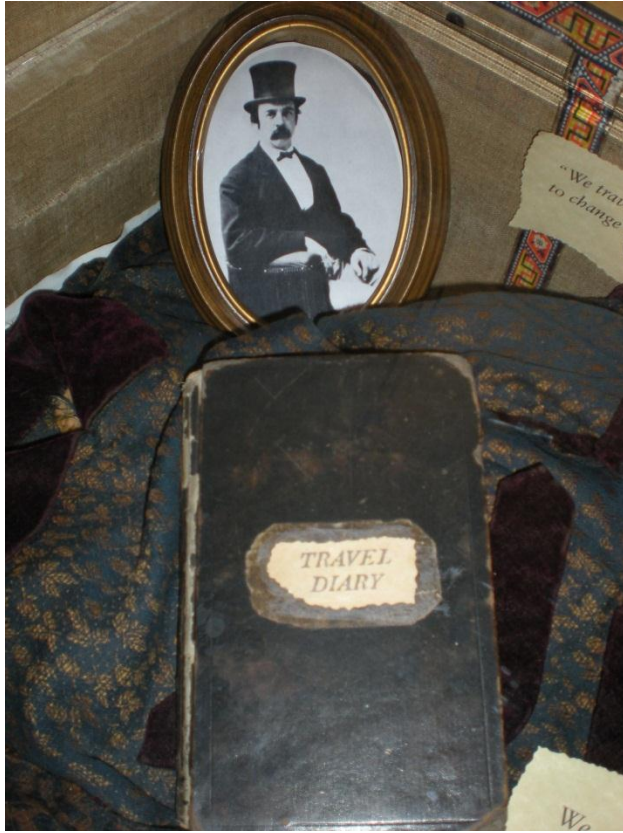


Scoping Report

Butterfield Overland Trail Special Resource Study / Environmental Assessment



Butterfield Overland Trail Exhibit located at the Wells Fargo Museum in Los Angeles, California (NPS Photo)

September 2012

U.S. Department of the Interior
National Park Service
National Trails Intermountain Region

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Sign marking the Butterfield Overland Trail route in Cassville, Missouri

NPS photo

ACRONYMS AND ABBREVIATIONS

FS / EA	Feasibility Study / Environmental Assessment
GIS	Geographic Information System
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NHT	National Historic Trail
NPS	National Park Service
PEPC	Planning, Environment, and Public Comment (NPS planning website)
SHPO	State Historic Preservation Office
THPO	Tribal Historic Preservation Office

INTRODUCTION AND BACKGROUND

The National Park Service (NPS) is preparing an environmental assessment (EA) for a special resource study on the feasibility and suitability of designating the Butterfield Overland Trail as a national historic trail. The special resource study includes an analysis of the feasibility and suitability of this designation. An EA is being done in compliance with the National Environmental Policy Act (NEPA) to provide the decision-making framework that 1) analyzes a reasonable range of alternatives, 2) evaluates potential issues and impacts to trail resources and values, and 3) identifies mitigation measures to lessen the degree or extent of these impacts. This project will also be conducted in accordance with §106 of the National Historic Preservation Act (NHPA) and other applicable laws, regulations, and policies. The required §106 compliance will be completed using the NEPA process.

This report summarizes comments, feedback, and input received from the public from February through May of 2012 during scoping for this special resource study regarding the possible designation of the Butterfield Overland Trail as a national historic trail. This special resource study / environmental assessment was authorized by Congress in the 2009 with the Omnibus Public Land Management Act (Public Law 111-11 Section 5302.).

Scoping was conducted by a team of NPS planners, historians, and managers from the National Trails Intermountain Region (Santa Fe office). In planning and executing a series of public scoping meetings, NPS staff were assisted by agency (NPS and other federal) staff and private-sector volunteers, and staff from various city and county governments, chambers of commerce, museums and heritage centers, historical societies, and visitor attractions.

Scoping involves presenting the broad outlines of a project and soliciting input as to issues, concerns, and opportunities that might arise as a result of project implementation. Scoping is a process that federal agencies pursue in the early stages of preparing feasibility studies and environmental analyses. Scoping is intended to encourage public participation and solicit public input on the scope and significance of a proposed action (see the *Code of Federal Regulations*, Title 40, Part 1501.7). Comments received during scoping help the NPS identify issues and concerns, and allows the agency to develop effective alternatives.

OVERVIEW

The purpose of the special resource study is to evaluate the feasibility and suitability of adding the Butterfield Overland Trail to the National Trails System as a national historic trail. This determination will be made in accordance with the 1968 National Trails System Act, Public Law 90-543 (16 U.S.C. 1244) as amended.

The Butterfield Overland Trail, also known as the Oxbow Route, the Butterfield Overland Mail, or the Butterfield Stage, was a stagecoach route in the United States. The contract to create the Butterfield mail route was awarded in 1857. The route operated from 1858 to 1861 with the stage carrying mail and passengers cross country for almost 2,800 miles starting from either Memphis, Tennessee, or St. Louis, Missouri, converging at Fort Smith, Arkansas, and continuing to the

west through Indian Territory (present-day Oklahoma), Texas, New Mexico Territory (present-day New Mexico and Arizona), ending in San Francisco, California.

The purpose of a national historic trail is the identification and protection of a historic route and its historic remnants for public use and enjoyment. National historic trails are extended trails that follow as closely as possible and practicable the original routes of travel that are of national significance.

Recognition, designation, and preservation of the nation's historic trail system evolved, in the recent past, since the years of preparation for and celebration of the U.S. bicentennial in the 1970s. In the fall of 1968, Congress created the National Trails System Act (Public Law 90-543, codified at 16 United States Code Section 1241, et. seq.). This law and its subsequent amendments have resulted in the designation of 19 national historic trails by 2012.

Section 5 of the National Trails System Act (16 U.S.C. 1244) was amended by the Omnibus Public Land Management Act of 2009, Title VII – National Park Service Authorizations, Subtitle C—Special Resource Studies, wherein the Secretary of the Interior is called upon to conduct a special resource study along the route known as the “Ox-Bow Route” of the Butterfield Overland Trail in the States of Missouri, Tennessee, Arkansas, Oklahoma, Texas, New Mexico, Arizona, and California to evaluate (1) a range of alternatives for protecting and interpreting the resources of the route, including alternatives for potential addition of the trail to the National Trails System; and (2) the methods and means for the protection and interpretation of the route by the National Park Service, other federal, state, or local government entities, or private or nonprofit organizations.

The following map displays the historic **Route of the Butterfield Overland Trail**.



