

5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input checked="" type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
0	0	buildings
2	0	sites
0	0	structures
0	0	objects
2	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

Historic Resources of the Santa Fe Trail (2012)

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION/road-related

LANDSCAPE/natural feature

Current Functions
(Enter categories from instructions.)

AGRICULTURAL/agricultural field

LANDSCAPE/natural feature

7. Description

Architectural Classification
(Enter categories from instructions.)

N/A

Materials
(Enter categories from instructions.)

foundation: N/A

walls: N/A

roof: N/A

other: N/A

Narrative Description

Summary Paragraph

The Sawlog Creek Crossing on the Fort Hays-Fort Dodge Road is located [REDACTED] Ford County, Kansas. The Fort Hays-Fort Dodge Road was a secondary route of the Santa Fe Trail that ran in a southwesterly direction from Fort Hays in Ellis County to Fort Dodge in Ford County. In its entirety this road spanned Ellis, Rush, Ness, Hodgeman, and Ford counties. The nominated site consists of two Transportation Sites (Trail Segment subtypes), as defined in the multiple property nomination: a nearly unbroken three-mile stretch of intact swales and a prominent crossing of Sawlog Creek [REDACTED]. [REDACTED] A short portion of the trail segment [REDACTED] has been obscured by cultivation, but becomes visible again [REDACTED]. Though the Fort Hays-Fort Dodge Road was not located along the main route of the Santa Fe Trail, it was still closely related; it is a good example of a secondary route of the trail.

Narrative Description

[REDACTED] The nominated property is part of the Fort Hays-Fort Dodge Road, in use from 1867 to 1872. The [REDACTED] property is [REDACTED] now located on private ranch lands. It contains well-defined wagon ruts/swales on either side of Sawlog Creek, two cutdowns (impressions down the creek bank which were created by years of heavy wagon traffic), and extensive ruts/swales extending away from the creek to both the north and the south.

Landscape¹

This site in [REDACTED] Ford County is located within the High Plains section of the Great Plains province of the Interior Plains division of North America.² The High Plains section consists of a relatively featureless plain that covers most of the western quarter of the state and extends in a peninsula-like projection into south central Kansas as far as Kingman and Reno counties. Although heavily dissected along its eastern periphery, the High Plains is essentially a plateau with broad reaches of flat uplands and poorly developed surface drainage. The major river valleys – mainly the Smoky Hill, Arkansas, and Cimarron – are broad and have gentle side slopes, which extend downward to relatively narrow flats. Minor valleys are also present, often in the form of short, steep-sided, narrow canyons leading into the larger river valleys, and numerous shallow depressions or basins of various shapes and sizes can be found scattered throughout the uplands. Overall, however, the landscape is one of "phenomenal flatness and uniformity."³ Geologically, the High Plains consist of Pleistocene-aged loess (wind-blown silt deposits) overlying the sands and gravels of the widespread Ogallala formation. The loess ranges up to 100 feet or more in thickness; nevertheless, it is only a surface veneer in comparison to the massive and much thicker Ogallala formation, which underlies it. Because of the loess, surface exposures of the Ogallala are confined to dissected or otherwise eroded areas, mainly along the edges of the major stream courses. In those locations, seeps and springs are common.

The natural vegetation of the High Plains consists of a vast expanse of prairie cut through by narrow, discontinuous ribbons of riverine forest. The potential natural vegetation of the region includes short grass prairie and floodplain forest or savanna.⁴ The prairie contains a growth of blue grama (*Bouteloua curtipendula*) and buffalograss (*Buchloë dactyloides*) along with a few other grasses and forbs. The forbs are most common in the southern part of the state. The overall terrain surrounding this linear site in Ford County is prairie; the site is currently used for cattle grazing.

At its northern end [REDACTED], the site begins at an elevation of 719 meters (2360 feet) and descends to 711 meters (2335 feet) as it reaches Sawlog Creek. Continuing south [REDACTED], the linear

¹ The following two paragraphs are adapted from standard language used in reports written by Kansas State Historical Society, Cultural Resources Division, Archeology Department.

