

**Comment:** I would very much like to see a development plan for even this short section of the John Wayne Trail finally approved. Having ridden from Rock Lake to Plummer on a bike, I am convinced this trail is an incredible state asset with lots of potential for development and enjoyable use. I would also hope that the private property issues at Rock Lake can be worked out, as the stretch along the lake is without a doubt, the most scenic stretch east of the Columbia. I would say the highest priority is to resolve the trespass issues with fencing and signs. Then the surface needs to be improved, since the current surface is the main reason it sees so little use. Then improved parking would be the next priority. With more use and more eyes along the trail, trespass issues should decrease, just as they generally have done on other public trail systems. A Friends Group made up of regular trail users will be a big help as well, both in decreasing abuse and for raising money for continued maintenance and improvements. Once more people start using the trail, it will be much easier to get grants for the bigger projects like the bridge repairs. The money is definitely out there for this project. It's just a matter of generating momentum and excitement. So I am very supportive of the proposed plan for the eastern 34 mile segment. The trailhead locations are good and the long term plan is doable. Thank you.

**Comment:** Thank you very much for responding to my voice mails and for letting me know that at least you had received my comment to the Draft Iron Horse Palouse Planning Document Amendment to the master Plan.

I really wish I could have been able to submit my comment prior to the Feb. 10<sup>th</sup> deadline, however, I had to urgently drop everything I was doing and provide a lot of information to Idaho State Parks and Rec. about the said 4.5 mile segment of the 9 mile Milwaukee Road Corridor being for sale immediately as explained in my previous emails to you. Thank you very much for making copies of my comments for the WA State Parks

Commissioners at their March 27<sup>th</sup> meeting. I am sorry you had to go to the trouble of making copies of my comments, just because I was late submitting them.

Thanks for sending me your current mailing address. I would like to mail you a huge, almost full page article in *Whitman County Gazette*, Thursday, March 6, 2014, page 10A, entitled "**Plan for John Wayne Trail headed for state parks board.**"

I have subscribed to this newspaper since 1999. the Editor is very supportive of work on the JWPT and my efforts to connect it to the Trail of the Coeur d' Alenes. He has talked to me several times and written articles about my work and meetings I have had with the Coeur d' Alene Tribe. He is very good about stating facts accurately. He most likely wrote the article I will mail to you, since the author or reporter wasn't noted. I gave two copies of the article to Redacted. Do you already subscribe to the *Whitman County Gazette*? If not, it is well worth the annual \$30 cost for it to be mailed out of the area, it is a weekly newspaper.

Redacted from our JWPW&R, whom you know already, will be attending the March 27<sup>th</sup> meeting in Chehalis. Since this is important meeting, I would like to attend also if possible.

According to the WA State Parks Commission website, it doesn't look like the agenda for the meeting which is from 9am -5pm, will be available until one week prior to that date.

Do you know how to access the state web site for the plan that lists letters and comments on the plan, as mentioned in the *Whitman County Gazette* article? I was not able to find it, however, often I am not very efficient at finding things on websites and will have to search again.

**Comment:** I am forwarding this email to you, in case [IronHorse.palouseplanning@parks.wa.gov](mailto:IronHorse.palouseplanning@parks.wa.gov) wasn't the correct email to submit our comments to the Draft Planning Doc. Amendment.

Today, I received the Thursday, March 6, 2014 issue of the *Whitman County Gazette*, I have subscribed to since 1999. On page 10A, there was a huge, ¾ page article entitled, "**Plan for John Wayne Trail headed for state parks board.**"

I don't know if you have access to this newspaper or not and I would like to photo copy the article and mail it to you, however, I don't know your mailing address.

I will try to telephone you or others so I can find out your mailing address.

I am very sorry my comments to the Draft Iron Horse Palouse Planning document Amendment to the Master Plan are being sent so late, well past the Feb. 10<sup>th</sup> deadline.

Two things caused my delay: 1.) you had requested some background information about my work on connecting our JWPT to the Trail of the Coeur d' Alenes which is attached above; and 2.) because of the mention that trail planning and development between Tekoa Trailhead and the Idaho border should be coordinated with development of the 10-mile gap on the former Milwaukee RR Corridor between Idaho and the beginning of the existing 72-mile Trail of the Coeur d' Alenes. Redacted Property issues.

Re: Support for Draft of the "Iron Horse Palouse Planning Document."

Dear Mr. Jamie Van De Vanter, RLA and all the other WA State Parks Staff both current and retired who put so much time and effort into compiling and writing this meticulous, thorough, and detailed update of the Iron Horse Master Plan entitled the Draft Iron Horse Palouse Planning Document. I support this draft document and would like to help implement it in any way that I can, especially as a volunteer in work parties organized through the John Wayne Pioneer Wagons & Riders (JWPW&R).

As a longtime member of the JWPW&R, first joined in 1984, and a strong supporter of the completion of the 287 mile John Wayne Pioneer Trail, bringing it up to WA State Parks standards, and eventually connecting it to the Trail of the Coeur d' Alenes in Idaho, I am excited about the Draft Iron Horse State Park Master Plan Amendment. The approval and development of the phases of this Draft Amendment from Malden to the WA/ID border and eventually east to Plummer, ID along the abandoned Milwaukee Road ROW, are critical first steps towards the ultimate completion of this entire non-motorized, recreational, JWPT, making it more assessable and enjoyable to the general public. When approved, the Draft Planning Document, will present the steps to guide future phases of development, and assist in acquiring funding for these trail improvements and developments.

Comments about the Draft Amendment:

1.) Page 4, last paragraph first sentence, "Outside of the Study Area, Idaho's existing 72-mile paved Trail of the Coeur d' Alanes, (should be Alenes) also on the old Milwaukee Road Corridor, (incorrect, the Trail of the Coeur d' Alenes is on the former Union Pacific RR ROW), begins at Plummer, ID approx. 10 miles (9 miles may be more accurate) from WA/ID border.

2.) Page 9, under "Long- Term Boundary," I agree with obtaining legal property easement agreements from WA State DNR not provided in spring of 2006 during Milwaukee Road Corridor transfer from DNR to WA State Parks, but not just from Malden to the WA /ID border but from Lind to the WA/ID border, to guarantee that WA State Parks has perpetual use of that entire JWPT corridor all the way from Lind to the Washington/Idaho border for future WA State Parks work not included in this Draft Amendment. I support goal to obtain long-term leases and/or acquisition of the three identified ownership gaps listed beginning at MP 156.9, MP 170.4 and MP 173.8.

Please note, it is much more desirable to purchase the private property MP 170.4 to MP 171.7 which includes a proposed trailhead, rather than the Tekoa Rodeo arena has some Tekoa City Councilpersons have suggested. The Tekoa Rodeo arena used to be heavily used by the Union Pacific RR, which is not part of the Milwaukee Road. The Rodeo arena more than likely has been contaminated with heavy metals and silver mine tailings that leaked from the Union Pacific RR open RR cars as happened along the 72

Union Pacific RR corridor from Plummer, ID to Mullen, ID. It cost the Union Pac. RR over \$35 million dollars to clean up the 4% of the contamination and place 2.5 inches of asphalt as a cap along the easement, before they could abandon it for the Trail of the Coeur d' Alenes. See my attachment, on the summary of my work to connect the JWPT to the paved Trail of the Coeur d' Alenes.

3.) Page 11, Chapter 4, Public comments included: "At Tekoa, Idaho's potential 10- mile Trail link to the trail of the Coeur d' Alenes was discussed, but it was identified the Idaho trail developers wanted to terminate that trail at Plummer and not connect to Tekoa."

Absolutely not true, since the Union Pacific RR traveled north from Plummer. The Union Pacific RR did not ever own the railroad corridor from Plummer westward to the WA/ID border near Tekoa, the Milwaukee Road owned the ROW until they went bankrupt in 1980 and eventually the WA State DNR acquire it. Originally the Union Pacific RR declared their 72 mile ROW for sale and they had no intention of developing it into a trail

Until the Coeur d' Alenes Tribe, the State of Idaho and the Federal EPA for Region 10, spent four years in Federal Courts and finally reached a settlement with the Union Pacific RR to remove the contamination and convert it into a trail.

As stated earlier, your Draft Iron Horse Palouse Planning Document Amendment is very well written and thorough. I especially like the 39 pages of electronic maps that can be easily updated, unlike the large, oversize, old, cumbersome, Milwaukee Road ROW survey maps I have used. More trail users will be able to enjoy that 34 mile segment of the trail once the sharp large rocks in the railroad ballast has been removed and replaced with 5/8 inch minus gravel. We often have bicycle riders join us on our annual JWPT ride across the state and flat tires due to the sharp rocks are common. It will be nice to have the bridge abutments smoothed out so the grades are not so steep up down then up especially for our teamsters and people on foot, where the bridges are gone.