Map Produced by National Trails Intermountain Region GIS

SCOPING PROCESS

Public scoping is a process, not an event or single meeting. The process involves gathering information from stakeholders, interested individuals or organizations, local societies, environmental groups, and trail advocates. As described in the Council on Environmental Quality's *Memorandum: Scoping Guidance* (1981), the objectives of scoping are to identify the concerns of the public and agencies involved; prepare for the completion of an environmental document; ensure that all related permits and reviews are completed; define the issues and alternatives that will be analyzed; and to accomplish these tasks in a timely manner. The goal is to make sure the environmental document (either an environmental assessment [EA] or environmental impact statement [EIS]) adequately addresses relevant issues.

The remainder of this report describes scoping activities and the comments received.

Public Involvement and Participation

Public participation is the involvement, as early as possible, in the NEPA process of persons and organizations having an interest in any activity which must meet the requirements of NEPA. Public participation also includes the efforts of personnel to locate and involve the public. As part of this effort, a plan was devised that included public scoping meetings across 7 states and at 13 locations. Efforts to contact interested and affected publics and organizations were conducted through mailings, both electronic and via postal service. The National Trails Intermountain Region office also used the NPS Planning, Environment and Public Comment (PEPC) site. The National Park Service prepares and posts projects for public review and comment at <http://parkplanning.nps.gov/>. A webpage was created in December 2011 at <http://parkplanning.nps.gov/butterfieldsrs> to allow the public to submit comments and to keep updated on the planning process.

During the scoping process, the NPS solicits comments and then reviews and organizes all of the comments received. For this project the scoping period (i.e., the open public comment period) began January 16, 2012 with the mailing of the *Trail Study News* newsletter announcing the beginning of the feasibility study process with the scoping meeting schedule. The scoping period was extended through May 18, 2012 for a total of 124 days. The lengthy scoping period accommodated the size of the project and the travel and time required to conduct public meetings in seven states from Missouri to California.

The *Trail Study News* newsletter included a brief announcement about the planning process, description of the planning issues, a brief treatment of trail significance, a solicitation for participation in the planning process, and contact information. In addition, it directed interested parties to contact the NPS planning team by mail, by email, to the NPS planning website or by telephone. A copy was available to each attendee at the 13 scoping meetings.

For external scoping and in an effort to solicit comments emails were sent out to various sources; state and federal agencies were contacted via standard US mail and email (US Forest Service, Bureau of Land Management, United States Fish and Wildlife Service, etc. – see below);

also contacted were historical societies and groups, and trail organizations. However, there is no national Butterfield Trail organization in existence at this time.

- 19 offices of the Bureau of Land Management with responsibility for public lands and historic trail resources in Arizona, California, Oklahoma, Texas, and New Mexico
- 13 US Forest Service offices in Arizona, California, Oklahoma, New Mexico, Arkansas, and Missouri
- 26 national trail associations, partner organizations, universities, and historical societies
- State Historic Preservation Offices in Arizona, Arkansas, California, Missouri, New Mexico, Oklahoma, Tennessee, and Texas
- 8 US Fish and Wildlife Service field and regional offices in Arizona, Arkansas, California, Missouri, New Mexico, Oklahoma, Tennessee, and Texas
- Department of Defense installations, Department of Transportation offices, and offices of the Bureau of Reclamation in proximity to the proposed national historic trail

Plan Process

Planners and resource specialists with the National Trails Intermountain Region are currently engaged in following the steps outlined for the planning process. External and internal scoping has been completed. This scoping report documents the external scoping process. Efforts are also ongoing to finalize route data and make a determination of national significance. A preliminary set of alternatives has been developed and is currently under review. In addition a contract has been initiated for the creation of the environmental assessment. AECOM, a global provider of professional technical management support services, was awarded a contract to complete the affected environment and environmental consequences sections of the environmental assessment. National Trails Intermountain Region office planning staff will complete the other sections of the document and submit it to Congress for review.

Steps in the planning process include:

Step 1. Conduct external scoping

Step 2. Gather route data and determine national significance

Step 3. Define purpose and need/develop preliminary alternatives

Step 4. Prepare draft study/environmental document for internal National Park Service review

Step 5. Prepare draft study/environmental document for public review

Step 6. Analysis of public comment

Step 7. Prepare final study/environmental document

Step 8. Release final study/environmental document to Congress

The planning team has now completed Step 1 and is working toward completion of the other identified steps. If adequate funding is not acquired each year, the time frame for completing the study may be extended.

Public Scoping Meeting Schedule and Format

The NPS planning team consists of Aaron Mahr, Superintendent, National Trails Intermountain Region (NTIR); Gretchen Ward, Chief of Planning, NTIR; Brooke Safford, Planning Specialist, NTIR; Frank Norris, Historian, NTIR; and Sharon Brown, Chief of Trail Operations, NTIR. Team members conducted 13 public scoping meetings in towns along, or with a strong association to, the Butterfield Overland Trail route. Meeting formats, information content, and public input opportunities are described briefly following the meeting schedule. Public scoping meetings were held at the following locations and times:

Public Scoping Meetings

Date and Time	Location	Address	Number of Attendees
February 6, 2012 5:30-7:30 pm	El Paso, Texas <i>El Paso Museum of History</i>	520 N. Santa Fe Street	8
February 7, 2012 3:00-5:00 pm	Las Cruces, New Mexico <i>Las Cruces City Hall</i>	700 North Main Street	43
February 8, 2012 5:30-7:30 pm	Tucson, Arizona <i>The Murphy Wilmot Library</i>	530 N. Wilmot Road	15
February 9, 2012 3:00-5:00 pm	Yuma, Arizona <i>Historic City Hall</i>	180 West First Street	13
February 27, 2012 6:00-8:00 pm	Los Angeles, California <i>Wells Fargo History Museum</i>	333 South Grand	2
February 28, 2012 6:00-8:00 pm	Bakersfield, California <i>Kern County Administrative Office</i>	1115 Truxtun Avenue	3
March 12, 2012 6:00-8:00 pm	San Jose, California <i>Guadalupe River Park</i>	438 Coleman Avenue	9
March 13, 2012 6:00-8:00 pm	Sacramento, California <i>Well Fargo History Museum</i>	420 Montgomery Street	5
April 10, 2012 10:00 am-noon	Springfield, Missouri <i>Historic City Hall</i>	830 Boonville Avenue	25
April 11, 2012 6:00-8:00 pm	Fayetteville, Arkansas <i>City Administration Building</i>	433 Hay Street	35
April 11, 2012 5:30-7:30 pm	Fort Smith, Arkansas <i>Riverfront Park Events Building</i>	121 Riverfront Drive	21
April 12, 2012 3:00-5:00 pm	Atoka, Oklahoma <i>Atoka Community Building</i>	909 West Liberty Road	22
April 13, 2012 6:00-8:00 pm	Abilene, Texas <i>Frontier Texas!</i>	625 North First Street	51
Total in Attendance at Public Meetings			252

Maps representing overall, study routes, plus a large-scale map of study route locations in the vicinity of the day's meeting were arranged on the walls of each meeting room. Posters showing discussion topics (planning issues), designation criteria, and planning schedule were posted on the walls for review. Attendees were greeted at the door by members of the planning team, and

each attendee was asked to enter contact information on a sign-in form. Each attendee was offered a newsletter and comment form.

