
National Park Service
Cultural Landscapes Inventory
2014



Scotts Bluff National Monument
Scotts Bluff National Monument

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Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI) is an evaluated inventory of all significant landscapes in units of the national park system in which the National Park Service has, or plans to acquire any enforceable legal interest. Landscapes documented through the CLI are those that individually meet criteria set forth in the National Register of Historic Places such as historic sites, historic designed landscapes, and historic vernacular landscapes or those that are contributing elements of properties that meet the criteria. In addition, landscapes that are managed as cultural resources because of law, policy, or decisions reached through the park planning process even though they do not meet the National Register criteria, are also included in the CLI.

The CLI serves three major purposes. First, it provides the means to describe cultural landscapes on an individual or collective basis at the park, regional, or service-wide level. Secondly, it provides a platform to share information about cultural landscapes across programmatic areas and concerns and to integrate related data about these resources into park management. Thirdly, it provides an analytical tool to judge accomplishment and accountability.

The legislative, regulatory, and policy direction for conducting the CLI include:

National Historic Preservation Act of 1966 (16 USC 470h-2(a)(1)). Each Federal agency shall establish...a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places...of historic properties...

Executive Order 13287: Preserve America, 2003. Sec. 3(a)...Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA...No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior... (c) Each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying... historic properties in its ownership and make the report available to the Council and the Secretary...

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998. Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a)(2)(A))

Management Policies 2006. 5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories...about cultural resources in units of the national park system...Cultural Landscape Inventory of historic designed landscapes, historic vernacular landscapes,... and historic sites...

Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate Service-wide inventories of cultural resources.

Responding to the Call to Action:

The year 2016 marks the 100th anniversary of the National Park Service. A five-year action plan entitled, “*A Call to Action: Preparing for a Second Century of Stewardship and Engagement*” charts a path toward that second century vision by asking Service employees and partners to commit to concrete actions that advance the agency’s mission. The heart of the plan includes four broad themes supported by specific goals and measurable actions. These themes are: Connecting People to Parks, Advancing the NPS Education Mission, Preserving America’s Special Places, and Enhancing Professional and Organizational Excellence. The Cultural Landscape Inventory relates to three of these themes:

Connect People to Parks. Help communities protect what is special to them, highlight their history, and retain or rebuild their economic and environmental sustainability.

Advance the Education Mission. Strengthen the National Park Service’s role as an educational force based on core American values, historical and scientific scholarship, and unbiased translation of the complexities of the American experience.

Preserve America’s Special Places. Be a leader in extending the benefits of conservation across physical, social, political, and international boundaries in partnership with others.

The national CLI effort directly relates to #3, Preserve America’s Special Places, and specifically to Action #28, “Park Pulse.” Each CLI documents the existing condition of park resources and identifies impacts, threats, and measures to improve condition. This information can be used to improve park priority setting and communicate complex park condition information to the public.

Responding to the Cultural Resources Challenge:

The Cultural Resources Challenge (CRC) is a NPS strategic plan that identifies our most critical priorities. The primary objective is to “*Achieve a standard of excellence for the stewardship of the resources that form the historical and cultural foundations of the nation, commit at all levels to a common set of goals, and articulate a common vision for the next century.*” The CLI contributes to the fulfillment of all five goals of the CRC:

- 1) *Provide leadership support, and advocacy for the stewardship, protection, interpretation, and management of the nation’s heritage through scholarly research, science and effective management;*
- 2) *Recommit to the spirit and letter of the landmark legislation underpinning the NPS*

- 3) Connect all Americans to their heritage resources in a manner that resonates with their lives, legacies, and dreams, and tells the stories that make up America's diverse national identity;*
- 4) Integrate the values of heritage stewardship into major initiatives and issues such as renewable energy, climate change, community assistance and revitalization, and sustainability, while cultivating excellence in science and technical preservation as a foundation for resource protection, management, and rehabilitation; and*
- 5) Attract, support, and retain a highly skilled and diverse workforce, and support the development of leadership and expertise within the National Park Service.*

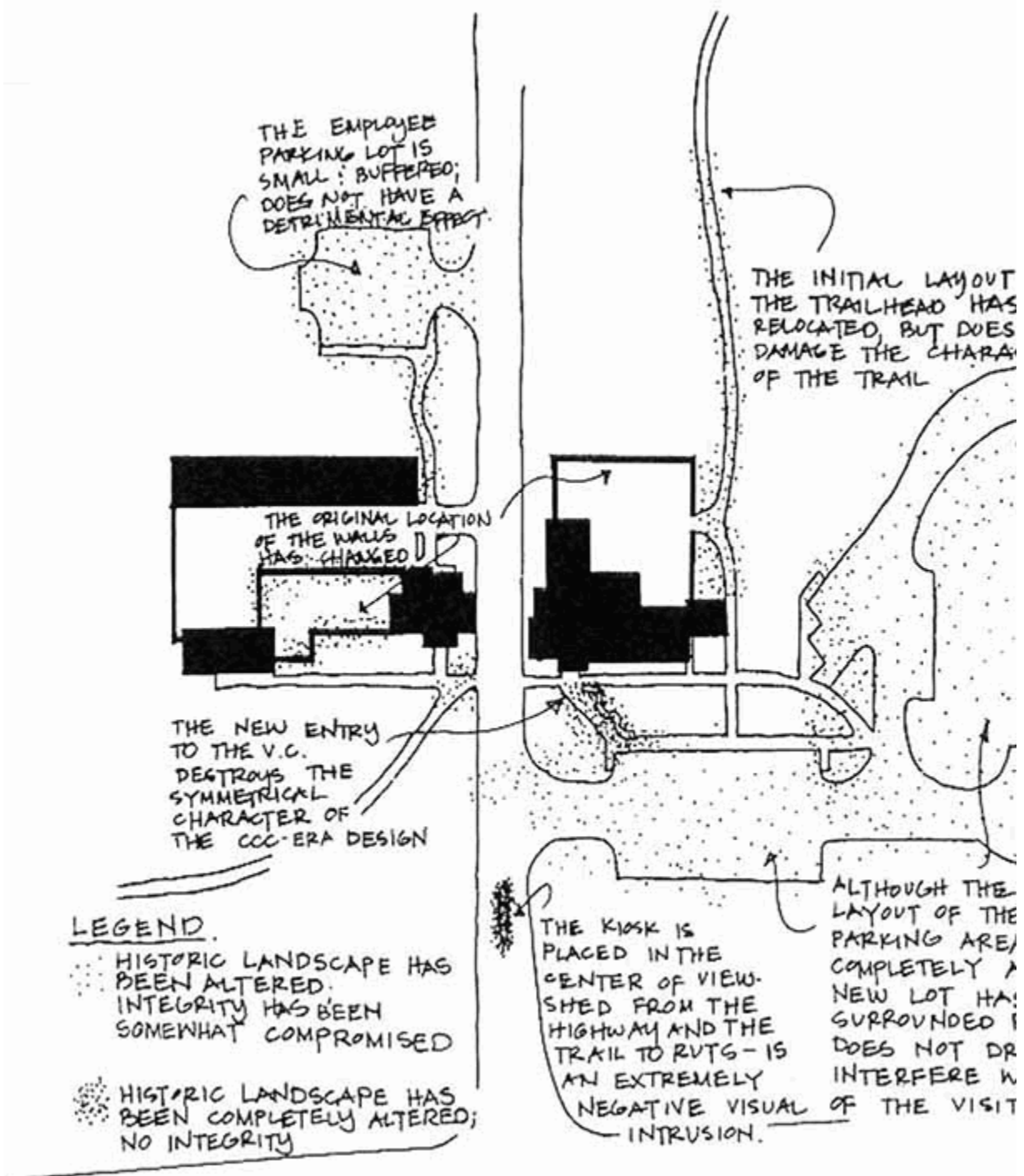
Scope of the CLI

CLI data is gathered from existing secondary sources found in park libraries, archives and at NPS regional offices and centers, as well as through on-site reconnaissance. The baseline information describes the historical development and significance of the landscape, placing it in the context of the landscape's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit and generates spatial data for Geographic Information Systems (GIS). The CLI also identifies stabilization needs to prevent further deterioration of the landscape and provides data for the Facility Management Software System

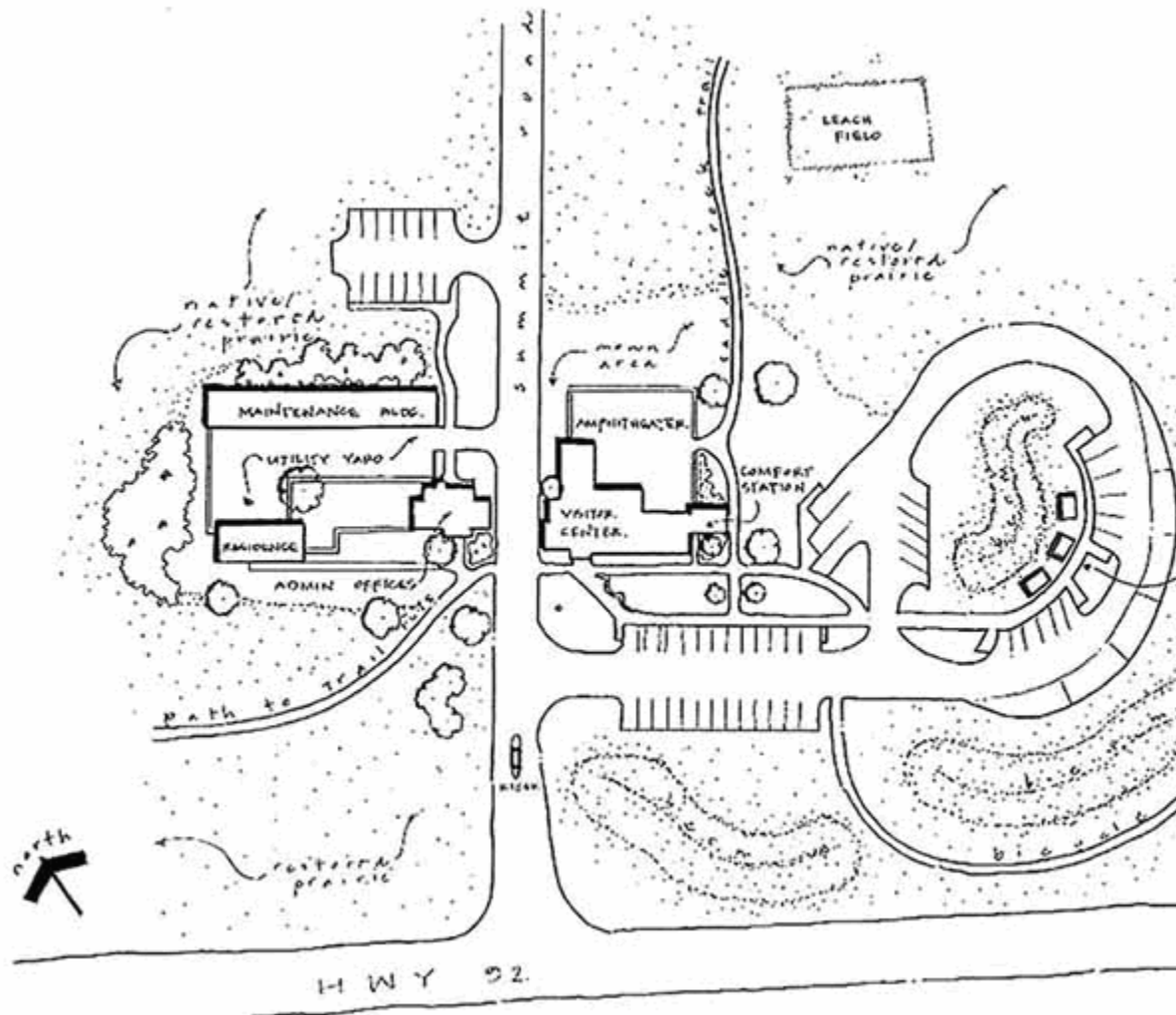
Inventory Unit Description:

Located in the panhandle of western Nebraska the 3,003.03 acre landscape consists of eroded sandstone bluffs that rise up from the relatively flat plains below. The Monument landscape, although significant for its natural features which guided settlers on their westward journey is also significant for the way it developed between 1919 and 1958 after it was recognized as a National Monument. Significant features of this designed landscape include roads, trails, and visitor facilities all retaining integrity and maintained in good condition. (Condition assigned in 1995)

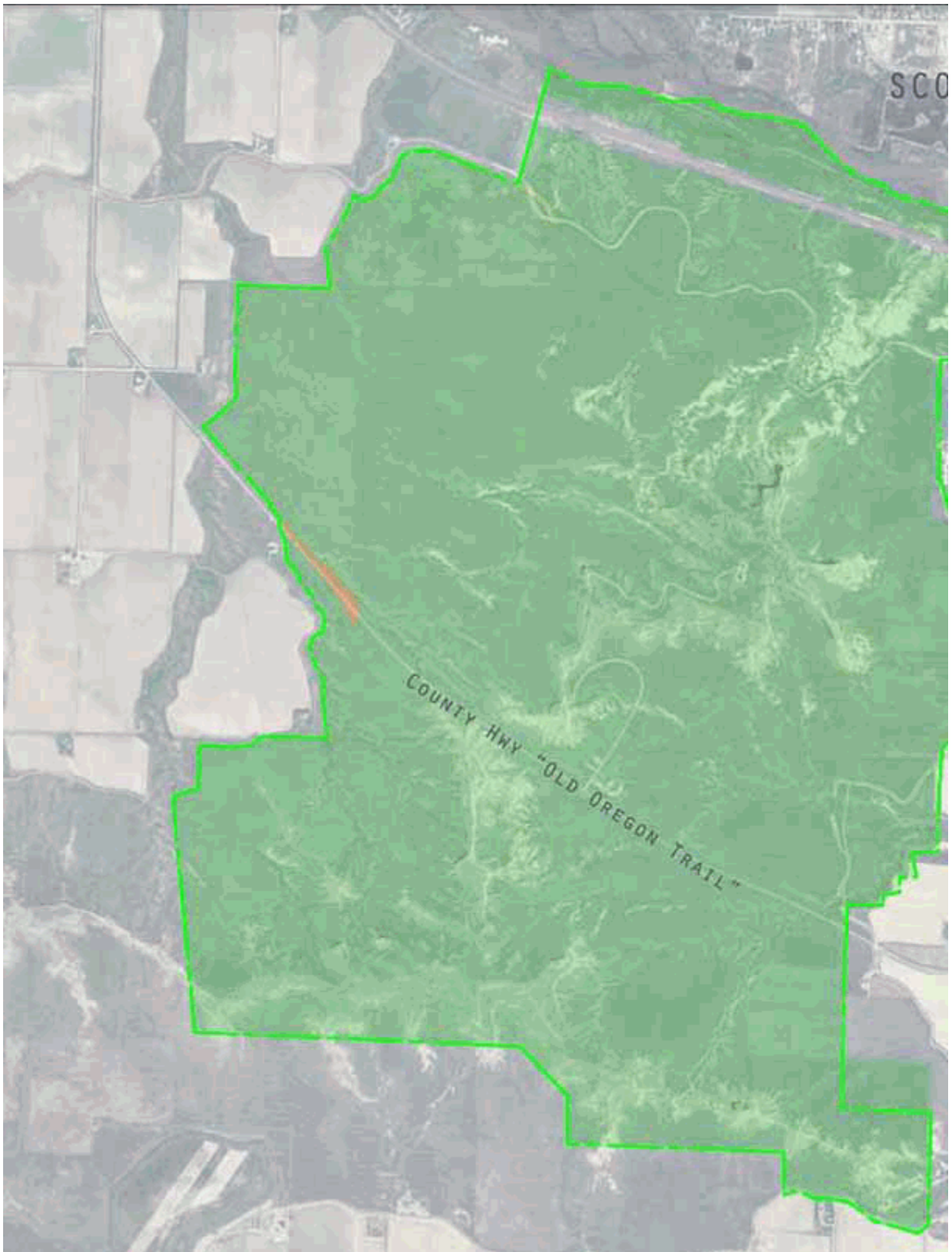
Site Plan



Integrity Analysis, 1995. Updated in 2014.



Existing Conditions Site Plan, 1995. Updated in 2014 to include picnic shelters and leach field.



Scotts Bluff National Monument
Scotts Bluff National Monument



Map depicting boundaries (in green) of Scotts Bluff National Monument.



Map depicting Scotts Bluff National Monument in Nebraska.

Property Level and CLI Numbers

Inventory Unit Name:	Scotts Bluff National Monument
Property Level:	Landscape
CLI Identification Number:	500001
Parent Landscape:	500001

Park Information

Park Name and Alpha Code:	Scotts Bluff National Monument -SCBL
Park Organization Code:	6700
Park Administrative Unit:	Scotts Bluff National Monument

CLI Hierarchy Description

A complete CLI was conducted for Scotts Bluff National Monument to supplement the 1996 General Management Plan (GMP). The survey methodology included a two-day site visit to record the existing features and components of the Monument. CLI is based on this information as well as a number of primary and secondary sources, including historic base maps and photographs, interviews with former and current monument personnel, and National Park Service (NPS) documents.

Scotts Bluff National Monument has been defined as a cultural landscape; those features associated with the Oregon Trail form a separate component landscape. These features, which include several geological landforms as well as the extant trail ruts, possess national significance individually and were the basis for the 1919 presidential proclamation establishing Scotts Bluff. The remainder of the monument is a designed landscape that was developed to accommodate visitors. Although it was initially established to recognize the geological and historical significance of the Oregon Trail through Mitchell Pass and the surrounding landforms, the monument also possesses historic importance as a representative example of the public works projects that were completed in a number of national parks across the country during the Depression Era. The monument also possesses historic importance as a representative example of Mission 66 that were completed at Scotts Bluff in 1958.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

Information recorded for this inventory unit was entered during beta testing. It has been reviewed by the CLI Coordinator and park and is therefore considered complete. Information on this inventory unit will be included with the fiscal year 1998 upload of CLI data to the National Center, and will be updated according to the CLI schedule. Data from a word process CLI completed by Marla McEnaney in 1995 was entered into the CLI in 2001. Data entry was finalized in Oct. 2002 and was part of the 2003 upload.

A site visit was conducted during June 2014 by Ryan Reed and Roberta Young. The documentation and research garnered during the site visit was entered into the CLI during October 2014.

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	10/31/2002
National Register Concurrence:	Eligible -- Keeper
Date of Concurrence Determination:	12/26/2012

National Register Concurrence Narrative:

Based on the findings of the 1995 CLI the Nebraska State Historic Preservation Office concurred on the eligibility of the landscape in 1996. On 12/26/2012 the Scotts Bluff National Monument Nomination Update was entered into the National Register extending the period of significance from 1930 BCE to 1958 CE.

Concurrence Graphic Information:

Scotts Bluff National Monument
Scotts Bluff National Monument

Form No. 10-306 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

already on Reg

FOR NPS USE ONLY
RECEIVED JUN 10 1976
DATE ENTERED *approx 1/4/78*

1 NAME
HISTORIC
Scotts Bluff National Monument
AND/OR COMMON

2 LOCATION
STREET & NUMBER
Three miles west of Gering on Nebraska 92
CITY, TOWN
Gering
STATE
Nebraska
VICINITY OF
Third
CODE
31
COUNTY
Scotts Bluff
CODE
157

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
☐ DISTRICT	☒ PUBLIC	☒ OCCUPIED	☐ AGRICULTURE	☒ MUSEUM
☐ BUILDING(S)	☐ PRIVATE	☐ UNOCCUPIED	☐ COMMERCIAL	☒ PARK
☐ STRUCTURE	☐ BOTH	☐ WORK IN PROGRESS	☐ EDUCATIONAL	☐ PRIVATE RESIDENCE
☒ SITE	PUBLIC ACQUISITION	ACCESSIBLE	☐ ENTERTAINMENT	☐ RELIGIOUS
☐ OBJECT	☐ IN PROCESS	☒ YES RESTRICTED	☐ GOVERNMENT	☐ SCIENTIFIC
	☐ BEING CONSIDERED	☐ YES UNRESTRICTED	☐ INDUSTRIAL	☐ TRANSPORTATION
		☐ NO	☐ MILITARY	☐ OTHER

4 AGENCY
REGIONAL HEADQUARTERS (if applicable)
Midwest Regional Office, National Park Service
STREET & NUMBER
1709 Jackson Street
CITY, TOWN
Omaha
VICINITY OF
Nebraska

5 LOCATION OF LEGAL DESCRIPTION
COURTHOUSE
REGISTRY OF DEEDS, ETC.
Midwest Regional Office, National Park Service
STREET & NUMBER
1709 Jackson Street
CITY, TOWN
Omaha
STATE
Nebraska

6 REPRESENTATION IN EXISTING SURVEYS
TITLE
National Survey of Historic Sites and Buildings
DATE
1957-61
DEPOSITORY FOR
SURVEY RECORDS
Office of Archeology and Historic Preservation, National Park Service
CITY, TOWN
Washington
STATE
D.C.