Once those phases of improvements have been implemented and the Tekoa Trestle is restored and the JWPT is connected to the Trail of the Coeur d' Alenes, there will be abundant economic growth to all the communities from Malden to the WA/ID border just as there has been for the Coeur d' Alenes Tribe and the State of Idaho because of the Trail of the Coeur d' Alenes. Currently there are about 100,000 trail users per year on the Trail of the Coeur d' Alenes according to online sources.

I will be as much help as possible through the John Wayne pioneer wagons& riders to help this said document to be implemented. When the time comes to improve the JWPT from Tekoa 5.5 miles to the WA/ID border and extend it across the border 9-10 miles

Across the Coeur d' Alenes Reservation to Plummer, ID to connect to the Trail of the Coeur d' Alenes, if I am still alive, I would love to help accomplish that.

Thanks for all your work and for giving the public a chance to respond.

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**Brief history to connect the John Wayne Pioneer Trail along the abandoned Milwaukee Road corridor within Iron Horse State Park in the State of Washington to the “Trail of the Coeur d’ Alenes” in northern Idaho, via a nine mile “missing link” connector between the WA/ID border across the Coeur d’ Alene Tribe Reservation to Plummer, Idaho.**

#### History of the John Wayne Pioneer Trail

In the beginning, Native Americans traveled by horseback across the Rockies and Cascade Mountain ranges from Montana to the Puget Sound, looking for food and livelihood. In 1909, an iron horse called The Chicago, Milwaukee, St. Paul, and Pacific Railroad traveled from Chicago over the same route, 2305 miles, powered by coal. It became known as the Milwaukee Road. Then in 1915, the iron horse became electrified.

By the mid 1970’s it was having financial troubles and by 1980 was bankrupt.

Ken Wilcox, founder of Backcountry Horsemen of Washington and Paul Hart spearheaded the efforts for Washington State to purchase and convert the abandoned Milwaukee Road right-of-way into a future non-motorized recreational trail that would include equestrians and horse drawn wagons use, from 1980 to 1984. In April 1981, Michael Anthony Wayne gave permission to name the proposed trail after his father, John Wayne, to State Representative, Gary Scott, who was serving in the House at that time. On December 30, 1981, the State of Washington purchased 212.9 miles of the abandoned railroad right-of-way consisting of 88.9 miles from Easton to Royal City Junction and 124 miles from Warden to the Idaho border, for 1.9 million dollars, and for an additional \$400,000 the remaining trestles and bridges that had not been torn down or destroyed were purchased. This purchase encompassed 4,024 acres. The 44 mile segment of the Milwaukee Road from Royal City Junction to Othello was purchased by private individuals and supports an active rail line. In 1989, another 36 miles from Cabin Creek to Cedar Falls was added when AT&T purchased that part of the right-of-way from Burlington Northern and deeded the land to WA State parks & Rec. for a trail with the stipulation that AT&T would have permanent easement under the trail surface for their fiber optic cable.

In the fall of 1981, Ken Wilcox told “Chic” Hollenbeck about the proposed purchase and Chic became involved. “Chic” Hollenbeck had a vision to form a group of horsemen to help purchase, promote and maintain this old Native American route, then known as the Milwaukee Road Corridor. He envisioned a “soft” not paved, recreational trail for all non-motorized trail users, including pedestrians, bicyclists, horse riders and horse/mule drawn-wagons, that would eventually extend from Puget Sound across Washington State, across the Panhandle of Idaho to Montana on the abandoned Milwaukee Road right-of-way. In early 1983, he founded a group of horsepersons known as the John Wayne Pioneer Wagons & Riders to nurture and accomplish this ambitious project. In 1984, this recreational trail was officially named the John Wayne Pioneer Trail within the Iron Horse State Park.

Since then the JWPW&R have been working with WA State Parks and WA State DNR to improve the JWPT, to establish permanent overnight trailheads and camping areas for trail users, close to the JWPT, and to make it continuous from its beginning at Rattlesnake Lake to its end at the WA/ID border.

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Brief summary of my work on behalf of the JWPW&R on the proposed nine mile “missing link” connector trail, between the WA/ID border and Plummer, ID

December 31, 1999

I read an article in *The Standard-Register* entitled “ U.S., Tribe, State Reach \$30 million superfund agreement with Union Pacific Railroad to be cleaned, converted into public trail” from Plummer, ID to Mullan, Id. Learned later that the 72 mile trail would be paved from Mullan to Harrison, and then continue as a soft trail from Harrison to Plummer.

I immediately began to research the new trail, with the hope that equestrians could ride on the “soft” trail from Plummer Junction to Heyburn State Park. From Heyburn State Park, equestrians could then ride through the woods to the St. Maries Fairgrounds then pick up the old abandoned Milwaukee Road from St. Maries to St. Joe, Calder, Avery, Lookout Pass and finally Montana. (The Milwaukee Road between Plummer and St. Maries is still in use by the St. Maries River Railroad.)

The John Wayne Pioneer Wagons & Riders had extended their Annual Ride across Washington into Idaho twice, once in 1989 and again in 1991, riding mostly on roads to the St. Maries Fairgrounds by invitation from the Idaho Centennial Committee one of those years.

February 1, 2000

Began to communicate with Jack Gunderman, Environmental Scientist, hired by the Coeur d’ Alene Tribe, to oversee the work on the new \$30 million non- motorized, 72 mile trail along the soon to be abandoned Union Pacific RR.

Purpose: to establish a soft, non- motorized, trail between the Washington/Idaho border and Plummer, Idaho across the Coeur d’ Alene Reservation, to connect the eastern most end of the John Wayne Pioneer Trail along the abandoned Milwaukee Road, within the Iron Horse State Park, to the beginning of the 72 mile, \$30 million Superfund trail, that begins in Plummer, ID and ends in Mullen, ID.

February to June, 2000

Obtained a hand drawn map of abandoned, Milwaukee Road route between the WA/ID border and Plummer, ID through Lovell Valley from Stanley Johnson, a historical expert on the Milwaukee Road routes. Also obtained very detailed survey maps of the abandoned Union Pacific RR route through the above area, from George E. Lindsey, Jr. Manager Real Estate for the Union Pacific Railroad.

July 13, 2000

Met with Coeur d’ Alene Tribe Council at their Headquarters in Plummer, ID to propose the non-motorized trail. In the absence of the regular Chairperson, the Acting Chairperson Norma Peone presided. I presented the following information: 1.) Who are the John Wayne Pioneer Wagon & Riders; 2.) Our main purpose is to complete the 286 mile, soft, un-paved John Wayne Pioneer Trail along the abandoned Milwaukee Road, eastward to eventually establish a non- motorized trail from Puget Sound to Montana; 3.) *The Standard-Register* newspaper, December 31, 1999 issue, announcement of approval of the new \$30 million, 72 mile, non-motorized trail from Plummer Junction to Harrison and on to Mullan, Idaho along the abandoned Union Pacific RR

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route; 4.) The proposed 9 mile "missing link" non-motorized "soft" trail along the abandoned Milwaukee Road railroad route across the Coeur d'Alene Reservation from the end of the Milwaukee Road Trail at the WA/ID border to Plummer Junction, depicted by maps;

5.) As an example of how WA State DNR manages the Milwaukee Road Corridor Trail, I gave each of the Tribal Council Members, permit applications, fees, brochures, maps and "Rules of the Road;" 6.) Presented different examples of liability waivers;

7.) I discussed the social and economic benefits to the Coeur d'Alene Tribe that may result from the establishment of this proposed 'missing link' trail. In the absence of the regular Chairperson, the Acting Chairperson Norma Peone, stated it has been the policy of the Tribe to support such activities in the interest of promoting good will in the community. They decided to turn the proposal over to their Department of Natural Resources for further consideration.

I mailed copies of the Milwaukee Road route through Lovell Valley from the WA/ID border to Plummer, ID, as hand drawn for me by Stanley Johnson, author of *The Milwaukee Road In Idaho*, and also the survey maps of the Union Pacific RR route, to the Tribe's Depart. DNR, along with other pertinent information.

Sept 11, 000

Met with their DNR Committee in Plummer, ID at the Coeur d'Alene Tribal Headquarters, Mt. Alfred Nomee, Director/Manager presiding. He presented me with a color, computer generated map of Lovell Valley with both railroad routes, entitled "Abandoned Railroad Routes Through Lovell Valley." After a brief discussion, it was decided the old abandoned Milwaukee Road route would indeed be best for a non-motorized "soft" trail. They voted to give preliminary approval for me to proceed and contact all the people either owning or leasing the property from the Tribe, along the proposed route. They asked me to report back to their committee with the responses from those people.