² W.E. Schoewe, "The Geography of Kansas, Part II: Physical Geography," *Transactions of the Kansas Academy of Science* 52, no. 3 (1949): 280, 311-330.

³ Waldo R. Wedel, "An introduction to Kansas archeology," *Smithsonian Institution, Bureau of American Ethnology, Bulletin* (1959): 8.

⁴ A.W. Kuchler, "A New Vegetation Map of Kansas," *Ecology* 55, no. 3 (1974): 586-604.

site ascends to an elevation of 743 meters (2440 feet) [REDACTED]. From this point south, the site strives to remain at the elevation, passing through minor topographic dips until it reaches its southern [REDACTED].

Sawlog Creek, [REDACTED], is a tributary of the Pawnee River, which is itself a tributary of the Arkansas River. [REDACTED] At this site in Ford County, Sawlog Creek is intermittent with steep, somewhat eroded banks.

Transportation Sites (Trail Segments)

The two contributing resources in this discontinuous linear site – a set of swales and a set of cutdowns – are examples of Transportation Sites (Trail Segment subtypes), as defined in the revised multiple property nomination. The swales enter the site north of Sawlog Creek [REDACTED]. Heading due south [REDACTED], two swales are visible for a total of approximately 725 meters (2378 feet); from this point to the creek, they have been obliterated by cultivation. The swales cover a 20-meter (65 feet) wide corridor on this side of Sawlog Creek.

At the actual crossing point, the creek takes a sharp [REDACTED] bend [REDACTED]. The 6 meter (19 feet) wide cutdown on the north bank heads east of north for 33 meters (108 feet). On the south bank of the creek is a clearly visible cutdown that extends down to the water on a due north-south alignment, measuring 45 meters (147 feet) long and 9.5 meters (31 feet) wide. From the terrace edge on the south bank to the creek bank, the swale extends an additional 17.5 meters (57.41 feet),

Swales are present though difficult to discern on the ground immediately above the crossing on the south side of the creek, but they clearly can be traced [REDACTED] in the upland pastures to the south [REDACTED]. South [REDACTED], the swales trend east of north [REDACTED]. From there, they ascend the south side of the Sawlog Creek valley. Once out of the valley, they continue [REDACTED], generally following a prominent upland ridge [REDACTED].

The property retains a high degree of integrity. With the exception of a small cultivated area immediately north of the crossing, swales can be easily followed both on aerial photos and on the ground for nearly three miles. [REDACTED] The southern end of the nominated property is formed by an unimproved road [REDACTED]. The area to the south has seen sustained cultivation, and intact swales do not appear to be present. [REDACTED]

The proposed boundary for the trail segment includes its immediate corridor, at its widest and its narrowest, as well as a 50 meter (164 feet) contributing land area on all sides of the swales. The corridor is briefly broken [REDACTED] where cultivation has erased evidence of the trail.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions.)

- Transportation
Military
Commerce

Period of Significance

1867-1872

Significant Dates

1867-1872

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years old or achieving significance within the past 50 years.

Period of Significance (justification)

The period of significance, 1867-1872, encompasses the duration of use of the Fort Hays-Fort Dodge Road, representing, respectively, the year the railroad reached Hays, and the year the railroad reached Dodge City, rendering this military branch obsolete. The Fort Hays-Fort Dodge Road is closely associated with the Santa Fe Trail and is a good example of a secondary route of the trail.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance

Summary

The Sawlog Creek Crossing on the Fort Hays-Fort Dodge Road is regionally significant as part of the *Historic Resources of the Santa Fe Trail* revised multiple property nomination under Criterion A in the areas of transportation, commerce, and military as a historically significant military and stage road that connected the developing railroad line to the main branch of the Santa Fe Trail by connecting forts Hays and Dodge that were established to aid travelers with protection and supplies. This site and its contributing land area retain an excellent degree of integrity in terms of location, setting, feeling, and association required for registration. This site materially reflects significant historic events outlined in the associated historic context "The Santa Fe Trail and the Railroad, 1865-1880," as well as "The Santa Fe Trail in Kansas." The period of significance encompasses the duration of use of the Fort Hays-Fort Dodge road, representing, respectively, the year the Union Pacific Eastern Division Railroad reached Hays, and the year the Atchison, Topeka, & Santa Fe Railroad reached Dodge City, rendering this branch obsolete.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