Scotts Bluff National Monument Nomination Title Page. 10/03/1978

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Brand, Donald D., The History of Scotts Bluff, Nebraska, United States Department of the Interior, National Park Service, Berkeley, California, 1934
- Green, Thomas L., "Scottsbluff and the North Platte Valley," 1949
- Harris, Earl R., "History of Scotts Bluff National Monument," Oregon Trail Museum Association, Gering, Nebraska, 1962
- Mattes, Merrill J., "Scotts Bluff National Monument," Washington, D.C., 1958

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 2987.97

UTM REFERENCES

606-970

ZONE	EASTING	NORTHING
A <u>1,3</u>	<u>610,710,0</u>	<u>4,613,150,0</u>
C <u>1,3</u>	<u>610,920,0</u>	<u>4,613,340,0</u>
E <u>1,3</u>	<u>610,560,0</u>	<u>4,613,010,0</u>
G <u>1,3</u>	<u>610,560,0</u>	<u>4,613,440,0</u>
B <u>1,3</u>	<u>610,920,0</u>	<u>4,613,390,0</u>
D <u>1,3</u>	<u>610,890,0</u>	<u>4,612,040,0</u>
F <u>1,3</u>	<u>610,550,0</u>	<u>4,613,160,0</u>

440

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

David Arbogast, Historical Architect

ORGANIZATION

National Park Service

STREET & NUMBER

1709 Jackson Street

CITY OR TOWN

Omaha

DATE

March 29, 1976

TELEPHONE

402-221-3423

STATE

Nebraska

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES _____ NO _____ NONE _____

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is ☒ National ☐ State ☐ Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE Deputy Assistant Secretary

DATE JUN 10 1976

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION	DATE 10/3/78
ATTEST: William Lebowich	KEEPER OF THE NATIONAL REGISTER
KEEPER OF THE NATIONAL REGISTER	DATE Sept 28, 1978

Scotts Bluff National Monument Nomination Signature Page. 10/03/1978

<u>NATIONAL PARK SERVICE</u>		<u>STATE HISTORIC PRESERVATION OFFICE</u>	
Individually eligible	___		
Contributes to:			
NR Property	___		
NR District	<u>X</u>	CONCUR	<u>X</u>
Cultural Landscape	___		
Potential District	___		
Potential Cultural Landscape	___	DO NOT CONCUR	___
Not eligible	___		
Insufficient documentation, Treat as Eligible	___		

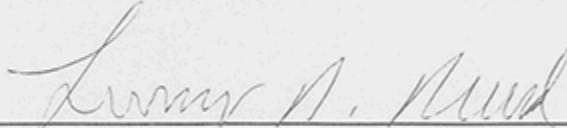
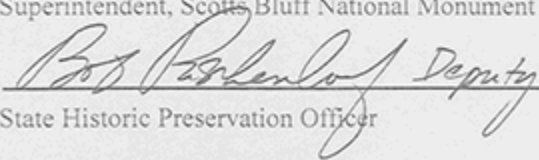
<u>William A. Schenk</u>	<u>2/10/95</u>
Midwest Regional Director	Date
<u>Bob R. Schenk</u> Deputy	<u>3/17/95</u>
State Historic Preservation Officer	Date

Form prepared by: Dena L. Sanford

NPS, MWRO 02/06/95

SHPO Concurrence as a National Register District. 03/17/1995

<u>NATIONAL PARK SERVICE</u>		<u>STATE HISTORIC PRESERVATION OFFICE</u>
Individually Eligible	—	
Contributes to:		
NR Property	—	
NR District	—	Concur ☒
Cultural Landscape	☒	
Potential District	—	Do Not Concur ☐
Potential Cultural Landscape	—	
Not Eligible	—	
Insufficient documentation. Treat as Eligible	—	

	11/7/97
Superintendent, Scotts Bluff National Monument	Date
 Deputy	12/20/96
State Historic Preservation Officer	Date

Form prepared by: Marla McEnaney and Dena L. Sanford

NPS, GPSO, 02/12/96

SHPO Concurrence as a Cultural Landscape. 01/07/1997



Kevin Haberman/SCBL/NPS

09/16/2011 08:34 AM

To: Roberta Young/Omaha/NPS@NPS

cc:

bcc:

Subject: Re: LCS concurrence in hand CLI concurrence MIA? 

Roberta,
Attached is the CLI for SCBL. Thanks for all your help



SCBL- CLI superintendent example.doc

Kevin D. Haberman
Supervisory Facilities Operation Specialist
Scotts Bluff National Monument
Phone: 308-436-9725

Jer 29:11-12

Park Concurrence 09/16/2011. Page 1.

H3017 (SCBL)

Memorandum

To: Cultural Landscapes Inventory Coordinator, Midwest
Region

From: Acting Superintendent, Scotts Bluff

Subject: Cultural Landscapes Inventory

I concur with the Cultural Landscape Inventory (CLI) condition assessment of "good" and management category of "should be preserved and maintained" for the Scotts Bluff National Monument Cultural Landscape in accordance with the definitions that were provided.

/s/

Kevin D. Haberman
Acting Superintendent
Scotts Bluff NM

Park Concurrence 09/16/2011. Page 2.

Scotts Bluff National Monument
Scotts Bluff National Monument

66000117

NPS Form 10-900 OMB No. 1004-0018

United States Department of the Interior
National Park Service

**National Register of Historic Places
Registration Form**

RECEIVED 2280
NOV 9 2012
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Scotts Bluff National Monument (nomination update)
other names/site number _____

2. Location

street & number 190278 Old Oregon Trail three miles west of Gering on Old Oregon ☐ not for publication
Trail ☒ X
city or town Gering vicinity _____
state Nebraska code 31 county Scotts Bluff code 157 zip code 69341

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards
for registering properties in the National Register of Historic Places and meets the procedural and professional
requirements set forth in 36 CFR Part 60.
In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property
be considered significant at the following level(s) of significance:
☒ national ☐ statewide ☐ local
Robert A. Weber, Chief, National Register, NPS, November 7, 2012
Signature of participating official
Charles J. Park, Director
State or Federal agency/bureau or Tribal Government
In my opinion, the property meets does not meet the National Register criteria.
Signature of commenting official _____ Date _____
Title _____ State or Federal agency/bureau or Tribal Government _____

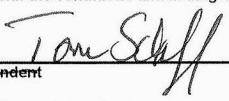
4. National Park Service Certification

I hereby certify that this property is:
☐ written in the National Register ☐ determined eligible for the National Register
☐ determined not eligible for the National Register ☐ removed from the National Register
☒ other (explain) Additional Documentation Approved
Joe Edison H. Beall 12-26-12
Signature of the Keeper Date of Action

Scotts Bluff National Monument Nomination Update. 12/26/2012

Scotts Bluff FY 2015 Cultural Landscapes Inventory Summary Sheet						
Cultural Landscape Inventory Name	CLI NO.	Management Category	Latest Year Assessed	Latest Condition	Condition 2015 (Status quo)	Park Changes
Scotts Bluff National Monument	500001	Should be preserved and maintained	2014	Good	Good	

I concur with the conditions and management categories for the Cultural Landscapes listed above as noted/amended.



 Superintendent 9/23/2015
 Date
 Acting Superintendent

2015 Park Concurrence on work conducted in 2014/2015.

Revisions Impacting Change in Concurrence:

Revision Date: 09/16/1999

Revision Narrative:

Baseline research conducted by seasonals Kathleen Fitzgerald and Richard Radford during FY99 determined that the number of landscapes for the park which are presented in the CLI as of this date are correct. Cultural Landscapes Program Leader Sherda Williams and Historical Landscape Architect Marla McEnaney reviewed the landscape hierarchy presented in the CLI. Data entry will continue for the inventory unit as scheduled by the CLI Program. Baseline information is part of the FY99 upload to the National Center.

Revision Date: 02/14/2001

Revision Narrative:

CLI Coordinator Roberta Young reviewed and entered CLI data from Marla McEnaney's 1996 CLI report. The text has simply been rolled into the CLI from the format used in the report. No new information has been added

Revision Date: 06/18/2002

Revision Narrative:

Graphics added, document ready for park review in early FY03. Park's suggested changes and/or concurrence were entered as applicable.

Revision Date: 12/09/2002

Revision Narrative:

Editorial changes requested by the park after review.

Revision Date: 09/16/2011

Revision Narrative:

Acting Superintendent Kevin D. Haberman concurred on the document as per the 6 year update requirement.

Revision Date: 10/03/2014

Revision Narrative:

Content added to CLI to incorporate resources deemed contributing due to the extension of the period of significance from 1930 BCE to 1958 CE in the Scotts Bluff National Monument Nomination Update in 2012.

Geographic Information & Location Map

Inventory Unit Boundary Description:

Beginning at a point on County Highway "Old Oregon Trail, formally Nebraska State Highway 92 about 1100 feet southeast of its intersection with a county road in Section 32 of Township 22 of Scotts Bluff County, Nebraska, the boundary of Scotts Bluff National Monument meanders northward about 1200 feet to its intersection with the north border of Section 32 where it then proceeds due north about 1300 feet to a point where it turns due east about 1500 feet to a point slightly west of an intermittent stream which it follows northward about 1500 feet to the stream's intersection with the Mitchell and Gering Canal. The boundary then follows the Canal eastward about 2700 feet to a point where it turns due north-northeast about 1700 feet to its intersection with the North Platte River which it follows eastward about 7700 feet to a point where it turns due south about 1800 feet to a point where it turns westward following the Gering Canal about 1500 feet to a point where it turns southward following the Gering-Fort Laramie Lateral Canal about 5700 feet to the where the southern of two power transmission lines running west from Gering turns south-southwest. At this point the boundary proceeds due south about 1400 feet where it crosses an intermittence stream and follows along its south side about 1800 feet southwestward to a point where it turns and proceeds due south about 2800 feet to a point where it turns due east about 1300 feet to a point where it turns due south about 1600 feet to its intersection the Gering-Fort Laramie Lateral Canal which it then follows west-northwestward about 2300 feet to a point where the boundary turns due north about 600 feet to a point where it turns due west about 3100 feet to a point where it turns due north about 700 feet to a point where it turns northwest about 100 feet to a point where it turns due west about 4700 feet to a point where it turns north-northwest about 3400 feet to its intersection of Scotts Bluff Lateral Stream which it follows about 1800 feet to the intersection of the stream and the south border of Township 22. At this point the boundary turns due east about 900 feet to a point where it turns due north about 200 feet to a dirt road which it follows north-northwestward about 3300 feet to its intersection with County Highway "Old Oregon Trail", which it then follows about 1800 feet northwest to the point of beginning.

State and County:

State: NE

County: Scotts Bluff County

Size (Acres): 3,003.03

Boundary Coordinates:

Source: USGS Map 1:24,000

Type of Point: Point

Latitude: -103.6846376335

Longitude: 41.8468914460

Source: USGS Map 1:24,000

Type of Point: Point

Latitude: -103.7109321881

Longitude: 41.8570970750

Source: USGS Map 1:24,000

Type of Point: Point

Latitude: -103.6845453870

Longitude: 41.8513937740

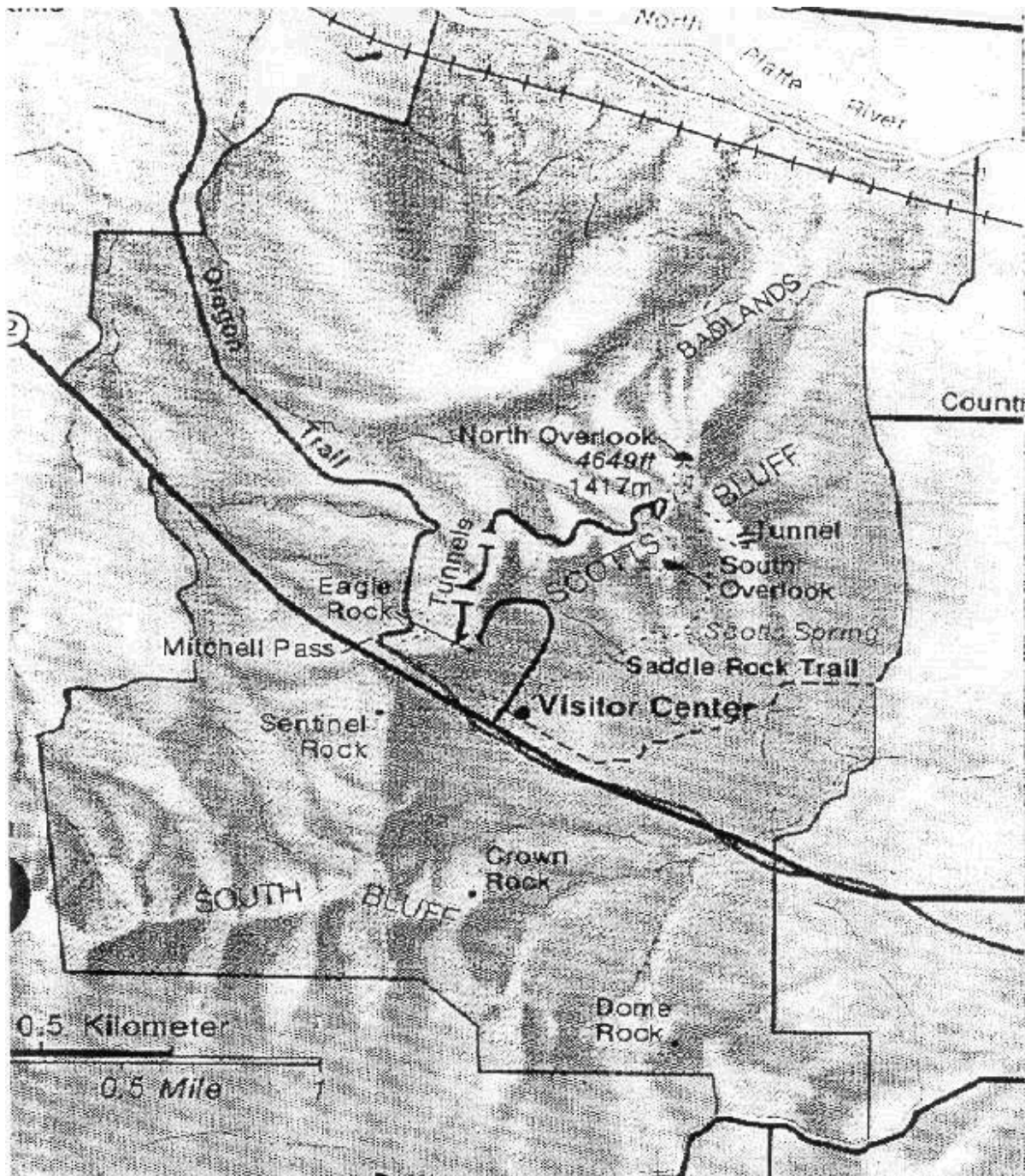
Source: USGS Map 1:24,000

Type of Point: Point

Latitude: -103.6889855437

Longitude: 41.8109139680

Location Map:



Boundaries of Scotts Bluff National Monument, 1995.

Regional Context:

Type of Context: Cultural

Description:

President Woodrow Wilson designated Scotts Bluff National Monument in 1919 to recognize Mitchell Pass' historic significance as part of the Oregon Trail. It was "used by 150,000 or more emigrants, soldiers, and freighters of the 1850's and 1860's. . . It was also the scene of the overland stage, the Pony Express, and the first transcontinental telegraph" (Mattes, 1958, 32). As part of the depression-era work programs, the National Park Service developed visitor use and administrative areas using CCC and WPA labor in public lands throughout the nation. At Scotts Bluff National Monument, the areas developed during this period exemplify the agency's architectural and landscape design style through the use of regional building styles and construction methods, plantings that utilized native vegetation, and a response to topography and scenery in road and trail construction.

Following World War II, the National Park Service initiated the "Mission 66" program to coincide with the agency's fiftieth anniversary. Mission 66 was a ten year program launched in 1956 to improve parks across the country by providing updated roads, utilities, employee housing and other aspects of park infrastructure. During the Mission 66 program, the National Park Service spent more than one billion dollars as planners and architects attempted to streamline and standardize visitor services at federal parks (Perrin et al, 2012, 37).

At Scotts Bluff, Mission 66 activities occurred primarily in 1958 and included construction of a second residence for park staff, expansion of the Maintenance Shed and construction of a public amphitheater behind the Visitors Center, known as Campfire Circle. Scotts Bluff underwent a fairly modest construction program using a streamlined style compatible with the original CCC buildings (Perrin et al, 2012, 37).

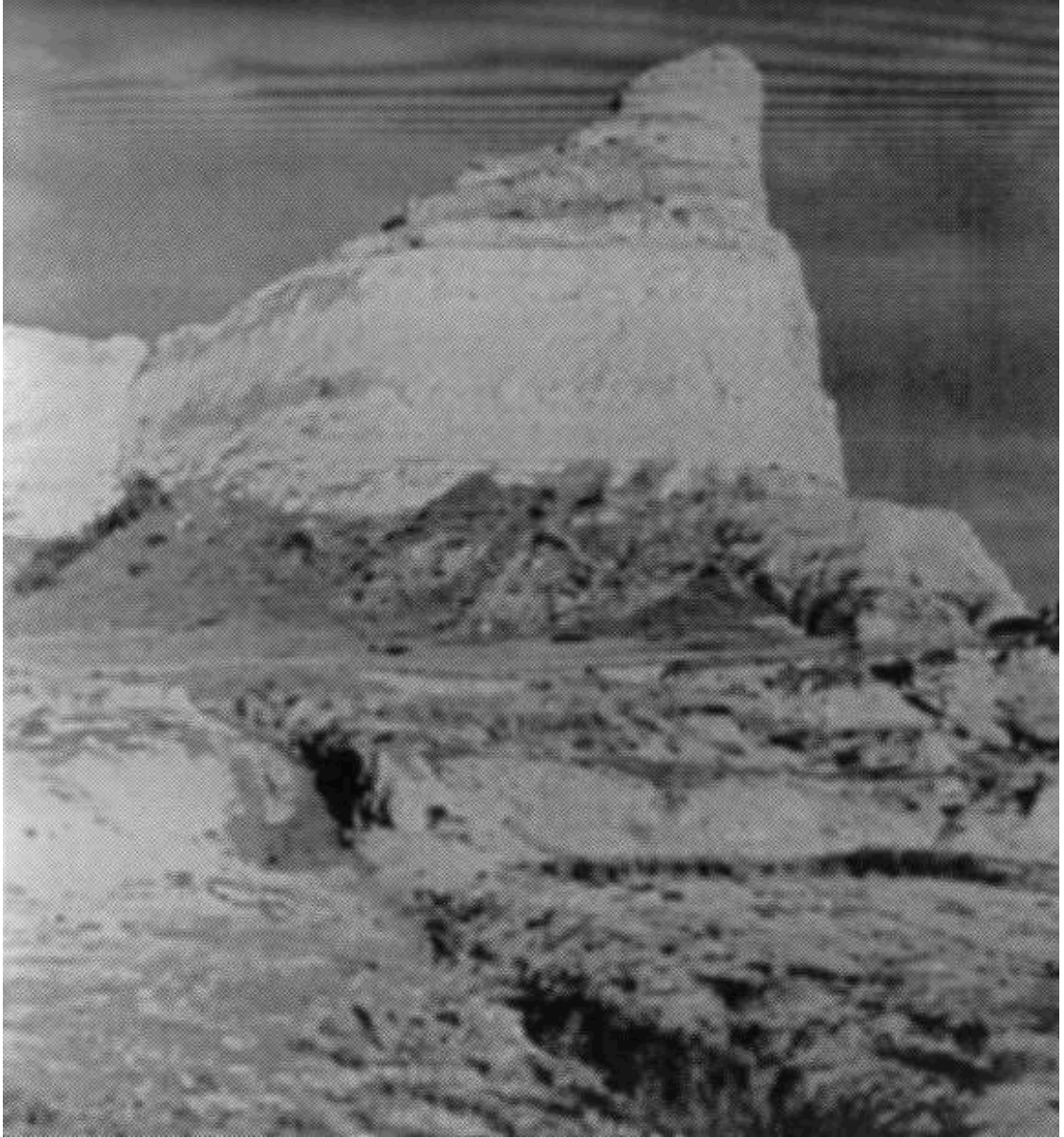
Type of Context: Physiographic

Description:

Scotts Bluff National Monument encompasses a number of bluffs which are remnants of the prehistoric "High Plains" that once dominated this portion of Nebraska's panhandle. The plains were formed 60 million years ago by "silted alluvial material carried by rivers from the newly uplifted Rocky Mountains"(RMP, 6). The formations, which result from the erosion of the layers of soft sandstone, now form the North Platte River Valley. Others within the Monument boundaries include Crown Rock and Dome Rock. The North Platte River flows in a southeasterly direction through western Nebraska and joins with the south Platte River at North Platte, Nebraska. Scotts Bluff, a massive promontory rising 800 feet from the valley floor, was named for an early trapper who is thought to have been abandoned and later died near the bluff. Along with South Bluff, it forms Mitchell Pass--the major passageway for the Oregon Trail after 1852. The initial route of the Oregon Trail followed the south edge of the North Platte River, until it approached the badlands area near Scotts Bluff. At that point, the travelers were forced to make a wide swing through Robidoux Pass, as the terrain through Mitchell Pass

Scotts Bluff National Monument
Scotts Bluff National Monument

would not accommodate wagons. Beginning in 1852, travelers excavated the most treacherous segments which allowed passage and significantly shortened the distance traveled by the overland emigrants.