I searched through maps and files at the Benewah County Assessor Office in St. Marie, ID. Obtained names, addresses and parcel information of 14 private property owners along the old abandoned Milwaukee Road Route between the WA/ID border and Plummer, ID. Note, one more property owner was discovered later and added for a total of 15. The Coeur d'Alene Tribe's Land Service Depart. in Plummer, looked up the names of about 64 Tribal members who have vested trusts as landowners along the route. (Since the names of the Tribal members are all private and confidential, in October 2000, I supplied the postage and letters to the Tribe so they could use their envelopes and letterheads to mail my letters to the said Tribal members.)

March 2001

All 79 people with a legal interest in proposed trail route were mailed my letter that gave details about the proposed non-motorized, not paved, connector trail and asked if anyone would be opposed to the trail. Only two people contacted responded, and there was no opposition to trail.

April 5, 2001

Telephoned the Chairman of DNR, Alfred Nomee and told him that the Tribal Headquarters had not received any opposition to the proposed trail from the mailings of my letter. He referred me back to Jack Gunderman.

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April 11, 2001

Telephoned Jack Gunderman. He said I should meet once again with the Tribal Council to give them an update. After that meeting, we should hold two public meetings about this proposed trail, one in Plummer, ID. and one in Tekoa, WA. If there is no major opposition to the trail, then hopefully the trail could be dedicated at the same time as the 72 mile trail, "Trail of the Coeur d' Alenes," either late 2001 or early 2002.

May 31, 2001

I and about one dozen John Wayne Pioneer Wagons & Riders met with the Coeur d' Alene Tribal Council in Plummer, ID. The Tribal Council Chairperson, Ernst Stensgar, was presiding over the meeting. Jack Gunderman explained to the Tribal Council, how he has been guiding me in my effort to establish a 9 mile non- motorized, trail from the WA/ID border across the Reservation along the abandoned Milwaukee Road Route to Plummer, to connect to the future "Trail of the Coeur d' Alenes." I gave a brief report about the response from the property owners along the proposed 9 mile trail route. The President and the Director of the John Wayne Pioneer Wagon and Riders both explained how this important missing trail link, would benefit thousands of people and help fulfill the vision of the Founder of our organization to establish a non-motorized trail from Puget Sound to Montana. The Tribal Council voted to approve the proposed abandoned Milwaukee Road Route as a non- motorized "soft" trail. Chairperson Stensgar said the Tribal Council would adopt and sign a Resolution to approve this trail, and he will be in touch with Jack Gunderman to write the Resolution.

June 2001

Jack Gunderman informed me that an additional extensive area of heavy metal contamination had been discovered near Harrison. This discovery ultimately led to the capping and asphaltting of the entire trail between Harrison and Plummer. Subsequently, Jack suggested an alternative route for equestrians to reach Heyburn State Park from Plummer Junction along an old, unimproved service or fire road about 4 miles long over private property.

January 2003

The Resolution had not been prepared yet because Jack Gunderman has been extremely busy overseeing the construction of the "Trail of the Coeur d' Alenes." Hopefully the new Trail Manager, Dean Chapman, recently hired, will have time to help write the Resolution soon, to enable the Tribal Council to officially sign the Resolution to adopt the 9 mile "missing link" soft trail, that that this segment can be dedicated at the same time as the new "Trail of the Coeur d' Alenes."

April 22, 2003

Dean Chapman, Trail Manager, Coeur d' Alene Tribe, arranged with Jack Gunderman, and Karen Seargent, Heyburn State Park Ranger for a walk or hike along the four mile old dirt road from Plummer Junction to Heyburn State Park boundary and onward into the park, to find out if it would be suitable for horse riders and wagons. Six members of the John Wayne Pioneer

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Wagons & Riders Assoc. including myself, our Wagon Master, and one of the large property owners who own part of the proposed trail, Robert Buell, were on the tour. It was decided that riders could use the trail, but not wagons nor buggies due to the steep incline.

Also on the same day we took a car tour with Dean Chapman along the 9 mile “missing link” trail from Tekoa, WA to Plummer, ID. People present were the six JWPW&Rs members and Gary Wentz, an Assistant Scoutmaster from Walla Walla, WA. Mr. Wentz was planning a nine day, 408 mile bicycle trip with some of his young Boy Scouts and a few parents, from Cedar Falls Park in North Bend, WA along the John Wayne Pioneer Trail corridor to the WA/ID border and continuing into Idaho along the 9 mile “missing link” trail to the new 72 mile “Trail of the Coeur d’ Alenes” to the Idaho- Montana border.. After the tour, we concluded most of the trail is usable with only minor repairs needed near Plummer to repair a washed out area and to cut back the brush to make the trail wide enough for wagons, etc. The Sorrento Tunnel, might have a drainage problem inside even though it has a drainage system, it would have to be checked out for safety by a structural engineer.

June 28, 2003

Five Boy Scouts and four adults from Boy Scout Troop 305 in Walla Walla made history by riding their bicycles 408 miles in nine days from North Bend, WA to Montana along the John Wayne Pioneer Trail, the Milwaukee Road Corridor and the then incomplete Trail of the Coeur d’ Alenes, under the leadership of Gary Wentz. They crossed Chatcolet Lake at Heyburn State Park on a pontoon boat. (Before the trip, Gary had contacted me for information about our annual John Wayne Pioneer Trail ride, to find out our contacts for overnight places to stay, mileage, etc. and who to contact in the Coeur d’ Alenes Tribe for permission to bicycle over the 9 mile undeveloped Milwaukee Road ROW across their Reservation from the WA/ID border to Plummer, ID to connect to the Trail of the Couer d’ Alenes.)

Spring/summer of 2003

A 4.5 mile segment of the 9 mile “missing link” trail across the Coeur d’ Alene reservation from Agency Rd. to Old Hwy 95, including the Sorrento Tunnel owned by Prairie Grain Inc. was offered for sale to the Coeur d’ Alene Tribe for \$200,000. The Tribe is interested in purchasing it for a non- motorized soft, trail, however the asking price is too high.

Dec. 12, 2005

Benjamin Gettleman, Manager of Trail Development, Western Regional Office, Rails-to-Trails Conservancy emailed me about their interest to work with us on the Milwaukee Road rail to trail between the WA/ID border and Plummer, ID

March 20, 2006

WA State Gov. Christine Gregoire signed Senate Bill 6527, with an Amendment attached by State Representative Toby Nixon, member of the House Transportation Committee.

The Amendment immediately transferred from WA State DNR to WA State Parks a segment of the abandoned Milwaukee Road Corridor from Lind to the WA/ID border. Subsequently that segment became a continuation of the JWPT within the Iron Horse State Park.

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Background information on SB 6527. February of 2006, the WA State DOT asked the Senate to Introduce SB 6527 to extend their deadline for negotiation with BNSF RR for conversion of the Milwaukee Road corridor between Ellensburg and Lind back to rail use from 2006 to 2013.

I contacted State Representative Toby Nixon from my 45<sup>th</sup> District who was a member of the House Transportation Committee to find out if he would attach an Amendment to SB 6527 that would immediately turn over the segment of the Milwaukee Road Corridor from Lind to the WA/ID border from WA State DNR to WA State Parks, to prevent WA State DOT from the possibility of converting that segment back into rail use through action of the State Legislature. The abandoned Milwaukee Road ROW from North Bend, WA to the WA/ID border is not in the federal rail banking program, and it is up to our State Legislature to determine whether the whole right-of-way is economically feasible for rail or just the Ellensburg to Lind segment.

This Amendment would also enable WA State Parks to apply for grants to make improvements on this segment of the Milwaukee Road ROW and bring it up to WA State Parks standards for use as a recreational trail. I told Toby that I would contact several people and let him know what they think of the Amendment. He said he would convince the Legislature, Parks, DNR, and DOT that supporting this Amendment is, "the right thing to do."

Below are some of the people I contacted:

- 1.) The lobbyist for BNSF RR who told me the railroad doesn't have enough money to buy any more engines to even service a new rail line between Ellensburg and Lind, and he had seen some mitigation papers where it would cost a RR carrier hundreds of millions of dollars to mitigate the environmental impacts to construct a new railroad between Ellensburg and Lind ;
- 2.) The lobbyist for WA State Parks Commission Fred Romero finally agreed to the Amendment after I researched and found answers to several questions he had;
- 3.) WA State DNR SE Region maintenance managers Vanessa Freeman and her supervisor George Shelton of the Milwaukee Road corridor east of the Columbia River told me how much it costs to maintain that segment and they supported turning it over to WA State Parks;
- 4.) Pat Boss, director of the WA State Potato Commission regarding complaints they had with BNSF RR, for not having enough engines already to pick up their potatoes, onions and fruit on the loading docks before they begin to rot. He said the shippers/farmers want RR service from Moses Lake to Soap Lake and a pull over track in Quincy, a new rail line between Ellensburg and Lind would not help them at all;
- 5.) Margaret Pounds, Environmental Division Chief for the Military at the Yakima Firing Center, said she can't speak on behalf of the Military, however she said that area is too environmentally sensitive, Federal and State regulations much more strict now than when the Milwaukee Road was first built in 1900s, and she was concerned about security of a train crossing a military center and threat of terrorists attack;
- 6.) Telephoned Rex Derr, Director, WA State Parks, he was supportive of the Amendment to transfer the said segment of the Milwaukee Road from WA State DNR to WA State Parks; and
- 7.) I telephoned Gov. Christine Gregoire's office and left a message about SB 6527 and the Amendment to find out if she would approve the Amendment.