The planning team began each meeting with a short presentation of approximately 30 minutes that included greetings and introductions of the planning team. This was followed by a brief discussion of the feasibility study process and planning topics.

For the remainder of the meeting (approximately 90 minutes), attendees were encouraged to ask questions and present oral comments structured around planning issues. One team member facilitated the open discussion portion of the meeting, while another took notes on flip charts so that attendees could view the written comments as they were recorded. Team members were available during the discussion period to answer questions. Discussions were lively and usually lasted up to the close of the two-hour meeting.

Attendees were also encouraged to provide written comments on the distributed forms, to visit the planning website, or to email comments to Chief of Planning Gretchen Ward. Meeting attendees were advised that their names (as noted in the sign-in sheets) would be added to the feasibility study mailing list and would receive subsequent notices from the planning team.

All of the meetings drew an audience of local interested citizens. Local representatives of federal and state conservation agencies attended most of the meetings. Public participation was sparse in the most urban areas.



Public Scoping Meeting, Las Cruces, New Mexico, February 7, 2012

Scoping Questions

Scoping questions were developed and used as a basis for generating public discussion during the scoping meetings. Other questions and comments were also recorded in addition to the ones below. The following questions were presented to the public at each meeting to help initiate discussion:

1. What do you know about the study route, its location, uses and places of interest?
2. Are there opportunities for the public to enjoy and visit parts of this route?
3. How do you currently use the Butterfield Overland Trail?
4. Do you think the route is historically and nationally significant? Why or why not?
5. How might designation of this route as a NHT affect you and your community?

Public Comments

All of the comments and questions received from the public during the scoping period have been compiled, reviewed, and sorted by topic. Summaries appear below with actual letters and comments included with the attached appendices.

Written Comments

Written comments (from comment forms, letters, emails, and website comments,) were received from 61 individuals and groups.

Verbal Comments

A total of 252 people attended one of the 13 public scoping meetings. Verbal comments were recorded through notes taken by hand at each meeting. Other comments were received via phone. These comments are summarized immediately below.

Comment Summary

Written and verbal comments received from the public addressed the following topics:

- Access
- Administrative Activities
- Economic Opportunity
- Historical Context/Information
- Legal Issues/Private Property Concerns
- Location/Mapping of Trail
- Partnerships
- Protection of Trail Resources
- Significance
- Support for Trail Designation
- Trail Distinction
- Trail Resources

Access

A few individuals asked about access and private ownership. The subject was also brought up in phone and correspondence, primarily by individuals from New Mexico and Texas. There were some general concerns about how designation might indicate an invitation to the public where no invitation was intended. Meeting attendees in Texas were especially interested in making sure that individual owners' rights would be protected. This question came up at almost every meeting. Sometimes it was asked from a private land owner perspective, in some cases agency concerns were voiced as well. (See also Legal Issues/Private Property Concerns)

Administrative Activities

Several questions were posed about the administrative activities inherent to the feasibility study process. Attendees wanted to gain a better understanding of the process and what it entails. Some common questions asked throughout the scoping process included: "Who is involved?" and "How long does the process take?" Members of the public also wanted to know what they could do on their own time to ensure designation and, if designation was not a good fit, then what alternatives there were to designation. Maintenance and protection of existing sites was also a concern among some members of the public. A few asked about the problem of impact to sites and preservation concerns should these sites become better known because of national historic trail designation.

Economic Opportunity

Aside from the national and international recognition that comes with designation, there was some support for the economic incentives that designation would bring to the communities along the trail. Generating extra cash flow through heritage tourism was a big draw to many attendees at the public scoping meetings as well as those who sent in written comments. Those coming from small towns along the various study segments were particularly interested in drawing tourists to their area. Many felt that designation would help their communities. There was interest in and a couple of questions about tax incentives related to preserving historic sites along the route.

Historical Context/Information

Many people shared their knowledge and expertise with the NPS staff about the history of the Butterfield Overland route and in particular stories about their regions. The public was asked to provide information about the route that they thought would be helpful for the feasibility study. Specific details related to the route were shared and in some instances documentation was provided at the meeting. Subsequent to the meeting a number of emails and regular mail packets of information were received by the planning staff.

Legal Issues/Private Property Concerns

Several landowners and those advocating on behalf of landowners expressed concern about the “Willing Seller” and “Eminent Domain” language in the National Trails System Act of 1968 (P.L. 90-543). Their primary concern was the possibility that land may be confiscated by the federal government or made accessible to the public (without landowner permission) if national historic trail designation were to occur. Another concern was the publicity that comes with designation and the possibility of people trespassing on private land, which could threaten trail resources and personal property and pose liability problems for landowners. NTIR staff explained to attendees that lands would not be confiscated and that participation in national historic trail administration/management was voluntary.

Location/Mapping of Trail

Obtaining information on the location of the study trail segments was of primary importance to the NPS during the public scoping process. The NPS solicited feedback and information pertaining to this topic. Some members of the public provided useful information that they had about the location and mapping of the trails.

Partnerships

Many people felt that designation would promote partnerships along the trails. They also felt that the collaboration that comes from partnerships would benefit not only the trail itself but would also prove to be very valuable for communities along the route. Information regarding potential partnerships was provided in more detail at meetings held in the east end states along the trail. The public meetings in the western states were more lightly attended and while those attending were enthusiastic, only a small number of potential partners were identified. Several were potentially important, such as the Bureau of Land Management in California, Arizona, and New Mexico; California state parks; and Oklahoma state historic preservation office (these are a few examples). The most organized support was experienced in Arkansas where the Heritage Trail Partners group is very interested and supportive for designation of the Butterfield route as a national historic trail. A number of attendees with experience in activities related to other national historic trails shared their experiences which were primarily positive in nature.