View of Scotts Bluff, 1938 .

Type of Context: Political

Description:

Scotts Bluff National Monument is located in Scotts Bluff county, Nebraska, about 20 miles east of the Wyoming state line. The three nearest towns include Gering, 3 miles east of the

Scotts Bluff National Monument

Scotts Bluff National Monument

headquarters area; Scottsbluff, 5 miles northeast from the Monument; and Mitchell, 10 miles to the northwest. County Highway "Old Oregon Trail" intersects the Monument and connects with U.S. 26 20 miles to the east, with County Highway "Old Oregon Trail" in Mitchell, and again at an intersection about 3 miles north of Monument headquarters.

Tract Numbers:

- 01-101
- 01-102
- 01-103
- 01-104
- 01-105
- 01-106
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GIS File Description:

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 12/26/2012

Management Category Explanatory Narrative:

The inventory unit should be preserved and maintained because it meets National Register criteria; the inventory unit is compatible with the park's legislated significance, and the inventory unit has a continuing or potential purpose that is appropriate to its traditional use or function.

MANAGEMENT HISTORY

Park's Overall Purpose and Intent (from Enabling Legislation):

Proclamation No. 1547, 41 Statute 1779 (enacted 12 December 1919) provides the legal basis for preserving and interpreting Scotts Bluff and Mitchell Pass for the enjoyment of the American people:

Whereas Scotts Bluff is the highest known point within the State of Nebraska, affording a view for miles over the surrounding country; whereas Mitchell Pass, lying to the south of said bluff, was traversed by the Old Oregon Trail and said bluff was used as a landmark and rendezvous by thousands of immigrants and frontiersmen traveling said trail en route for new homes in the Northwest; and... whereas, in view of these facts, as well as of the scientific interest the region possesses from a geological standpoint, it appears that the public interests will be promoted by reserving the lands upon which said bluff and the said pass are located as a national monument.

As stated in the Administrative History,

another stipulation of the proclamation warned any 'unauthorized persons not to appropriate or injure any natural feature of this Monument, or to occupy, exploit, settle or locate upon any of the lands reserved by this proclamation.(Cockrell, 9-10)

The present management strategy is stated in the RMP as follows: "the management goal is to protect and maintain the cultural resources at Scotts Bluff National Monument. This includes not only the artifacts, their preservation, storage, and accountability, but also the historic value of the Monument as a cultural resource to be maintained as near the historic scene as economically possible."(Resource Management Plan, 33)

The monument addresses the mandate of "preserv[ing] the historic and scenic integrity of Scotts Bluff and the adjacent features" by focusing on native vegetative communities within the monument boundaries. According to the RMP, „vegetation and other natural features in a historic zone shall be managed to reflect the historic scene which prevailed during the historic period." (Ibid)

Cultural landscape preservation has been limited to those features associated with the Oregon Trail,

Scotts Bluff National Monument

specifically the trail ruts and emigrants' carvings on the rock walls. Efforts to preserve the trail ruts have focused on directing storm-water runoff to limit erosion damage.

Early monument developments introduced on the eastern side of the Monument, including, picnic areas and the DAR memorial arch, have been removed or allowed to deteriorate.

Management objectives defined in the 1989 Statement for Management are:

1. Restore and maintain plant and animal associations within the Monument to a condition as near the historic state as is practical and feasible.
2. Reduce or prevent further degradation of the visual and physical integrity of Mitchell Pass and the surrounding bluffs.
3. Provide for use of the Monument in a manner consistent with preservation of its scenic, scientific, and cultural resources through the provision and maintenance of appropriate facilities.
4. To interpret the historic significance of overland migrations and westward expansion as it pertains to Scotts Bluff National Monument. Protect Scotts Bluff National Monument's natural, cultural, and physical resources from damage and make it safe for both visitors and employees. (Statement for Management, 14)

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement: Memorandum Of Agreement

Expiration Date: UK

Management Agreement Explanatory Narrative:

Gering Irrigation Canal

Type of Agreement: Special Use Permit

Expiration Date: UK

Management Agreement Explanatory Narrative:

County Highway "Old Oregon Trail", formally State Highway 92

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Unrestricted

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Robidoux Pass was established as a National Historic Landmark on 10/06/1966 and was listed as a site on the National Register of Historic Places on 07/18/1984. The site situated 8 miles from Scotts Bluff National Monument, is significant due to its association with the Oregon Trail with a period of significance extending from 1848 until 1851.

During the mid-1990s, former Scotts Bluff National Monument Superintendent, Larry Reed, was taking action to acquire Robidoux Pass from local landowners. Communication with local landowners quickly diminished after an adjacent landowner sold their property to the State of Nebraska to be used as a wildlife management area. Neighboring property owners were not consulted prior to the sale and communication with the National Park Service abruptly ended. The proceeding information was garnered via Robert Manasek, Resource Management Specialist at Scotts Bluff National Monument on 10/14/2014.

National Register Information

Existing National Register Status

National Register Landscape Documentation:

Entered Documented

National Register Explanatory Narrative:

The landscape was listed on the National Register on 10/03/1978 for its major role during the period of mass migration to and settlement of America's western frontier. Initially, the landscape and features designed to accommodate visitors as part of public works projects was not evaluated. On 03/17/1995, the Nebraska SHPO concurred with a Determination of Eligibility that Scotts Bluff National Monument is also significant for its development between 1927 and 1948. The period of significance includes the depression-era work programs to develop visitor use and administrative area using CCC and WPA labor. Scotts Bluff's development during this era exemplify the National Park Service's architectural and landscape design style through the use of regional building styles and construction methods.

On 12/26/2012 the 1978 National Register listing for Scotts Bluff National Monument was updated and listed on the National Register. The 1978 nomination includes only archeological sites located within the monument that were known at the time of the nomination. The update expands the period of significance of the monument from 1930-370 BP until 1958 to include both additional archeological sites and the development of the site during the Great Depression and Mission 66.

The 2012 Scotts Bluff National Register Nomination determines several features as non-contributing which were listed as contributing in the 1995 Determination of Eligibility. The features include the Utility Building, Entrance Signs, Scott Memorial, Museum Signs and the Pony Express Marker. It is the opinion of the Midwest Regional Office that the above features are still contributing since no changes have occurred since they were determined eligible in 1995.

Existing NRIS Information:

Name in National Register:	Scotts Bluff National Monument
NRIS Number:	66000117
Primary Certification:	Listed In The National Register
Primary Certification Date:	10/15/1966
Other Certifications and Date:	Scotts Bluff National Monument Nomination - 10/3/1978
Name in National Register:	Scotts Bluff National Monument
NRIS Number:	66000117
Primary Certification:	Listed In The National Register
Primary Certification Date:	10/15/1966
	Determination of Eligibility - 3/17/1995
Name in National Register:	Scotts Bluff National Monument
NRIS Number:	66000117
Primary Certification:	Listed In The National Register
Primary Certification Date:	10/15/1966
	Scotts Bluff National Monument Update - 12/16/2012

National Register Eligibility

National Register Concurrence:	Eligible -- Keeper
Contributing/Individual:	Contributing
National Register Classification:	District
Significance Level:	National
Significance Criteria:	A - Associated with events significant to broad patterns of our history
Significance Criteria:	C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period:	1930 BCE - CE 1958
Historic Context Theme:	Peopling Places
Subtheme:	Westward Expansion of the Colonies and the United States, 1763-1898
Facet:	Western Trails And Travelers
Other Facet:	None

Area of Significance:

Area of Significance Category:	Exploration - Settlement
Area of Significance Subcategory:	None
Area of Significance Category:	Landscape Architecture
Area of Significance Subcategory:	None

Statement of Significance:

Scotts Bluff is significant for its paleontological and archeological resources, which have contributed to present-day understandings of prehistoric animals and peoples of the high plains. The role the site played in western migration, as well as its significance in the history of exploration and settlement. Scotts Bluff, Mitchell Pass, and the Oregon Trail ruts possess national historic significance due to its major role during the period of mass migration to and settlement of America's western frontier. The importance of these features has been formally recognized by the National Register of Historic Places. A second layer of historic significance is evident in the landscape features resulting from development of the area as a National Monument between the years of 1919 and 1958.

The facilities built by the Civilian Conservation Corps and other programs represent an era of federally funded public works projects intended to overcome the debilitating, economic conditions of the Great Depression. The developments from this era represent an aesthetic approach to landscape design that has received much study and acclaim for its sensitive response to natural landscapes and the scenic and historic values for which these areas were proclaimed.

After War World II, automobile tourism grew dramatically, and previously remote parks became easily accessible via inexpensive vehicular transportation. In an effort to capitalize on the increased visitor potential, and in conjunction with the National Park Service's fiftieth anniversary, the agency initiated the "Mission 66" program. Mission 66 was a ten year program launched in 1956 to improve parks across the country by providing new or updated facilities. At Scotts Bluff, Mission 66 activities occurred primarily in 1958 and included construction of a second residence, expansion of the Utility

Building and construction of a public amphitheater behind the Visitors Center, known as the Campfire Circle.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type:

Designed
Historic Site

Other Use/Function

Automobile
Hiking Trail
Outdoor Recreation
Overlook
Pedestrian Circulation
Scenic Landscape
Vehicular Circulation
Vista

Other Type of Use or Function

Both Current And Historic
Both Current And Historic
Both Current And Historic
Both Current And Historic
Both Current And Historic
Both Current And Historic
Both Current And Historic
Both Current And Historic

Current and Historic Names:

Name

Scotts Bluff and Mitchell Pass on the Oregon Trail

Type of Name

Historic

Scotts Bluff National Monument

Both Current And Historic

Ethnographic Study Conducted:

No Survey Conducted

Ethnographic Significance Description:

A draft Ethnographic Study was to be available in 1997. The area is believed to have several historic Native American associations. Modern association is unknown.

Chronology:

Year	Event	Annotation
1930 BCE - CE 1500	Inhabited	Several archaeological digs during the twentieth century excavated material dating habitation within the monument boundaries from the Late Archaic period to the Protohistoric period.

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CE 1812	Explored	A party from John Jacob Astor's Pacific Fur Company, led by Robert Stuart, camped near Scotts Bluff on December 15, 1812
CE 1829	Abandoned	Hiram Scott, a fur trader traveling with William Ashley of the Rocky Mountain Fur Company, was abandoned and died near the bluffs in 1829. Scotts Bluff was named after him.
CE 1852	Moved	Path of Oregon Trail moved from Robidoux Pass to Mitchell Pass.
CE 1860	Established	Inauguration of Pony Express through Mitchell Pass.
CE 1861	Developed	Telegraph wires installed through Mitchell Pass.
	Established	Route of overland coach to California traveled through Mitchell Pass.
CE 1869	Built	Completion of Transcontinental Railroad marked the end of the Oregon-California Trail.
CE 1897 - 1901	Built	The Mitchell Canal was extended to Gering and became known as the Mitchell-Gering Canal. Construction of the canal began in 1897 and reached Gering in 1901. The canal runs near the south bank of the North Platte River within the current boundaries of the monument.
CE 1900 - 1923	Built	The Walter W. Bracken family maintained a horse ranch at the base of Scotts Bluff within the present boundaries of the monument. At least four buildings and a corral fence existed at the site in 1921.
CE 1900 - 1925	Built	The Central Irrigation Canal is constructed.
CE 1907 - 1910	Built	The Union Pacific graded and laid track along the south bank of the North Platte running through the present boundaries of the monument.

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CE 1912 - 1913	Memorialized	The Nebraska Memorial Association commissioned a series of granite markers along the Oregon Trail. It appears the marker at Scotts Bluff was not officially erected until 1913.
CE 1915	Built	The Scotts Bluff Country Club was established and located on forty-two acres in the northeast quadrant of the present monument at the base of Scotts Bluff.
CE 1919	Established	Scotts Bluff National Monument proclaimed by President Woodrow Wilson on December 12, 1919.
CE 1921	Built	Federal funds and private donations were obtained to erect several picnic tables near the base of the east face Scotts Bluff.
	Farmed/Harvested	A grazing permit within the monument boundaries was issued by the NPS to A.S. Bracken covering the period from January 1 through December 31, 1921.
CE 1925	Built	A rifle range composed of a simple wood structure placed against natural earthen barriers was constructed near Scotts Bluff.
CE 1927	Built	Boy Scouts of America constructed "zigzag" trail on eastern slope of Scotts Bluff, connecting picnic area at base of the bluff to the summit.
	Built	The Gering Golf Course was established at the base of Dome Rock within the current boundaries of the monument.
CE 1928	Developed	Power lines and street lines installed at picnic area and at the summit.
CE 1930	Memorialized	Hiram Scott Memorial Arch and bronze plaque at base of "zigzag" trail.
CE 1933	Established	Federal funds were allotted for the construction of Summit Road.
	Altered	Boundaries were readjusted following the General Lands Office Survey which reported that all development on the east slope of Scotts Bluff was outside Monument boundaries. This was a major reason for abandoning the "zigzag" trail.

	Engineered	Work began on Summit parking lot and Tunnel #2.
	Explored	Historical and Archeological Reconnaissance Survey attempted to locate historical and archeological sites for subsequent excavation.
	Graded	Work began on Tunnel #1, Saddle Rock Trail, and visitor parking lot.
CE 1933 - 1934	Stabilized	Workers began seeding and planting at key points in the Monument to control erosion.
CE 1933	Built	A metal post was placed by the USGS at the north observation point to monitor bluff erosion.
CE 1934	Built	Three square concrete directional post to the museum were added to the Saddle Rock Trail.
CE 1935	Established	Civilian Conservation Corps camp built in "Badlands" area.
	Built	Oregon Trail Museum completed.
	Developed	CCC constructed picnic grounds west and south of Mitchell Pass, built road from Oregon Trail Museum to camp, installed water system, fenced Monument boundaries, and continued seeding and planting operations.
	Built	The NPS and CCC constructed an adobe brick shelter house, pit toilets and bridgework at the Gering Golf Course.
CE 1936	Built	Utility building at Headquarters Area completed.
CE 1937	Engineered	Summit Road completed and officially opened to the public.
CE 1937 - 1940	Graded	CCC began realigning, grading and filling and sodding State Highway 86 (became Highway 92 in 1961 and subsequently County Highway "Old Oregon Trail" in 2007) in Mitchell Pass area. Work was completed by Works Progress Administration.

CE 1938	Built	Initial Ranger's Residence (now Administrative Office) and comfort station constructed.
	Built	The North Observation Point Retaining Wall was constructed.
	Expanded	Oregon Trail Museum was expanded by adding a wing and office.
	Built	A concrete entrance marker was constructed at the west boundary of the monument along Highway 92.
	Destroyed	CCC camp dismantled and removed.
CE 1939	Abandoned	Picnic grounds near foot of "zigzag" trail were abandoned to reduce erosion caused by trampled or destroyed vegetation.
CE 1940	Altered	Summit parking lot surface material was changed from gravel to concrete.
	Expanded	Summit parking lot was enlarged approximately three-fold.
CE 1941	Abandoned	Remaining picnic areas at the south side of Monument were removed.
CE 1942	Stabilized	The courtyard walls were stabilized.
CE 1943	Designed	Proposed Headquarters Area Planting Plan completed by NPS landscape architect.
CE 1945	Built	A metal pole and barbed wire fence was constructed at the eastern boundary of the monument.
CE 1948	Expanded	Bedroom and utility room added to Ranger's Residence.
CE 1949	Eroded	During March 1949, 309.4 tons of rock collapsed from Scotts Bluff onto the Summit Road blocking vehicular access.

	Expanded	A wing was added to Oregon Trail Museum to house the William Henry Jackson collection.
CE 1949 - 1956	Conserved	48,634 junipers and Ponderosa pine were planted throughout the Monument under the Soil and Moisture Conservation Program.
CE 1950	Removed	The Gering Golf Course closed after the NPS opted not to renew the city's of Gering's permit to operate the facility.
	Destroyed	The clubhouse at the Scott Bluff Country Club was destroyed in a fire and was replaced with an industrial Ranch style building.
CE 1951	Removed	Buildings and structures related to the Gering Golf Course were removed on June 15, 1951.
	Removed	The rifle range within the boundaries of the monument was closed and removed.
	Paved	Trails at the monument were paved.
	Reconstructed	The courtyard walls were removed and replaced with Concrete Masonry Units.
CE 1953	Abandoned	"Zigzag" trail officially closed by NPS.
CE 1954	Built	A concrete entrance marker was constructed at the east boundary of the monument along Highway 92.
CE 1956	Expanded	A boundary expansion of the monument enveloped the Western Area Power Administration (WAPA) transmission line and the Roosevelt Public Power District (RPPD) transmission line.
CE 1958 - 1959	Built	Second residence and storage vault in visitor center basement built as part of "Mission 66" initiative.
	Developed	Landscape improvements under "Mission 66" included installation of fences, terraces, walks, paving of Headquarters Area driveways, installation of wayside exhibits along Summit trails, and plantings at Headquarters Area.

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	Expanded	Utility building and amphitheater expanded as part of "Mission 66" initiative.
CE 1959	Memorialized	The Hiram Scott Memorial was erected at the summit of Scott Bluff.
CE 1961	Memorialized	The Pony Express Memorial was erected by the National Pony Express Centennial Association.
CE 1970 - 1980	Built	Nebraska Public Power District (NPPD) radio tower was constructed near the eastern border of the monument.
CE 1981	Altered	Four additional bays were added to the Utility Building.
CE 1983	Removed	Asphalt paths remaining at the Scotts Bluff Country Club were demolished.
CE 1984	Planted	A Prairie Restoration Plan was initiated to plant native seeds at the monument.
CE 1988	Altered	The parking area at the base of Scotts Bluff was expanded to accommodate buses and recreation vehicles.
CE 1989	Built	The present aluminum flagpole was erected.
CE 1989 - 1990	Altered	Denver Service Center redesigned Visitor Center parking lot, planting plan, Saddle Rock Trail entrance and added an employee parking lot.
CE 1990	Built	An entrance booth was constructed by the Pine Ridge Job Corp of Chadron, Nebraska.
CE 1990 - 2000	Built	A vehicle shed was constructed within the courtyard between Residence #1 and the Mission 66 Residence.
CE 1994	Built	The time capsule was placed in a brick structure capped with a stone slab in front of the Visitors Center.
CE 1995	Removed	The Nebraska Environmental Trust Fund provided funds to remove all structures associated with the Scotts Bluff Country Club

	Built	The South Observation Point was constructed.
CE 1997	Memorialized	Memorial benches for Rebecca Winters and Albert L. Mathers were constructed at the summit of Scotts Bluff.
CE 2003	Removed	The Ditch Riders House along the Gering Canal was removed in accordance to a burn plan issued in 2003.
CE 2007	Built	Three picnic shelters were constructed in the parking area east of the Museum and Visitor Center.
CE 2010	Built	A modern fence was constructed along the eastern boundary of the monument. The new fence replaces a metal pole and barbed wire fence dating from 1945.
CE 2013	Built	New bathroom facilities were constructed adjacent to the Comfort Station.

Physical History:

1930 BCE - 2012 CE

The following information was taken largely from the Scotts Bluff National Monument National Register Update from 2012.

Paleontological History

Nebraska possesses a wealth of paleontological history, and the region along the North Platte River and around Scotts Bluff is no exception. Historian Earl Harris noted that records exist of fossil discoveries as early as 1847, “when a fur trader shoed a jawbone of a Titanotherium to Dr. Hiram Prout of St. Louis” (Harris, 1962, 2-3). In 1868, Yale professor Othniel Charles Marsh carried out a scientific excursion west and collected fossil specimens in Nebraska, finding antecedents of the modern-day horse. Two years later, Marsh mounted another expedition to Nebraska, this time with the aid of Yale graduate students. Along the North Platte and Loup Fork rivers, the group successfully uncovered “primitive horses, miniature camels and a mastodon” (Goetzmann, 1966, 425-25). Other fossils found in the area include saber-toothed tigers, prehistoric rhinoceroses and giant turtles” (Harris, 1962, 3).

Prehistory and Native Tribes

Lifeways in Western Nebraska to 1500

Humans have been in the central High Plains region for about 12,000 years. Archeologists define the cultural eras for this region in slightly different ways, but for the purpose of this CLI, the salient phases are Paleoindian (12,000-9,000 BCE), Plains Archaic (9,000-2,000 BCE), Plains Woodland (1000 BCE-1000CE), Plains Village (1000-1500 CE) and Historic (since 1500 CE) (Hofman, 1996, 79).

Paleoindian peoples were drawn to the High Plains by megafauna such as mammoths and bison. They practiced a mixed hunting and gathering subsistence strategy, a major component of which was the pursuit of big game. The Scottsbluff Bison Quarry near Signal Butte reflects hunting activity in this period. The site is a large 9,000 to 1,000 year old deposit of bison bones from a now extinct species (*Bison antiquus*), along with some dart points, flakes and charcoal fragments (Schultz and Eiseley, 1935, 307, 310). The Scottsbluff projectile point type, named for this site, was used across the Plains from Texas to Canada and also has been found in the Great Lakes region (Justice, 1987, 47-49). Another Paleoindian bison kill site was found on Ash Hollow Creek (Koch, 2000, [7]).