After the Senate bill and amendment reached Gov. Gregoire's desk, Kathyleen Drew, Gov. Gregoire's Governmental Policy Advisor, returned my call and said the Governor would sign the SB 6527 with our Amendment to transfer the segment of the Milwaukee Road from Lind to the WA/Id border over to WA State Parks, but first she just wanted to check with me to see if the

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Amendment was worded the way we wanted it. Ms. Drew read it to me and I told her it was just fine and to thank Governor Gregorie for signing it. I was thrilled that I was even contacted by the Governor's Office and for her support of the Amendment and the extension of the John Wayne Pioneer Trail from Lind to the WA/ID border under the management and control of WA State Parks rather than the DNR.

June 12, 2006

Dale Middleton, member of the Ice Age Floods Institute telephoned to tell me about the proposed Ice Age Floods Pathway regional system of trails and roads from Missoula, MT to Astoria, OR. He said maybe his group can work with us in completing parts of our John Wayne Pioneer Trail, especially in the Rock Lake area, Hole in the Wall and other very scenic, unique areas that were created by the Lake Missoula Ice Age Floods. He wanted me to keep him informed about our progress.

June 17, 2006

Another group of members of Boy Scout Troop 305 from Walla Walla left Cedar Falls in North Bend to bicycle on the John Wayne Pioneer Trail and the completed Trail of the Coeur d' Alenes to Montana, under the leadership of Gary Wentz. (This time the converted railroad swing bridge across Chatcolet Lake was finished and is a permanent segment of this trail. They did not have to cross the lake in pontoon boat.) This time they completed their ride in eight days.

August 6, 2007

Dean Chapman emailed me of a pending meeting with Prairie Grain owners, after grain harvesting was over in two weeks, to discuss lowering the \$200,000 purchase price for their five parcels that make up their 4.5 mile segment of the Milwaukee Road ROW, even though Don Parker was not interested in lowering the price.

August 29, 2007

I telephoned Prairie Grain Co. spoke to Don Parker to find out if he had talked to Dean Chapman and Jason Brown yet to discuss a price for their 4.5 mile segment of the Milwaukee Road ROW. He said that since neither one of them contacted him about a meeting date after two weeks, he went ahead and contacted a realtor who has a "qualified buyer" from California who wants to purchase it. I had found online, who was listing the parcels and gave Jason Brown the contact information for the realtor, Tom Tegen of Sothebys realty in Idaho and told him the price had been raised to \$650,000. The Sorrento Tunnel was listed as a possible mushroom growing facility.

February 13, 2014

Since the purchase price was so unreasonable high, and out of the question for those five parcels, I didn't pursue looking into whether or not they had been sold until I recently read and began to prepare a written response to the Washington State Parks Draft Iron Horse Palouse Planning Document. This Draft Plan lists major improvements to the John Wayne Pioneer Trail from

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Malden to the WA/ID border, and also mentions the missing 9 mile link between the WA/ID border to Plummer. Since the said 4.5 mile segment is such a critical link to connect the John Wayne Pioneer Trail to the Trail of the Coeur d' Alenes, Redacted

The only reason I am mentioning it here is because if I hadn't read your Draft Iron Horse Palouse Planning Document and carefully and on page 20, under Phase 4, "Tekoa to Idaho Border Development" and read, Trail planning and development between the Tekoa Trailhead and the Idaho Border should be coordinated with development of the 10-mile, gap on the former Milwaukee Railroad Corridor between Idaho border and the beginning of the existing 72-mile Trail of the Coeur d' Alanes, Redacted

I am very grateful to all the WA State Parks Planners in compiling the draft planning document.

**Comment:** I have been a resident of Tekoa for over 11 years and have spent many hours riding bikes and hiking along the John Wayne Trail from the Idaho Border all the way to Rosalia. I have seen litter and vehicle tracks along these byways and have wondered why the signs popped up saying vehicles were prohibited, and permits were required for their use. When I called the number posted on the sign I spoke to a very professional person who sent me information and application forms right away. I was concerned about the application and never filled it out, but still continued to hike and bike on the trail in the hopes of meeting a ranger, which never happened.

Now I read that the Parks and Recreation department is in the planning stages of developing a trailhead in Tekoa for trail users, and there have been several negative comments from folks who own land adjacent to the trail who are concerned about continued abuse of their land from trail users.

While I have seen litter and tracks off the trails, for the most part the others I have met on the trail have been polite, friendly, and law abiding folk, respecting their surroundings and out to enjoy the scenery and outdoors. Yes, there are others who are not on the trail to take advantage of the access it gives us to nature. These are the same people who toss litter from their cars, trespass on private property to hunt, and park where they shouldn't. I see no difference between these folks driving on public roads and highways, and using the trails so many of us would like to see developed in Eastern Washington. I do not see them as a reason to keep from developing these trails.

Tekoa recently started up a bicycle club whose members have expressed great interest in riding the John Wayne Trail. However the trail as it is at present is too difficult a ride for any but the more adventurous of the members to take on, especially East of Tekoa to the Idaho State Line.

Personally, I understand the concerns of those property owners. They don't need any more traffic next to their property when it only brings them more trouble. But I also believe that if they see people using this trail the way it was intended they would have a change of heart and welcome others to see what they see, a wonderful countryside filled with scenery matched only by what is around the next bend.

It is my sincere hope that these plans continue to move forward, and the great lands of Eastern Washington can be viewed by all, be they on foot, horse, or bicycle.

**Comment:** I am interested in the concrete arch bridge located just south of Rosalia and visible from Hwy. 195. A similar design is the bridge supporting the Sunset Hwy. spanning Latah Creek near its outlet to the Spokane River in Spokane. Do you have any information on this bridge, or know where I can get some information? I believe it is on the State Historical Register. Thanks for your help.

**Comment:** Nice big article on front page of Spokesman-Review this morning about the John Wayne Trail State Park Project. Had no idea that the Milwaukee Bridge was on the National Register of Historic Places.

Is there a bronze plaque denoting that designation somewhere affixed to the bridge? If not, certainly there should be one. Which brings up a long sought after update of Hwy 195 brown historic site signs leading into Rosalia. We tried in vain to pursue with DOT a request to place historic signs on both exits of 195, when Rosalia's restored 1923 Texaco Station serving as the Visitor & Interpretive Center for the Steptoe Battlefield State Park was placed on the National and State Historic Register of Historic Places in 2005.

Maybe State Park can coax the DOT to place signs at both exits into Rosalia with park's brown signage indicating that there are actually 3 sites that are on the National Register of Historic Places. 1. Steptoe Battlefield State Park, 2. The restored Rosalia 1923 Texaco, which serves as the Visitor Resource and Interpretive Center for the Steptoe Battlefield State Park. and 3. The Milwaukee Bridge (corridor for the John Wayne Trail section)

Right now for travelers heading north to Spokane from Pullman -there is only one brown sign on the South exit of 195 for the Steptoe Battlefield State Park and none on the North Exit for travelers coming from Spokane heading south.

#### **Here's what is needed on both North and South Exits**

1. Steptoe Battlefield State Park on **North and South Exit.**
2. 1923 Texaco (aka Visitor and Interpretive Center for Steptoe Battlefield St Park) **on both exits**
3. The Historic Milwaukee Bridge (John Wayne Trail Corridor) **on both exits.**

Again, great article about the trail's progress.

**Whitman County Gazette**

Jerry W. Jones, editor  
Box 770, Colfax, 99111

Nata Hurst  
Wash State Parks & Rec Commission  
Box 42650  
Olympia, Wash. 42650

Feb. 20,, 2014

Dear Nata

A couple of weeks ago, I received a green notice card seeking comment for an update on the Iron Horse Trail Master Plan, re: funding for the 34 mile portion of the John Wayne Trail on the east end of the state, the portion which crosses the northern part of Whitman County.

In the fall of 2011, I sent a letter to Bill Frazier, regional parks planner at Wenatchee, after he asked for comment on his summary on a series of three hearings he conducted in Whitman County.

I'm sending a copy of this letter because I would like it to be considered for any master plan report in the trail. From my perspective, the number-one improvement which can be made on the east end of the trail needs to be done in Idaho. I imagine this doesn't fit with the parameters of Washington State planning, but a linkup of the John Wayne and Coeur d'Alene trails needs to be done.

