of miners made their way to California's Gold Country. Or how about the spring of 1859, when the Comstock Lode was discovered, setting into motion the Silver Rush which would go on to result in Nevada's statehood in 1864, in the midst of the Civil War, which had begun in the spring of 1861, and would last until spring 1865. Spring in 1868 marked the last year of travel along the California Trail, for in spring of 1869, the Transcontinental Railroad was completed.

I could of course, keep going, reach-

ing forward and backward through time, making endless connections between the coming of spring and humankind's many fables and foibles. As a teacher on public lands, I find it encouraging, for it serves as an excellent reminder and continual reassurance of the vital connections between people, place, and time; that humans are not so separated from flowers in-bloom, migrating birds, or awakening hibernators. For these creatures, for westward emigrants, for winter-weary hunter-gatherers, and for each one of us, spring will forever be associated with new beginnings and the promise of good times ahead.

So from all of us here at CTIC, Happy Spring, and Happy Trails!



## BIKE continued from Page 6

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— **Background:** The City of Elko Bicycle and Pathway Plan is intended to provide the basic framework for the development of a functional bicycle and pathway system for the community with connections to outlying areas. Because of the nature and age of the street system, particularly in the core area of the city, planning and implementation of facilities for bicycles, pedestrians and other forms of non-motorized transportation has been difficult and has not been given a high priority relative to other community needs. As peripheral areas grow and develop, however, and as existing arterial roadways, collector and local streets are upgraded, there will be opportunity for bicycle and pathway facilities to evolve systematically and augment the City's transportation system. It is probable that such a system will not only enhance transportation but will increase opportunities for recreational experience by accessing parks and areas of open space. Existing rivers, streams, and drainage corridors are an untapped community resource and

afford tremendous opportunity for the development of a pathway system and expanded use of the city's park, recreational and open space areas. Also, a public safety function will be provided through education of transportation facility users including motorists, bicyclists, and pedestrians and by promoting an awareness of the City Police Department bicycle patrol program. "The intent of the project is to create an outstanding opportunity for public recreation along the historic California Trail," said Helen Hankins. She said before Covid, several organizations were engaged in positive discussions about the potential multi-use path. The Elko County Commission approved the Elko County Bicycle Plan in May 2016, providing for the study of a bicycle path from Carlin to the California Trail Interpretive Center, then to Elko and finally to Lamoille.

— On February 16th, 2023, at 6:00 pm, about 20 people went to the Southwest Gas Building, 2901 Ruby Vista Dr, Elko. Many attendees were cyclists, walkers, and interested parties.

Two NDOT representatives from their Multi-modal planning office in Carson City joined the first in-person meeting since the plan was approved in 2016. That meeting ended with members of a forming coalition of community members agreeing to work collectively to continue moving forward on elements of a larger Elko County project to connect Carlin to Lamoille that will include establishing a higher priority on developing a plan for a multi-use trail connecting Elko to the CITC.

— A feasibility report will need to be written in order to convince the state of Nevada that this is a cause worth giving money to. To fund the feasibility report itself they are hoping to gain some Transportation Alternatives Program funding. To get this funding they will be competing against other organizations and plans in Nevada that may also want that money. If they manage to secure the TAP funding that would lead to creating a feasibility report detailing construction, money allocation, money requirements, and other elements needed to bring the path to fruition.

## FORD continued from Page 1

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John shared the background of his nearly ten-year effort to see the completion of a conservation easement in the Gravelly Ford area, and to see the development of a virtual tour of that area. Details of his efforts were covered in the last Wagon Tongue. Joel Donalson spoke of Nevada Gold Mines' support for the endeavor and the importance of sustainability to his company which led

to their support for the conservation easement and the video production.

The video shared John Winner's story and also featured Leah Brady, a local Shoshone woman. Leah spoke of her parents who grew up in the Elko and Gravelly Ford areas. She also shared oral history of her great-great grandfather's encounter with the unfamiliar wagons and of the strange Men with hair on their

faces whom the Indians thought were ill.

The documentary was produced by Knowledge Tree Films from Los Angeles. Nevada Gold Mines and the Oregon and California Trails Association were primary supporters of the project. The California Trail Heritage Alliance, a partner with OCTA, hosted the reception prior to the event.