A shift to warmer, drier conditions altered the grasslands and caused the megafauna to disappear. Subsistence strategies for humans in western Nebraska changed accordingly, creating the pattern termed Plains Archaic. Between 9,000 and 2,000 years ago, Plains Archaic peoples were nomadic and relied on a wide range of plants and animals, a more diverse set of resources than during the Paleoindian period (Koch, 2000, [7]). Archeological sites in the region such as Signal Butte and the Bisterfeldt Potato Celler (Gering) provide evidence of the Plains Archaic cultural pattern (Koch, 2000, [9]).

Archeological material at Signal Butte indicates three separate periods of human occupation: a 5,000 year old hunting complex, a pre-Woodland phase about 1,500 years old and a Ceramic (Woodland) Period about 300 years ago (Mattes, 1958, 58). Historian Elliot West considered this site one of the “clear and recurring signs of an erratic climate forcing major adjustments” in subsistence strategies. Some of these strategies left behind material evidence, such as that at Signal Butte, while others were more ephemeral (West, 1995, 8). Archeologist Jack Hofman called Signal Butte a “pivotal site... in demonstrating a long occupation sequence in the Plains region (Hofman, 1995, 89).

Climate change continued and a wetter phase and cooler phase began about 2,000 years ago (Wandsnider, 1999, 89). At the same time, Woodland cultural patterns became more evident in western Nebraska, signified by the use of pottery. Plains Woodland peoples practiced a mixed horticultural and hunting subsistence strategy. Archeologist Amy Koch wrote of the period, “Woodland cultures in the Panhandle region lived in fairly small groups, utilized open campsites and used skin tents for shelter. Evidence also indicates they used natural shelters such as Ash Hollow Cave in the North Platte River valley (Koch, 2000, [9]).

No sharp break occurred between Archaic and Plains Woodland cultures. In fact, Woodland traits appeared during the Archaic period and Archaic lifeways persisted into the Woodland period. As archeologist Jack Hofman has pointed out, “permanent structures, storage, use of ceramic objects and plant processing equipment all appear thousands of years before the spread of Woodland traits and horticultural economies on the Central Plains.” The hunter-gatherers who utilized the region during the woodland period “represent[ed] a variety of different traditions” and persisted until Euroamericans displaced them (Hofman, 1995, 41).

Plains Woodland camps, according to archeologist Jeffrey Eighmy, “are often located along ecotones. Many are on stream terraces with easy access to the upland and bottomland communities...” Such sites usually contain hearths and fire pits, hunting and gathering tools and pottery, but they do not generally include “permanent habitation structures” (Eighmy, 1994, 228). Woodland peoples consumed a wide range of animals, along with fish and mollusks. Little plant evidence has been found at these sites, but that is likely because the plant remains have not survived or because archeological techniques to recover plant evidence have not been employed (Eighmy, 1994, 229).

The Plains Village era began about 1,000 years ago. Archeologist Brad Logan distinguished Plains Villagers from Woodland peoples “by distinctive traits in their lithic, ceramic and modified bone assemblages, changes in settlement/subsistence patterns, house forms and evidence of an increasing reliance on domestic plant foods, including corn, beans, squash, sunflowers and marsh elder” (Logan, 123). During this period, communities based in horticultural villages in the Republican River drainage (upper Republican culture) traveled to western Nebraska for seasonal hunts. The High Plains served as a “secondary utilization area” for Upper Republican groups, whose core use area was to the east (Eighmy, 1994, 236-237). High Plains sites connected with the Plains Village period are primarily camps with no evidence of structures, burials or horticulture (Eighmy, 1994, 234).

In addition to seasonal use by villagers from the east, nomadic peoples continued to hunt on the High Plains. A nomadic life way termed “Dismal River” culture, a predecessor of Plains Apache culture, is reflected at sites throughout western Nebraska that are 300 to 350 years old (Koch, 2000, [11]). Groups from the Rocky Mountains front range also hunted in the region (Kehoe, 1992, 296).

Four prehistoric archeological sites were found at Scotts Bluff in surveys conducted in 1965 by Wendell Frantz and in 1975 by Marvin Kay (Clark, 1994, 1). Caven P. Clark conducted an archeological survey at the monument in the early 1990s and identified additional sites, all but two of which were prehistoric (Clark, 1994, 1). His prehistoric finds ranged from perhaps 8,000 BCE to 1450 CE. Several charcoal samples provided “evidence of seasonal occupations by small groups engaged in food collecting activities (Clark, 1994, 39). Scotts Spring, he wrote, “appeared to be a complex stratified site” with a long occupational history, “which may span the Late Archaic to Protohistoric periods (Clark, 1994, 20). The several springs at the monument, he concluded, “were of undoubted significance to the prehistoric settlement system” (Clark, 1994, 40).

Clark found lithic artifacts, flakes and scatters, ceramic sherds, animal bone, charcoal, a stone ring and hearth features (Clark, 1994, 40). He also found “a quadrilateral piece of iron with a circular hole... of unknown function or age (Clark, 1994, 26). Clark’s survey did not yield any items or sites connected with the fur trade or Overland Trail, but he did locate a “small historic dump site (Clark, 1994, 6, 16). He also recorded the site of the former Civilian Conservation Corps camp, where he found twentieth-century trash (Clark, 1994, 29). Other historic-era finds included trash from the former Scottsbluff Country Club, broken plate glass and stone walls (Clark, 1994, 29, 36).

In 1995, archeologist Vergil Noble of the NPS’s Midwest Archeological Center (MWAC) explained that the site density within the park is moderate. But, commented, “the number is more impressive when one considers that much of the park has very steep terrain that would be uninhabitable.” Most known sites have been exposed by erosion and Noble hypothesized that many more “are likely to lie undiscovered beneath the surface” (Noble, 1995).

Early Historic Period 1500 to 1830

The Historic period began on the central Plains in the mid-1500s, when Spanish explorers reached villagers in present-day Kansas. Until the late 1700s, Native Americans in the region had little direct contact with Europeans. Instead, the effects of activities in more distant regions, such as the French and British fur trade in the Great Lakes and upper Mississippi region and the Spanish colonization of New Mexico, rippled into the interior. The arrival of Europeans caused dislocations and created new opportunities for Native Americans, one indirect result of which was the movement of newly nomadic groups onto the central Plains.

The Pawnee Indians occupied a territory west of the Missouri River and stretching from the

Elkhorn River in the north to the Kansas and Republican rivers in the south (Parks, 2001). By the mid-nineteenth century, four autonomous groups (Skiri, Chawai, Kitkahahki and Pitahawirata) had coalesced to form a larger tribal entity. The Skiri Pawnee, who lived along the Loup River, hunted as far west as the forks of the Platte River (Parks, 2001, 515). They participated in the fur trade with both the Spanish and French throughout the eighteenth century and following the Louisiana Purchase, they began trading with Americans and entering into treaties with the United States (Parks, 2001, 517-19).

While the Pawnee had occupied their territory at least since the mid-1500s, the other Indians in western Nebraska were relatively recent arrivals (Parks, 2001, 515). The Lakota (Teton Sioux) began moving westward from Minnesota in the early eighteenth century (Kehoe, 1992, 303). Like other agricultural communities in the Midwest, they experienced pressure from Euroamerican settlement and other tribes from the east. Nomadic hunting provided a new set of economic opportunities and drew them onto the plains (Kehoe, 1992, 298). Similarly, the Cheyenne and Arapaho Indians were pushed out of Minnesota (by the Sioux), into the Black Hills (by northern plains groups), and then to the south and west (by the Lakota) (Swagerty, 2001, 256). They arrived in the Platte River region in the 1820s and occupied territory south of the North Platte River, while the Lakota were primarily north of the river (West, 1995, 10, 15-16). Their subsistence strategies centered on hunting bison.

The Pawnee bands practiced a seasonal cycle that involved planting and tending to crops from May to June, hunting bison in July and August, harvesting crops in September, hunting bison again in late fall, camping in creek bottoms during the winter and returning to their villages in March (White, 1983, 171).

The Oglala Sioux (Lakota) and the Skiri Pawnee competed for control of Platte River hunting grounds in the 1830s, at the same time Euroamericans began emigrating to Oregon via the Platte. In 1883, the Pawnee ceded their land south of the Platte, but they were permitted to continue hunting south of the river “during the pleasure of the President” (Wishart, 1994, 63). Weakened by a smallpox epidemic in 1838, the Skiri Pawnee lost an 1839 battle with the Oglala “that cost the Pawnees between eighty and one hundred warriors and led to the de facto surrender of the Platte hunting grounds by the Skidis [Skiris] (Unidentified Newspaper, 1942). When Euroamerican emigration along the Platte increased in the 1840s, the Sioux were in control of the western Platte hunting territory.

Although Native Americans undoubtedly know about Scotts Bluff and encountered it the course of hunting in the North Platte River Valley, their understandings of the formation have not been recorded. In 1942, 82 year old Edgar Fire Thunder, a Sioux from the Pine Ridge Indian Reservation, visited the summit. He recalled camping across the river from Scotts Bluff in 1865. But the newspaper article reporting his visit did not indicate what significance Fire Thunder may have attached to Scotts Bluff (Unidentified Newspaper, 1942).

European and American Exploration and Expansion
Early Exploration and the Fur Trade

Prior to the nineteenth century, there was little formal European exploration of the vast trans-Mississippi territory stretching to the Rocky Mountains. In 1541, the Spanish explorer Coronado entered the area in search of gold and riches supposedly held by the Quivira Indians, but he gave up the quest in modern day Kansas having found “only a squalid Indian village” (Mattes, 1958, 2). Little record of further exploration exists until an ill-fated expedition led by General Pedro de Villasur nearly two-hundred years later. In 1720, Villasur and his contingent had reached the territory that is now Nebraska at the forks of the Platte River, but they met their deaths at the hands of the Pawnee (Mattes, 1958, 2). The French also made forays into the land north of the port of New Orleans, better known as Louisiana Territory. In 1739, the brothers Pierre and Paul Mallet crossed Nebraska, although they remained predominantly in the east. Tracing a route along the Platte River, the brothers are credited with giving the river its name, which has been variously described as meaning “flat” or “shallow” (Mattes, 1958, 2-3).

By the turn of the nineteenth century, through agreements between France and Spain, the Louisiana Territory was administered by Spain but owned by France. In a clandestine 1801 treat between the two nations (between Napoleon and his brother, to be more precise), Spain retroceded control of the Louisiana to France. President Thomas Jefferson, having already contemplated sending scientific expeditions to explore and map the territory, soon offered to purchase New Orleans from France (Ambrose, 1996, 72-73, 93). Napoleon responded with a counteroffer to sell the entire territory and Jefferson agreed. On July 4, 1803, newspapers announced the United States had purchased Louisiana Territory the previous April. Within a year, Jefferson had an expedition prepared to explore, map and catalog what lay beyond the Mississippi (Ambrose, 1996, 101-102).

The 1804-1806 Lewis and Clark expedition did not travel near Scotts Bluff, But, as historical geographer David Wishart has commented, Lewis and Clark “acted as they catalyst for the American fur trade of the West” by opening the upper Missouri River (Wishart, 1979, 22). Noted Scotts Bluff historian Merrill J. Mattes concurred, writing that following the Corps of Discovery “came the fur trappers and traders” Mattes, 1958, 3).

The first Euroamerican to document sighting Scotts Bluff was fur trader Robert Stuart, who worked for John Jacob Astor’s Pacific Fur Company (Harris, 1962, 4). Stuart and six others left Astoria in June 1812, carrying correspondence to New York. In October, they discovered an easy passage over the Continental Divide, south of the Wind River Range (South Pass). Stuart’s party continued down the North Platte, camping near Scotts Bluff on December 25, 1812 (Goetzmann, 1966, 33-34). The central overland trail to Oregon and California would later take the same path in reverse, going up the North Platte and crossing the Rocky Mountains at South Pass. But until the mid-1820s, fur traders did not use this route.

In 1820, Major Stephen H. Long led the first U.S. government-sanctioned expedition along the Platte River route, crossing western Nebraska on the way to the Rocky Mountains of Colorado (Harris, 1962, 4). Long’s expedition produced a map of the region and also resulted in the successful collection of scientific artifacts (Schubert, n.d., 3). Significantly, however, Long labeled the area of the Great Plains on his map as the “Great Desert,” an appellation that would dissuade Americans from settling the region for some time to come.

In the early nineteenth century, the lands between the upper reaches of the Missouri and Rocky Mountains became a quasi-battleground of the fur trade. Enterprising men trapped in the mountains and river valleys for the vast wealth of furs. They worked either independently or as contracted employees of the larger fur-trading companies, particularly the American Fur Company and the Rocky Mountain Fur Company (RMFC), the two main competitors in the region. To facilitate the gathering of these goods from the immense span of the Rockies, Williams Ashley of the RMFC developed the rendezvous system in 1825, where trappers would gather annually at the point in the trapping region to cash in their harvest, which was then transported east by Ashley's caravans, as opposed to the men making the journey east to established forts to sell their furs (Wishart, 1979, 124). In the mid-1820s, Ashley utilized the Platte overland route to access the central Rockies, further establishing a presence in western Nebraska (Wishart, 1979, 122-124).

In the 1830s, the RMFC dissolved while the American Fur Company concentrated its efforts on the upper Missouri, and by the end of the decade the fur trade was on the decline (Goetzmann, 1966, 163). But the knowledge of the territory gained from these early explores, trappers and traders had demonstrated that the vast territory west of the Mississippi was not the "Great Desert" Long had termed it.

Scotts Bluff was named after Hiram Scott, one of William Ashley's Fur traders who died on an 1828 journey eastward out of the Rockies. His skeleton was found near the bluffs in 1829, but the circumstances of his death remain a mystery (Brand, 1934, 18-23). The name Scotts Bluff first appeared in print in 1837, and the first known use of it on a published map was in 1840 (Mattes, 1958, 1). During the period of overland migration (1840s-1860s), travelers generally used the term "Scott's Bluffs" (in the plural) to refer to the chain of formations extending west from the most prominent bluff and including Wildcat Hills (Mattes, 1958, 26).

In 1842, Lieutenant John C. Fremont was charged with carrying out formal investigation and survey of the American West. He set out in May, launching the first of three expeditions he would eventually lead west. He understood that his mission was not just a scientific one-it was also to facilitate American expansion and emigration (Schubert, n.d., 20). Fremont succeeded in these goals, mapping the central overland route and providing detailed information of use to travelers. He also helped to unravel the myth of a Great American Desert west of the Mississippi (Goetzmann, 1966, 242-244).

Travel on the Great Platte River Road

The fur trade in the Rocky Mountains helped establish the Platte River as a key overland travel corridor. In 1830, fur traders Jedediah Smith, William Sublette and David Jackson took the first caravan of wagons along the Platte River and South Pass, demonstrating the feasibility of wagon travel over this route. Marcus Whitman and Samuel Parker traveled the Platte River route in 1835, responding to a request of the Nez Perce Indians for missionaries. Women-the wives of missionaries-traveled successfully to Oregon in 1836 and 1838, generating optimism that families could make the trip. In 1840, the first emigrant family traveled the Platte River

route, and the first emigrant company composed primarily of families headed to Oregon in 1842 (Faragher, 1979, 6). Fremont reports of his expeditions provided information and maps that made the journey seem more feasible (Faragher, 1979, 6-7).

In the 1840s and 1850s, most emigrants of the Platte River route set their sights on one of three destinations: the Oregon Country, which encompassed present-day Oregon and Washington, promised inexpensive farmland and a moderate climate. Brigham Young picked the Salt Lake Valley as a refuge for the Church of Jesus Christ of Latter Day Saints, or LDS Church, also known as Mormons) because of its isolation and the natural barriers that made it defensible. Initial migrants to Deseret, as the Mormons named their new colony, sought escape from persecution, while later arrivals answered the call to build the towns and farms necessary for Deseret's survival. The hope of easy wealth from gold mining drew the early primarily male, travelers to California. Other opportunities, such as commerce and agriculture, sustained the flow of emigrants after the gold rush faded.

Most emigrants traveled along the Platte River and over South Pass. Historian Merrill Mattes employed the term "Great Platte River Road" to refer to the system of trails along both sides of the Platte River (Mattes, 1987, 7). Emigrants (apart from the Mormons, see below) generally organized into parties at jumping-off points" along the Missouri River. Mattes found that rigid organization was not always a virtue and "over-organized" companies usually broke into smaller, less formal parties partway into the journey (Mattes, 1987, 33-35). Ideally, emigrants began traveling around April 15 with the goal of reaching Oregon or California by September 1, ahead of dangerous weather in the mountains. They generally moved 15-20 miles per day east of Fort Laramie, but their pace slowed west of that point due to the more challenging terrain (Mattes, 1987, 53-54).

The initial wave of Mormon emigration to the Great Salt Lake Valley was a highly coordinated effort that took place from 1846 to 1847, with a winter stop near present-day Omaha, Nebraska. Mormon migration continued in subsequent years, with aid and encouragement from the LDS Church (Hafen, 1960, 96). A grave a few miles east of present-day Scottsbluff holds the remains of Rebecca Winters, a Mormon emigrant who died of cholera on the trail in 1852; a granite bench memorializing Winters is within the monument boundary (Haines, 1981, 96). In 1855, church president Brigham Young began promoting emigration by handcart as an inexpensive migration strategy. From 1856-1860, a total of 2,962 people in ten organized companies participated in the handcart migration. In 1860, the church developed a different emigration strategy, sending wagons and supplies from Utah to transport emigrants from the Missouri River. The new method worked successfully in the 1860s, until it was supplanted by rail travel (Hafen, 1960, 191-193).

Scotts Bluff as Landmark and Obstacle

Overland travelers encountered a series of rock formations as they entered the high plains, starting with Court House Rock. In a study of one hundred emigrant journals and guidebooks, Mattes tabulated references to eight principal landmarks on the North Platte: Ash Hollow, Court House Rock, Chimney Rock, Scotts Bluff, Laramie Peak, Independence Rock, Devil's

Gate and South Pass. He found that Chimney Rock ranked first (mentioned in 97 percent of the sources), while Scotts Bluff was second (77 percent) (Mattes, 1987, 380). Travelers on both side of the Platte remarked on Scotts Bluff (Mattes, 1987, 425).

Scotts Bluff, like the other major rock formations, helped overland travelers measure their progress on the journey and provided a sense of achievement. Emigrants remarked on Scotts Bluff's size and beauty, comparing it to an ancient temple or castle:

"The spectacle was grand and imposing beyond description. It seemed as if Nature, in mere sportiveness, had thought to excel the noblest works of art and rear up a mimic city as the grand metropolis of her empire" (Rufus Sage, 1841).

"That immense and celebrated pile... advances across the plain nearly to the water's edge. If one could increase the size of the Alhambra of Grenada or Castle of Heidelberg... he could form some idea of the magnitude and splendor of this chef d'oeuvre of Nature at Palace-Building..." (J. Henry Carleton, 1845).

"Looming afar over river and plain was "Scott's Bluff," a Nebraska Gibraltar, surmounted by a colossal fortress and a royal castle, it jutted on the water..." (Philip St. George Cooke, 1845).

This Scotts Bluff is grand beyond description... Its looks exactly like a splendid old Fort in thorough order, equipped and manned and ready for service, at a moment's notice" (Mrs. Vodges, 1868).

The bluff evoked a sense of sublime in many travelers, as the quotations indicate. While they did not explicitly articulate it in their journals and diaries, emigrants likely read divine purpose into the landscape of Scotts Bluff and associated this with their journey. Culturally, therefore, Scotts Bluff represented something more than a literal milestone on the trail. It also signified the scale of emigrants' emotional and physical undertaking.

The trail on the south side of the Platte veered away from the river at Scotts Bluff, where badlands blocked travel closer to the water. Until 1850, emigrants primarily used a pass about eight miles south of Scotts Bluff to get around this section (Robidoux Pass) (Mattes, 1958, 24). An "A. Rodidoux" established a trading post and blacksmith shop below the summit that travelers started noting in their journals in 1849. He built a new post in 1850 or 1851 in Carter Canyon, which may have focused on the Indian trade. The post at the pass remained in use until 1851 (Mattes, 1987, 442-444).

Another, more rugged pass lay closer to the river, skirting the southern and western edges of Scotts Bluff. This pass appears in some accounts as Scotts Bluff Pass, but it later became known as Mitchell Pass. Travelers initially preferred the easier grade of Robidoux Pass, and the presence of Robidoux's post made it even more attractive. According to Mattes, "it is suspected that the U.S. Army Quartermaster from Fort Laramie was the first to take wagons through Mitchell Pass, possibly doing a little engineering to widen the passage and east the grade (Mattes, 1958, 28). Starting 1850, emigrants began using Mitchell Pass more regularly

and in 1852, it drew more traffic than Robidoux Pass. During 1852, the peak migration year, approximately 50,000 people passed through the area; wagon wheels wore ruts into the soft earth that reached a depth of eight feet or more. Mitchell Pass predominated from then on, later becoming the route of the overland stage, Pony Express and transcontinental telegraph as well. Mattes determined that emigrants believed the Mitchell Pass route was shorter than the Robidoux Pass route (Mattes, 1987, 444).