Linking the trails would, in effect, upgrade the John Wayne Trail from its present dead-end status.



Jerry Jones, editor  
Whitman County Gazette  
Box 770  
Colfax, Wash. 99111

Bill Frazer, regional planner  
Washington State Parks  
270 9th Street, NE, Suite 200  
East Wenatchee, Wash., 98802

Public comment re: Point 2 in Nov. 28 summary of Tekoa meeting on linking the John Wayne and Trail of the Coeur d'Alenes.

Dec., 15,2011

Dear Bill,

I was able to attend your public session at Rosalia and perhaps half of the session at Tekoa. You and Truitt are commended for conducting the sessions and attempting to advance the cause of the trail. I attended your meeting as a working reporter, but I'm writing this as a long-time enthusiast of the JW Trail.

One of my conclusions in listening to most of the comments at both sessions was the absence of people who actually ride on the trail and appreciate what has now become as part of the state parks system. Most, if not all, of those attending the meetings were neighbors of the trail.

I don't think you received any comments at the sessions from the John Wayne Wagon Drivers and Riders, probably the number-one users of the trail across the state. They and others would certainly have input on your planning project, but they can't be expected to roll across the state from the west side to attend a night meeting in Rosalia.

For years, the JW Riders have urged acquisition of the "missing link" segment for the former Milwaukee right-of-way across Benewah County from the state line to Plummer. This would connect the two cross-state trails and provide a trail route all the way from North Bend to the Montana State line on the Trail of the Hiawatha.

Of course, the authority of Washington Parks ends at the state line, but any plan for improving the JW Trail should include some type of formal approach to encourage and support securing this linkup in Idaho. The recreation value of the trail in Washington would be enhanced if it provided a

link to the Trail of the Coeur d'Alenes. Riders who start at the western end of the trail, at North Bend, would have a route all the way to Mullan, Idaho, then across Lookout Pass on the NP Trail and then down the Trail of the Hiawatha to Avery, Idaho.

The only group that I know which does this on a regular basis is Scout Troop 305 in Walla Walla. Gary Wentz, a leader in the troop has led a least three such rides on the trail. Wentz has a system of getting permission for property owners along the former Milwaukee right-of-way on the Idaho side of the line. They continue on the right-of-way across Benewah County and go through the tunnel south of Plummer before arriving at the Trail of the Coeur d'Alenes trailhead in Plummer.

At present, the JW Trail at Tekoa presents cross-state(s) riders with a de facto eight to nine-mile dead-end. Before getting to Tekoa, riders have to leave the trail at the Lone Pine Road intersection about 1.5 miles west of Tekoa. If they stay on the trail they wind up at the west end of the blocked off high trestle.

Riders who depart Tekoa eastbound on the JW trail again face a dead-end situation after about eight miles when they get to the state line. The options are to go along Idaho Road to the north or Stateline Road to the south. The Idaho Road route involves crossing a ridge, with narrow road access which will eventually go into Plummer. The Stateline Road route sends riders away from Plummer. (Wentz and the Walla Walla scouts, of course, just keep going on the former railroad right-of way with permission from the property owners.)

I have contacted Mike Domy at Kellogg, one of the members of the board for the Trail of the Coeur d'Alenes. He confirms that linking the two trail systems continues to be a goal of board members.

Best regards,

Jerry Jones

(Copy to Mike Domy, Trail of the Coeur d'Alenes Board, Excelsior Cycle, 21 Railroad Ave, Kellogg, Idaho, 83837)

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## Palouse section of old rail line to get master plan for trail

Mike Frager The Spokesman-Review

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Tags: Iron Horse State Park, John Wayne Pioneer Trail, Milwaukee road, rails to trails



Den Pello photo. Buy this photo

Malden Mayor Ted Maxwell stands in an abandoned rail yard of the Milwaukee Road, part of the John Wayne Pioneer Trail at Malden. (Full-size photo) (All photos)

MALDEN, Wash. — A narrow, treeless corridor runs along scenic Pine Creek next to this tiny town in northern Whitman County.

It maintains a level line as it moves off into the distance in both directions. Broken and abandoned structures stand as ruins in what was once a railroad switching area.

This is the former transcontinental route of the Chicago, Milwaukee, St. Paul and Pacific Railroad, better known as the Milwaukee Road. The land is now owned by the state of Washington, thanks to legislative action in 1981.

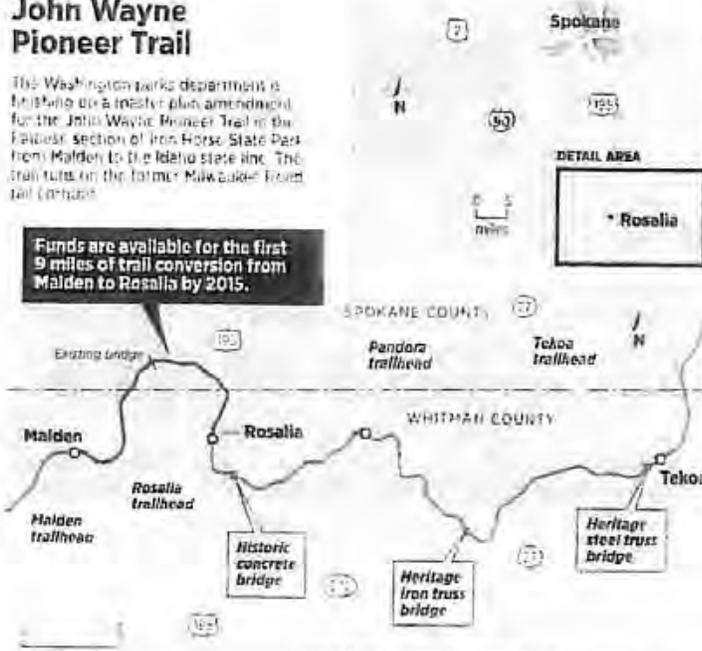
To the west, the John Wayne Pioneer Trail — from the Columbia River westward to Cedar Falls, near North Bend — has been popular with bike riders and hikers for years. But in the Palouse, the trail remains an abandoned right of way. Trail development has long been left for the future.

Now, the Washington state Parks and Recreation Commission is considering a master plan that will outline how Palouse trail development will occur, including conversion of 9 miles of abandoned rail bed to a usable trail from Malden to Rosalia by 2015.

### John Wayne Pioneer Trail

The Washington parks department is studying a master plan amendment for the John Wayne Pioneer Trail in the Palouse section of Iron Horse State Park from Malden to the Idaho state line. The trail runs on the former Milwaukee Road rail corridor.

Funds are available for the first 9 miles of trail conversion from Malden to Rosalia by 2015.



SOURCE: Washington State Parks and Recreation Commission

HOLLY QUINN (Spokane Tribune) Photo by Mike Frager

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"The value of this trail is its quietness and remoteness," said parks planner Jamie Van De Vanter.

Gates block general access to this portion of the old rail line, in contrast to the popular Route of the Hiawatha in North Idaho, part of the same Milwaukee Road line. Public access currently is allowed only by permit, which can be obtained through Riverside State Park.

On March 27 in Chehalis, the state parks commission will consider details such as land-use classifications, a master plan addition and park boundaries.

Minimal development would be allowed along the route. One exception would be a trailhead in Tekoa, which could be developed with amenities such as a campground.

Trailheads are planned for Malden, Rosalia, a crossing at Pandora and Tekoa, according to the proposal.

A concrete bridge carrying the trail at Rosalia is already listed on the National Register of Historic Places. Two other trestles – a large steel structure at Tekoa and another iron-truss bridge 8 miles west of there – are being recommended for historic register listings.

Malden Mayor Ted Maxwell said the county roads that run through his community often see a large number of bicyclists, vintage car enthusiasts and motorcycle touring during warmer months.

For bicyclists, the narrow county roads present a hazard. He said a trail would be safer for them.

Otherwise, Malden is not likely to benefit commercially since the town of 200 people has no retail businesses.

"We have no interests in growth or tourism or anything, but we think it would be nice for the bicyclists," he said.

Maxwell said it's too bad the line cannot be converted back to accommodate freight shipments, given the increased demand for oil and coal transport to West Coast ports.

The Washington state Department of Transportation has retained management of the segment from Lind to the Columbia River for potential rail development.

Trail development along Rock Lake is hampered by private ownerships of the old rail bed. Private ownership is also an issue in Idaho northeast of Tekoa.

Monte Morgan, a resident of Tekoa and longtime trail proponent, said he would like to see the Palouse segment completed to Plummer and be connected with the Trail of the Coeur d'Alenes, which runs on an old Union Pacific Railroad line from Plummer to Mullan. He said he has long hoped to see the trail completed in his lifetime.

The 975-foot-long steel trestle at Tekoa will require significant improvements to make it passable to trail users, he said.