## SILVER continued from Page 5

The twenty-plus mile drive up the east side of the Silver Mountains skirting this desert give plenty of time for contemplation and consideration.

Why were they even here? In September 1846, and running weeks behind schedule, the Donner-Reed Party, through a fit of bullheadedness, chose to bypass the California Trail several hundred miles to the north and attempt a new route - The Hastings Cutoff - across the Great Salt Lake Desert. Miscalculations of time and distance resulted in the party running out of water only partially across the desert. As the situation worsened, and the expedition stretched out over several days as they one-by-one became mired in the soft, glue-like mud, many members abandoned wagons, supplies and animals to make it across alive. Our route pulls a due west off Floating Island, and now on rocky soil follows the Hastings Cutoff, crossing the Silver Island range via Donner-Reed Pass. A marker, planted sometime in the past by Boy Scout Troop 850 of Layton, Utah (an Eagle project perhaps?) illustrates via diary entry how things are not going well for our travelers: “passed this way on the 2nd of September 1846, having lost 36 oxen, several wagons, and suffered much. “Don’t look for SHORT-CUTS”

Just west of the pass a white Carsonite marker alongside the road marks the original trail, and a brown Carsonite marker in the near distance lines up with Donner Springs and Pilot Peak. It is eight more miles

via foot before the lifesaving water was reached.

Pilot Peak is the fourth-most prominent peak in Nevada and the 78th most prominent summit in the United States, officially an “ultra”, a peak that rises at least 5,000 feet above its surroundings. Pilot Peak was named in 1845 by John C. Fremont while mapping the Great Basin.

Wondering whether his entire party could cross the Great Salt Lake desert he sent Kit Carson ahead to scout for water sources. Finding a perennial spring just east of the peak, Carson lit a large bonfire, the smoke from which signaled Fremont that the crossing was possible. Hasting’s Cutoff is based on Fremont’s route.

Leaving the Cutoff, we follow the Byway south down the west side of the Silver Island Mountains. The range is farther from the road on the west side, and not as impressive or expansive as the East, however interesting lava formations crop up about halfway down. Follow the Byway to the paved TL Bar Ranch Road and turn right (west). In about three miles the road turns to gravel, and you pass a hand written sign announcing you are back in Nevada.

Five miles after the state line we once again join (actually cross) the Hastings Cutoff at the approach to Bidwell Pass. History is joined twice at this point. In 1841, the Bartleson–Bidwell Party, led by Captain John Bartleson and John Bidwell, became the first American emigrants to attempt a wagon crossing

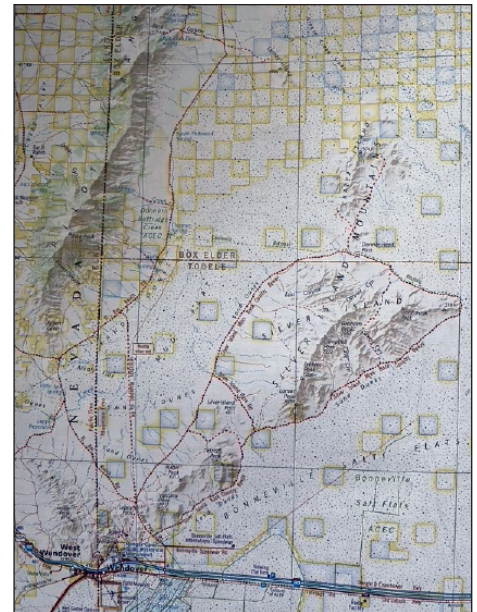


Photo by Dave Sexton

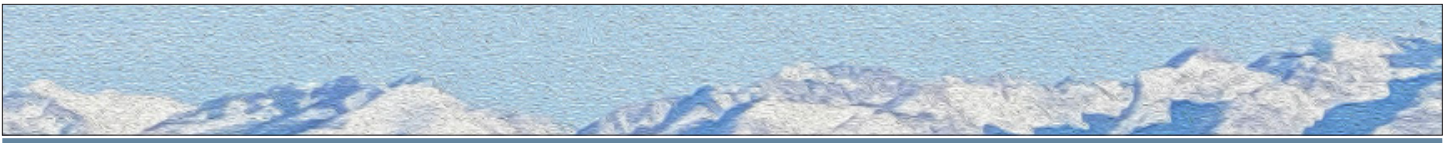
Utah Road & Recreation Atlas, Benchmark Maps, 2017.