Overland Mail and the Pony Express

The first overland mail service to the far West began in 1850. Prior to that point, mail had traveled from the Atlantic coast to the Pacific coast by boat, with a short land crossing at Panama. Mormon settlement of the interior West created a demand for mail service that could not be met by boat. The overland mail traveled along the Oregon Trail via South Pass, carried by private contractors but funded with federal dollars. Service was somewhat erratic during the 1850s (Hafen, 1960, 150-151). The B.Y. Express and Carrying Company, organized by the LDS Church, obtained a mail contract for monthly service to Utah in October 1856. The company proceeded to build stations, at which they planted crops, along the route. The contract was cancelled in June 1857, which historians LeRoy and Ann Hafen attributed to anti-Mormonism (Hafen, 1960, 150-151).

The Central Overland California and Pike's Peak Express Company, a business created by Russell, Majors and Waddell, obtained the Salt Lake City mail contract in 1860. The postmaster general had cut Salt Lake City and California mail service via this route from weekly to semimonthly in 1859, while he kept weekly service on a more southerly route, for which John Butterfield held the contract. Russell, Majors and Waddell launched the Pony Express as a private mail service on the central route, to compete better with Butterfield's southern route (Hafen, 1926, 134-135).

The Pony Express traveled along the North Platte River and through Mitchell Pass. It began in April 1860 and lasted eighteen months. Stations were located at approximately 15 mile intervals (Hafen, 1926, 179). Ficklin's Springs, the nearest station to the east of Scotts Bluff, sat one mile west of Melbeta. Scotts Bluff Station, the nearest one to the west, was approximately 2.5 miles northwest of Mitchell Pass, near where Fort Mitchell was later built (Mattes and Henderson, 1989, 63-67). Riders carried mail for 75 to 100 miles each way on the stretch of route they covered, riding it twice a week. During winter, the Pony Express had some difficulty meeting its schedule, which had already been lengthened as an adjustment to the weather. When the transcontinental telegraph was completed in 1861 along the same route, the Pony Express folded. Although the Pony Express did not make money, it established the primacy of the central route for overland mail (Hafen, 1926, 176, 190).

Freighting and William Henry Jackson

The Great Platte River Road also served as a freighting route and William Henry Jackson provided a glimpse of that phase of the trails history in his 1866-1867 diary. Jackson was born in Keesville, New York on April 4, 1843. He became a photographer in 1858 and in 1860 he

moved to Rutland, Vermont to work as a photographer's helper. He served with the 12th Vermont Volunteers during the Civil War and after the war worked in Burlington, Vermont. The breakup of a relationship with Caroline Eastman, whom he had hoped to marry prompted him to leave Vermont in 1866. He and a friend set out for the West in search of work. Jackson found a job as a "bullwhacker" with a freighting outfit; that is, he drove two wagons hitched together and drawn by six pairs of oxen. He only made one westbound journey in this job, but it took him past Scotts Bluff, where he camped just west of Mitchell Pass. He sketched scenes along the trail, which he used as the basis for a series of watercolors many years later (Hafen, 1959, 12-13).

After Jackson returned from travels around the West in 1866-1867, he and two brothers established a photography studio in Omaha. Ferdinand Hayden hired Jackson as a photographer for an 1870 surveying expedition to Yellowstone and Jackson continued to work with the Hayden survey until 1878. He later worked as a photographer for railroad companies and traveled with a commission to investigate railroad systems around the world (Hafen, 1959, 13-17).

Jackson became involved with Scotts Bluff National Monument as a historic site toward the end of his life, an extension of his work with the Oregon Trail Memorial Association (OTMA). He died in 1942 at the age of 99. Jackson left a collection of his artwork to his friend Howard R. Driggs. Driggs, in turn, gave the collection to the Oregon Trail Museum at the monument, for which the museum crated the Jackson Memorial Wing with funding from Julius F. Stone (Mattes, 1958, 41-42).

The Railroad and the End of the Oregon Trail

Interest in spanning the continent with a railroad dates back to the 1840s. As rail construction was in the national interest but was hugely expensive, Congress began making grants of public land to railroad companies in 1850. The companies could sell the granted land to finance construction (Lamar, 1998, 936-37). In 1853, Congress determined to support construction of one transcontinental rail line, but it did not select a route. Sectional, regional and local interests advocated for different routes and termini and Congress decided to fund multiple surveys in the hope of finding an ideal route. Four surveys were conducted along the 47th to 49th, the 38th, the 35th and the 32nd parallels. In addition, other surveys explored the mountain passes in Oregon and California (Schubert, n.d., 95-97). In 1862, the all-Union Congress approved a central route for a transcontinental railroad from Omaha to Sacramento and construction began from both ends into the interior. The route ran along the Platte River to the fork then followed the South Platte a short distance. From there, it took a westward course, passing well south of Scotts Bluff. The east-bound and west-bound tracks were joined at Promontory Point, Utah, on May 10, 1869, a date that Mattes said "can be accepted as making the end of the historic Oregon-California Trail (Mattes, 1958, 46).

Mattes estimated that nearly 500,000 people traveled along the Great Platte River Road between 1841 and 1866. The yearly number varied widely with a high point of perhaps 65,000 in 1850 (Mattes, 1988, 2-5). He determined that more than one-third of emigrants traveled on

the north side of the Platte, contrary to longstanding belief that only the Mormons used that side. And some Mormons used the south side of the river “because of big, unsympathetic non-Mormon crowds at the Council Bluffs jumping off area and also because military protection afforded by Forts Kearny and Laramie (Mattes, 1990, 7,10).

Indian-Emigrant Relations

Indians and overland travelers interacted with each other in a myriad ways. Mutual misunderstandings and stereotypes sometimes led to conflict and even violence. But Indians and emigrants also collaborated through trade and by providing assistance to one another. Historian Michael Tate argues that “[p]atterns of cooperation, mutually beneficial trade and acts of personal kindness clearly outnumbered the cases of contentiousness and bloodshed in the two decades before the Civil War.” He also notes, “Anxieties, ambiguities and distrust clearly produced more problems between American Indians and white than did acts of innate barbarism or premeditated malice” (Tate, 2006, x).

Euroamerican emigrants often held negative perceptions of Indians, fueled by images in art, literature, newspapers, guidebooks and other travelers’ accounts (Tate, 2006, 4-9). Overland travel was full of potential hazards, but Tate found that “no danger loomed larger in the minds of emigrants than the fear of torture or death at the hands of murderous Indians” (Tate, 2006, 3-4). While the Indians do not seem to have had overblown fears of emigrants, they similarly viewed Euroamericans through their particular cultural lenses and could not always make sense of travelers’ behavior. For examples, Indians expected to exchange gifts as a prelude to other interactions. When Euroamericans failed to comply, Indians formed negative impressions of them.

Trade between Indians and emigrants served both groups’ needs. Plains Indians exchanged fresh or preserved game with travelers for bread and flour. They also sought tobacco and processed foods, such as sugar and coffee. Guide books and other sources suggested that emigrants bring cloth, beads and finished clothing to trade with Indians. In return, Indians offered moccasins and bison robes that provided better protection from the elements than the travelers’ clothes. Emigrants found that Indians were interested in colorful textiles, jewelry and unusual items (such as an umbrella). Indians also traded for money, which they could use to buy desired food or manufactured items from trading posts (Tate, 2006, 45-51).

In addition acting as paid guides, Indians helped some travelers by providing information about the trails, where to find grass and where to camp. Tate explains that Indians living along the trail had incentives to preserve good relationships. They relied on overland traffic to help sustain their economies. They also sought to minimize friction with travelers that might lead to violent backlash against themselves (Tate, 2006, 111).

Overland travelers also gave aid to Indians, but Tate says this generally occurred “only after the whites got to know their Indian counterparts personally” (Tate, 2006, 105). As passers-through, emigrants did not have the same incentive to foster good relationships with Indians. They did, however, seek to avoid conflict and to benefit from the trade and aid Indians

offered. An initial “spirit of cooperation” on the trails eroded over time. Indians suffered the effects of epidemic disease, causing them to move away from the trail route and to become more wary of contact with Euroamericans” (Tate, 2006, 135-136). As game, timber and grasses became more scarce along the trail, tensions between Indians and emigrants grew, leading to a series of military conflicts.

In May 1846, Congress authorized the establishment of military stations along the Oregon Trail. It approved up to \$3,000 per station “to defray expenses,” plus up to \$2,000 per station to compensate “the Indian tribes which may own or possess the ground on which the said station may be erected...” (Act of May 19, 1846, 9 Stat. 13).

Thomas Fitzpatrick, who became Indian agent for the Upper Platte and Arkansas Agency in 1846, sought to hold “big talks” with the Indians in his district. He held one at Horse Creek near Fort Laramie in 1851. Attendees included Sioux, Cheyenne, Arapaho, Crow, Gros Ventre, Assiniboine, Arikara and Shoshone Indians, about 10,000 in total-the biggest treaty council ever held (Utley, 1984, 60-61). The allied Sioux, Cheyenne and Arapaho made up most of that number, however, having successfully driven off or intimidated the other tribes so that their presences was small (White, 1978, 340-341).

The resulting Treaty of Fort Laramie sought to keep the Platte River corridor free of conflict. It specified territorial boundaries for the various tribes and provided for peaceful relations, both among tribes and between the U.S. and the Indians. Within a few years, however, the peace unraveled. Conflicts between Indians and Euroamericans erupted in the 1850s and again in the 1860s, ultimately leading to the removal of the Sioux, Cheyenne and Arapaho Indians from the Platte River region.

By the late 1840s, the Pawnee were weakened by conflict with the Sioux, epidemic diseases and lack of food. They ceded land to the United States in 1848 and again in 1857, leaving only a small reservation on the Loup River (Wishart, 1994, 65, 102). In the 1870s, the Pawnee were still suffering losses to the Sioux in the western hunting grounds south of the Platte and they experienced new pressures from Euroamerican settlers who took control of resources adjacent to the reservation and sought the tribe’s removal from Nebraska. The Pawnee felt they had little choice but to cede the reservation and move to Indian Territory (Wishart, 1994, 188-198).

Settlement of Gering and Scottsbluff

Following completion of the transcontinental railroad in 1869, the Oregon Trail continued to be used by the military traveling between Forts Kearny and Laramie. Additionally, proximity to the railroad, located fifty miles south of Scotts Bluff and the wealth of open prairie land and river access, encouraged ranchers to settle the North Platte Valley in the 1870s. The region became central to the open-range cattle industry in the late 1870s and early 1880s and year-round homesteaders began arriving in 1885. Gering was platted in 1887 and Scottsbluff was founded in 1900 (Barber, 2000, 9). Following the turn of the century, sugar beets, beans, potatoes, alfalfa, corn and other crops were grown in farmlands irrigated by reclamation projects (begun ca. 1900). The Gering Canal, constructed ca. 1909 with a right-of-way thought

to date to ca. 1900 and the Gering-Fort Laramie Canal, under construction in 1918 by the North Platte Reclamation Project, are two examples of irrigation projects that helped spur agricultural growth in the region, both of which are located within monument boundaries and were established prior to proclamation of the monument (Barber, 2000, 10).

Railroads played a significant part in the economic and agricultural success of the North Platte Valley in the early 1900s. Freight trains carried agricultural goods such as the valley's tremendous sugar beet crop to larger markets, while passenger rail transported people to and from the valley. Although the Union Pacific Railroad had completed surveys of the territory south of the North Platte River well before the turn of the century, the first line to physically enter the valley was the Chicago, Burlington and Quincy Railroad in 1900, along the north shore. The Burlington line resulted in the formation of towns along the northern rim of the river and served to promote the growth of these towns at a more rapid pace than their counterparts to the south. While Burlington managers had hoped that their line would sufficiently service the territory and entice the population from the other side of the river to move north, they were mistaken in their anticipation (Gering Centennial Committee, 1989, 24).

The residents of towns such as Gering on the south side of the North Platte River knew of the Burlington line crossing to the north, but they held firm on the south bank waiting for the Union Pacific to arrive. In 1907, construction began on the Union Pacific line. Four years later, on October 8, 1911, the first train entered Gering, bringing to fruition the expectations of businessmen who had waited over twenty years for the trains to appear (North Platte Valley Museum, 2009, 32).

Prior to the condemnation of the lands for a national monument, the area around Scotts Bluff was claimed by settlers under both the Scrip Warrant Act (10 Stat. 701) and the Homestead Act (32 Stat. 388). Proving homesteads and awarding land patents continued into the 1930s on land now included in the monument (U.S. Department of the Interior, General Land Office Records, 1932). While no land claims exist for the bluffs themselves, the Bracken family is known to have had a horse ranch at the base of the bluff near Scotts Spring (National Parks Conservation Association, 2009, 7). Historic photos dated ca. 1921 depict at least four buildings, including three bank-barn style outbuildings, as well as a wood-fenced corral.

According to census records, Walter W. Bracken was born to Thomas W. and Elizabeth Bracken in Dawson, Illinois around 1866. In 1888, Walter married wife Lula C., also born in Illinois around 1868. By 1900, Walter was employed as a carpenter and the family was living in Gering and growing quickly; sons Elmer R., Thomas W., Louis F., Frank E., Charles E., Harold L. and daughter Mamie E., were born between 1889 and 1905. The Bracken family is thought to have maintained their horse farm at the base of Scotts Bluff through ca. 1923. Lula, along with daughter Mamie, relocated to Burbank, California, by 1930, likely following Walter's death.

No other settlers are known to have established homes or other improvements on what are now monument lands, although one golf course existed prior to creation of the monument. The Scotts Bluff Country Club, established in 1915, was historically located on forty-two acres in

the northeast quadrant of the monument at the base of Scotts Bluff (National Parks Conservation Association, 2009, 7). The original clubhouse was a two story, bank barn style building with a side-gable roof and wraparound porch. The clubhouse burned ca. 1950 and was replaced with a modern building in an industrial Ranch style. At the time the NPS acquired the lands in 1972, the Scotts Bluff Country Club included no fewer than three buildings, including the clubhouse, as well as roads and parking areas, a swimming pool and the golf course itself. In 1995, the Nebraska Environmental Trust Fund provided funds to “restore the land by removing the clubhouse basement, the caretaker’s house basement and a swimming pool. After these structures were removed the [monument] staff recontoured the ground, treated the nonnative plants with herbicide and seeded the area with native flora (National Parks Conservation Association, 2009, 7). Little if any physical evidence of the Scotts Bluff Country Club remains on monument land today.

A second golf course, the Gering Golf Course, was located at the base of Dome Rock and was established in 1927. The Gering Golf Course, a public facility, benefited from being located on monument lands during the period of CCC construction (1933-1939), discussed below); in 1935, the NPS and CCC added an adobe-brick shelter house, pit toilets and bridgework. The Gering Golf course operated until December 31, 1950, when the NPS opted not to renew the city of Gering’s permit to operate the facility. At the time the facility was closed, the shelter house and other features were in rapidly deteriorating condition. Buildings and structures related to the Gering Golf Course were obliterated on June 15, 1951 (Raising of Shelter House, Administrative History Photographs, 1951).

Also located near South Bluff was a rifle range, which operated from 1925 through 1951. The rifle range included simple wood structures placed against natural earthen barriers and was used by the local National Guard and the Scottsbluff Prisoner of War camp during the latter part of World War II (Osborne, 2009). Like the Gering Golf Course, the rifle range appears to have closed due to changing opinions about how national parks should be managed, specifically in regard to preserving “natural” spaces.

These changing opinions appear to have been primarily influenced by Thomas Vint, who served as the chief landscape architect for the NPS in 1927; Vint continued to work for the NPS in landscape architecture through his retirement in the early 1960s. As early as 1932, Vint expressed concerns regarding the visual impact of both the Gering Golf Course and the Zig Zag Trail (discussed below) and held the opinion that “if Scotts Bluff National Monument is to progress as a national monument, the Gering Golf Course is bound to become an objection” (Barber, 2000, 15). The policy of obliterating all but essential buildings and structures and allowing the remainder of monument lands to remain undeveloped arguably began with Vint and continues to the present day.

Establishment and Development of Scotts Bluff National Monument

At the turn of the twentieth century, the United States was experiencing a “continued clamor for protection of archaeological sites” (Dilsaver, 1994). The significance of the Oregon Trail and the role the route played in western migration was an important historical theme, especially

in Nebraska. The Oregon Trail Memorial Commission, organized in the early 1900s, worked in cooperation with the Nebraska Memorial Association (NMA), Oregon Trail Memorial Association, Nebraska State Historical Society, Daughters of the American Revolution and other organizations to preserve and commemorate historic sites and events in Nebraska.

In 1912, the NMA commissioned a series of granite markers along the Oregon Trail and at various historic sites. On October 18, 1912, the verbiage for the Mitchell Pass marker was given to Kimball Brothers of Lincoln, Nebraska for inscribing (Nebraska State Historical Society, nebraskahistory.org). Although the marker itself is dated 1912, it appears that the marker was not officially set until 1913. The 1912 marker placed at the base of Scotts Bluff along Mitchell Pass was the first formal, permanent acknowledgment of the importance of the Oregon Trail in what would soon become a national monument.

Congress passed the American Antiquities Act in 1906 (34 Stat. 225), authorizing the president of the United States to declare and reserve historic landmarks and “other objects of historic scientific interest” on federal land as national monument (Nebraska State Historical Society, nebraskahistory.org). In 1914, the first formal suggestion to create such a monument at Scotts Bluff came from Senator G.M. Hitchcock, who explained that the mayor of Scottsbluff supported the idea. Congressman Moses P. Kinkaid made a similar proposition in early 1916 (Harris, 1962, 11-12.)

The number of national parks and monuments began to grow following the creation of the National Park Service later in 1916. Supporters of a national park or monument at Scotts Bluff stepped up their efforts. Local leaders in Gering and Scottsbluff petitioned NPS Director Stephen Mather in 1918 and Secretary of the Interior Franklin Lane subsequently requested an investigation into the feasibility of a national park or monument (Harris, 1962, 12). Alicia Barber noted that “coordinated local efforts, not federal initiative,” led to the more serious consideration of Scotts Bluff for designation as an NPS unit (Barber, 2004, 40). Although some within the Department of the Interior questioned Scotts Bluff’s significance, Mather favored its protection as a national monument for its association with the Oregon Trail and its potential for tourist development. Local support remained strong (Harris, 1962, 13-14).

President Woodrow Wilson created Scotts Bluff National Monument by Proclamation 1547 on December 12, 1919 (41 Stat. 1779). Although he declared Scotts Bluff to be “the highest known point within the State of Nebraska,” this was an error (Cockrell, nps.gov). But the proclamation provided additional justifications:

“Whereas Mitchell Pass, lying to the south of said bluff, was traversed by the Old Oregon Trail and said bluffs was used as a landmark and rendezvous by thousands of immigrants and frontiersmen traveling said trail enroute for new homes in the Northwest; and

Whereas, in view of these facts, as well as of the scientific interest the region possesses from the geological standpoint, it appears that the public interests will be promoted by reserving the lands upon which said bluff and the said pass are located as a national monument...” (Cockrell, nps.gov).

The original boundaries of the monument encompassed 2,053.83 acres. In 1924, President Calvin Coolidge removed 160 acres from the monument. In 1932, Herbert Hoover added nearly 1,900 acres, consisting of “certain adjoining lands for administrative purposes and the protection of a certain approach highway and additional features of scientific interest...” Franklin Delano Roosevelt added a little over 53 acres in 1940, including public lands adjacent to the monument and island in the North Platte River. A resurvey of the boundaries in 1935 resulted in an increase of 182.90 acres to the monument’s total. In 1944, the monument contained 3,476.27 acres, 1,184.12 acres of which were private inholdings.

On April 10, 1920, the first custodian of Scotts Bluff National Monument, Willie Major Maupin, assumed his post. The former editor of the Gering Midwest newspaper, Maupin received an annual salary of twelve dollars and served until July 1924. In his first years as custodian, Maupin patrolled and with the aid of a one-man staff for five days, prevented “marauders from cutting down trees in the Monument” (Osborne, 2009). Maupin also recommended that a private corporation be established to construct a road to the summit of Scotts Bluff and a twenty-five cent admission be levied, but the suggestion was rejected as it went against NPS policies. In 1920, an estimated 2,5000 people used “the old foot trail and the earlier constructed wooden ladder at the summit to climb the bluff and another 5,000 picnicked on the east ‘slopes’ of the bluff between April 15th and October 5th” (Gering Centennial Committee, 1989, 17)

In 1921, federal funds and private donations were obtained to erect several picnic tables near the base of the original, slanting trail on the east face of Scotts Bluff. By 1927, this trail proved inadequate and Bert Burrell, a civil engineer from Yellowstone National Park, spent one month surveying and staking a new route up the bluff. Beginning at the picnic area on the east face, the Zig Zag Trail, also known as the Boy Scout trail, was constructed by cutting switchbacks into the bluff. By spring 1932, Vint advocated construction of a new trail at an alternate site; he recommended the Zig Zag Trail be obliterated, noting that the NPS would no longer build trails of this type (in other words, so invasive to the visual landscape) (Barber, 2000, 14-15). The trail had etched into the side of the bluff so deeply that, even though it was only used through 1938, it is still clearly visible on the east side of Scotts Bluff.