Protection of Trail Resources

Discussions surrounding this topic emphasized the need to properly identify significant sites that are threatened from decay or development, and to take steps to ensure their protection and survival. Restricting access to sensitive sites and providing special protections were some of the recommendations that the public made to help protect trail resources. Another suggestion was the acquisition of land, with consent of the landowner, in the form of conservation easements by non-profit organizations. Many of those attending felt that designation would provide a degree of protection. (See also Trail Resources.)

Recreation/Tourism/Interpretation Opportunities

Members of the public noted a variety of existing and proposed ways in which to engage visitors along the trail. Museums, state parks, and visitor centers, were just some of the opportunities expressed for visitors to learn about and experience the trail. (See also Economic Opportunity.)

Significance

Many people offered themes or ideas why they felt the study route is nationally significant. Virtually everyone agreed that the study route was nationally significant and would be an important addition to the national trails system. At several meetings it was pointed out that the Butterfield Overland Mail was just as important in American history as the Pony Express route which has already warranted national historic trail designation.

Support for Trail Designation

One of the most popular topics that the public expressed related to their support for trail designation. The public showed almost universal support for trail designation at all scoping meetings. Virtually all written comments showed support for designation. Comments from two different counties in New Mexico expressed concerns regarding conflicts with existing land use planning and designation of trails across lands owned by the particular counties. Cautionary words were expressed by these individuals and a question was raised at a meeting in Abilene, Texas, regarding the worry that designation, would invite trespassing, depress property values, or restrict future uses. Another individual with a BLM grazing lease felt that his rights to that lease might be impacted by designation. (See also Legal Issues/Private Property Concerns.)

Trail Significance

In most instances, participants and correspondents were reluctant to say that the study route was not significant. When asked directly, most meeting attendees and those submitting comments argued that the trail was of national significance. The NPS received no comments that the trail was not nationally significant.

Trail Resources

At the various public meetings, and throughout the public comment period, NPS staff asked for feedback and input on study route resources. A variety of information was gleaned from the meetings as well as written comments. People shared detailed information on some Butterfield Overland Trail resources and sites. (See also Protection of Trail Resources.)

Future Steps in the Planning Process

1. Gather data on route locations and interpretive and recreational opportunities, and determine national significance – Fall, 2012
2. Apply national historic trail criteria and develop draft alternatives – Fall, 2012

3. Prepare draft feasibility study and environmental assessment – Winter, 2012 and Spring 2013
4. Conduct public review of the draft study – Fall, 2013
5. Address public review comments and prepare the final study – Fall, 2013
6. Transmit the study to the U.S. Congress – Summer, 2014

As noted above, the timely completion of this feasibility study is tied to adequate funding. If funding is not acquired each year, the time frame for completing the study may be extended.

Agencies, Companies/Businesses, Organizations, and Officials Attending Public Meetings

Meeting Place	Organization representation
El Paso, Texas	Guadalupe Mountains National Park, National Park Service Texas Historical Commission Chamizal National Memorial, National Park Service El Paso County Historical Commission El Paso International Airport
Las Cruces, New Mexico	Human Systems Research, Inc. New Mexico Farm and Ranch Heritage Museum New Mexico Wilderness Alliance Bureau of Land Management, Las Cruces District Office Las Cruces Railroad Museum El Camino Real de Tierra Adentro Trail Association (CARTA) La Posta de Mesilla Dona Ana Archaeological Society Southwest Environmental Center US Senator Tom Udall's Office
Tucson, Arizona	Bureau of Land Management, Arizona State Office Fort Bowie National Historic Site, National Park Service Westland Resources, Inc. Friends of the Sonoran Desert National Parks Conservation Association Bureau of Land Management, Tucson Field Office Aztlán Archaeology, Inc. Pima Trails Association Bureau of Land Management, Safford Field Office Saguaro National Park, National Park Service Friends of Planning University of Arizona Chiricahua National Monument, National Park Service
Yuma, Arizona	Arizona Historical Society Bureau of Land Management, Yuma Field Office Bureau of Land Management, El Centro Field Office (California) California State Parks
Los Angeles, California	Wells Fargo Museum
Bakersfield, California	Ridge Route Community Museum California State Parks
San Jose, California	Oregon-California Trails Association Anza Trail Coalition Amigos de Anza Guadalupe River Park Conservancy
San Francisco, California	Pacific West Regional Office, National Park Service Juan Bautista de Anza National Historic Trail, National Park Service Wells Fargo Museum
Springfield, Missouri	St. Clair & Benton County Historical Society

Meeting Place	Organization representation
	US Congressman Billy Long's office KSPR-TV Wilson's Creek National Battlefield, National Park Service Missouri State Historic Preservation Office Greene County Historic Sites Board US Senator Roy Blunt's office
Fayetteville, Arkansas	Arkansas Department of Tourism Heritage Trail Partners NWA Land Trust Fayetteville Parks and Recreation Pea Ridge National Military Park, National Park Service Fayetteville Natural Heritage Association Arkansas State Parks Arkansas Archaeological Survey US Congressman Steve Womack's office Arkansas State Highways, Environmental Division
Fort Smith, Arkansas	Fort Smith National Historic Site, National Park Service Trail of Tears Association Fort Smith Convention and Visitors Bureau City of Fort Smith Military Road Museum of Lavaca Westerners International
Atoka, Oklahoma	Confederate Memorial Museum Stringtown Historical Foundation Atoka County Times Atoka Museum Oklahoma State Historic Preservation Office Gainesville (Texas) Chamber of Commerce
Abilene, Texas	Jones County Historical Commission Anson-Jones Museum Fort McKavett State Historic Site Jacksboro Chamber of Commerce Texas Parks and Wildlife Fort Griffin Memorial Regiment Fort Griffin State Historic Site Texas Lakes Trail Texas Historical Commission Abilene Preservation League Pecos Trail Region Frontier Texas Baird Texas & Pacific Railroad Depot Museum Taylor County Historical Commission

Agencies, Organizations, and Tribes Contacted Prior to the Public Scoping Meetings

Bureau of Land Management

San Pedro Riparian National Conservation Area, Sierra Vista, Arizona
California State Office, Sacramento, California
New Mexico State Office, Santa Fe, New Mexico
Las Cruces District Office, Las Cruces, New Mexico
Arizona State Office, Phoenix, Arizona
Safford Field Office, Safford, Arizona
Tucson Field Office, Tucson, Arizona
Phoenix District Office, Phoenix, Arizona
Hassayampa Field Office, Phoenix, Arizona
Lower Sonoran Field Office, Phoenix, Arizona
Sonoran Desert National Monument, Phoenix, Arizona
Yuma Field Office, Yuma, Arizona
Central California District, Sacramento, California
California Desert District, Moreno Valley, California
Barstow Field Office, Barstow, California
El Centro Field Office, El Centro, California
Palm Springs South Coast Field Office, Palm Springs, California
Hollister Field Office, Hollister, California
Bakersfield Field Office, Bakersfield, California