As the Union Pacific Eastern Division (UPED) and the Atchison, Topeka, & Santa Fe (ATSF) railroads pushed into western Kansas in the 1860s, the eastern terminus of the Santa Fe wagon road moved west. Freight bound for Santa Fe was hauled by rail to the new terminus and off-loaded onto wagons that would traverse a number of branch roads to reconnect with the main route of the Santa Fe Trail. Though short-lived, these branch roads saw heavy traffic both commercial and military in nature. The 75-mile Fort Hays-Fort Dodge Road was an important branch of the Santa Fe Trail from 1867 to 1872.⁵

Establishing eastern termini at or near military forts ensured either military escorts for or prompt access to military protection by commercial travelers. A map of Kansas published in the June 19, 1868 issue of the *Daily Kansas State Record* depicts seven US army posts in the state, including Fort Leavenworth in Leavenworth County, Fort Scott in Bourbon County, Fort Riley in Riley County (now in Geary County), Fort Ellsworth (Harker) in Ellsworth County, Fort Zarah in Barton County, Fort Larned in Pawnee County, and Fort Hays in Ellis County. The map did not include Ford County, so Fort Dodge was not mapped. The increase in military presence in Kansas directly correlated with the open conflict between newly arriving Euro-Americans (brought by the railroads) and the Plains Indians, especially during the period between 1867 and 1869.

The Forts

Fort Hays was originally established October 11, 1865 and was located on Big Creek, roughly 15 miles southeast of Hays.⁶ It was originally designated Fort Fletcher, in honor of Governor Thomas C. Fletcher of Missouri. The name of the post was changed to Fort Hays on November 11, 1866, for Brigadier General Alexander Hays, killed on May 5, 1864 in the Battle of the Wilderness. A flood destroyed the post on June 5, 1867, after which it was relocated to higher ground south of Big Creek and one-half mile south of the present town of Hays. The new post was established on June 22, 1867, on a site selected by Major Alfred Gibbs, 7th US Cavalry.⁷

When reestablished in 1867, Fort Hays was located on the line of the proposed UPED Railroad. Like all the forts on the UPED line, Fort Hays contributed much toward protecting construction camps along the railroad and keeping open the Smoky Hill Route to the gold regions farther west in Colorado and California.⁸

⁵ The *Santa Fe National Historic Trail: Comprehensive Management and Use Plan* from 1990 describes the road as 90 miles long; David Clapsaddle, in his 2000 article about the road, describes it as 75 miles long.

⁶ Robert W. Frazer, *Forts of the West: Military Forts and Presidios and Post Commonly called Forts West of the Mississippi River to 1898* (Norman: University of Oklahoma Press, 1965), 54.

⁷ Ibid.

⁸ Marvin H. Garfield, "The Military Post as a Factor in the Frontier Defense of Kansas, 1865-1869," *The Kansas Historical Quarterly* 1 (November, 1931), 56. The Smoky Hill Route followed the Smoky River.

The Fort Hays post was established primarily to protect employees of the railroad from American Indian resistance. Fort Hays shared honors with Fort Dodge and Camp Supply as headquarters for General Sheridan during his various campaigns.⁹

Fort Hays was abandoned in November 1889, largely as a result of the lessening confrontations between Euro-Americans and American Indians.¹⁰ The military post was transferred to the Department of the Interior on November 6, 1889, and to the State of Kansas by a Congressional act of March 28, 1900. While a part of the site is now the campus of Fort Hays State University and another portion a golf course, the historic core of the fort, including the blockhouse, guardhouse, and two houses for officer's quarters, is preserved and interpreted as the Fort Hays State Historic Site. This site was listed in the National Register on January 25, 1971.