In 1928, the towns of Gering and Scottsbluff “collaborated in funding the extension of a power line into monument grounds, enabling lights to be erected at the picnic area and at the summit (Barber, 2004, 46). On July 8, 1930, the Hiram Scott Memorial Arch and bronze plaque were placed at the foot of the Zig Zag Trail. The arch was erected by the Katahdin Chapter of the DAR and dedicated by William Henry Jackson—its ruins are still visible at the base of the trail. The plaque has since been relocated to the top of Scotts Bluff.

During the early days of the monument, permits were granted on NPS lands for the aforementioned Gering Course (1927-1950) and Rifle Range (1925-1951), as well as for grazing. The first grazing permit was issued to “A.S. Bracken” for eight-eight dollars, and covered the period from January 1st through December 31st, 1921. Although census records do not indicate the identity of “A.S.,” it is possible that the initials are an acronym for a business run by the Bracken family.

NPS Director Horace Albright spent three days at Scotts Bluff in 1931. At the end of his visit, Albright verbally approved construction of road to the bluff's summit on the condition "that it is feasible both from the standpoint of engineering and of preservation of the landscape features of the Bluff (Barber, 2000, 18). Ultimately, the west side of the bluff was chosen for the road because it was less steep, provided the opportunity to make the road less visible on the landscape, and was sufficiently removed from the actual location of Mitchell Pass to maintain the pass's historic integrity while affording the public views of the Oregon Trail (Barber, 2000, 19). Albright announced the NPS's intent to construct the summit road at the picnic area in 1932; 2,000 people were in attendance for the announcement.

The years 1933 to 1939 represent the peak era of development at the monument, mostly due to federal funding of New Deal programs that subsequently benefited the NPS. Following Albright's verbal approval for construction of a summit road in 1931, a general land survey revealed that development on the east slope (or at least the access road to and from the Zig Zag Trail and picnic area) was located on private land. Therefore, attention turned instead to the south side of Scotts Bluff, and the Civil Works Administration (CWA) was enlisted to begin construction. On November 24, 1933, Federal Project F68 allotted \$61,977 and 213 men from the Scotts Bluff County Reemployment office to begin rough grading for the "Pass-to-Summit" road. The project staff also included an engineer, a landscape architect and six member historical archeological reconnaissance team headed by Professor Harold Cook, geologist and paleontologist (Barber, 2000, 16).

Other work that year included blasting the pedestrian tunnel through Saddle Rock and engineering the foot trail, today known as the Saddle Rock Trail, eliminating the hazardous wood steps near the summit. Although a May 1932 article in the Scottsbluff Republican claimed that a museum was planned for the summit, from the beginning the NPS had intended to keep the summit relatively undeveloped. Only a small parking area was planned for the top of the bluff. As construction of the Summit Road continued, some workers were busy regarding and hauling dirt at the summit while others excavated Tunnel 1 (Barber 2000, 16-24).

Concern about the future of the Summit Road came in 1934, when the CWA was reduced in order to keep its programs within available funding allotments. Federal Project F68 had been funded only through February 15, 1934, at the expiration of which no additional federal monies were to be provided. Monument officials appealed for additional federal support, while Engineer David L. Froerer worked toward completing Tunnel 2 as quickly as possible. Park custodian Albert Mathers wrote to NPS officials to suggest obtaining additional money through the Public Works Administration (PWA). The PWA had been founded in June 1933 to fund projects "based on their value to national planning and their role in fulfilling comprehensive plans prepared in advance" (Barber, 2000, 24). Effective March 31, 1934, The CWA was suspended nationwide, and its work divisions were reorganized under the Emergency Relief Administration (ERA). No federal funding was available for monument projects through 1934, and work halted with Tunnel 1 fully excavated, five hundred feet of completed road in place between Tunnels 1 and 2 and partial excavation of Tunnel 2. The total cost of the project at the end of the CWA effort was \$34,143.87 (Barber, 2000, 26).

The Emergency Appropriation Act of 1935 provided a \$22,380 allotment for grading and excavation of the Summit Road and two remaining tunnels. Using Federal ERA (FERA, as opposed to state ERA) labor, work resumed on December 18, 1934. Despite numerous dirt slides, rockfalls and cave-ins, FERA work at Scotts Bluff continued through June 1935, when it was discontinued due to the scarcity of relief labor (Barber, 2000, 26-28).

By this time, the CCC was also lending aid by hauling materials, bank sloping and performing other low-skilled tasks. CCC Camp #NM-1, Company #762 (sometimes referred to as the ECW Camp) at Scotts Bluff was approved on February 7, 1935 and manned beginning on May 30, 1935. A tent camp was established on the rise south of the North Platte River for the first three months while barracks were constructed. Camp enrollees constructed the buildings by hand and the camp was completed August 10, 1935 (Barber, 2000, 27).

No permanent buildings were constructed at the monument until 1935, when the CCC began manufacturing thousands of adobe bricks to build the Oregon Trail Museum (designated simply as the Visitor Center by 1956). The first unit of the museum was completed on June 21, 1935, but it did not open to the public until July 16, 1936; permanent exhibits were completed by October 1936. At the time, the Oregon Trail Museum “was said to be the first museum in the country to focus on the history of the American west.” (Barber, 2000, 17).

The CCC continued to work on various projects at the monument, including restoration of Scotts Bluff in 1936. The Summit Road opened to the public on September 19, 1937 and 550 cars ascended on its inaugural day (Barber, 2000, 39). However, construction of the tunnel portals continued, along with completion of other buildings at the monument. The Utility Building was added in 1936 and a comfort station (restroom) was built the following year. In 1938-1939, the NPS added a two-bedroom Ranger’s Residence, completed a major addition to the Visitor Center (the tower, Paleontology wing, and custodian’s offices), and completed most of the existing trail system. Two rock masonry walls were built at the summit to provide visitors with observation points and overlooks.

In addition, a new picnic area was opened west of South Bluff. The CCC provided labor for road construction and built picnic tables, rustic masonry fire pits and pit toilets. The picnic area was, by all accounts, wildly popular-so much so that it became impossible for park staff to adequately patrol and maintain it. To the dismay of locals, the NPS closed the picnic area on the South Bluff in the fall of 1939 due to environmental deterioration (NPS, 1939).

On July 2, 1940, District Engineer Clifford Shoemaker completed a final inspection of the Summit Road. Aside from repairing joint expansions in October, this date marks the end of the first major building campaign undertaken at Scotts Bluff. Records from 1934 show approximately 10,000 visitors came to the monument. Visitation continued to grow through the 1930s and in 1940 annual visitation reached 108,536 (Cockrell, nps.gov).

Beginning in 1939 and continuing through the 1950s, an annual Soap Box Derby drew thousands of spectators from the surrounding area. Other popular events included sunrise

Easter services on the bluff, company and family picnics and caravans for delegates from such organizations as the Nebraska Council of Women's Demonstration Project Clubs and the Veterans of Foreign Wars of Nebraska and Wyoming (Barber, 2000, 46). Though high visitation rates spoke to the monument's popularity, NPS staff viewed such events as the Soap Box Derby as "questionable use of monument property" (Barber, 2000, 46). The thousands of cars that arrived for such events did serious environmental damage and left permanent scars on the landscape. In 1940, the Summit parking lot was nearly tripled in size in an attempt to "unsnarl large traffic jams" that had occurred on the Summit Road since it open. (Cockrell, nps.gov)

Heavy use of the monument prompted the NPS to step up its protection of the delicate landscape. In 1940, the south picnic area was closed and its road, parking lot and fire pits were obliterated. Although visitation rates dropped following America's entry in World War II in 1941, yearly averages continued to be between 30,000 and 50,000 persons a year or more. Following the end of the war, pressure rose for increased use of monument lands, including demands to reopen the South Bluff picnic grounds, attempts to erect a radio tower on the summit and resumption of extensive use at the Rifle Range and Gering Golf Course. By 1950, the Rifle Range and Gering Golf Course were removed as part of the larger effort to preserve the monument's natural resources.

Building projects in the 1940s were limited primarily to maintenance, repairs and additions. In 1942, for example, a section of the adobe courtyard wall collapsed as a result of weather exposure. The wall was repaired, but further deterioration required the wholesale replacement of the adobe with stuccoed concrete masonry units (CMUs) or wood fencing by 1951. In 1948, the NPS added a third bedroom to the Ranger's Residence. Simultaneously, the Jackson Memorial Wing was added to the east side of the Visitors Center, completed and dedicated August 8, 1949. William Henry Jackson donated carious photographs, newspaper articles and other memorabilia, which were placed in a "time capsule" embedded in the building's southeast corner.

Other construction during the 1940s revolved around keeping Summit Road open and free of debris. Numerous rock falls and landslides had plagued construction of the road and Scotts Bluff continued to erode rapidly. For example, in March 1949, 309.4 tons of rock collapsed onto the Summit Road, blocking vehicular access. Repairs to the road would continue into the next century, as sheer walls, tunnel shoring and various other techniques were employed. The Summit Road continues to be the only vehicular access to the top of Scotts Bluff.

Following World War II, automobile tourism grew dramatically and previously remote parks became easily accessible via inexpensive vehicular transportation. In an effort to capitalize on the increased visitor potential and in conjunction with its upcoming fiftieth anniversary, the NPS initiated the "Mission 66" program. Mission 66 was a ten year program launched in 1956 to improve parks across the country by providing new or updated roads, utilities, employee housing and other aspects of park infrastructure. During the Mission 66 program, the NPS spent more than one billion dollars as planners and architects attempted to "streamline and standardized visitor services at federal parks nationwide" (French, mission66.com).

At Scotts Bluff, Mission 66 activities occurred primarily in 1958 and included construction of a second residence for park staff (the Mission 66 Residence), expansion of the Maintenance Shed and construction of a public amphitheater behind the Visitors Center, known as the Campfire Circle. While many parks around the country gained new ultramodern visitor centers and other structures, Scotts Bluff underwent a fairly modest construction program using a streamlined style compatible with the original CCC buildings. The cost of the Mission 66 initiative at Scotts Bluff totaled \$121,100 (Cockrell, nps.gov).

Scotts Bluff National Monument continues to be regarded as an important natural and historic resource. Following passage of the National Historic Preservation Act of 1966, Scotts Bluff was placed on the NRHP for its archeological significance. Since then, structures from the CCC and Mission 66 eras of NPS development have become eligible for inclusion to the NRHP, creating the need to update the monum



Mitchell Pass c. 1915. Image courtesy of the North Platte Valley Museum.



Bracken Family Horse Ranch c. 1921. Image courtesy of Scotts Bluff National Monument.



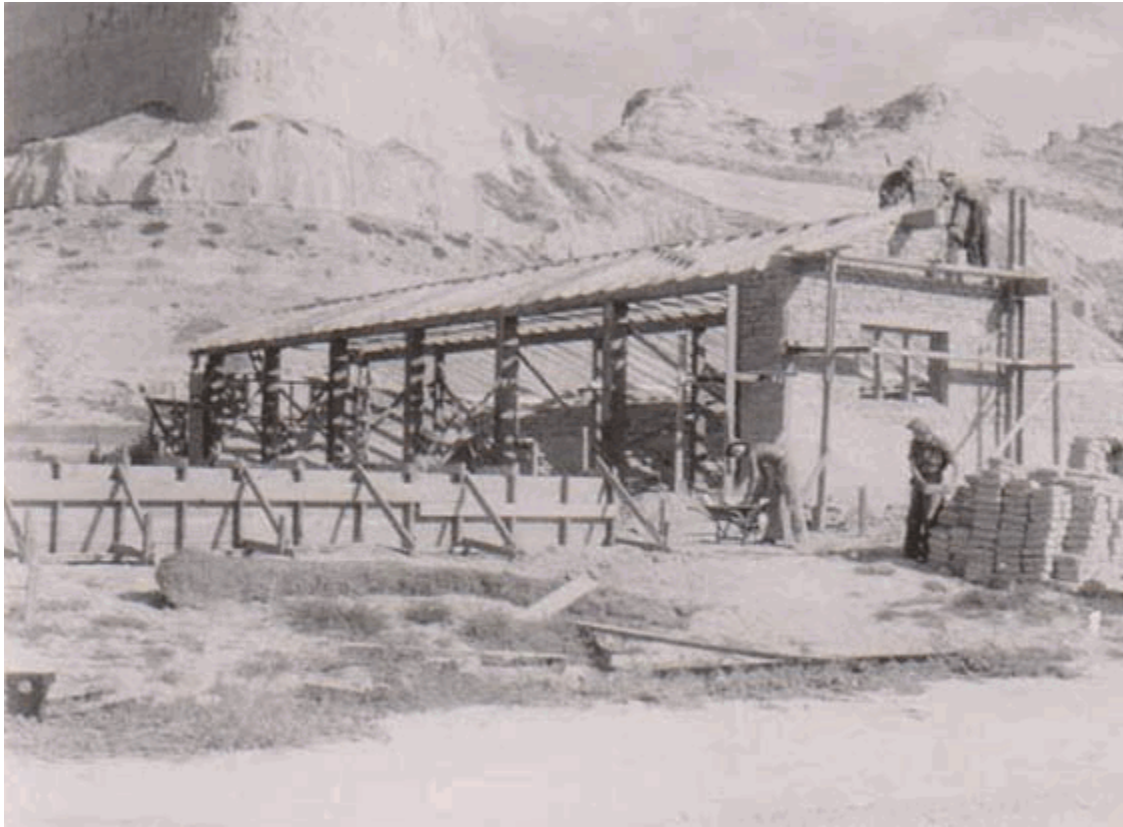
Hiram Scott Memorial Arch and Plaque at the base of the Zig Zag trail in 1932. Image courtesy of Scotts Bluff National Monument.



CCC Camp at Scotts Bluff in 1935. Image courtesy of Scotts Bluff National Monument.



Original Visitors Center Building c. 1935. Image courtesy of Scotts Bluff National Monument



Construction of the Maintenance Shed c. 1936. Image courtesy of Scotts Bluff National Monument.



Maintenance Shed and Visitors Center c. 1937. Image courtesy of Scotts Bluff National Monument.



Comfort Station c. 1937. Image courtesy of Scotts Bluff National Monument.



Gering Golf Course Shelter House in 1937. Image courtesy of Scotts Bluff National Monument.



*Construction of the Paleontology wing and tower addition to Visitors Center c. 1939.
Image courtesy of Scotts Bluff National Monument.*



*Ranger Residence under construction in 1939. Image courtesy of Scotts Bluff national
Monument.*



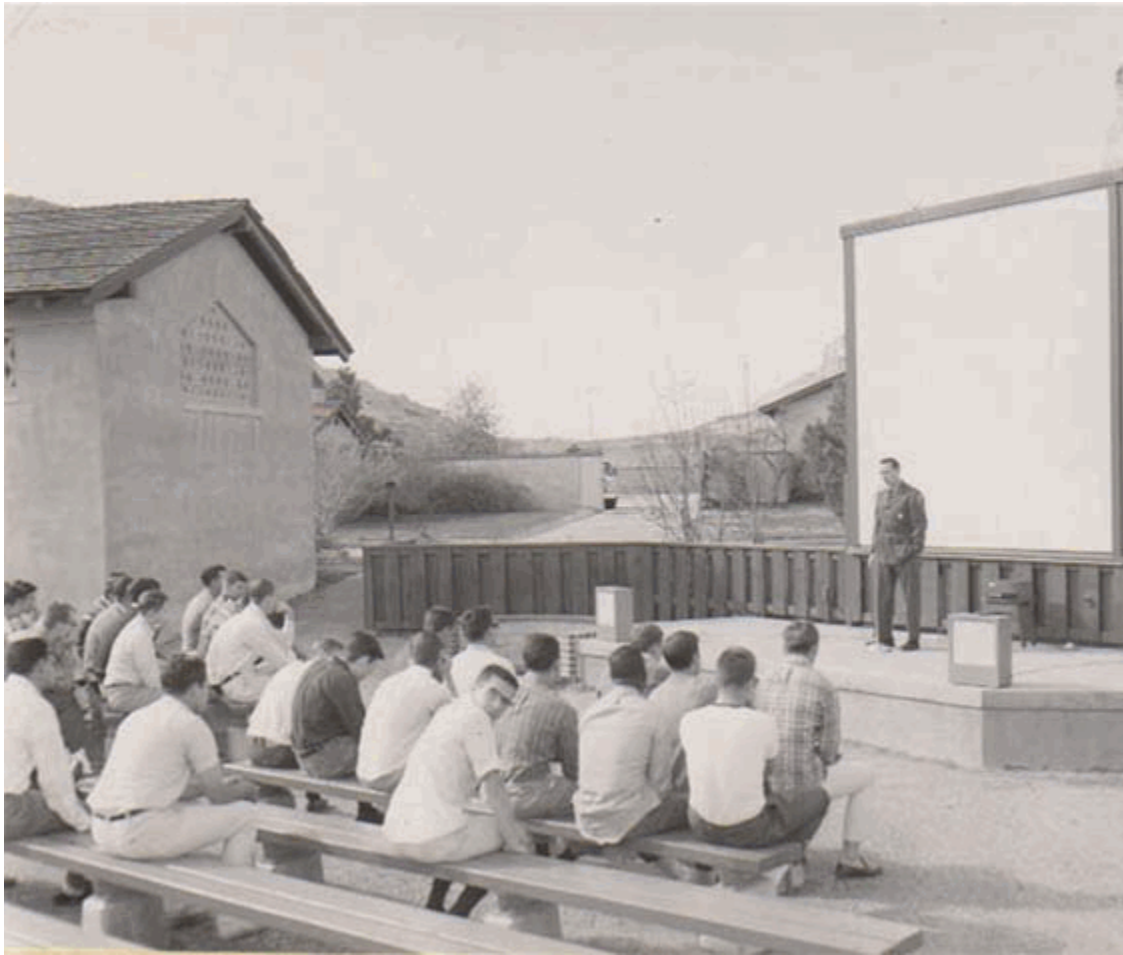
Picnic Grounds west of South Bluff c. 1940. Image courtesy of Scotts Bluff National Monument.



Scotts Bluff National Monument Visitors Center complex on August 24, 1949. Image courtesy of Scotts Bluff National Monument.



Mission 66 Residence c. 1958. Image courtesy of Scotts Bluff National Monument.



Campfire Circle on October 10, 1965. Image courtesy of Scotts Bluff National Monument.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The complete CLI focuses on two aspects of Scotts Bluff National Monument. These are, first, the landscape features associated with the Oregon Trail and second, subsequent Monument development that occurred as part of the 1930's public works programs. These include the headquarters area structures, parking area and planting plan, the Summit Road and tunnels, Summit Parking Lot, retaining walls, and trails. In addition, the Monument encompasses the Union Pacific Railroad, the Gering Irrigation Canal and the Central Canal; each located near the northern boundary of the Monument. Plus, the Gering-Fort Laramie Lateral Canal along the east boundary.

Landscape features with the Oregon Trail include the surviving ruts which are evident in several locations in the Monument, Mitchell Pass, and the geologic formations Scotts Bluff, South Bluff and Dome Rock. The formations are remnants of the prehistoric high plains that once dominated Nebraska's panhandle region. The Oregon Trail ruts were formed by the almost continuous westward travel from 1852 through 1869. The very soft, sand-like Brule clay that dominates the area at the base of Scotts Bluff is easily eroded, (Harris, 2) and the repetitive movement of the wagon trains through Mitchell Pass wore deep tracks into the earth. Trail ruts can also be seen in areas outside the National Monument such as Robidoux Pass and Melbeta.

Monument development that predated the federal work programs of the 1930's include the "Zigzag" Trail," built by the local community and the Boy Scouts of America in the 1920's and the Hiram Scott Memorial Arch at the base of the trail. The Arch, was dedicated and installed by the Daughters of the American Revolution in 1930. The "Zigzag" Trail was closed in 1953 as it had severely eroded and was considered unsafe. Remnants of both features are located on the east side of Scotts Bluff.

A large portion of the existing visitor use areas developed through federally funded employment programs during the Depression. NPS landscape architect Howard Baker designed the Oregon Trail Museum, and the Summit Road and tunnels. As was typically the case with these programs, the buildings were then constructed by local men employed by area contractors and the work was administered by the National Park Service. (McClelland, 180, 195-6; Harris, 28-33) Funding for a majority of the projects at Scotts Bluff came from the Civilian Conservation Corps(CCC), and the workers were housed at a CCC camp located on the north edge of Scotts Bluff. (Harris, 31) Other agencies active at this Monument include the Civil Works Administration and the Works Progress Administration. As was also common, the design took form incrementally, as budget appropriations allowed: the initial structures and roads were built in the 1930's, with planting plans following in the early 1940's. The headquarters area is connected with the summit of Scotts Bluff by the Summit Road. The road passes through three tunnels, all constructed by the CCC and local contractors from 1933-1937. (Ibid. 28-37) The summit parking lot, built in 1933, has undergone at least one expansion. Additional changes occurred during the late 1950's as part of the system-wide "Mission 66" effort.

Improvements during this era included constructing a second ranger's residence, a utility building, expanding the amphitheater, installing a storage vault in the visitor center basement, adding plantings,

fences, terraces and sidewalks, paving driveways in the headquarters area, and developing and installing wayside exhibits along the Summit Trail. This work was completed by a local contractor by 1959.