Departments of Transportation

Arizona Department of Transportation, Phoenix, Arizona
Arkansas Department of Transportation, Little Rock, Arkansas
California Department of Transportation, Sacramento, California
Missouri Department of Transportation, Jefferson City, Missouri
New Mexico Department of Transportation, Santa Fe, New Mexico
Oklahoma Department of Transportation, Oklahoma City, Oklahoma
Tennessee Department of Transportation, Nashville, Tennessee
Texas Department of Transportation, Austin, Texas

US Forest Service

Ozark-St. Francis National Forests, Russellville, Arkansas
Coronado National Forest, Tucson, Arizona
Los Padres National Forest, Goleta, California
Angeles National Forest, Arcadia, California
Cleveland National Forest, San Diego, California
Trabuco Ranger District/San Mateo Canyon Wilderness, Corona, California
Palomar Ranger District/Agua Tibia Wilderness Study Area, Ramona, California
Mark Twain National Forest, Rolla, Missouri
Lyndon B. Johnson National Grassland, Decatur, Texas
Southern Region, Atlanta, Georgia
Eastern Region, Milwaukee, Wisconsin
Southwestern Region, Albuquerque, New Mexico
Pacific Southwest Region, Vallejo, California

US Fish and Wildlife Service

San Francisco Bay National Wildlife Refuge, Newark, California
Big Muddy National Fish and Wildlife Refuge, Columbia, Missouri
Hagerman National Wildlife Refuge, Sherman, Texas
Grasslands Wildlife Management Area, Los Banos, California
US Fish and Wildlife Service - Midwest Region, Bloomington, Minnesota
US Fish and Wildlife Service - Southeast Region, Atlanta, Georgia
US Fish and Wildlife Service - Southwest Region, Albuquerque, New Mexico
US Fish and Wildlife Service - Pacific Southwest Region, Sacramento, California

National Trail Associations, Partner Organizations, Universities, and Historical Societies

Old Spanish Trail Association, Phoenix, Arizona
Pony Express Trail Association, Pollock Pines, California
Amigos de Anza, Walnut Creek, California
Santa Fe Trail Association, Lexington, Missouri
Lewis and Clark Heritage Foundation, Great Falls, Montana
Trail of Tears Association, Oklahoma City, Oklahoma
Oregon-California Trails Association, Georgetown Texas
El Camino Real de los Tejas NHT Association, San Augustine, Texas
Mormon Trail Association, West Valley City, Utah
El Camino Real de Tierra Adentro Association, Las Cruces, New Mexico
Abilene Convention and Visitors Bureau, Abilene, Texas
Texas Brazos Trail
Bridgeport Texas Historical Society
Arizona Historical Society
Wells Fargo Museum San Francisco
Texas Heritage Trails Mountain Trail Region
Texas Heritage Trails Forest Trail Region
Frontier Texas! Museum, Abilene, Texas
Ridge Route Historical Society, California
Santa Fe Trail Association
Smoky Hill Trail Association
Wells Fargo Museum Los Angeles
Sharlot Hall Museum
Smoky Hill Trail Association
Texas Heritage Trails Forest Trail Region
Heritage Trail Partners, Fayetteville, Arkansas

Federally Recognized American Indian Tribes

Ak-Chin Indian Community, Maricopa, Arizona
Cocopah Indian Tribe, Somerton, Arizona
Fort McDowell Yavapai Nation, Fountain Hills, Arizona
Fort Yuma -Quechan Reservation, Yuma, Arizona
Gila River Indian Reservation, Sacaton, Arizona
Maricopa Indian Reservation, Maricopa, Arizona
Pascua Yaqui Tribe, Tucson, Arizona
Salt River Pima - Maricopa Indian Community, Scottsdale, Arizona
San Carlos Apache Tribe, San Carlos, Arizona
San Xavier Indian Reservation, Arizona
Tohono O'odham Nation, Sells, Arizona
Tonto Apache Tribe, Payson, Arizona
White Mountain Apache Tribe, White River, Arizona
Cahuilla Band of Mission Indians, Anza, California
Campo Band of Kumeyaay Indians, Campo, California
Cuyapaipe Band of Mission Indians, Alpine, California
La Jolla Band of Luiseno Mission Indians, Pauma Valley, California
La Posta Band of Mission Indians, Boulevard, California
Lipay Nation of Santa Ysabel, Santa Ysabel, California
Los Coyotes Band of Cahuilla & Cuperno Indians, Warner Springs, California
Manzanita Band of Mission Indians, Boulevard, California
Mesa Grande Band of Mission Indians, Santa Ysabel, California
Pala Band of Mission Indians , Pala, California
Pauma/Yuima Band of Mission Indians, Pauma Valley, California
Pechanga Band of Luiseno Indians, Temecula, California
Ramona Band, Anza, California
Santa Ysabel Indian Reservation, Santa Ysabel, California
Table Mountain Rancheria of California, Friant, California
Tule River Indian Tribe, Porterville, California
Eastern Shawnee Tribe of Oklahoma, Seneca, Missouri
Mescalero Apache, Mescalero, New Mexico
Caddo Tribe of Oklahoma, Binger, Oklahoma
Chickasaw Nation of Oklahoma, Ada, Oklahoma
Choctaw Nation of Oklahoma, Durant, Oklahoma
Comanche Nation of Oklahoma, Lawton, Oklahoma
Osage Nation of Oklahoma, Pawhuska, Oklahoma
Ysleta Del Sur Pueblo, El Paso, Texas

State Historic Preservation Offices

Missouri Department of Natural Resources, Jefferson City, Missouri
Department of Environment and Conservation, Nashville, Tennessee
Arkansas Historic Preservation Program, Little Rock, Arkansas
Oklahoma Historical Society, Oklahoma City, Oklahoma
Texas Historical Commission, Austin, Texas
New Mexico Historic Preservation Division, Santa Fe, New Mexico
Arizona State Historic Preservation Office, Phoenix, Arizona
Office of Historic Preservation, Sacramento, California

