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GEOGRAPHICAL DATA

The geographical data presented provide an important basis for interpreting and understanding the historic resources of the Santa Fe Trail. Establishing the course of the trail and the physical and cultural environment over which it extended are of primary importance. Ideally, such geographical data should encompass a description of the trail and all its branches. An understanding of the physiographic regions through which the trail passes allows a better appreciation of the ease or difficulty of movement across the trail. Relatively level areas provided ease of wagon movement while areas like Raton Pass presented considerable obstacles. The climate also presented challenges ranging from infrequent precipitation over sections of the Cimarron Route to abundant thunderstorms along other portions of the trail. The climate also contributed to other physical processes which molded the landscape, including mechanical and chemical weathering and erosion. The spatial and temporal variations in the physical environment clearly entered into the decision-making process of the Santa Fe Trail traveler. Since many of the historic resources presented in this nomination deal with elements of the physical landscape, an understanding of the resources' physical and cultural emergence is needed. For the purposes of identification and interpretation, even their physical appearance bears much importance. Vegetation and soils provide an epidermis for the physical landscape, and in doing so, often hide the remains of resources important to a better understanding of the trail. Conversely, features (e.g., wagon ruts) are often accentuated through vegetation changes in and along them.

The Course of the Trail

Although referred to in the singular, the Santa Fe Trail was composed of several routes forming a disordered pattern of wagon ruts superimposed on the dendritic river patterns of the plains. According to a Santa Fe Trail scholar, William Buckles, as late as the 1980s the course of the trail was based largely on early guidebooks identifying two main routes and well-known related sites.⁷⁶² As a consequence, the Santa Fe Trail was simplified to being composed of a single route that divided into two branches later rejoining to form a single road into Santa Fe. Subsequent scholarship more accurately describes the trail as a network that provided the traveler with a set of route options dependent upon route condition, seasons, travel purpose, and politics, among others. The interpretation of the trail adopted in 1990 by the National Park Service identifies its beginning at Old Franklin, Missouri and stretching 488 miles southwestwardly to the Arkansas River where it divided into the Cimarron and Mountain routes.⁷⁶³ The Cimarron Route traversed another 294 miles while the Mountain Route crosses 338 miles before the two primary routes converged to form the remaining 83 miles from Watrous (La Junta), New Mexico to Santa Fe.⁷⁶⁴ While this section of the multiple property document concentrates on the primary trail routes (i.e., Cimarron Route and Mountain Route), the secondary and tertiary branches shall be covered more in-depth when evaluating individual resources along the trail network.

⁷⁶² Buckles, "The Santa Fe Trail System," 79.

⁷⁶³ NPS, *Management and Use Plan*, 15.

⁷⁶⁴ *Ibid.*

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Table 3: Trails and Counties⁷⁶⁵					
	Missouri	Kansas	Oklahoma	Colorado	New Mexico
Primary Routes	Combined Trail (Before/After the Cimarron & Mountain Routes Split)				
	Howard, Cooper, Saline, Lafayette, Jackson	Johnson, Douglas, Osage, Wabaunsee, Lyon, Morris, Marion, McPherson, Rice, Gray <u>Wet & Dry Routes:</u> Barton, Pawnee, Edwards, Ford	--	--	Mora, San Miguel, Santa Fe
	Cimarron Route				
	--	Gray, Haskell, Kearny, Grant, Stevens, Morton	Cimarron	Baca	Union, Colfax, Mora
	Mountain Route				
--	Gray, Finney, Kearny, Hamilton	--	Prowers, Bent, Otero, Las Animas	Colfax, Mora	
Secondary Routes	1846 Military Road				
	--	Leavenworth, Douglas	--	--	--
	Fort Riley-Fort Larned Road				
	--	Geary, Dickinson, Saline, Ellsworth, Rice, Barton, Pawnee	--	--	--
	Fort Hays-Fort Dodge Road				
	--	Ellis, Rush, Pawnee, Ford, Hodgeman	--	--	--
	Aubry Cutoff				
	--	Hamilton, Stanton	Cimarron	Prowers, Baca	--
	Fort Union-Granada Road				
	--	--	--	Prowers, Bent, Las Animas	Colfax, Mora
Fort Wallace-Fort Lyons Road					
--	Wallace, Greeley	--	Bent	--	

⁷⁶⁵ Table 3 is not all-inclusive, as further scholarship and local knowledge may expand the number of secondary and tertiary routes.