Fort Dodge was established by Captain Henry Pierce, 11th Kansas Calvary, on April 10, 1865 along the bank of the Arkansas River along the Santa Fe Trail, just a few miles east of present-day Dodge City. This area was near the western intersection of the Wet and Dry routes of the trail. The post was designed to aid and protect those traveling along the trail. Fort Dodge was abandoned on October 2, 1882, and the military reservation transferred to the Department of the Interior in 1885. Today, fort buildings remain as part of a state soldiers' home.

Traffic along the Road

The Fort Hays-Fort Dodge Road was established in 1867 when the Union Pacific Eastern Division Railroad reached Hays City (modern-day Hays, Kansas) in October of that year. From October 1867 to June 1868 all military freight and most commercial freight, including mail and stage lines, destined for Santa Fe and beyond was shipped by rail to Hays then hauled by wagon via the Fort Hays-Fort Dodge Road to the main branch of the Santa Fe Trail near Fort Dodge (Figure 5).¹¹ From 1868 to 1872 – the year the ATSF Railroad reached Dodge City – the Fort Hays-Fort Dodge Road was almost exclusively used for transporting military freight and personnel. Maj. Gen. Winfield S. Hancock wrote of his impression of this route in 1867:

My impression is that the real route of travel for emigrants hereafter will be from Fort Hays of Harker (most probably from Hays) directly across to some point a little west of Dodge, crossing Walnut Creek and branches of Pawnee Fork, where the country affords excellent grass, good running water, plenty of wood, good roads – wood, water, and grass at convenient intervals.¹²

Though the road actually connected to the main Santa Fe Trail east of Fort Dodge, it did cross a number of waterways, including the Smoky Hill River, Big Timbers Creek, Walnut Creek, Pawnee Fork, Buckner Creek, and finally Sawlog Creek.¹³

The Barlow, Sanderson & Company stage line began service from Hays City on November 1, 1867.¹⁴ The company was previously at the town of Ellsworth, but in the early fall of 1867, the UPED Railroad built approximately 60 miles of track to the relocated Fort Hays, where the town of Hays developed.¹⁵ The change in Barlow and Sanderson's service meant abandoning that portion of the Santa Fe Trail between Fort Zarah and Fort Dodge.¹⁶ Stage lines used the Fort Hays-Fort Dodge Road to get to Fort Dodge, where the stages

⁹ Garfield, 56.

¹⁰ Frazer, 54.

¹¹ Garfield, 52.

¹² Hancock to Maj. Gen. Philip H. Sheridan, as quoted in David Clapsaddle, "The Fort Hays – Fort Dodge Road: A Ladder of Rivers," *The Overland Journal* 18 (Fall 2000): 8.

¹³ Clapsaddle, 8-10.

¹⁴ Morris F. Taylor, *First Mail West: Stagecoach Lines on the Santa Fe Trail* (Albuquerque: University of New Mexico Press, 1971), 123.

¹⁵ *Ibid.*

¹⁶ *Ibid.*

traveled west along the Arkansas River to Fort Lyon, and over the Mountain Route to Santa Fe. With the increasing mileage of laid railroad tracks and the establishment of the Fort Hays-Fort Dodge Road, Santa Fe was only four and one-half days from the railhead across the trail, and only nine days from New York City by rail; by mid-December of 1867, the run from Santa Fe to Hays City was being made in four days and 11 hours.¹⁷ Mail stages (Southern Overland Mail) left from each end of the line at 8:00 AM three days a week: Monday, Wednesday, and Friday.¹⁸ In this respect, the Fort Hays-Fort Dodge Road served important commercial functions.

Sawlog Creek Crossing

[REDACTED] Prior to 1867, Sawlog Creek was known as Shaaf's Creek after Lt. John Shaaf of Fort Atkinson.¹⁹ Lt. Col. John W. Davidson, Inspector General, Department of the Missouri, reported in December 1867 that this crossing had "abundant water, grass and wood" and that the "fair crossing" was "corduroyed," indicating that the path across the creek was comprised of logs laid in a crosswise fashion.²⁰

Writing his *Personal Reminiscences of Frontier Life in Southwest Kansas*, Robert Wright, a one-time post trader at Fort Dodge, recalled the environmental state of the Sawlog Creek Crossing around the time Fort Dodge was founded:

The creeks, when the fort was first started, were all heavily wooded with hackberry, ash, box-elder, cottonwood, and elm. ...There were a good many thousand cords cut on the Sawlog, which stream is properly the south fork of the Pawnee, but the soldiers would go out to the old Hays Crossing [Sawlog Creek Crossing], chop down a big tree, hitch a string of large mules to it, haul it up the bank near the ford, and, after stripping off its top and limbs, leave its huge trunk there. In consequence thousands of immense logs accumulated, making the place look as if a sawmill had been established; and these great trunks were sawlogs ready to be cut into lumber.²¹

[REDACTED] much of the timber cut along Sawlog Creek was used at the fort. A number of wood trails were established from Fort Dodge, some branching off of the Fort Hays-Fort Dodge Road (Figure 6).

By 1869, the timber around the crossing had greatly diminished. Pvt. David L. Spotts, who campaigned in the 1868-1869 Custer-Sheridan Campaign, noted the Sawlog Creek in his diary, writing, "We march [REDACTED] [en route to Fort Hays] and camp on Sawlog Creek. ...There is hardly any timber along this creek and when told it was Sawlog Creek we naturally looked for sawlogs. Perhaps the timber had been made into sawlogs."²²

Potential to Yield Important Information

Archeological prospection, geophysical survey, and metal detector survey of similar trail segments have been shown to reveal associated artifact assemblages, sometimes buried and sometimes not, that can inform on the use of the trail and its secondary routes during their periods of significance. Though no such surveys have been undertaken on this particular segment, there is every reason to believe that the presence of such an assemblage is possible. These swales and their contributing land area have the potential to yield important information to understanding the use and nature of the Fort Hays-Fort Dodge Road through Ford County,

¹⁷ Taylor, 123.

¹⁸ Ibid.

¹⁹ Clapsaddle, 10.

²⁰ As quoted in Clapsaddle, 8,11.

²¹ R.M. [Robert] Wright, "Personal Reminiscences of Frontier Life in Southwest Kansas," *Kansas Historical Collections* 7 (1902): 64, and Clapsaddle, 10.

²² D. L. Spotts, *Camping With Custer and the Nineteenth Kansas Volunteer Cavalry on the Washita Campaign, 1868-1869*, ed. E. A. Brininstool (Los Angeles, CA: Wetzel Publishing Co., 1928; reprint, Lincoln: University of Nebraska Press, 1988), 177-178.

including patterns of use and change over time, evolving trade patterns, and cultural interactions. Study of the remnant trail swales, the crossing, and potential archeological features can provide valuable insight into the evolving patterns of historic development in this area. This site likely contains data which may be vital to any wider study of the 19th-century trade, military patterns, and economic development. Further investigation could address key questions regarding trade and transportation variability and change. Excavation could also provide additional social data including better estimates of the frequency of use during various phases of history, the role played by the military, various ethnic and social groups, and the nature of trail users, material culture and the production, distribution, and consumption of commodities.²³

The Fort Hays-Fort Dodge Road came to an end in 1872, when the Atchison, Topeka, & Santa Fe Railroad reached Dodge City. As a remnant, this site is a tangible reminder of the road during its period of significance. These ruts and the crossing endure as evidence of this significant military branch of the Santa Fe Trail, which linked the beginnings of the railroad network with the main branch of the Santa Fe Trail.

²³ Kansas State Historical Society, *Historic Resources of the Santa Fe Trail Multiple Property Documentation Form (Revised)*. August 2012, F117. Citation covers paragraph.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

