

PH0037893

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	Idaho
COUNTY:	Power
FOR NPS USE ONLY	
ENTRY DATE	JUN 7 1974

## 1. NAME

COMMON:

Oregon Trail Historic District (Register Rock Area)

AND/OR HISTORIC:

## 2. LOCATION

STREET AND NUMBER:

West of American Falls

CITY OR TOWN: Section 26, T9S, R28E and  
Sections 28-29, 32-33, T8S, R30E

CONGRESSIONAL DISTRICT:

District #2

STATE

Idaho

American Falls vicinity

CODE

16

COUNTY:

Power

CODE

077

## 3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input checked="" type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____
Comments _____ _____			

## 4. OWNER OF PROPERTY

OWNER'S NAME:

State of Idaho Highway and Land Departments; Gottfried Hoffmiester

STREET AND NUMBER:

CITY OR TOWN:

Boise; American Falls

STATE:

Idaho

CODE

16

## 5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:

Power County Courthouse

STREET AND NUMBER:

CITY OR TOWN:

American Falls

STATE

Idaho

CODE

16

## 6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

none

DATE OF SURVEY:

☐ Federal☐ State☒ County☐ Local

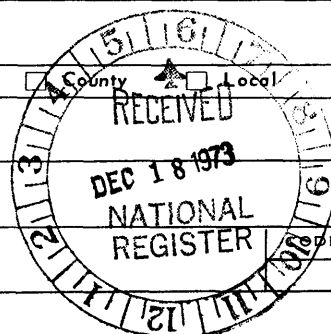
DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

SEE INSTRUCTIONS



STATE:	Idaho
COUNTY:	Power
ENTRY NUMBER	
DATE	JUN 7 1974

FOR NPS USE ONLY

## 7. DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

This historic district includes two segments of unaltered (except for natural erosion) Oregon Trail in the Register Rock area. One of these, east of Register Rock, extends for about a mile. Here the trail winds down into a ravine where emigrant wagons had difficulty in crossing. Here on August 9, 1862, an Iowa City emigrant party was ambushed in a natural trap. Another fight took place the same day a mile farther back, but both parties were relieved by other emigrant trains which came along. By the time the emigrants got through an unsuccessful attempt at retaliation, August 10, they had lost nine members of their combined train. The other section of trail, ascending a grade out of Snake river shoreland west of Bonanza Bar, includes a gully used by early emigrants and a small ridge covered with tracks where wagons encountered difficulty getting up a hill. On the side of the ridge, a grade identified as a construction project of the Lander road (the Fort Kearney, South Pass, and Honey Lake Wagon road) gave easier access to emigrants who came after 1859.

The western segment is a triangle containing 13.26 acres more or less, described as follows:

Commencing at the North  $\frac{1}{4}$  corner of Section 26, Township 9 South, Range 28 East, Boise Meridian; thence S.  $12^{\circ}38'45''$  (Idaho Plane Coordinate System) W. 1276.12 feet to a U. S. Government triangulation station identified as Ida. 15W-9; thence S.  $80^{\circ}33'09''$  E. 636.32 feet to a point located 200 feet southerly from centerline of U. S. 30N Project F.I. 1024 (2) highway survey; thence S.  $89^{\circ}42'13''$  E. 115.90 feet to a point highway R/W marker located 250 feet southerly from centerline of said highway 30N Project F.I. 1024 (2) highway survey and being opposite Station 271+82.76 and being the REAL POINT OF BEGINNING; thence running N.  $64^{\circ}46'04''$  E. 1864.08 feet to a corner, thence S.  $23^{\circ}59'48''$  W. 315.15 feet; thence S.  $6^{\circ}44'35''$  W. 518.68 feet to an iron pin in said fence line; thence N.  $89^{\circ}40'28''$  W. 1497.16 feet to the REAL POINT OF BEGINNING.