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Starting at Old Franklin, the Santa Fe Trail crossed the Missouri River to the bluff known as Arrow Rock where it followed a west-northwesterly orientation to the vicinity of Fort Osage. It proceeded along the Missouri River passing through Independence and just south of Westport – both of which later became eastern termini. The trail crossed into Kansas in modern day Johnson County where it adopted a southwesterly route. After diverging from the Oregon Trail near Gardner, it proceeded westward, traversing several tributaries, to Council Grove. Upon leaving Council Grove, the trail moved southwestward until it reached the Arkansas River; the trail closely followed the river. At Cimarron, the primary trail diverged into two main branches, the Cimarron Route and the Mountain Route.

The Cimarron Route was the Santa Fe Trail during the first 25 years of the road's existence and was more frequently used than the Mountain Route except during the Mexican-American and Civil wars. Despite its 60-mile waterless stretch – *La Jornada* – between the Arkansas and Cimarron rivers, the Cimarron Route offered two major advantages to the Mountain Route.⁷⁶⁶ It was nearly 50 miles shorter and composed of relatively level terrain, which was important for the ease of wagon movement. From Cimarron, Kansas, this route followed a southwesterly trail to La Junta (Watrous), New Mexico. Passing through Middle Spring at Point of Rocks (Morton County, Kansas) the trail proceeded to enter the southeast corner of Colorado (Baca County) and, subsequently, the northwest corner of Oklahoma past Cold Spring and Inscription Rock before entering New Mexico near Camp Nichols. Upon entering New Mexico, the Cimarron Route proceeded westward between the similarly-named formation Point of Rocks (Colfax County) to the northwest and Round Mound to the southeast. A tributary of the Canadian River was crossed before the route headed southwestward past Wagon Mound to La Junta where it rejoined the Mountain Route. La Junta (literally "The Junction") originally referred to the confluence of the Mora and Sapello rivers; thus, it seemed appropriate that this site later witnessed the reunification of the two route segments.

The Mountain Route was a well-irrigated route, but it did possess the disadvantages of being longer and more challenging to wagon traffic than the Cimarron Route. Using pack animals, William Becknell was the first to traverse the mountainous route to Santa Fe. However, it was not until 1832 that William and Charles Bent, returning from Taos, went north via Raton Pass and cleared the route for wagon access into Colorado.⁷⁶⁷ At the start of the Mexican War in 1846, the bulk of trail traffic shifted from the Cimarron Route to the Mountain Route. In that year, the Army of the West, under the command of General Kearny, was dispatched to Bent's Fort, a strategic position from which the invasion of New Mexico could be launched. This decision resulted in the widening of formerly narrow sections of the Mountain Route and demonstrated that Raton Pass was accessible to wagon travel.⁷⁶⁸ A drought in the southwest in 1846 also made the better irrigated Mountain Route appear more attractive.

After splitting from the Cimarron Route, the Mountain Route followed the north bank of the Arkansas River to the Upper Crossing. Travelers were given a last chance to change route segments between Upper Crossing on the Mountain Route and Lower Spring (Grant County, Kansas) on the Cimarron Route. The trail then continued westward to Bent's Old Fort (Otero County, Colorado). Beyond this fortification, the trail crossed the Arkansas River and went southwestwardly to Trinidad, Colorado. Before leaving Colorado, the trail turned southward into New Mexico to accommodate its passage through Raton Pass to Cimarron, New Mexico.

⁷⁶⁶ In preparation for almost three days of travel without irrigation, the wagon train would attach five-gallon water casks to their vehicles, secure food for several days in advance, and ensure that all members of the wagon train, including humans and animals, took sufficient volumes of liquid prior to departure. Myers and Simmons, *Along the Santa Fe Trail*, 55

⁷⁶⁷ Eggenhofer, *Wagons, Mules, and Men*, 70; Lavender, *Bent's Fort*, 131-132.

⁷⁶⁸ Myers and Simmons, *Along the Santa Fe Trail*, 57.

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Due south, the wagons went to La Junta where they found themselves entrenched in the well-travelled ruts made by wagons from both route segments. The trail went southward from Watrous to San Jose before it turned northwestward for Santa Fe, which nestled in the foothills of the Sangre de Cristo Mountains.