- Clapsaddle, David K. "The Fort Hays – Fort Dodge Road: A Ladder of Rivers." *The Overland Journal* 18 (Fall 2000).
- Frazer, Robert W. *Forts of the West: Military Forts and Presidios and Post Commonly Called Forts West of the Mississippi River to 1898*. Norman: University of Oklahoma Press, 1965.
- Kansas State Historical Society. *Historic Resources of the Santa Fe Trail Multiple Property Documentation Form (Revised)*. August 2012.
- Kuchler, A.W. "A New Vegetation Map of Kansas," *Ecology* 55, no. 3 (1974): 586-604.
- Garfield, Marvin H. "The Military Post as a Factor in the Frontier Defense of Kansas, 1865-1869." *The Kansas Historical Quarterly* 1 (November, 1931): 50-62.
- Schoewe, W.E. "The Geography of Kansas, Part II: Physical Geography." *Transactions of the Kansas Academy of Science* 52, no. 3 (1949): 280, 311-330.
- Spotts, D. L. *Camping With Custer and the Nineteenth Kansas Volunteer Cavalry on the Washita Campaign, 1868-1869*. Edited by E. A. Brininstool. Los Angeles, CA: Wetzel Publishing Co., 1928. Reprint, Lincoln: University of Nebraska Press, 1988.
- Taylor, Morris F. *First Mail West: Stagecoach Lines on the Santa Fe Trail*. Albuquerque: University of New Mexico Press, 1971.
- United States Department of Interior/National Park Service. *Santa Fe National Historic Trail: Comprehensive Management and Use Plan*. Washington, DC: US Government Printing Office, 1990.
- Waite, Herbert A. *Kansas Geological Survey Bulletin 43: Geology and Ground-water Resources of Ford County, Kansas* (December 1942): n.p. [transcription on-line]; available from http://www.kgs.ku.edu/General/Geology/Ford/03_geog.html; Internet; accessed 24 September 2012.
- Warner, Kate Krumrey. *Saga of Sawlog*. Denver: Big Mountain Press, 1965.
- Wedel, Waldo R. "An introduction to Kansas archeology." *Smithsonian Institution, Bureau of American Ethnology, Bulletin* (1959): 8.
- Wright, R.M. "Personal Reminiscences of Frontier Life in Southwest Kansas." *Kansas Historical Collections* 7 (1902): 64.

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been requested)
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other

Name of repository: Kansas State Historical Society

Historic Resources Survey Number (if assigned):

N/A

10. Geographical Data

Acreage of Property 159.79 acres

(Do not include previously listed resource acreage.)

Latitude/Longitude Coordinates

Map Datum: WGS84

[REDACTED]

Verbal Boundary Description (Describe the boundaries of the property.)

[REDACTED]

Boundary Justification (Explain why the boundaries were selected.)

[REDACTED]

11. Form Prepared By

name/title Original nomination prepared by the URBANA Group (1993); revised by: KSHS Staff

organization Kansas State Historical Society date July 2012

street & number 6425 SW 6th Ave telephone 785-272-8681

city or town Topeka state KS zip code 66615-1099

e-mail cultural_resources@kshs.org

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Sawlog Creek Crossing on the Fort Hays – Fort Dodge Road
City or Vicinity: Spearville vicinity
County, State: Ford County, Kansas
Photographer: John Barry (JB), Amanda Loughlin (AL), Sarah Martin (SM), & Michael Taylor (MT)
Date Photographed: 2 November 2012 (JB) & 9 July 2012 (AL, SM, & MT)

Description of Photograph(s) and number:

- 1 of 11:** Start of the Fort Hays-Fort Dodge Road Segment. Looking south from county road (AL).
- 2 of 11:** Swales from the Fort Hays-Fort Dodge Road. Looking SW from near county road (JB).
- 3 of 11:** Cutdown to Sawlog Creek from north side of creek. Looking south (SM).
- 4 of 11:** Cutdowns on north and south side of Sawlog Creek. Looking south (JB).
- 5 of 11:** Sawlog creek, looking SE from cutdown on north side of creek (JB).
- 6 of 11:** Looking north along cutdown to Sawlog Creek from north side of creek (AL).
- 7 of 11:** Looking north toward Sawlog Creek along Fort Hays-Fort Dodge Road swales to south of creek (AL).
- 8 of 11:** Looking north along Fort Hays-Fort Dodge Road swales to south of creek (AL).
- 9 of 11:** Looking north along Fort Hays-Fort Dodge Road swales toward creek (MT).
- 10 of 11:** Looking north along Fort Hays-Fort Dodge Road swales from county road (AL).
- 11 of 11:** Looking NE from north-south road at end of trail swales (on hill, green swath coming down the hill) (AL).