At present, the headquarters area consists of a visitor center with a walled amphitheater, comfort station, administrative offices, a park residence, and an utility building. Landscape features such as adobe walls, wood fences, and native plant material unify the overall design. A series of concrete sidewalks connects the structures and outdoor use areas. The visitor parking lot and remaining sidewalks were altered in the late 1980's as part of the redesign of the headquarters area by the NPS' Denver Service Center. The trail system includes the Saddle Rock Trail, which leads from the headquarters area, through a tunnel in Saddle Rock, to the summit; a trail from the northern edge of the Summit Parking Lot to North Observation Point; a trail from the southern edge of the summit parking lot to the south overlook, and a trail from the visitor center through the Oregon Trail ruts to the western side of Scotts Bluff.

Aspects of Integrity:

Design
Setting
Materials
Workmanship
Feeling
Association

Landscape Characteristic:

Archeological Sites

Prehistoric and historic sites have been excavated, primarily in Mitchell Pass area. Investigations yielded information on prehistoric patterns of vegetation and hunting practices. Historic evidence from the Oregon Trail include china, tools, and bones. Some of these artifacts are on display in the visitor center museum.

As of the Scotts Bluff National Monument Update from 2012, there are 48 Prehistoric and Historic archeological sites located within monument. Of the 48 sites, 40 Prehistoric sites are contributing, 2 multi-component (Prehistoric and Historic) are contributing. Of the 6 Historic sites, 3 are contributing and 3 are non-contributing.

Due to the sensitive nature of archeological sites, specifics regarding the name and the location of each site was purposely omitted from the CLI.

Buildings and Structures

Four of the five buildings located at the Headquarters Area were constructed during the CCC-era. The first was the Oregon Trail Museum (now the visitor center), designed by NPS landscape architect Howard Baker in 1935. The second was the utility building, constructed in

1936. At the same time, adobe walls enclosing the utility yard and amphitheater were also installed (they were rebuilt in 1951). In 1937, an adobe wing and tower were added to the museum by the CCC. Within the next year, the first residence and the comfort station were built; both utilized adobe brick construction. In the 1940's, another wing was added to the museum to house the William Henry Jackson Collection, funded by the American Pioneer Trails Association. As part of the project, the adobe wall at the east end of the museum was removed to accommodate the addition. The fifth building, Residence #2, located west of the initial residence, was built in 1958 as part of the "Mission 66" initiative. During the same period of development, the exterior adobe walls were altered to expand the available courtyard space. (LCS-DOE) A paint shed was constructed on site circa 2000 and the maintenance garage was expanded in 2013.

Character-defining Features:

Feature: Campfire Circle Amphitheater

Feature Identification Number: 170756

Type of Feature Contribution: Contributing

IDLCS Number: 1015772

LCS Structure Name: Campfire Circle Amphitheater

LCS Structure Number: HS-24

Feature: Courtyard Walls

Feature Identification Number: 106717

Type of Feature Contribution: Contributing

IDLCS Number: 1016082

LCS Structure Name: Scotts Bluff Courtyard Walls

LCS Structure Number: HS-25

Feature: Board Fence

Feature Identification Number: 106718

Type of Feature Contribution: Non contributing – compatible

Feature: Comfort Station

Feature Identification Number: 106719

Type of Feature Contribution: Contributing

Latitude Longitude

41.8285250110 -103.7072560230

Scotts Bluff National Monument
Scotts Bluff National Monument

IDLCS Number:	70071
LCS Structure Name:	Comfort Station
LCS Structure Number:	HS-05
Feature:	Gering Canal
Feature Identification Number:	106720
Type of Feature Contribution:	Non contributing – compatible
LCS Structure Name:	Gering Irrigation Canal
LCS Structure Number:	HS-16
Feature:	Oregon Trail Museum/Visitor Center
Feature Identification Number:	106721
Type of Feature Contribution:	Contributing
Latitude	Longitude
41.8286472340	-103.7074733970
IDLCS Number:	101264
LCS Structure Name:	Oregon Trail Museum
LCS Structure Number:	HS-02
Feature:	Residence #1 (Administrative Office)
Feature Identification Number:	106722
Type of Feature Contribution:	Contributing
Latitude	Longitude
41.8288192620	-103.7078059550
IDLCS Number:	70069
LCS Structure Name:	Residence #1
LCS Structure Number:	HS-03
Feature:	Mission 66 Residence
Feature Identification Number:	106723
Type of Feature Contribution:	Contributing
IDLCS Number:	1015508
LCS Structure Name:	Mission 66 Residence - Scotts Bluff

Scotts Bluff National Monument
Scotts Bluff National Monument

LCS Structure Number:	HS-22
Feature:	Retaining Walls
Feature Identification Number:	106725
Type of Feature Contribution:	Contributing
IDLCS Number:	70078
LCS Structure Name:	North Observation Point Retaining Wall
LCS Structure Number:	HS-12
Feature:	Utility Building
Feature Identification Number:	106728
Type of Feature Contribution:	Contributing
Latitude	Longitude
41.8291358710	-103.7079176250
IDLCS Number:	70070
LCS Structure Name:	Utility Building
LCS Structure Number:	HS-04
Feature:	Gering-Ft. Laramie Irrigation Canal
Feature Identification Number:	170758
Type of Feature Contribution:	Non contributing – incompatible
Feature:	Central Irrigation District Canal
Feature Identification Number:	170760
Type of Feature Contribution:	Non contributing – incompatible
Feature:	Western Area Power Administration Line
Feature Identification Number:	170762
Type of Feature Contribution:	Non contributing – incompatible
Feature:	Roosevelt Public Power District Line
Feature Identification Number:	170888
Type of Feature Contribution:	Non contributing – incompatible
Feature:	Nebraska Public Power District Tower

Feature Identification Number: 170884

Type of Feature Contribution: Non contributing – incompatible

Feature: Bathrooms

Feature Identification Number: 171162

Type of Feature Contribution: Non contributing – compatible

Landscape Characteristic Graphics:



Campfire Circle Amphitheater looking northwest (Reed 2014).



Courtyard walls at the Campfire Amphitheater looking east (Reed 2014).



Comfort Station looking northwest (Reed 2014).



Oregon Trail Museum-Visitors Center (Reed 2014).



Residence #1 looking northwest (Reed 2014).



Mission 66 Residence looking north (Reed 2014).



Utility/Maintenance Building looking west (Reed 2014).

Circulation

The primary circulation route through the National Monument is County Highway "Old Oregon Trail," formerly known as State Highway 92, which follows the approximate path of the Oregon Trail from the southeast to the northwest corners of the Monument. In fact, the highway obliterates traces of the historic trail as it passes near the Headquarters Area. During the 1940's, federal work programs expanded and graded the highway within the Monument boundaries. The National Park Service has issued a Special Use Permit to the Department of Transportation for maintaining the highway.

The circulation system at Scotts Bluff, including the entry road, Summit Road and parking lot, trails, and sidewalks. The circulation is aligned with existing topography and emphasizes views of the surrounding landscape, an approach often found in CCC-era designs (McClelland, 1,3).

The "Zigzag" Trail, located at the eastern side of Scotts Bluff, was constructed by local communities and the Boy Scouts of America in the 1920's. Following the discovery in 1933 that the trail and adjacent picnic areas and parking lot were not within the official Monument boundaries, use of these facilities was discouraged, and attempts were made to shift visitor use

to the Mitchell Pass area. The "Zigzag" Trail was officially closed in 1953.

Currently, pedestrian circulation within the Monument is accommodated via a series of footpaths to the Oregon Trail ruts and to and on the Scotts Bluff summit. The initial layout of the trail system has been slightly altered since the CCC-era, primarily at trailheads. The entrance to Saddle Rock trail near the amphitheater and at the Summit parking lot have both been relocated. Overall, the remainder of the pedestrian circulation system possesses high integrity. The paths were laid out in response to existing topography, with the spatial character of and views from the trail created by vegetation. The entire system has been slightly altered due to changes in surfacing materials, which occurred in the 1950's and 1980's. At present, the Saddle Rock Trail and the Summit Trails are surfaced with chip and seal. The trail to the Oregon Trail ruts is a concrete sidewalk from the parking lot to Mitchell Pass. During especially muddy periods, boardwalks are placed near wayside exhibits. As part of the 1989 DSC plan, the sidewalk directly south of the Visitor Center was realigned; as a result, its integrity as part of the CCC-era design has been obliterated.

Vehicular access to the summit is limited to the paved Summit Road, which connects the Headquarters area to the Summit parking lot. Both circulation systems date from the CCC-era development; the road was first paved in 1953. Minor changes include resurfacing and realignment of the entrance to the Saddle Rock Trail. The parking lot was enlarged and paved during the 1940's, and the Visitor Center parking lot was altered and an employee parking lot was added in 1989 as part of a DSC design. The original CCC-era design for the Headquarters Area has been softened by the 1989-90 DSC redesign; the strong symmetry and overwhelming scale of the visitor parking area was altered, resulting in a smaller, curvilinear parking lot buffered by low berms planted with native vegetation.

Three tunnels along the Summit Road were planned to provide visitors with access to the Scotts Bluff summit. They have required a relatively high level of maintenance due to frequent rockslides. Maintenance efforts have primarily included resurfacing the tunnels with "shotcrete," which is painted to resemble the surrounding rock. The Summit Road features poured concrete guardrails reflecting the architectural style of the Headquarter area's buildings.

An additional circulation system found within the Monument is the Union Pacific Railroad which was laid in the early 1900's to transport crops raised by area farmers. Currently, railroad transport is almost exclusively Wyoming Coal.

Character-defining Features:

Feature: Employee Parking Lot

Feature Identification Number: 106729

Type of Feature Contribution: Non contributing – compatible

Feature: Headquarters Area Circulation (Administration Office)

Feature Identification Number: 106730

Scotts Bluff National Monument
Scotts Bluff National Monument

Type of Feature Contribution:	Contributing
IDLCS Number:	70072
LCS Structure Name:	Museum Complex Sidewalks
LCS Structure Number:	HS-06
Feature:	Highway 92
Feature Identification Number:	106732
Type of Feature Contribution:	Non contributing – compatible
Feature:	North Overlook Trail/Observation Point
Feature Identification Number:	106733
Type of Feature Contribution:	Contributing
IDLCS Number:	70078
LCS Structure Name:	North Observation Point Retaining Wall
LCS Structure Number:	HS-12
Feature:	Oregon Trail Ruts
Feature Identification Number:	106734
Type of Feature Contribution:	Contributing
LCS Structure Name:	California Road At Mitchell Pass
LCS Structure Number:	HS-01
Feature:	Saddle Rock Trail
Feature Identification Number:	106735
Type of Feature Contribution:	Contributing
IDLCS Number:	70075
LCS Structure Name:	Saddle Rock Trail
LCS Structure Number:	HS-09
Feature:	South Overlook Trail
Feature Identification Number:	106736
Type of Feature Contribution:	Non contributing – compatible
Feature:	Summit Parking Lot
Feature Identification Number:	106737

Scotts Bluff National Monument
Scotts Bluff National Monument

Type of Feature Contribution:	Contributing
IDLCS Number:	70073
LCS Structure Name:	Summit Road And Parking Lot
LCS Structure Number:	HS-07
Feature: Summit Road	
Feature Identification Number:	106738
Type of Feature Contribution:	Contributing
IDLCS Number:	70073
LCS Structure Name:	Summit Road And Parking Lot
LCS Structure Number:	HS-07
Feature: Union Pacific Railroad	
Feature Identification Number:	106739
Type of Feature Contribution:	Non contributing – compatible
Feature: Visitor Center and Employee Parking Lots	
Feature Identification Number:	106740
Type of Feature Contribution:	Non contributing – compatible
Feature: Zigzag trail	
Feature Identification Number:	106742
Type of Feature Contribution:	Contributing
LCS Structure Name:	Scout Trail
LCS Structure Number:	HS-18
Feature: Bike Trail	
Feature Identification Number:	170890
Type of Feature Contribution:	Non contributing – compatible
Feature: Summit Road Tunnel 1	
Feature Identification Number:	170898
Type of Feature Contribution:	Contributing
IDLCS Number:	943050
LCS Structure Name:	Summit Road Tunnel 1

LCS Structure Number: HS-08a

Feature: Summit Road Tunnel 2

Feature Identification Number: 170900

Type of Feature Contribution: Contributing

IDLCS Number: 943176

LCS Structure Name: Summit Road Tunnel 2

LCS Structure Number: HS-08b

Feature: Summit Road Tunnel 3

Feature Identification Number: 170902

Type of Feature Contribution: Contributing

IDLCS Number: 70074

LCS Structure Name: Summit Road Tunnel 3

LCS Structure Number: HS-08

Feature: Pedestrian Tunnel-Saddle Rock Trail

Feature Identification Number: 170904

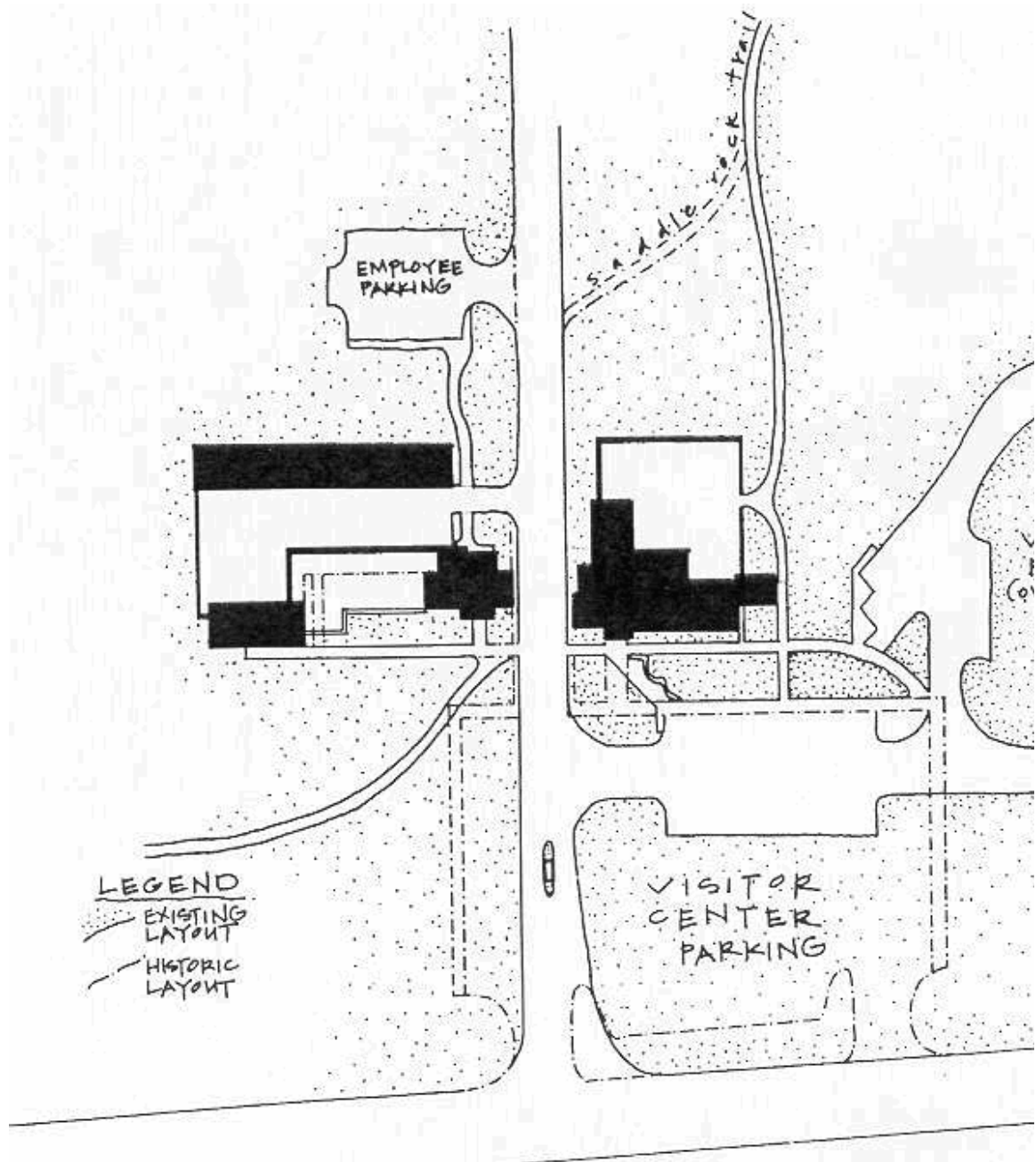
Type of Feature Contribution: Contributing

IDLCS Number: 1015719

LCS Structure Name: Pedestrian Tunnel-Saddle Rock Trail

LCS Structure Number: HS-23

Landscape Characteristic Graphics:



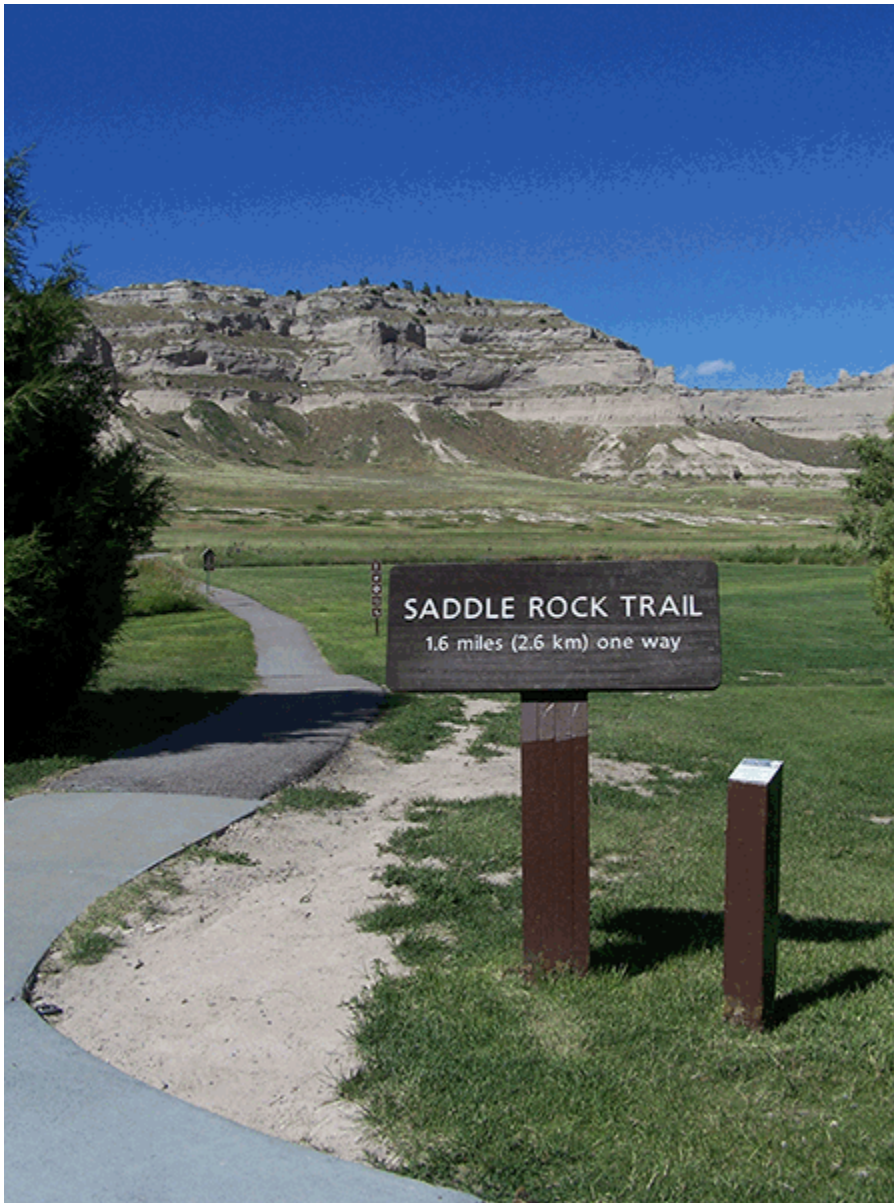
Circulation/parking map, 1995



Sidewalks at Residence #1 and the Mission 66 Residence looking west (Reed 2014).



North Overlook Point looking northwest (Reed 2014).



Saddle Rock Trail looking north (Reed 2014).