Physiographic Regions

The course of the primary routes of the Santa Fe Trail, described above, traverses four physiographic regions.⁷⁶⁹ In Missouri, the trail originated in the Central Lowland of the Interior Plains. This low-lying province is bounded on the north, east, and west by higher ground altitudes, ranging from 1500 to 1800 feet above sea level in western areas to 300 to 400 feet above sea level in central sections. Underlain by Paleozoic bedrock, northern areas of this region experienced the effects of glaciation. The Santa Fe Trail corridor was at or beyond the southern boundary of the four major periods of glaciation (i.e., the Nebraskan, the Kansan, the Illinoian, and the Wisconsinan) with the result that the course of the trail was not enhanced to any large extent by glacial features.

After negotiating the Central Lowland, the trail moved onto the Great Plains province, still within the Interior Plains, near Great Bend, Kansas. This vast expanse of prairie grassland has underlying Cretaceous rocks with a veneer of Tertiary rocks. From altitudes averaging 1500 feet above sea level along its eastern boundary, the Great Plains rise westward at a slow gradient often feet per square mile, despite a westward dip in underlying strata, to elevations of 5000 to 6000 feet above sea level at the Rocky Mountains. Although the Santa Fe Trail did not enter the Southern Rocky Mountain province, the Mountain Route did negotiate Raton Pass in Colorado before sweeping down to rejoin the Cimarron Route. Turning northwestward for Santa Fe, the trail entered the Basin and Range province of the Intermontane Plateaus. Block faulting of the numerous underlying structures has given this region its characteristic isolated north-south oriented mountain ranges that rise abruptly above the adjacent plains, the western margins of which experience the rain shadow effect.

Climate

For the purposes of generalization, the Köppen climatic classification system is used here to describe the current three climatic zones.⁷⁷⁰ Since climate is an abstract concept and a spatially continuous variable, exact boundaries cannot be drawn on a map. In terms of "boundaries," it is more appropriate to think of them as zones of transition. The eastern terminus of the Santa Fe Trail (Franklin, Missouri) originated within what is now a moist continental climate (Dfa).⁷⁷¹ Under this regime, the coldest month has an average temperature under 26.6° Fahrenheit (-3° Celsius), the warmest month over 71.6° Fahrenheit (22° Celsius), and with sufficient precipitation in all months.⁷⁷² This climatic regime persists to the Dodge City, Kansas vicinity where the climate becomes semiarid (BSk). In this region predominated by grasslands, "evaporation exceeds precipitation on average

⁷⁶⁹ J.H. Paterson, *North America: A Geography of the United States and Canada* (New York: Oxford University Press, 1989), 7; William D. Thornbury, *Regional Geomorphology of the United States* (New York: John Wiley and Sons, Inc., 1965), 6.

⁷⁷⁰ The Köppen climatic classification system was originally devised by Dr. Wladimir Köppen in 1918 and subsequently revised by his students R. Geiger and W. Pohl in 1953.

⁷⁷¹ The climate zones have shifted slightly since the mid-1990s when the original MPDF was submitted, particularly in Missouri. Previously, the eastern terminus (the Franklin area) was within a warm temperate climatic region (Cfa).

⁷⁷² Alan Strahler and Arthur Strahler, *Introducing Physical Geography* (New York: John Wiley & Sons, Inc., 2003), 222-223.

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throughout the year," and since there is no water surplus, no permanent streams originate in this zone.⁷⁷³ It has a mean annual temperature of 64.4° Fahrenheit (18° Celsius).⁷⁷⁴ A large part of the Cimarron Route now falls within this climatic region. The Mountain Route falls within this region until the Trinidad, Colorado vicinity where the altitude increases and the trail enters a snowy-forest climate with moist winters (Dfb). Similar to the climate in the Franklin area, the coldest month in this regime has an average temperature under 26.6° Fahrenheit (-3° Celsius); however, the summers are not typically as warm. The warmest month is below 71.6° Fahrenheit (22° Celsius).⁷⁷⁵ As the Cimarron and Mountain routes rejoined near Watrous, New Mexico, the trail moved back into a semiarid climate (BSk), and ended in the snowy-forest climate (Dfb) of Santa Fe.