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name On file with SHPO.
street & number _____ telephone _____
city or town _____ state KS zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

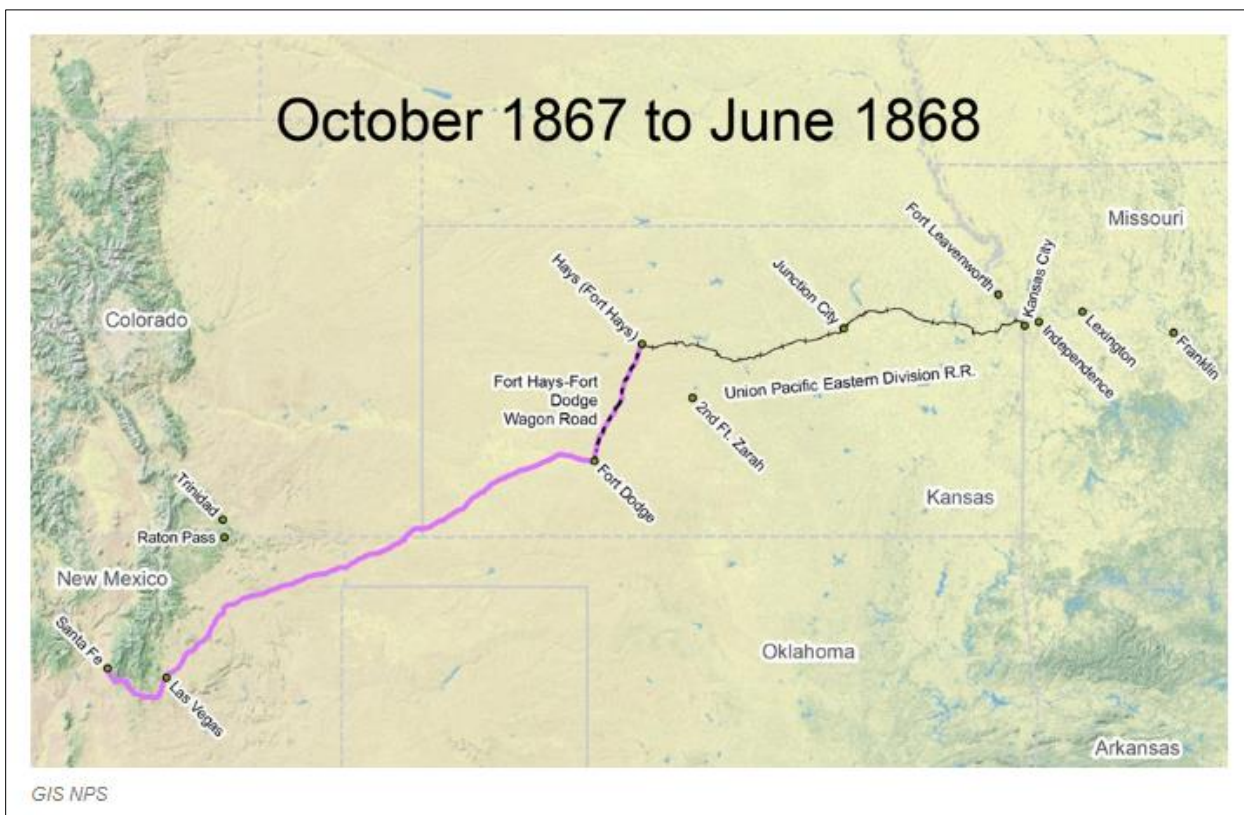
Figure 1.
[REDACTED]

Figure 2.
[REDACTED]

Figure 3.
[REDACTED]

Figure 4.
[REDACTED]

Figure 5.



Sawlog Creek Crossing on the Fort Hays-Fort Dodge Road.
Map showing the main route of the main route of the Santa Fe Trail between October 1867 and June 1868.
National Park Service GIS.
<http://www.nps.gov/safe/historyculture/map-timeline-3.htm> (accessed 09/26/2012).

Figure 6.
[REDACTED]

Site Boundary Map.
[REDACTED]

Context Map.
[REDACTED]

Photograph Key Plans
[REDACTED]