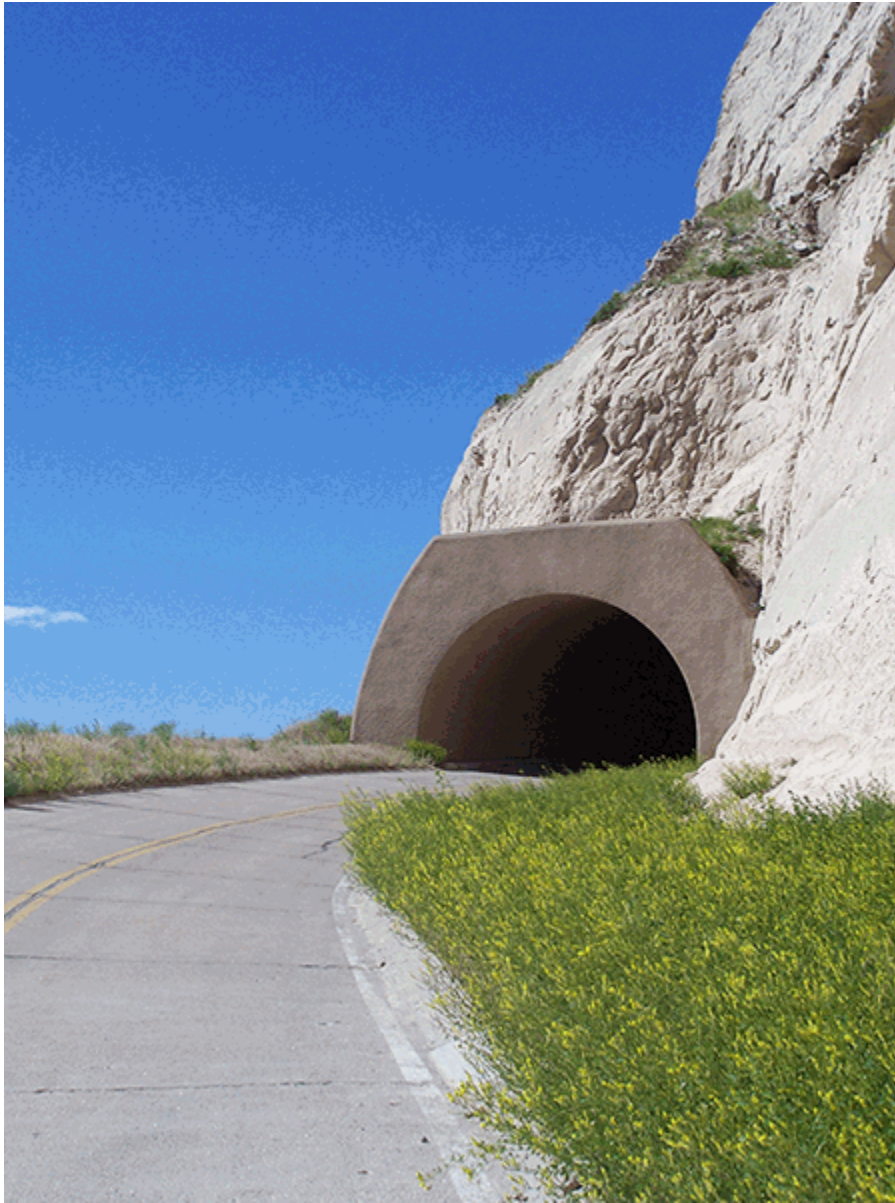
Summit Parking Lot looking southwest (Reed 2014).



Saddle Rock Trail Pedestrian Tunnel looking northeast (Reed 2014).



Summit Road Tunnel 1 looking south (Reed 2014).



Summit Road Tunnel 2 looking north (Reed 2014).



Summit Road Tunnel 3 looking north (Reed 2014).

Cluster Arrangement

The Headquarters Area features several clustered structures and use areas. The five buildings are arranged in a geometric pattern, forming "a series of overlapping rectilinear spaces and forms oriented parallel to the highway with an axial focus on Scotts Bluff and beyond. The buildings, in addition to being rendered in a picturesque style. . . form a transitional gateway" (Harlow, n.p.). Two large exterior use areas, the amphitheater and utility/maintenance yard are enclosed by adobe walls. An outdoor domestic space between the administrative office and residence is formed by a non-contributing board on board fence. The dense cluster of buildings and exterior use areas are connected by a series of sidewalks.

Character-defining Features:

Feature Identification Number: 106743
Type of Feature Contribution: Undetermined

Cultural Traditions

Archeological surveys have unearthed physical evidence of human use from both the prehistoric and historic periods: "stone artifacts found here indicate that man has inhabited the area for more than 10,000 years. Robert Stuart and his companions in 1812-13, carrying dispatches to Jacob Astor from his new fur trading post in Oregon, were the first white men to see Scotts Bluff. At that time the area was a favorite bison hunting ground of the Sioux, Cheyenne, and Arapaho Indian tribes"(Rise).

The Mormon Trail also passed through the Scotts Bluff area, but outside the Monument boundaries. It followed the northern shore of the North Platte River, parallel to the Oregon Trail until its southward swing through Robidoux Pass, and later, Mitchell pass. West of Mitchell Pass, it again followed the same path to Fort Bridger, Utah.

Character-defining Features:

Feature Identification Number: 106744
Type of Feature Contribution: Undetermined

Land Use

Predominant land use in the 19th century was the westward migration along the Oregon Trail. Physical indicators of this period include trail ruts, archeological deposits, and rock carvings left by the travelers. Today, the county highway follows the former route of the Oregon Trail, continuing the use of Mitchell Pass as a transportation corridor. Unfortunately, evidence of the trail has been obliterated by the highway in several location within the monument. Since 1912, the area has been federally owned, with unrestricted public access. The facilities continue to meet the demands of increased visitation, although administrative space is limited.

Other land use areas include the Union Pacific Railroad, Gering Irrigation Canal, Central Canal and the Gering-Fort Laramie Lateral which exemplify the westward expansion of the industrial technology and adaptation of the plains landscape for agriculture.

Character-defining Features:

Feature Identification Number: 106745
Type of Feature Contribution: Undetermined

Natural Systems and Features

Response to the Natural Environment

Mitchell Pass evolved as a major route on the Overland Trail, or the "Oregon-California Road."

The trail initially followed the southern shore of the North Platte River, making a wide southward swing as it approached Scotts Bluff to avoid the rugged badlands that lie between the river and the bluff. Prior to 1852, emigrants utilized Robidoux Pass to trek through the Wildcat Hills, as the terrain in the Mitchell Pass area was also too treacherous for wagon travel. In that same year, they were able to widen a path through Mitchell Pass; from that point until approximately 1869, this served as a significant passage along, the trail.

The geometric arrangement of the Headquarters Area contrasts with the overall designed landscape, such as the trails and Summit Road and parking lot, which are curved in response to the site topography. Typically, designed landscapes from this period complimented the natural setting of individual parks, a trend represented at Scotts Bluff where the buildings are horizontally oriented and covered in buff-colored stucco. As a result, they compliment, rather than detract from the dramatic topography that forms a backdrop for the development. The small, tightly clustered arrangement also prevents them from interfering with views from the Summit.

Plantings in the Headquarters Area primarily utilize native species, an approach that typifies the CCC design style. Many trees and shrubs have survived from the CCC-era planting plan, including juniper, Ponderosa Pine, currant, and plum. The majority of foundation plantings from that era did not survive, those that do exist were planted as part of the 1989 DSC design. Summit plantings consisted of native species as well and were arranged in clusters for a natural appearance and to frame views of the surrounding landscape.

Character-defining Features:

Feature Identification Number:	106746
Type of Feature Contribution:	Undetermined

Small Scale Features

These features range from the Oregon Trail ruts, rock carvings left by travelers in Mitchell Pass, features associated with Mitchell Pass' use as a transportation corridor, such as Scotts Spring, to those in the Monument development areas, including the Hiram Scott Memorial Arch and Plaque, interpretive exhibits and trail markers, and the Monument entrance sign. The CCC/WPA and Mission 66 era features are similar in character; they utilize adobe, wood and concrete and complement the larger built features.

Character-defining Features:

Feature:	Contemporary Benches and Fences
Feature Identification Number:	106747
Feature:	DSC Specified Site Furnishings
Feature Identification Number:	106748
Type of Feature Contribution:	Non contributing – compatible

Feature: Entrance Kiosk

Feature Identification Number: 106749

Type of Feature Contribution: Non contributing – compatible

Feature: National Monument Entrance Markers

Feature Identification Number: 106750

Type of Feature Contribution: Contributing

IDLCS Number: 70079

LCS Structure Name: NATIONAL MONUMENT ENTRANCE
MARKERS

LCS Structure Number: HS-13

Feature: Hiram Scott Memorial Arch Ruin

Feature Identification Number: 106751

Type of Feature Contribution: Contributing

IDLCS Number: 70083

LCS Structure Name: SCOTT, HIRAM, MEMORIAL ARCH RUIN

LCS Structure Number: HS-17

Feature: North Observation Point Marker

Feature Identification Number: 106752

Type of Feature Contribution: Contributing

IDLCS Number: 70077

LCS Structure Name: NORTH OBSERVATION POINT MARKER

LCS Structure Number: HS-11

Feature: Pony Express Centennial Marker

Feature Identification Number: 106753

Type of Feature Contribution: Contributing

IDLCS Number: 70081

LCS Structure Name: Pony Express Centennial Marker

LCS Structure Number: HS-15

Feature: Saddle Rock Trail Museum Signposts (3)

Feature Identification Number: 106754

Type of Feature Contribution:	Contributing
IDLCS Number:	70076
LCS Structure Name:	SADDLE ROCK TRAIL MUSEUM SIGNPOSTS (3)
LCS Structure Number:	HS-10
Feature: Rebecca Winters Memorial Bench	
Feature Identification Number:	171134
Type of Feature Contribution:	Non contributing – compatible
IDLCS Number:	1006805
LCS Structure Name:	Rebecca Winters Memorial Bench
LCS Structure Number:	HS-21
Feature: Albert L. Mathers Memorial Bench	
Feature Identification Number:	171136
Type of Feature Contribution:	Non contributing – compatible
IDLCS Number:	1006815
LCS Structure Name:	Albert L. Mathers Memorial Bench
LCS Structure Number:	HS-19
Feature: Scotts Bluff Time Capsule	
Feature Identification Number:	171138
Type of Feature Contribution:	Non contributing – compatible
IDLCS Number:	1006825
LCS Structure Name:	Scotts Bluff Time Capsule
LCS Structure Number:	HS-20
Feature: Hiram Scott Memorial	
Feature Identification Number:	171140
Type of Feature Contribution:	Contributing
IDLCS Number:	101265
LCS Structure Name:	Scott Memorial
LCS Structure Number:	HS-14

Scotts Bluff National Monument
Scotts Bluff National Monument

Feature: Oregon Trail/California Road Marker
Feature Identification Number: 171156
Type of Feature Contribution: Contributing
IDLCS Number: 5078
LCS Structure Name: Oregon/California Road & Marker At Mitchell Pass
LCS Structure Number: HS-01

Landscape Characteristic Graphics:



Scotts Bluff National Monument Entrance Signs looking West (Reed 2014).



Hiram Scott Memorial Arch Ruins (Reed 2014).



North Observation Point Marker (Reed 2014).



Pony Express Memorial looking north (Reed 2014).



Saddle Rock Trail Museum Post (Reed 2014).



Hiram Scott Plaque (Reed 2014).

Spatial Organization

Currently, development at Scotts Bluff National Monument is concentrated at the southeastern base of Scotts Bluff. Developments include five buildings, a maintenance yard, amphitheater, a circulation system consisting of roads, trails, and two parking lots, and a road leading to the summit, which features the Summit Parking Lot and several trails. Throughout the Monument, trails connect site developments and allow visitors to read wayside exhibits and enjoy the diverse views of and from the bluff.

The buildings and exterior courtyards at the Headquarters Area are geometrically arranged as

a series of interlocking rectangles. The Summit Road bisects the administrative, maintenance, and residential areas from visitor use areas. The Headquarters Area exhibits a more manicured appearance than the remainder of the Monument, due to the maintained turf surrounding the buildings, and the relatively dense tree and shrub vegetation. This contrasts with the larger landscape context of the Monument, which has an open plains character consisting of rugged topography and native and reconstructed short-grass prairie.

Character-defining Features:

Feature Identification Number:	91813
Type of Feature Contribution:	Undetermined

Topography

The rugged topography that dominates Scotts Bluff National Monument is the result of thousands of years of erosion of the ancient High Plains. The bluffs themselves consist of deposits of soft volcanic ash and dust. They have been protected from total erosion by caps of calcium carbonate. Once the caps are removed, the layers of silted material wear quickly from the forces of wind and rain.

The landforms associated with the National Monument provided significant visual and psychological landmarks for the early westward travelers. The emigrant's diaries contain numerous entries describing Chimney Rock and the bluffs as a sign that the long journey over the flat, desolate plains was almost complete. The historical significance and dramatic topography of Scotts Bluff were the primary reasons the area was proclaimed a National Monument by Woodrow Wilson in 1919. Later, NPS landscape architects and Civilian Conservation Corps workers took further inspiration from the site in order to arrange the roads and trails that allowed visitors access to the summit. Another site of early Monument development was Scotts Spring, which was piped for visitor use, but is not presently considered a historic resource.

Character-defining Features:

Feature:	Badlands Area
Feature Identification Number:	96749
Type of Feature Contribution:	Contributing
Feature:	Dome Rock
Feature Identification Number:	96750
Type of Feature Contribution:	Contributing
Feature:	Mitchell Pass
Feature Identification Number:	96751
Type of Feature Contribution:	Contributing

Feature: Scotts Bluff
Feature Identification Number: 96752
Type of Feature Contribution: Contributing

Feature: South Bluff
Feature Identification Number: 96753
Type of Feature Contribution: Contributing

Feature: Scotts Spring
Feature Identification Number: 171142
Type of Feature Contribution: Contributing

Feature: Eagle Rock
Feature Identification Number: 171144
Type of Feature Contribution: Contributing

Feature: Saddle Rock
Feature Identification Number: 171146
Type of Feature Contribution: Contributing

Feature: Sentinel Rock
Feature Identification Number: 171152
Type of Feature Contribution: Contributing

Feature: Crown Rock
Feature Identification Number: 171154
Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Badland Region at Scotts Bluff (NPS 2010).



Dome Rock looking southeast (Reed 2014).



Mitchell Pass looking east (Reed 2014).



Eagle Rock looking northwest (Reed 2014).



Saddle Rock looking east (NPS 2010).



South Bluff looking south (Young 2014).



Sentinel Rock in background with Entrance Station in foreground looking southwest (Young 2014).



Crown Rock looking south (Reed 2014).

Vegetation

The developed areas of Scotts Bluff National Monument feature vegetation indicative of the surrounding prairie landscape, including Ponderosa Pine, Rocky Mountain Juniper, several varieties of currants, wild rose, and symphocarpos. These plants were first introduced in the Headquarters area with the CCC-era design. Although a portion of the historic plant material is not extant, the overall plant palette has not changed and retains medium to high integrity. Proposed trees such as plum and cottonwood did not survive, and were replaced by NPS maintenance crews. Contemporary foundation plantings in this area date from the DSC redesign.

Although incremental changes have affected the historic integrity of the Headquarters Area planting plan; the overall Monument development landscape is largely intact. Unavoidable changes such as maturing vegetation has resulted in a more lush appearance that is further emphasized by the maintained turf that immediately surrounds the structures. Although turf has been present in this area for at least 50 years, early photographs (ca. 1930's) feature a roughly textured groundcover that was not carefully maintained with young native shrubs and trees scattered throughout the area.

Vegetation related to the summit development typifies the CCC approach to planting: clusters of native evergreen and deciduous species planted to appear "unintentional." Trails and vegetation were manipulated to maximize views and reinforce the "natural" appearance. (Ibid.) A 1948 "Summit Development Plan" proposed planting native coniferous plant materials for this area and includes a "General Planting Note: Proposed planting as indicated to be Native Pine and Yucca."

The 1943 CCC planting plan for the Headquarters Area proposed the following type and number of woody vegetative species:

SPECIES-EXISTING-PROPOSED

Cottonwood-8-0
Ponderosa Pine-8-24
Eastern Red Cedar/Juniper-9-1
Western Poplar-0-1
Wild Plum-1-54
Wild Rose-N/A-123
Squaw Currant-N/A-91
Indian Currant-N/A-112
Skunk Bush (sumac)-N/A-32
Soapweed (yucca)-N/A-128
Buffalo Berry-N/A-32
Mountain Mahogany-N/A-80
Virginia Creeper-N/A-15

The CCC plan also proposes a variety of native plant species for the summit. (1948 planting plan) This mix remains in both areas, although the exact type and number of species has changed over time.

Additional planting efforts have taken place, perhaps the most extensive as part of the Soil and Moisture Conservation Plan from 1949 through 1956. The Monument obtained and planted trees and shrubs throughout the Monument and seeded exposed slopes with grass seed to protect the fragile soil from wind and water erosion. The woody species planted during this effort, included *Juniperus scopulorum* and Ponderosa Pine (*Pinus ponderosa*).

In 1972, the Resource Management Plan called for resource managers to initiate an aggressive restoration program based on available knowledge of vegetation during the historic period 1860's. The restoration program has evolved into a Monument-wide Vegetation Management Plan that is currently on review. The extant native plant communities include three major associations: Wheatgrass-Needlegrass prairie, found on less eroded summits and on gently sloping terraces at lower elevations: Ponderosa Pine-Rocky Mountain Juniper with an understory of Western Wheatgrass, Blue Grama, and Needle and Thread on the summit and

steep, sheltered slopes; and a mixture of shrubby and herbaceous plants that have been designated Sage-Bluestem prairie, found on the remaining slopes. (Resource Management Plan, 6)

Currently, several Ponderosa Pines (*Pinus ponderosa*) in the Headquarters Area are dying. The Ips Calligraphus, commonly known as Engraver Beetles, Ips Engraver Beetles and Pine Engravers, are to blame. Age, overwatering and soil compaction probably weaken the trees and made them susceptible to the beetles. Several of these trees were proposed as part of the CCC-era planting plan, or were planted in place of other trees proposed in the plan.

Character-defining Features:

Feature: DSC Planting Plan Materials

Feature Identification Number: 96754

Type of Feature Contribution: Non-Contributing

Feature: Intact Prairie/Native Vegetation

Feature Identification Number: 96755

Type of Feature Contribution: Contributing

Feature: Plantings at Headquarters Area

Feature Identification Number: 96756

Type of Feature Contribution: Contributing

Feature: Plantings at Summit

Feature Identification Number: 96757

Type of Feature Contribution: Contributing

Views and Vistas

Following construction of the Summit Road and trails in the 1930's, visitors were afforded easy access to the summit, where they enjoyed the striking views of the plains and badlands landscape surrounding the bluff. Development of the adjacent communities of Scottsbluff and Gering has grown closer to the Monument boundaries in recent years, negatively impacting scenic views from the summit to Chimney Rock and other formations located to the east. In comparison, views from the summit to the west, south, and north have not dramatically changed. They feature views of agricultural and ranching operations, the adjacent hilly topography of the Wildcat Hills, and specifically, Laramie Peak to the west, and the Union Pacific Railroad and Gering Canal to the north. Historically, Scotts Bluff and the adjacent geologic formations were significant landmarks for travelers passing from east to west along the Oregon Trail. The psychological importance of these landscape features has been well documented in personal journals of the travelers and by contemporary historians. The path of County Highway "Old Oregon Trail" approaching and within the National Monument

approximates the route of the Oregon Trail. Thus, views from this contemporary road corridor to Mitchell Pass and through the bluffs are similar to those experienced by the emigrants as this viewshed has been minimally impacted.

Character-defining Features:

Feature Identification Number: 96758

Type of Feature Contribution: Undetermined

Landscape Characteristic Graphics:



View of zig zag trail and bluffs, date unknown.

Condition

Condition Assessment and Impacts

Condition Assessment: Good
Assessment Date: 11/13/2014

Condition Assessment Explanatory Narrative:

Condition is unchanged from 2011.

Condition Assessment: Good
Assessment Date: 09/16/2011

Condition Assessment Explanatory Narrative:

Condition unchanged

Condition Assessment: Good
Assessment Date: 05/25/2005

Condition Assessment Explanatory Narrative:

Condition verification 2005

Condition Assessment: Good
Assessment Date: 09/30/1998

Condition Assessment Explanatory Narrative:

Park Superintendent concurred on condition and management category.

Stabilization Measures:

The landscape is in good condition and does not require stabilization.

Impacts

Type of Impact: Adjacent Lands
External or Internal: External
Impact Description: Adjacent development impacts views to and from the National Monument.

Type of Impact: Impending Development
External or Internal: External
Impact Description: Expanding suburban development from Scottsbluff and Gering is ahd has encroached upon the Monument. Sprawl from Gering is currently on the eastern boundary of the monument. Scottsbluff,

to the north of the monument, continues to expand. However, the viewshed from the northern boundary if "buffered" by distance and the North Platte River. Development in both towns have impacted the setting of the Monument.

Type of Impact: Operations On Site
External or Internal: Internal
Impact Description: Incremental changes in the historic materials and the method of construction could impact the integrity of the site.

Stabilization Costs

Landscape Stabilization Cost: 0.00
Cost Date: 09/30/2002
Level of Estimate: C - Similar Facilities
Cost Estimator: Regional Office

Landscape Stabilization Cost Explanatory Description:

Since the Landscape is in good condition no stabilization is required.

Treatment

Treatment

Approved Treatment: Undetermined

Approved Treatment Costs

Landscape Approved Treatment Cost Explanatory Description:

Reliable cost data for the LCS is unavailable.

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Citation Title: Partial Draft: Scotts Bluff National Monument, Vegetation
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- Year of Publication:** 2009
- Citation Publisher:** Arcadia Publishing
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Citation Author:	Tate, Michael L.
Citation Title:	Indians and Emigrants: Encounters on the Overland Trail
Year of Publication:	2006
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Supplemental Information

Title: Not applicable