from Missouri to California. With only vague directions from fur trappers, Bartleson-Bidwell turned southwest away from the Oregon Trail and along the north shore of the Great Salt Lake toward (the yet unnamed) Pilot Peak. Here they discovered this low pass, which afforded them a direct route to the headwaters of the Humboldt, and as they say, the rest is history.

Heading north nine miles from the Bidwell Pass pullout you’ll cross the Tooele/Box Elder County line, and you may spot a blank looking brown sign on the fence line. I found a photo of what the sign is supposed to say online (<http://utah.untraveledroad.com/Tooele/6ESign.htm>): “The dovetail notched cabin standing east of this site was built about 1880 by Eugene Munsee.

**PILOT continues on Page 9**





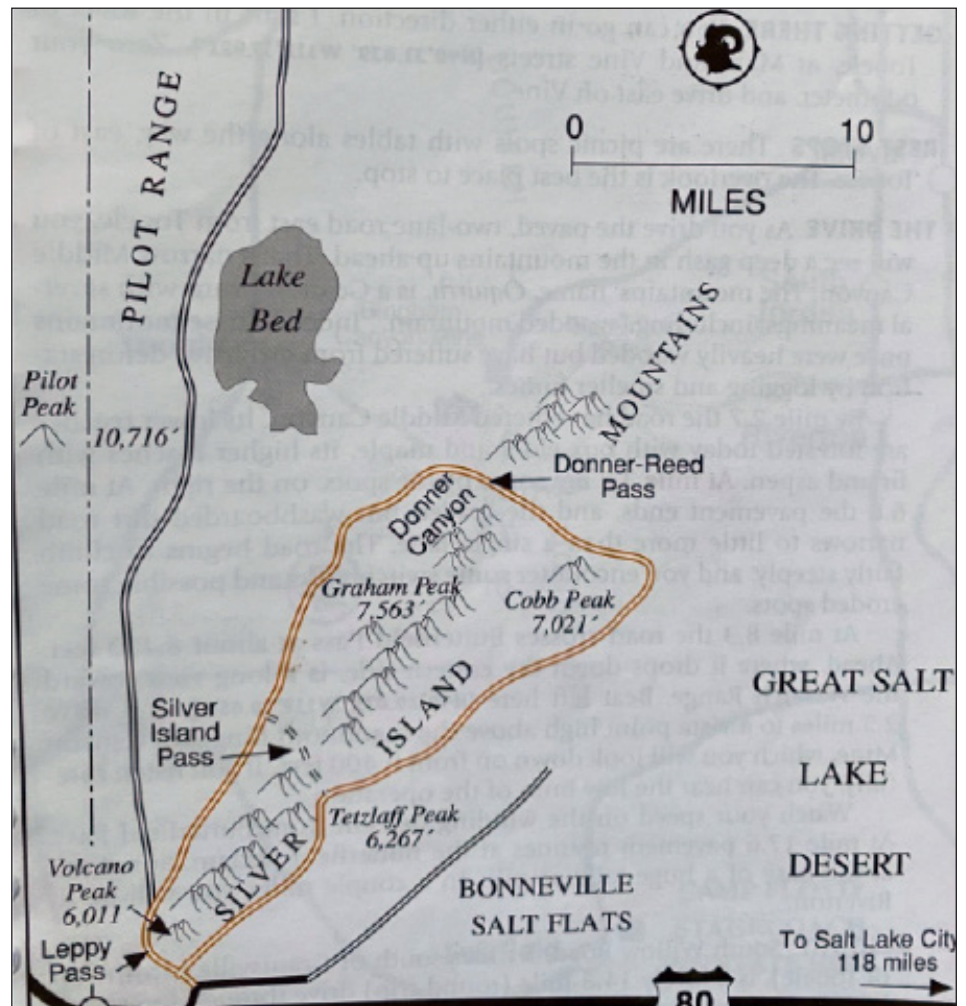
## PILOT continued from Page 8

Munsee was born in Illinois in 1843 and settled in the west with his brother Edgar, who also built a farm in the area. Eugene Munsee worked as a blacksmith in addition to farming and ranching. The farmstead is an excellent example of a western homestead. Members of the Crossroads Chapter of the Oregon and California Trails Association re-roofed the cabin in May and October 1990. It is located on private property. Please do not trespass.”