The other segment has the following description:

Commencing at the section corner 29, 28, 32, 33: T. 8 S., R. 30 E., Boise Meridian; thence S.  $00^{\circ}28'13''$  W. 81.02 feet to the centerline of the eastbound lane, station 788+82.13; thence S.  $48^{\circ}57'05''$  W. on said centerline 1721.67 feet; thence S.  $00^{\circ}13'00''$  W. 133.04 feet to the REAL PLACE OF BEGINNING; continuing S.  $00^{\circ}13'00''$  W. 269.67 feet, thence N.  $51^{\circ}54'14''$  E. 1809.16 feet, thence N.  $75^{\circ}05'50''$  E. 470.57 feet; thence S.  $75^{\circ}07'43''$  E. 478.39 feet; thence S.  $77^{\circ}09'22''$  E. 124.42 feet; thence N.  $48^{\circ}57'05''$  E. 673.93 feet; thence S.  $87^{\circ}05'13''$  E. 820.83 feet; thence N.  $16^{\circ}25'45''$  E. 296.07 feet; thence N.  $3^{\circ}35'56''$  W. 200.64 feet; thence N.  $3^{\circ}13'41''$  W. 1228.52 feet; thence N.  $2^{\circ}12'36''$  E. 240.22 feet; thence southwesterly along a curve having

continued

SEE INSTRUCTIONS

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

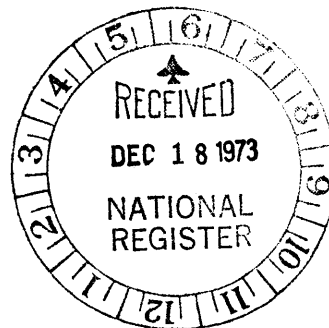
(Continuation Sheet)

STATE Idaho	
COUNTY Power	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUN 7 1974

(Number all entries)

7. OREGON TRAIL HISTORIC DISTRICT (REGISTER ROCK AREA)

a radius of 18,958.61 feet, a distance of 1581.61 feet to a point that bears S.  $41^{\circ}02'55''$  E. 140 feet from the proposed centerline of the eastbound lane of Project I-15W-4(21)97, station 804+39.98; thence S.  $43^{\circ}54'31''$  W. 341.30 feet to a point in a line parallel with and 170.0 feet southwesterly from the centerline and opposite station 801+00 of said E.B.L.; thence S.  $48^{\circ}57'05''$  W. along said parallel line 100.0 feet; thence S.  $65^{\circ}39'02''$  W. 208.81 feet to a point in a line parallel with and 110.0 feet southeasterly from the centerline and opposite station 798+00 of said last E.B.L.; thence S.  $48^{\circ}57'05''$  W. along said last parallel line 900.0 feet; thence S.  $13^{\circ}57'34''$  W. 122.07 feet to a point in a line parallel with and 180.0 feet southeasterly from the centerline and opposite station 788+00 of said last E.B.L.; thence S.  $48^{\circ}57'05''$  W. along said last parallel line 500 feet to a point opposite station 783+00; thence S.  $70^{\circ}45'10''$  W. 215.41 feet to a point opposite and 100 feet from E.B.L., station 781+00; thence S.  $48^{\circ}57'05''$  W. parallel with and 100 feet south of the E.B.L. and 1027.29 feet to the REAL PLACE OF BEGINNING.



# 6. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- |  |                                       |  |                                       |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century            | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century  | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century |                                       |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |   |   |  |  |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal     | <input type="checkbox"/> Education              | <input type="checkbox"/> Political                 | <input type="checkbox"/> Urban Planning        |
| <input type="checkbox"/> Prehistoric    | <input type="checkbox"/> Engineering            | <input type="checkbox"/> Religion/Philosophy       | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic       | <input type="checkbox"/> Industry               | <input type="checkbox"/> Science                   | _____  |
| <input type="checkbox"/> Agriculture    | <input type="checkbox"/> Invention              | <input type="checkbox"/> Sculpture                 | _____  |
| <input type="checkbox"/> Architecture   | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian       | _____  |
| <input type="checkbox"/> Art            | <input type="checkbox"/> Literature             | <input type="checkbox"/> Theater                   | _____  |
| <input type="checkbox"/> Commerce       | <input type="checkbox"/> Military               | <input checked="" type="checkbox"/> Transportation | _____  |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music                  |  |  |
| <input type="checkbox"/> Conservation   |   |  |  |

STATEMENT OF SIGNIFICANCE

Both the Oregon Trail and the original California Trail came near Snake River through this historic district, and F. W. Lander's work on the California route (which came back into use for California traffic after his improvements were made) also can be seen in the western segment. Undisturbed traces of these trails along Snake River are not common, and this district includes two of the best available examples. They are located in a state park area, where the Oregon Trail is interpreted for large numbers of visitors who come along the interstate highway that follows this old route.



SEE INSTRUCTIONS