Vegetation and Soils

Mid-latitude deciduous forest, including oak (*Quercus spp.*), elm (*Ulmus spp.*), ash (*Fraxinus spp.*), birch (*Betula spp.*) and beech (*Fagus spp.*), is common along the eastern part of the trail, particularly in the valleys along the rivers and streams which irrigate the region.⁷⁷⁶ This type of vegetation was dominated by tall, broadleaf trees that provide a continuous and dense canopy in summer but shed their leaves in winter.⁷⁷⁷ The soils associated with mid-latitude deciduous forests are highly productive as many settlers in the vicinity of the trail discovered. Outside the river valleys and further westward, the trail was dominated by tall-grass prairie. Trees and shrubs were absent in the natural vegetation of the region while the grasses were deeply rooted and dense.⁷⁷⁸ Soils of the tall-grass prairie are among the most fertile soils in the world.⁷⁷⁹ As one moves westward, the tall-grass prairie grades into short-grass prairie or steppe. This natural vegetation type consisted of sparsely distributed short grasses interspersed with areas of bare soil, scattered shrubs, and low trees.⁷⁸⁰ The change from steppe vegetation to semi-desert shrub is again a transitional one with the absence of vegetation becoming more apparent. This type of vegetation is composed of xerophytic shrubs, of which sagebrush (*Artemisia spp.*) is an example. These areas are not productive for agriculture unless they are well irrigated.

Traffic over the trail played its own part in altering the morphology of the landscape on a minor but widespread scale. Seen today, vegetation often helps delineate between the swales and ruts themselves and the adjacent land. For example, the bright green snakeweed (*Gutierrezia spp.*), irrigated by rainwater accumulation in the depressions, contrasts sharply with short grass on either side of the ruts.⁷⁸¹ Seasonal vegetative variations expose trail features through changes in color, composition and thickness of floral cover. For instance, small swales can accumulate surface runoff during seasonal rains, providing sufficient moisture for plants to cure more slowly than the surrounding grasses. A host of factors play a role in observing and identifying trail segments; however, these observations are made easier at times by vegetation changes. The volume of traffic experienced over the decades also changed the soil texture, altered the soil profile, and contributed to soil erosion. Weathering and erosion have created visually striking gullies and arroyos from some of these wagon ruts, while other wide depressions originating from wagon ruts are more heavily grassed-over, making them only discernible from an elevated viewpoint or from the air.

⁷⁷³ Strahler and Strahler, *Introducing Physical Geography*, 222.

⁷⁷⁴ *Ibid.*, 223.

⁷⁷⁵ *Ibid.*

⁷⁷⁶ The Botanical Classification System is used in this document.

⁷⁷⁷ Strahler and Strahler, *Introducing Physical Geography*, 256.

⁷⁷⁸ *Ibid.*

⁷⁷⁹ *Ibid.*

⁷⁸⁰ *Ibid.*, 255.

⁷⁸¹ Myers and Simmons, *Along the Santa Fe Trail*, 62.

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Socioeconomic Aspects

Approximately 90 percent of the land along the trail corridor is privately owned, six percent is owned by state and local governments while the remaining four percent is owned by the federal government. No American Indian tribal ownership is identified along the trail corridor. In terms of land use, approximately 64 percent of the land is designated as rangeland, 17 percent is cropland, seven percent is given to rural residences and urban development, ten percent form highway rights-of-way while the remaining two percent of land is used for recreational purposes.

Federal, state, and locally maintained highways and secondary roads allow varying degrees of access to the Santa Fe Trail. Most of the trail crosses rural areas with very low population densities. The only notable exception is that part of the trail corridor in the Kansas City area where the population density averages 2330 people per square mile, according to 2000 US Census Bureau statistics. In terms of racial composition, Hispanics are a major ethnic population in the Kansas City area and in parts of New Mexico while the strongest American Indian concentrations only account for less than three percent of the populations of Douglas County, Kansas and Santa Fe County, New Mexico. Only small concentrations of African-American populations are to be found along the trail corridor. The peoples who currently inhabit the trail corridor are primarily involved in commercial agriculture and ranching with other activities such as tourism, light manufacturing, forestry, oil exploration and education.⁷⁸²

⁷⁸² NPS, *Management and Use Plan*, 58-60.