"To me, No. 1 is we've got to get the bridge done," he said.

But adoption of a master plan and conversion of 9 miles of rail bed is a start, he said. "At least it's a step forward."

Van De Vanter said the availability of funding is what is holding up trail completion.

One of the biggest proponents of trail development has been the John Wayne Pioneer Wagons and Riders Association, which is planning its 2014 cross-state ride from North Bend to Tekoa in late May and early June.

The group's website said the line from Chicago to Seattle was built from 1906 to 1909 and electrified in 1915.

The initial purchase of 212 miles of line won legislative approval in 1961 at a cost of \$1.9 million through Bankruptcy Court, according to news files.

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**Van De Vanter, Jamie (PARKS)**

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**From:** Lunell Haught <lunellh@aol.com>  
**Sent:** Monday, February 24, 2014 2:23 PM  
**To:** Van De Vanter, Jamie (PARKS)  
**Cc:** intc-board@npogroups.org; Fraser, Bill (PARKS)  
**Subject:** Iron Horse Palouse-Planning comments 11-1101

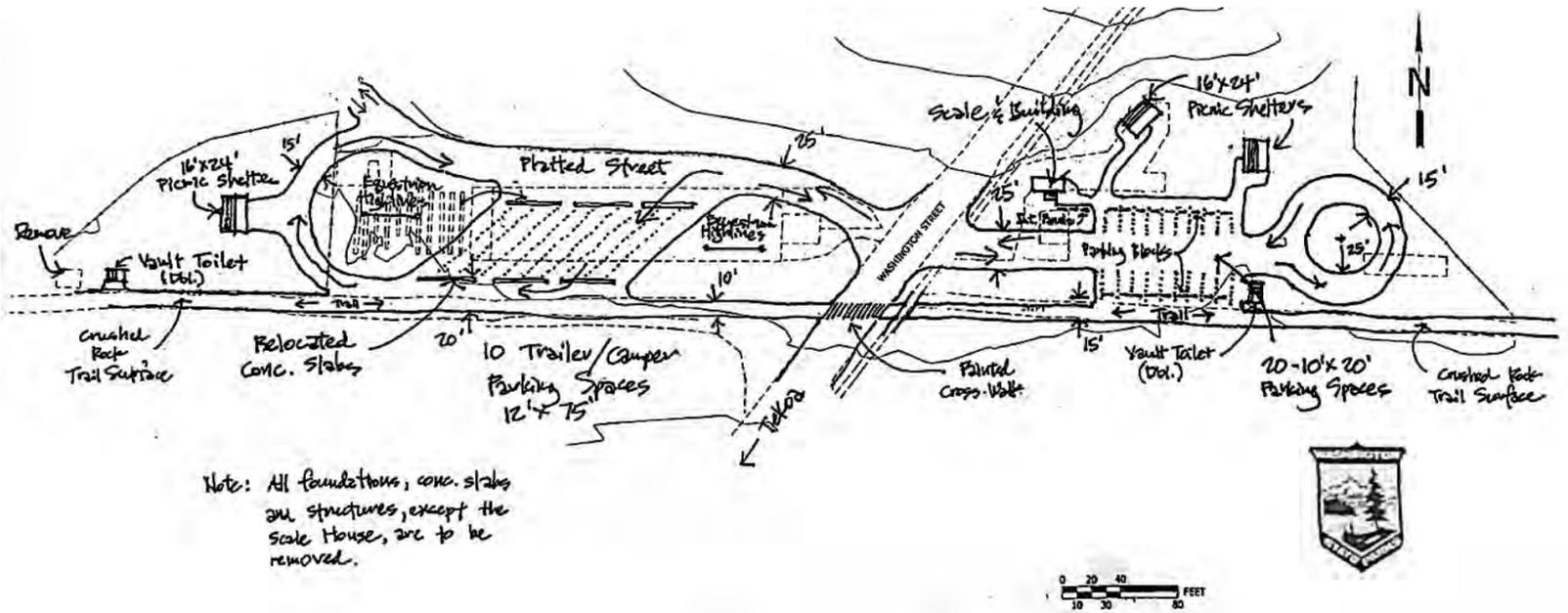
Greetings:

After reading your Master Plan Amendment/Palouse-Malden project I want to compliment you and the staff for the public involvement and the plan itself. The Inland Northwest Trails Coalition has commented on projects related to this effort previously, and I want to once again weigh in on the importance of it. We are eager for its completion, and are aware of some of the challenges presented by people (dogs/horses) who wander off the trail and the concerns they understandably represent to adjacent property owners. Your decision to address this on a case by case basis is substantiated by the experiences we have had on other trails including some in Idaho, and we support your decision.

Thank you for your work on this.

Lunell Haught  
President, Inland Northwest Trails Coalition  
509-443-1319

# Plan for John Wayne Trail headed for state parks board



**Trailhead sketch for Tekoa in state park plan**

This conceptual plan for a trailhead at Tekoa is among illustrations on the "Iron Horse Palouse" plan which will be presented to the State Parks and Recreation Board at its March meeting. Washington Street in north Tekoa separates the two segments of the trailhead. Each is illustrated with a turn loop at the end. The John Wayne Trail, the former Milwaukee railroad right-of-way,

runs along the bottom of the trailhead sketch. Plans for this site have been questioned because the Tekoa trestle, located to the left, has been barricaded because it lacks trail surfacing. Tekoa's Iron Horse riding arena, located on the former UP right-of-way, has served for years as the unofficial trailhead for the trail at Tekoa.

## Project began in 2011 with three local hearings

A plan for development of most of the John Wayne Trail across the north section of Whitman County will be on the formal agenda of the state Parks and Recreation Commission March 27 in Chehalis. The planning project began in the late fall of 2011 with hearings at Malden, Rosalia and Tekoa, all towns which are located along the trail which was formerly the Milwaukee Railroad.

The project, listed as Iron Horse Palouse, is included on the state parks agenda as updating the Iron Horse Master Plan which refers to the name of the trail on the west side of the state from North Bend to Ellensburg and the Columbia River at Beverly.

The plan here involves 34 miles on the eastern end of the trail from the Idaho state line west through Tekoa, Rosalia and Malden.

Bill Fraser, state parks planner located at East Wenatchee, conducted the three hearings along the trail late in 2011 for the project. Aimed at getting ideas from residents on development of the trail, the hearings also provided an opportunity for neighbors of the trail to vent some of their frustrations and objections for the trail.

Fraser is now semi-retired, and the trail planning project was handed off to Jamie Van de Vanter, a state parks planner who has since re-located from the East Wenatchee office to the state parks office in Burlington.

Van de Vanter said his last major work on the plan involved conducting an inventory of the 34-mile segment. He noted the project remained on a shelf for about a year after it was assigned to him.

Van de Vanter said Fraser opted to use a planning grant which was issued through the state Recreation and Conservation Office on the 34 miles on this end of the trail because the right-of-way was all owned by state parks.

Some Milwaukee segments along Rock Lake and in Adams County are now privately owned.

The state purchased the Milwaukee right-of-way from the trustee for the railroad's bankruptcy in 1981, but the

privately-owned segments evolved from a lengthy suit in Whitman County Superior Court. Under the court ruling, some property owners adjoining the trail were allowed ownership of the railroad land under reversion clauses in the original right-of-way agreements granted to Milwaukee by property owners when the railroad was built.

Van de Vanter said one of the features in the plan is the development of trailheads along the trail for parking vehicles and horse trailers. The trail now lacks places where hikers, horse riders and bicycle riders can park vehicles when they commute to the trail.

Fraser's plan located trailhead sites for parking at Malden, Rosalia, Pandora and Tekoa.

One of the topics from the hearing at Tekoa was the need for a deck for the high Milwaukee trestle which crosses Highway 27 at the north end of the bridge. The trestle crossing was barricaded at both ends and railroad ties removed.

Eastbound riders on the trail now detour around the high trestle via the Lone Pine Road which intersects with the former UP railroad right-of-way along Highway 27. The UP right-of-way allows riders to go under the high trestle and arrive at the Iron Horse riding arena which has served as an unofficial trailhead at Tekoa for years.

Fraser in the hearing at Tekoa noted the state has accomplished a decking operation on a trestle in a similar situation on the Bickleton Trail, but the cost of such a project is prohibitive for present day park budgets.

Development of a trailhead at the riding arena at Tekoa was also discussed. Fraser later told the Gazette obtaining ownership of the arena property was complicated by its one-time use by the railroad.

Van de Vanter last week said the plan for the trailhead at Tekoa now calls for acquisition of property east of the trestle. A concept drawing of the trailhead includes development on each side of Washington Street.

Riders on the trail now use Washington Street to get back on the trail after making a stop at the riding arena on the lower UP route.