US Fish and Wildlife Service Offices

Don Edwards San Francisco Bay National Wildlife Refuge, Newark, California
Big Muddy National Fish and Wildlife Refuge, Columbia, Missouri
Hagerman National Wildlife Refuge, Sherman, Texas
Grasslands Wildlife Management Area, Los Banos, California
US Fish and Wildlife Service - Midwest Region, Bloomington, Minnesota
US Fish and Wildlife Service - Southeast Region, Atlanta, Georgia
US Fish and Wildlife Service - Southwest Region, Albuquerque, New Mexico
US Fish and Wildlife Service - Pacific Southwest Region, Sacramento, California

Department of Defense

Little Rock Air Force Base, Little Rock, Arkansas
Beaver Lake, Rogers, Arkansas
Ozark Lake, Ozark, Arkansas
Dardanelle Lake, Russellville, Arkansas
Cache River Mitigation Project, Arkansas
Camp Joseph T. Robinson, North Little Rock, Arkansas
Barry M. Goldwater Air Force Range, Arizona
Willcox Dry Lake Bombing Range, Arizona
Davis-Monthan Air Force Base, Arizona
Air Force Plant No. 44, Arizona
Yuma Proving Ground, Yuma, Arizona
Yuma Marine Corps Air Station, Yuma, Arizona
El Centro Naval Auxiliary Air Station, California
Harry S. Truman Reservoir, Warsaw, Missouri
Pomme De Terre Lake, Hermitage, Missouri
McGregor Range, Las Cruces, New Mexico
Dyess Air Force Base, Texas
Lake Ray Roberts, Pilot Point, Texas
Fort Bliss, Fort Bliss, Texas

Other Federal Offices Contacted

Bureau of Reclamation, San Luis Reservoir, Sacramento, California

NPS Units, Offices, and Affiliated Sites

Pea Ridge National Military Park, Garfield, Arkansas
Fort Smith National Historic Site, Fort Smith, Arkansas
Fort Bowie National Historic Site, Bowie, Arizona
Saguaro National Park, Tucson, Arizona
Golden Gate National Recreation Area, San Francisco, California
Santa Monica Mountains National Recreation, Thousand Oaks, California
Juan Bautista de Anza NHT, San Francisco, California
Wilson's Creek National Battlefield, Republic, Missouri
Fort Davis National Historic Site, Fort Davis, Texas
Chamizal National Memorial, El Paso, Texas
Guadalupe Mountains National Park, Salt Flat, Texas

State, City, and County Park and Tourism-related Offices

Arizona State Parks, Phoenix, Arizona
Arkansas State Parks, Little Rock, Arkansas

California State Parks, Sacramento, California
City of San Francisco Park and Recreation Department
City of San Francisco Park and Recreation Department
City of San Jose Park and Recreation Department
Convention and Visitors Bureau of Denton, Texas
Henry W. Coe State Park, Morgan Hill, California
Missouri State Parks, Jefferson City, Missouri
New Mexico State Parks, Santa Fe, New Mexico
Oklahoma Tourism and Recreation Department, Oklahoma City, Oklahoma
O'Neill Forebay Wildlife Area, Merced County, California
Pacheco State Park, Hollister, California
San Bruno Mountain State Park, California
Tennessee State Parks, Nashville, Tennessee
Texas Parks and Wildlife Department, Austin, Texas

Cities

City of Rogers, Arkansas	City of Corona, California
City of Springdale, Arkansas	City of Lake Elsinore, California
City of Fayetteville, Arkansas	City of Sedco Hills, California
City of Van Buren, Arkansas	City of Lakeland Village, California
City of Fort Smith, Arkansas	City of Saint Louis, Missouri
City of Barling, Arkansas	City of California, Missouri
City of Charleston, Arkansas	City of Ballwin, Missouri
City of Paris, Arkansas	City of Jefferson City, Missouri
City of Russellville, Arkansas	City of Washington, Missouri
City of Atkins, Arkansas	City of Pacific, Missouri
City of Dardanelle, Arkansas	City of Bolivar, Missouri
City of West Memphis, Arkansas	City of Springfield, Missouri
City of Morrilton, Arkansas	City of Lordsburg, New Mexico
City of Forrest City, Arkansas	City of Las Cruces, New Mexico
City of Cotton Plant, Arkansas	City of La Mesa, New Mexico
City of Cabot, Arkansas	City of Berino, New Mexico
City of Gila Bend, Arizona	City of Anthony, New Mexico
City of Eloy, Arizona	City of Panama, Oklahoma
City of Yuma, Arizona	City of Wilburton, Oklahoma
City of Tucson, Arizona	City of Atoka, Oklahoma
City of Benson, Arizona	City of Durant, Oklahoma
City of San Francisco, California	City of Memphis, Tennessee
City of San Jose, California	City of Denison, Texas
City of Gilroy, California	City of Whitesboro, Texas
City of Visalia, California	City of Sherman, Texas
City of Lindsay, California	City of Gainesville, Texas
City of Porterville, California	City of Denton, Texas
City of Oildale, California	City of Decatur, Texas
City of Bakersfield, California	City of Jacksboro, Texas
City of Santa Clarita, California	City of Bridgeport, Texas
City of Los Angeles, California	City of Abilene, Texas
City of Ontario, California	City of El Paso, Texas
City of San Dimas, California	City of Clint, Texas

City of Fabens, Texas
City of Barstow, Texas
City of Pecos, Texas

City of Rankin, Texas
City of Fort Stockton, Texas

Distributed Media Releases Announcing the Public Scoping Meetings

Arizona

Arizona Daily Star, Tucson, Arizona
Arizona Republic, Tucson, Arizona
Associated Press, Phoenix, Arizona
Associated Press, Tucson, Arizona
KFYI 550, Phoenix, Arizona
KSWT News, Yuma, Arizona
KVOA TV, Tucson, Arizona
KYMA News, Yuma, Arizona
Public Radio KAET, Phoenix, Arizona
Tucson Citizen, Tucson, Arizona
Tucson Post, Tucson, Arizona
Yuma Pioneer, Yuma, Arizona
Yuma Sun, Yuma, Arizona

Arkansas

Arkansas Democrat-Gazette, Little Rock, Arkansas
Associated Press, Little Rock, Arkansas
Benton County Daily Record, Bentonville, Arkansas
KHBS TV, Fort Smith, Arkansas
KHOB TV, Rogers, Arkansas
KUAF Public Radio, University of Arkansas, Fayetteville, Arkansas
News 5 KFSM TV, Fort Smith, Arkansas
Northwest Arkansas Times, Fayetteville, Arkansas
Rogers Morning News, Rogers, Arkansas
Springdale Morning News, Springdale, Arkansas
Southwest Times Record, Fort Smith, Arkansas