In less than another mile you will come upon a mailbox and driveway to the TL Bar Ranch on your right. You can see Donner Spring, a corral around the spring, and an informational kiosk from the road. You are allowed to pull down into the ranch and park out of the way, depending on which fence is open, walking to the spring and kiosk.

The water still runs clear at Donner Spring, although I was disappointed at my visit to find the corral open and some fencing down, allowing cattle to stomp the spring banks to mush. I suspect this isn't the first time this has happened in the last hundred years, although the historic area was in much better shape when I visited a few years ago.

The kiosk and interpretive panels, installed by the National Park Service and OCTA are still in good repair. The website (<https://www.utahcrossroadsocta.org/the-hastings-trail-from-grantsville-utah-to-donner-spring-utah>) explains that: “The enclosure and kiosk were dedicated in conjunction with the OCTA national convention in Salt Lake City, held in



Utah Byways, Wilderness Press, 2016

August, 1994. More than 300 people attended the emotional ceremony including Marta Lienhard Vincent, an accomplished musician and descendant of 1846 Hastings' Cutoff pioneer Heinrich Lienhard. It had been nearly 150 years since so many people gathered here. At this place of refuge from the salt desert's ravages for her ancestor and so many others, Marta's Highland bagpipes sang Amazing Grace.”

After humble reflection and awe, return to the Byway start point by

retracing the TL Bar Ranch Road twenty miles southward. If time permits and you are interested, Danger Cave once held remnants of the oldest known habitation in the state of Utah and shows the entire sequence of human occupation of the Great Basin, according to Utah State Parks. Danger Cave State Park featuring historic Danger and Jukebox Cave is just south of the byway sign. Tours are available at <https://metcalfarchaeology.com/danger-cave/>.



**FIRST** continued from Page 4

They immediately hid themselves, only to find that their father had caught up to them. He was hungry and thirsty, having ran all the way. After eating, he recounted the frightening scenes, he had seen down at the Humboldt River.

He had run all the way down to the river area. Circling around the group, he came up from the rear to follow them. At first, he could not understand what kind of animal could make tracks like these. It looked as if 2 snakes were moving in perfect rhythm together. The closer he got, he recognized men on horses. He knew what horses were, since he had seen those obtained

**He knew that they were hunters because they hunted the beaver along the river. He was astonished by the waste they made. They did not eat the meat or use the bones but just threw it all away except for the hides.**

by other tribes and bands. But what scared him was that these men were pale with hair all over their faces. At first, he thought they were sick but after watching them throughout the day, he knew they were healthy. Then he saw their wagons and knew that the house, that moved on the round wood, was what had made the tracks in the dirt. He knew they were hunters because they hunted the beaver along the river. He was astonished by the waste they made. They did not eat the meat or use the bones but just threw it all away except for the hides. He saw them kill other animals with a shiny stick that made a thunderous sound. He stayed into

the evening, watching them set-up their camp, cook and entertain themselves. He said they cooked their food in a black rock over a fire and they made strange sounds when talking. He could not understand them. They also made strange sounds by rubbing two wooden objects. He thought they were singing. But it sounded more like laughing. It did not sound like any singing he had heard. He stayed there until the strangers went to sleep, then he quietly stole away. He knew his family was already gone, so he ran until he could catch up to them.

Scared and very confused by what they heard, the family continued south, moving as fast as they could. Not knowing that this encounter would only be the first contact they would have with the strangers that had come into their lives.