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SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

After Congress designated the Santa Fe Trail a National Historic Trail in 1987, the National Park Service began developing a comprehensive management and use plan. Participation was requested from American Indians, landowners, and other individuals, as well as federal, state, and local agencies to manage, protect, and develop the trail.⁷⁸³ Based on comments from these interested parties and input from nine public meetings held along the trail in November 1987, draft management objectives were developed and presented to the public in April 1988.⁷⁸⁴ Later that spring, National Park Service personnel and contract consultants undertook the mapping of the trail route and the identification of potential historic sites and segments.⁷⁸⁵ The *Draft Comprehensive Management and Use Plan and Environmental Assessment*, including map supplement, was distributed for review and comment to the public, government agencies, organizations, and individuals in May 1989. Comments were entertained during a public review period (May 12 – June 6, 1989), as well as at ten public meetings along the trail in that period. The plan was revised and presented in final form as the *Santa Fe National Historic Trail: Comprehensive Management and Use Plan* in May 1990. The plan proposed the protection, historical interpretation, recreational use, and management of the trail corridor and identified eight areas with potential for further research: (1) Spanish/Mexican role, (2) Commerce, (3) Social/Cultural Aspects, (4) American Indians, (5) U.S. Army, (6) Railroads, (7) Anthropology/Archaeology, and (8) Other Influences.⁷⁸⁶

Listing Santa Fe Trail related resources in the National Register of Historic Places was an anticipated response to the *Management and Use Plan*. An initial registration effort was undertaken by The URBANA Group in 1993 under the management of the New Mexico Historic Preservation Division of the Department of Cultural Affairs.⁷⁸⁷ The objectives were to develop (1) a Multiple Property Documentation Form (MPDF) for the trail's resources and (2) no fewer than 40 individual National Register of Historic Places nominations related to the MPDF. Sixteen years later, in August 2009, a meeting was held at Dodge City, Kansas to review known issues with the initial Santa Fe Trail MPDF.⁷⁸⁸ As a result of the meeting, the NPS National Trails Office, in partnership with the Kansas Historical Society's Historic Preservation Division, coordinated the needed revisions and developed an additional 30 individual Kansas nominations under the revised document.

At the 2009 Dodge City meeting, specific suggestions were made on ways that the document should be improved. The original MPDF, "Historic Resources of the Santa Fe Trail, 1821-1880," was accepted by four of the five states, and all had difficulties with portions of the document, finding errors and issues that were not discussed adequately in the historic context statements, problems with the organization of the associated property types, and missing sources from the bibliography.⁷⁸⁹ The goal of the amended document is to retain and revise the original five historic contexts and add new sections on the reuse and commemoration of the Santa Fe Trail, as well as adding

⁷⁸³ NPS, *Management and Use Plan*, 5.

⁷⁸⁴ *Ibid.*, 6.

⁷⁸⁵ *Ibid.*

⁷⁸⁶ *Ibid.*, iii, 26-27.

⁷⁸⁷ This project was funded by the National Park Service's Southwest Regional Office. Dr. Mary Ann Anders, architectural historian and National Register reviewer for the New Mexico office, served as Project Coordinator.

⁷⁸⁸ The meeting was organized by the National Trails, Intermountain Region of the National Park Service. Among those in attendance were state historic preservation office representatives of the five trail states, the Advisory Council on Historic Preservation, the National Park Service, and the Santa Fe Trail Association.

⁷⁸⁹ The Colorado Historic Preservation Review Board chose to table the MPDF and associated individual nominations pending significant revisions. See Minutes of the Colorado Historic Preservation Review Board, 11/19/1993, on file with the Office of Archaeology and Historic Preservation.

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individual state contexts.⁷⁹⁰ Further, the associated property types were reorganized and rewritten to fit into a more rational framework suitable for the wide variety of sites associated with the Santa Fe Trail along its entire length. The URBANA Group developed four significant property types (i.e., Historic Trail, Ancillary Historic Properties, Military Properties, and Associated Historic Buildings/Structures), grouped them by function, and divided them into more descriptive subtypes as appropriate.⁷⁹¹ In the amended MPDF, the property types were simplified into six broad categories.⁷⁹²