Tekoa Mayor John Jaeger last week noted a plan for a state trailhead on Washington Street should also be combined with a plan to cover the trestle so riders could remain on grade going either direction.

If the Washington trailhead gets developed and the trestle remains closed, riders would have to go past the Iron Horse Arena.

Jaeger added one hang up with the Iron Horse site is possible contamination on the ground when the site years ago was the location of UP shops.

Two projects for the trail have been funded in the state parks' present two-year budget. One is a \$331,000 sum for gravel surfacing of nine miles of the trail between Malden and Rosalia. That will involve placing rock gravel on the trail over the rock ballast which was under the railroad.

Also included in the project will be grading down the ends of the trail at road crossings in five locations. The steep trail grades remain at crossings where railroad trestles, which took the railroad over the roads, were removed. Trail users now normally use informal side roads off the railroad grades to drop to the level of the roads grade on each side.

The concept for the Rosalia trailhead will be along the trail on the west side of town between Gashous Road and Seventh Street. The plan there calls for grading the trail banks where former railroad crossings were removed.

The trailhead plan for Malden locates the trailhead at the former Milwaukee site off Railroad Street.

Part of the plan involves "phasing" in the projects for funding in the state budget. The Malden-Rosalia project and acquisition of property for the Tekoa trailhead are in the present two-year state budget.

Van de Vanter said the Malden and Rosalia trailhead plans have been recommended for earlier phases for funding in the trail plan. Development of the trailhead at Tekoa has been moved to a later phase pending completion of acquisition from present funds.

The state web site for the plan lists letters and comments on the plan. Included are letters of concerns. Among the letters are those from Rosalia Mayor Nan Konishi, the Back Country Horsemen of Washington and the John Wayne Pioneer Wagons and Riders Association, the group which annually makes a ride on the trail and appears in the Rosalia Battle Days parade.

Among random comments include a request that the state spend money on highway plans and let trail riders "rough it like the pioneers did."

Another comment from a trail neighbor notes not very many people ride it, and another "hell no" comment said money should be spent on Whitman County's gravel roads.

### The Rosalia Volunteer Firefighters Association

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**Town of Malden**  
204 W. Moreland  
PO Box 248, Malden, WA 99149  
(509) 569-3771

April 17, 2009

Hello Bill:

As Mayor of Malden, a member of the Rosalia Lions Club and a leader in training with Rosalia Horizons Community Development organization, I know that there are a lot of people in our local area that are willing and eager to help make our portion of the John Wayne Trail more user friendly. Suggestions I have heard include trail cleanup, installation of signage and development of historical trails that would compliment the John Wayne Trail.

It is my understanding that the Rosalia Chamber of Commerce has done the most work for the longest time regarding the trail plans. I would welcome any planning and coordination efforts that used the Rosalia Chamber of Commerce for the local area supervision.

I would like to point out what a blessing a usable John Wayne Trail would be to my community. Malden has no sidewalks. Malden has no local police. Exercise walking, bicycle riding and skate boarding takes place on the roads where drivers choose their own speed of travel. If the John Wayne Trail was cleaned and raked enough to permit safe hiking and bicycle riding within town limits it would be greatly appreciated. Any possible development of trailheads in Malden and Rosalia could only enhance the usefulness of the trail.

We want to use the trail. We are willing to volunteer to work on the trail if you will direct what you want done. We know that funding is difficult to raise right now but we feel like we can help if you will let us. Every hour of volunteer work you permit will help our residents bond and identify themselves with the state parks and trail system.

Yours truly,



Ted Maxwell  
Mayor,

RECEIVED

NOV 11 11

PO Box 298  
Malden, WA 99149

Bill Fraser  
WA State Parks  
Regional Park Planner  
270 9<sup>th</sup> St; NE Suite 200  
Wenatchee, WA 98802

Oct. 28, 2011

Dear Mr. Fraser:

Thanks for your recent visit to Malden to explain the proposed trailhead. It seemed to me that the opposition to the Malden trailhead was pretty vocal and adamant on their views.

I just want you to know that I am very much in favor of this being built if the money is available. Only in the last two or three is Malden getting beyond the bad reputation it has had for the past several years. I believe this trailhead would put a very positive face on Malden and make people from surrounding areas want to come here.

The residents who live here would have a safe place to hike, ride their bikes, rollerskate and even ride horses. A few brave souls, do some of those things now out on the road between here and Rosalia, but I am not one of them!

I firmly believe that having more users on the JWT would help cut down on vandalism and bad behavior because usually folks who want to do that sort of thing want to do it where they won't be seen. More users on the trail means more eyes to keep watch.

I have seen some of the other trails you talked about and am very favorable impressed with them. Several people in town have actually hiked them and say they are great and well taken care of.

Both of our adult children live in Malden now and they both ride bikes and hike and my daughter roller skates. They both have to go elsewhere to find trails to go on. They both are excited that a trailhead at Malden is in the planning stage.

Please don't let the opposing viewpoint discourage your efforts.

Best regards,

*Fran Maxwell*

Fran Maxwell

# Budding Rose Art Gallery & Clayworks

A non-profit art gallery for budding artists of all ages

MAR 16 2011

March 12, 2011

William E. Fraser  
WA State Parks and Recreation Commission  
270 9th Street, NE Suite 200  
East Wenatchee, WA 98802

Re: Support of the John Wayne Pioneer Trail--Malden to Tekoa Trail Plan

Dear Mr. Fraser

Jim and Diane Nebel of the Budding Rose Art Gallery in Rosalia, Washington readily support the John Wayne Pioneer Trail--Malden to Tekoa Trail Plan. It is our understanding the plan includes trail heads in each community of the designated area in Whitman County. Our Comprehensive Plan references a future loop system of trails within the town that would connect to the JWPT allowing users easy access to downtown Rosalia.

We assume this plan is a continuation of the efforts of the Washington State Parks of about 2 years ago and are hoping this current planning effort will result in the completion of the project in this area.

The Budding Rose Art Gallery, a non-profit gallery for kids (of all ages) is proud to support this worthwhile project. As volunteers of several projects in Rosalia, including restoration of the 1923 Texaco and improvements to the Steptoe Battlefield State Park, we are ready and willing to help in any way to further this trail project effort.

Sincerely,



Jim and Diane Nebel  
Budding Rose Art Gallery  
P.O. Box 347  
Rosalia, Washington 99170-0347  
Phone and Fax 509 523 4200  
Email: [jnebel2@aol.com](mailto:jnebel2@aol.com)



## ROSALIA LIONS CLUB

P.O. Box 364 Rosalia, Washington 99170-0364

MAR 15 2011

March 11, 2011

William E. Fraser  
WA State Parks and Recreation Commission  
270 9th Street, NE Suite 200  
East Wenatchee, WA 98802

Re: Support of the John Wayne Pioneer Trail  
Malden to Tekoa Trail Plan, RCO #11-1101

Dear Mr. Fraser

The officers and members of Rosalia Lions Club International are pleased to submit this letter of support regarding the John Wayne Pioneer Trail Malden to Tekoa Trail Plan, establishing trail heads in the towns of Malden, Rosalia and Tekoa. Completion of this project will allow and encourage users of the JWPT to visit, rest and use the services and businesses of these communities. These trail heads will further encourage the development of our in-town trail "loops" as addressed in Rosalia's Comprehensive Plan (Chapter 8 – Transportation Element). Hopefully, the start of this project will renew interest in and construction of Rosalia's in-town trail system.

The Rosalia Lions fully supports this community enhancing project. Rosalia Lions volunteers are ready and willing to help. Our contact is P.O. Box 364, Rosalia, Washington 99170-0364, Phone: 509-863-3658.

Sincerely,

ROSALIA LIONS

Rita Crowl, President

Cc: Linda Prichett, Secretary  
Rosalia Mayor Jim Stenhouse  
Lewis Ficken, Chairman Rosalia Planning Commission

## **ROSALIA HISTORICAL & PLANNING COMMISSION**

March 14, 2011

William E. Fraser  
WA State Parks and Recreation Commission  
270 9<sup>th</sup> Street, NE – Suite 200  
East Wenatchee, WA 98802

Re: Support for John Wayne Pioneer Trail  
Malden to Tekoa Trail Plan RCO#11-1101

Dear Mr. Fraser:

Thank you for the opportunity to comment on this project. The Rosalia Historical and Planning Commission is in full support of the above-mentioned project to develop a trail for equestrians, hikers, and bicyclists (non-motorized) from Tekoa, Washington to Malden, Washington with trail heads in the towns of Malden, Rosalia, and Tekoa.

The Rosalia trail head for the JWPT Malden to Tekoa Trail will further encourage the development of our in-town "trail loops" as addressed in Rosalia's Comprehensive Plan (Chapter 8 – Transportation Element). In conformance with the Rosalia Comprehensive Plan, our support for this project is strictly conditioned upon the trail not being used for motorized vehicles such as off-road vehicles (ORV's), motorcycles, or other noise-producing vehicles.