California

ABC 7 Broadcast Center, Glendale, California
Associated Press, Berkeley, California
Associated Press, Fresno, California
Associate Press, Los Angeles, California
Associated Press, San Francisco, California
Associated Press, San Jose, California
Bakersfield Californian, Bakersfield, California
Bakersfield Life, Bakersfield, California
Brentwood News, Los Angeles, California
Burbank Leader, Glendale, California
CBS2/KCAL9 Los Angeles, Studio City, California
KALW 91.7 FM, San Francisco, California
KCBS San Francisco, San Francisco, California

KCRW1900, Santa Monica, California
KERN 1180, Bakersfield, California
KERO23-TV, Bakersfield, California
KFWB 980, Los Angeles, California
KLIV, San Jose, California
KNZR 1560 AM, Bakersfield, California
KPCC 89.3, Pasadena, California
KPFK 90.7FM, N. Hollywood, California
KQED Radio, San Francisco, California
KSFO 560 AM, San Francisco, California
KTLA-TV, Los Angeles, California
KTVU TV, Oakland, California
KZBR 95.7 FM, San Francisco, California
Los Angeles Downtown News, Los Angeles, California
Los Angeles Weekly, Culver City, California
NBC Bay Area TV, San Francisco, California
News 4 KRON, San Francisco, California
NPR West, Culver City, California
Oakland Tribune, Walnut Creek, California
Pasadena Star News, Pasadena, California
San Bernardino News, San Bernardino, California
San Francisco Chronicle, San Francisco, California
San Jose Mercury News, San Jose, California
Spartan Daily, San Jose, California
University Times, Los Angeles, California
Valley Public Radio, Fresno, California

Missouri

Associated Press, Kansas City, Missouri
Cross Country Times, Willard, Missouri
Daily Events, Springfield, Springfield, Missouri
Jefferson City News Tribune, Jefferson City, Missouri
Kansas City Star, Kansas City, Missouri
KSMU Public Radio, Springfield, Missouri
KSPR 33 TV Station, Springfield, Missouri
KTTS 94.7 Radio, Springfield, Missouri
Ozark County Times, Gainesville, Missouri
Springfield News-Leader, Springfield, Missouri
Springfield's Community Free Press, Springfield, Missouri
St. Louis Post Dispatch, St. Louis, Missouri
Tipton Times, Tipton, Missouri

National

Associated Press, National Office
National Public Radio, Washington, DC

New Mexico

Alamogordo Daily News, Alamogordo, New Mexico
Associated Press, Albuquerque, New Mexico

Las Cruces Sun News, Las Cruces, New Mexico
KEDU Christian Community Radio, Ruidoso, New Mexico
KFOX14 - Las Cruces and El Paso, New Mexico
KTSM News Channel 9 - Las Cruces, El Paso and Juarez
KUPR 917 FM Public Radio, Alamogordo, New Mexico
Las Cruces Bulletin, Las Cruces, New Mexico
Ruidoso News, Ruidoso, New Mexico
Silver City Sun News, Silver City, New Mexico
Socorro News, Socorro, New Mexico

Oklahoma

Associated Press, Oklahoma City, Oklahoma
Atoka County Times, Atoka, Oklahoma
Clayton Today Newspaper, Clayton, Oklahoma
Coalgate Record-Register, Coalgate, Oklahoma
KHKC Radio Station, Atoka, Oklahoma
McAlister News Capital, McAlester, Oklahoma
Oklahoman, Oklahoma City, Oklahoma

Tennessee

Commercial Appeal, Memphis, Tennessee

Texas

Abilene Reporter News, Abilene, Texas
Associated Press, El Paso, Texas
Denton-Record Chronicle, Denton, Texas
El Paso Times, El Paso, Texas
Fort Worth Star Telegram, Fort Worth, Texas
KACU 89.7 FM Public Radio, Abilene, Texas
KHEY 96.3 Radio Station, El Paso, Texas
KSLI 1280 AM, The Talk of Abilene, Abilene, Texas
KTAB TV, Abilene, Texas
KTSM FM, El Paso, Texas

U.S. Senate and House of Representatives Offices Contacted Prior to the Public Meetings

US Senate

US Senator John Boozman, Fort Smith, Arkansas
US Senator Mark Pryor, Little Rock, Arkansas
US Senator Jon Kyl, Tucson, Arizona
US Senator John McCain, Tucson, Arizona
US Senator Barbara Boxer, Fresno, California
US Senator Dianne Feinstein, Fresno, California
US Senator Roy Blunt, Jefferson City, Missouri
US Senator Claire McCaskill, St. Louis, Missouri
US Senator Jeff Bingaman, Las Cruces, New Mexico
US Senator Tom Udall, Las Cruces, New Mexico
US Senator James Inhofe, McAlester, Oklahoma
US Senator Tom Coburn, Tulsa, Oklahoma
US Senator Lamar Alexander, Memphis, Tennessee
US Senator Bob Corker, Memphis, Tennessee
US Senator John Cornyn, Dallas, Texas
US Senator Kay Bailey Hutchison, Abilene, Texas

US House of Representatives

US Congressman Mike Ross, Pine Bluff, Arkansas
US Congressman Tim Griffin, Little Rock, Arkansas
US Congressman Eric A. "Rick" Crawford, Cabot, Arkansas
US Congressman Steve Womack, Fort Smith, Arkansas
US Congresswoman Gabrielle Giffords, Tucson, Arizona
US Congressman Raul M. Grijalva, Tucson, Arizona
US Congressman Paul A. Gosar, Casa Grande, Arizona
US Congressman Duncan Hunter, El Cajon, California
US Congressman Bob Filner, Chula Vista, California
US Congressman Darrell E. Issa, Vista, California
US Congressman Ken Calvert, Riverside, California
US Congressman Gary G. Miller, Mission Viejo, California
US Congresswoman Lucille Roybal-Allard, Los Angeles, California
US Congresswoman Mary Bono Mack, Hemet, California
US Congresswoman Grace F. Napolitano, Santa Fe Springs, California
US Congresswoman Karen Bass, Los Angeles, California
US Congressman Xavier Becerra, Los Angeles, California
US Congresswoman Judy Chu, El Monte, California
US Congressman Adam B. Schiff, Pasadena, California
US Congressman Henry Waxman, Los Angeles, California
US Congressman Howard Berman, Van Nuys, California
US Congressman Brad Sherman, Sherman Oaks, California
US Congressman David Dreier, San Dimas, California
US Congressman Kevin McCarthy, Bakersfield, California
US Congressman Jim Costa, Bakersfield, California