*Celebrating Nevada Indians - Storytelling ST-33*

**CTHA Board of Directors**

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<b>Contributors:</b> Helen Hankins	Dave Sexton Nick LaPalm	Leah Brady Kim Hrdlicka R. Dean Straight (& students)

Please send all news items and articles to Steven.Hrdlicka@gbcnv.edu The deadline for the summer issue submissions is June 15.

**California Trail Center partnerships on the web**

- [www.facebook.com/pages/California-Trail-Center-Foundation/157116030992463](http://www.facebook.com/pages/California-Trail-Center-Foundation/157116030992463)
- <http://www.californiatrailcenter.org/>
- [www.emigranttrailswest.org](http://www.emigranttrailswest.org)
- [www.octa-trails.org](http://www.octa-trails.org) [www.appl.org](http://www.appl.org)
- [www.blm.gov/nv/st/en/fo/elko\\_field\\_office/blm\\_programs/blm\\_special\\_areas/](http://www.blm.gov/nv/st/en/fo/elko_field_office/blm_programs/blm_special_areas/)



## Hot Hole this way!

New signs directing visitors to Elko Hot Hole and damage to interpretive panels

By Helen Hankins

Directional signs for motorists are now in place on several Elko streets to direct visitors and locals to the Elko Hot Hole.

The Elko Hot Hole has long been a site of historic and local interest. The emigrants traveling to California between 1840 and 1870 used it as a stopping place for a nooning (lunch), laundry, or even making chicken soup. A few years later, the area was developed into a swimming pool for the city. Today, due to the extraordinarily hot water in the springs, the site is fenced for safety reasons. Nearby interpretive signage provided by the California Trail Heritage Alliance (CTHA) tells the story about the pioneer history and the geology of the area.

The installation of the fencing and interpretive panels and the directional signs was accomplished through a cooperative partnership with the City of Elko, the National Park Service, and the California Trail Heritage Alliance. Travel Nevada also provided some of the funding for this project.

As can be seen in the photo, there has been unfortunate severe damage to one of the interpretive panels that was installed at the Hot Hole last summer. The CTHA is working to repair this damage soon.



Photos by Kim Hrdlicka



## CTHA Membership Application

Join your friends and neighbors and become a supporter of the California Trail Interpretive Center. Every membership supports the California Trail Interpretive Center and Trail preservation. When you join other enthusiasts to become a member, or renew your membership, you directly support interpretation, education, and special events at the California Trail Interpretive Center, and help preserve the Trail and its history for the benefit of current and future generations.



Annual Memberships: \_\_\_\_New \_\_\_\_Renewal  
 Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City/ST/Zip: \_\_\_\_\_  
 Email: \_\_\_\_\_

All members receive the informative electronic newsletter, electronic updates about special events and activities and a 10% discount at the California Trail Interpretive Center store. Invitations to one or more special events are extended to the Supporter membership levels and above.

Level	Individual	Family	Supporter	Partner	Lifetime
Special Events			1	2	3
Cost	\$25	\$50	\$75	\$100	\$200

\*Special Events may include presentations, workshops, tours, exhibit previews or other activities. Individuals who choose to make a donation equal to or greater than \$250 will receive recognition, if desired, on the Donor Wall in the California Trail Interpretive Center.

PAYMENT: \_\_\_\_Check \_\_Visa \_\_MC \_\_ Amount \$ \_\_\_\_\_  
 Card No. \_\_\_\_\_ Exp. \_\_\_\_/\_\_\_\_\_  
 Date \_\_\_\_\_ Signature \_\_\_\_\_

Make Check Payable to:  
 California Trail Heritage Alliance, P.O. Box 1778, Elko NV 89803



## Want to donate?

In addition to becoming a member of the California Trail Heritage Alliance, individuals or businesses may also make a donation to the California Trail Heritage Alliance.

For donations greater than \$250, the donor can choose to be publically recognized on the donor wall at the California Trail Interpretive Center.

Recognition levels are as follows:

### California Trail Interpretive Center Donor Wall recognition levels

Level name	Donation amount
Pioneer	\$250 to \$499.99
Trail Blazer	\$500 to \$2,499.99
Wagon Master	\$2,500 to \$4,999.99
Empire Building	\$5,000 or greater

## Contact information

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