The users of the JWPT would be able to visit the Steptoe Battlefield State Park, and the Rosalia Visitor Resource and Interpretive Center (a 1923 Texaco Station that was placed on the State and National Register of Historic Places), Rosalia Parks, the Rosalia Museum and many other amenities to serve the traveler.

In summary, the Rosalia Historical and Planning Commission takes this opportunity to offer our support for this important project. We would be pleased to host community meetings to assist in planning the project. We appreciate your keeping us informed of progress.

Sincerely,  
ROSALIA HISTORICAL AND PLANNING COMMISSION



Lewis Ficken, Chairman  
and Members

cc/ Mayor Jim Stenhouse and City Council

MAR 17 2011



Pinewood Cottage Furniture  
Art and Crafts Store  
Yosh & Nanette Konishi  
208 W 2<sup>nd</sup> Ave, PO Box 163  
Rosalia, WA 99170  
509 523 3112

March 12, 2011

William E Fraser  
WA State Parks and Recreation Commission  
270 9<sup>th</sup> St, NE suite 200  
East Wenatchee, WA 98802

Re: Support of the John Wayne Pioneer Trail  
Malden to Tekoa Trail Plan, RCO #11-1101

Dear Mr. Fraser,

As a business owner dependant on the visitors who take the time and interest to visit our community, my husband and I want to add our wholehearted support regarding the John Wayne Trail Malden to Tekoa Trail Plan, that would establish trail heads in the towns of Malden, Rosalia and Tekoa. Completion of this project would significantly add to the encouragement of visitors and locals to make use of the trail and appreciate the beauty of this area, as well as make use of the other facilities and attractions available in these towns. We are convinced that uniting and connecting these rural communities with trails, attractions, and like goals that encourage tourism for the Palouse is the key to the future economic success we are all working toward.

Our community has planned wider use of the trail for the future, and connecting and improving the trail beyond Rosalia adds to the overall value of goals as well.

As Rosalia Business owners, myself a member of the Rosalia Town Council, my husband a member of the Planning Commission, we are committed to the plans and goals that move toward revitalizing and reenergizing our rural communities for a successful future.

We also volunteer our time where and when available to help see this project succeed.

Sincerely,

Nanette Konishi and Yosh Konishi  
Pinewood Cottage

## Fraser, Bill (PARKS)

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**From:** Pinewood Cottage [pwcpcw@frontier.com]  
**Sent:** Sunday, March 20, 2011 9:03 PM  
**To:** Fraser, Bill (PARKS)  
**Cc:** Diane Nebel; Greg Partch; 'Jim Stenhouse'; LFDRAFT@aol.com; Stewart Nereim



Dear Mr. Fraser,

I have already sent you my letter of support for the potential upgrading of the John Wayne Trail, and I am still in favor of the potential advantages that more use of the trail could bring to our Community. I am a business owner, vice president of a newly formed nonprofit organization whose purpose is to promote economic prosperity, and I am on the city council for Rosalia. I wrote out a possible letter of support for this project to be submitted in the name of our organization, Rosalia Association for Community Enrichment, and emailed it to my list of community members who are interested in our group's endeavors. I have received wholehearted support in several responses, but I have also received several responses from concerned citizens, mainly those who live along the borders of the trail, who have experienced some very significant problems with those who have abused the privilege in a number of ways. I have gained permission to pass on this information to you in the hope that you will add it to the "list" of considerations that should be noted and addressed as this project moves forward.

I believe the use of this trail can only be successful if the bordering neighbors at all points of the trail are heard from and respected for their concerns. The following are quotes from Jenna and Eric McDonald, and Barbara and Bruce Bothman whose properties have been adversely affected by those who have not respected their property in various ways in the past. Please consider forwarding these concerns along with the supporting letters from people like myself who recognize the potential good but really may not have thought through the potential problems that could result from making the trail more accessible:

From Jenna and Eric McDonald-

For scenic purposes, the Trail is actually more scenic heading away from us and over the bridge trestle south of town. Going that way on the trail does not have as many areas really close to residents homes, it actually is adjacent to farm land and would make less of an impact on people living in homes. Going from Malden to us has way more of an impact on people in houses since there are more resident homes next to the trail that way.

Two of our major concerns just at the top which I wanted to share with you right now is:

1) We want to make sure the gates stay where they are at and that is one we will fight in a court if we have to. It has kept the motorized vehicles off the trail which also kept them off our land and Mr. Duane Widman's land. The gates have made an enormous difference and we are very pleased with the results.

2) We don't want the end of our driveway to become a trailhead, meaning we don't want it to become a parking area for people to park, nor do we want porta potties anywhere around that area. There is a small area between the bottom of our driveway and Ken Hames driveway to his area. We have had people park ON our driveway which blocked us from getting up/down our driveway and of course the owners of the vehicles are down the trail some where. After the first time it happened, we just started calling 911 to have a sheriff come out. So again, we don't want the bottom of our driveway as a parking lot.

There are other issues but these were just the two major ones. We have had hunters hunt on the trail even though it is posted no hunting and then have shot at my husband and kids when Eric asked them to leave, I could go on and on. In my opinion, some people come out to the country and forget that the same laws apply in our area as they do in Spokane.

From Barbara and Bruce Bothman-

This trail goes between land that our family owns and, in the past, it has brought unwanted hunters and trespassers in to private land. People don't just stay on the trail and motor vehicles have used it until gates and locks were in place. What improvements would be needed? What is the cost of this? I'm referring to the trail between Rosalia and Malden.

Thank you for your time and consideration,  
Nanette Konishi

Jerry Jones, editor  
Whitman County Gazette  
Box 770  
Colfax, Wash. 99111

DEC 12 11  
5:41 PM  
REGION

Bill Frazer, regional planner  
Washington State Parks  
270 9th Street, NE, Suite 200  
East Wenatchee, Wash., 98802

Public comment re: Point 2 in Nov. 28 summary of Tekoa meeting on linking the John Wayne and Trail of the Coeur d'Alenes.

Dec., 15, 2011

Dear Bill,

I was able to attend your public session at Rosalia and perhaps half of the session at Tekoa. You and Truitt are commended for conducting the sessions and attempting to advance the cause of the trail. I attended your meeting as a working reporter, but I'm writing this as a long-time enthusiast of the JW Trail.

One of my conclusions in listening to most of the comments at both sessions was the absence of people who actually ride on the trail and appreciate what has now become as part of the state parks system. Most, if not all, of those attending the meetings were neighbors of the trail.

I don't think you received any comments at the sessions from the John Wayne Wagon Drivers and Riders, probably the number-one users of the trail across the state. They and others would certainly have input on your planning project, but they can't be expected to roll across the state from the west side to attend a night meeting in Rosalia.

For years, the JW Riders have urged acquisition of the "missing link" segment for the former Milwaukee right-of-way across Benewah County from the state line to Plummer. This would connect the two cross-state trails and provide a trail route all the way from North Bend to the Montana State line on the Trail of the Hiawatha.

Of course, the authority of Washington Parks ends at the state line, but any plan for improving the JW Trail should include some type of formal approach to encourage and support securing this linkup in Idaho. The recreation value of the trail in Washington would be enhanced if it provided a link to the Trail of the Coeur d'Alenes. Riders who start at the western end of the trail, at North Bend, would have a route all the way to Mullan, Idaho, then across Lookout Pass on the NP Trail and then down the Trail of the Hiawatha to Avery, Idaho.

The only group that I know which does this on a regular basis is Scout Troop 305 in Walla Walla. Gary Wentz, a leader in the troop has led at least three such rides on the trail. Wentz has a system of getting permission for property owners along the former Milwaukee right-of-way on the Idaho side of the line. They continue on the right-of-way across Benewah County and go through the tunnel south of Plummer before arriving at the Trail of the Coeur d'Alenes trailhead in Plummer.

It present, the JW Trail at Tekoa presents cross-state(s) riders with a de facto eight to nine-mile dead-end. Before getting to Tekoa, riders have to leave the trail at the Lone Pine Road intersection about 1.5 miles west of Tekoa. If they stay on the trail they wind up at the west end of the blocked off high trestle.

Riders who depart Tekoa eastbound on the JW trail again face a dead-end situation after about eight miles when they get to the state line. The options are to go along Idaho Road to the north or Stateline Road to the south. The Idaho Road route involves crossing a ridge, with narrow road access which will eventually go into Plummer. The Stateline Road route sends riders away from Plummer. (Wentz and the Walla Walla scouts, of course, just keep going on the former railroad right-of way with permission from the property owners.)

I have contacted Mike Domy at Kellogg, one of the members of the board for the Trail of the Coeur d'Alenes. He confirms that linking the two trail systems continues to be a goal of board members.

Best regards,

Jerry Jones