Issues relating to the evaluation and nomination of trail sites were also discussed at the 2009 meeting. The URBANA Group's selection of 40 properties to be nominated was made from the list of 194 properties determined in the *Management and Use Plan* to be high-potential historic sites and route segments along the Santa Fe Trail, "to interpret the trail's historical significance and to provide high-quality recreational activities."⁷⁹³ The properties nominated with their initial submission were selected from the list, firstly by a process of elimination, excluding those sites which were already designated National Historic Landmarks or which were already listed in the National Register. The remaining properties were judged by their descriptions, particularly for integrity, from both the *Management and Use Plan* and from the notes of the 1988 Santa Fe Trail Site/Segment Survey Forms. Consideration was also given to ensure an equitable distribution of nominations or nominated properties throughout the five trail states. Additionally, the list of properties to be nominated was affected by owner objection where property access or property mapping and photography were denied. Once these forms were completed, however, many of these site nominations contained inaccuracies, poor boundary definitions, and other problems. As a result, only 20 of the 40 nominations were approved for listing in the register.

Throughout the fall of 2011 and spring of 2012, site visits were accomplished by staff at the Kansas State Historical Society (KSHS) to assess eligibility for 30 individual National Register nominations in the state. Priority was given to those 14 sites initially tabled by the Kansas Historic Sites Board of Review. As part of the 1994 review of the site nomination forms, the Board and KSHS staff recommended that archeological examinations be conducted at several of the sites to determine whether subsurface remains were present and to modify the proposed boundaries. Field work conducted at these sites since then made them ideal for reevaluation. Other sites were selected based on recommendations of the Santa Fe Trail Association Chapter members and by consultation of the list of Certified Santa Fe Trail sites.⁷⁹⁴ Sites were photographed, and GPS coordinates were taken either around the resource or directly on the trail segments. These coordinates were then mapped and overlaid onto existing topographical maps to verify that the locations of the resources

⁷⁹⁰ The five original contexts were International Trade on the Mexican Road, 1821-1846; Mexican War and the Santa Fe Trail, 1846-1848; Expanding National Trade on the Santa Fe Trail, 1848-1861; Effects of the Civil War on the Santa Fe Trail, 1861-1865 [sic]; and The Santa Fe Trail and the Railroad, 1865-1880. According to the authors of the original MPDF, "The possibility of organizing the historic contexts by the five interpretive regions or the eight themes outlined in the *Management and Use Plan* [on pages 26-27, 32] was explored but they thought that the most applicable basis for developing the associated historic contexts was in terms of chronology and significant events, concentrating on the national level."

⁷⁹¹ Significant property types were identified using the list of 194 properties from the *Management and Use Plan*. Some sub-types were only identified and not fully developed, when no nomination with their submission fit under that subtype. They hoped that the identification of these additional subtypes established the skeletal framework for the larger group of trail properties identified in the *Management and Use Plan* and would allow for further development for future nominations.

⁷⁹² See Section F for explanation of these property types.

⁷⁹³ NPS, *Management and Use Plan*, 16.

⁷⁹⁴ Santa Fe Trail Association members who aided in the identification and evaluation of Kansas properties included: Roger Boyd, David Clapsaddle, Britt and Linda Colle, Leon Ellis, Marsha King, Leo Oliva, Carol Retzer, Steve Schmidt, Jeff Trotman, and Joanne VanCoevern.

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correspond to the General Land Office (GLO) survey lines. Property types developed for Section F are largely based on survey work done in Kansas.

Other states are currently working on similar projects to nominate trail sites. The Missouri SHPO entered into a task agreement with the National Park Service Long Distance Trails Office in 2011. This agreement and associated grant are for nominating a total of 24 sites related to trails in Missouri; two Santa Fe Trail site nominations are currently pending. In August 2010, the Colorado State Historical Fund awarded a grant to the National Trust for Historic Preservation to engage in "Santa Fe Trail in Colorado: Survey, National Register Nominations, Visual Resource Management Analysis." This project will result in 12-14 National Register nominations, among other deliverables.⁷⁹⁵ As of February 2012, New Mexico is in the process of nominating an additional 12 sites through a project funded by the National Park Service.

This document is meant to serve as an overview of the Santa Fe Trail's history not an exhaustive study of all the factors involved in the history. Though certainly important to the significance of the trail, focused research topics were not developed at this time. Further study might center on the questions raised by the background in this document. Some topics include: the trail's direct impact on the demographic changes along the trail routes; the occupational variations available during the course of the trail; more positive cultural impacts from the interaction of the travelers and residents; and the impact of the trail on the regional environments such as vegetative changes.

⁷⁹⁵ Project 11-01-038 with joint funding from the NPS and the US Forest Service.