US Congressman Sam Farr, Salinas, California
US Congresswoman Zoe Lofgren, San Jose, California
US Congressman Michael M. Honda, Campbell, California
US Congressman Devin Nunes, Visalia, California
US Congresswoman Anna G. Eshoo, Palo Alto, California
US Congresswoman Jackie Speier, San Mateo, California
US Congresswoman Nancy Pelosi, San Francisco, California
US Congressman Dennis A. Cardoza, Stockton, California
US Congressman Jerry McNerney, Pleasanton, California
US Congressman Jeff Denham, Fresno, California
US Congressman Howard P. "Buck" McKeon, Santa Clarita, California
US Congressman Billy Long, Springfield, Missouri
US Congressman Russ Carnahan, St. Louis, Missouri
US Congressman Wm. Lacy Clay, St. Louis, Missouri
US Congressman W. Todd Akin, Ballwin, Missouri
US Congresswoman Vicky Hartzler, Jefferson City, Missouri
US Congressman Blaine Luetkemeyer, Hannibal, Missouri
US Congressman Steve Pearce, Las Cruces, New Mexico
US Congressman Dan Boren, Durant, Oklahoma
US Congressman Steve Cohen, Memphis, Tennessee
US Congressman Silvestre Reyes, El Paso, Texas
US Congressman Francisco "Quico" Canseco, Fort Stockton, Texas
US Congressman K. Michael Conaway, San Angelo, Texas
US Congressman Kay Granger, Fort Worth, Texas
US Congressman Michael C. Burgess, Fort Worth, Texas
US Congressman Ralph M. Hall, McKinney, Texas
US Congressman Randy Neugebauer, Abilene, Texas
US Congressman Mac Thornberry, Amarillo, Texas

Written Comments via Email

Public comments – whether sent to the NPS by email, provided to the agency’s PEPC (planning) website, given orally at one of the public meetings, mailed to the agency office, or provided on comment forms at the public meetings were analyzed and placed, as appropriate, within one or more topic categories. Personal or sensitive information containing individuals’ names or contact information have been omitted for reasons of privacy. Spelling errors, where necessary, have been corrected.

Comments were received from 13 individuals. Materials and information provided to the NPS included:

- a Texas Historical Commission publication about the Butterfield Trail and John Butterfield
- information about the Lake Elsinore site in California provided by the Riverside County Historical Commission
- a personal account regarding traveling the Butterfield route
- a document entitled “The Southern Emigrant Trail” by Phil Brigandi that included details about the Butterfield Overland Mail Company
- an account of activities provided by California state parks related to the Butterfield Overland Mail Company
- a publication entitled *The Butterfield Overland Mail*, by Mary A. Helmich (Interpretation & Education Division, California State Parks, 2008)
- examples of California resources on stages and stage related history, provided by California Department of Parks and Recreation
- comments from independent scholars with detailed information about the route
- descriptions of several sites along the route from professional archeologists and historians

Verbal Comments Recorded During Public Meetings

Public comments – whether sent to the NPS by email, provided to the agency’s PEPC (planning) website, given orally at one of the public meetings, mailed to the agency office, or provided on comment forms at the public meetings were analyzed and placed, as appropriate, within one or more topic categories. Personal or sensitive information containing individuals’ names or contact information have been omitted for reasons of privacy. Spelling errors, where necessary, have been corrected.

El Paso, Texas – February 6, 2012 – 8 people attending
The Camino Adentro route is probably identical [alignment-wise] to Butterfield – it follows the trail of the Butterfield in this area.
El Paso County has two routes and is highly important –
There are lots of extant trails in El Paso County and Hudspeth County
We would really like to see it [designation] happen
You say that people will be able to experience the trail – what do you mean by that? [Answer: Sites can be certified as a trail resource and people will be able to visit these places. There may be opportunities for retracing the trail (involves assessment of the trail location)]
There was a station near Hueco Tanks.
There is graffiti near Hueco Tanks that may be related to the station that was there.
There are economic development possibilities related to the Butterfield.
The Butterfield is a promotable trail – there may be a tie in with Wells Fargo.
In Guadalupe Mountains – there is a national register of the route there – a two-day public event was held at the Pinery – a place where the stage stopped. We do living history there with a NPS ranger who has done extensive research.
There may be funding possibilities as a scenic byway
There is interest from the Texas Historical Commission for a trail designation and additional preservation.
The University of Texas at El Paso (UTEP) did an economic feasibility study – there may be information in that regarding development possibilities related to the Butterfield
Accountability is important – knowledge of the trails may work into educational assessment opportunities.
Places like this can be incorporated into school curriculum and can help schools address the standards that are required by the state.
The trail crosses the El Paso International Airport and part of the golf course there.
At the airport there is an interpretive opportunity – we are already interpreting the Butterfield Trail there.
The Butterfield Trail Golf Club already acknowledges the trail and is well known in the local area.
If the trail is designated, will there be additional regulations or limitations placed on how we manage lands at the airport?
There is an archeological report (Gary Smith reported) on the trail
An alternative might be to create a national heritage area or corridor with an executive committee with a sunset clause – but a linear entity like a national historic trail – has similar requirements for willing participants – makes more sense to create a trail for such a long

El Paso, Texas – February 6, 2012 – 8 people attending
administrative unit.
Huff-California: commemoration/Bernie has El Paso County route information
A national trail seems to be the best way to interpret and preserve this – a heritage area or heritage corridor is more for economic development – I think a trail designation would be best.

Las Cruces, New Mexico – February 7, 2012 – 36 people in attendance
Will there be opportunities to actually be out on the trail?
What would happen if the trail is designated?
Where there are the two national trails (El Camino Real de Tierra Adentro NHT and the Butterfield Trail) will that impact how you do interpretation? Can you interpret both on the same route? Or does one take precedence over the other?
There are examples of the county being involved – Mesquite Street is an example.
There is also Mesilla. It is an important historic spot.
“Amigos” is a volunteer group that might be able to help.
I think there is an important educational component that can be developed at these historic places in this area.
At La Posta we have school children stop to learn about the Camino Real and the Butterfield – we were a stage stop on the route for the Butterfield.
There is also tribal significance – there are stories that could be interpreted.
As a tribal person, I’m concerned about being contacted. Will you talk to the tribes about this trail?
Federally recognized tribes will be contacted – other tribal members may comment the same as the general public. A group that is not federally recognized is welcome to comment and their comments will be included in this process and made part of the public record.
The Civil War relates to the Butterfield Trail – there was a line of battles along the route.
Is there another form of recognition for something like this?
You should nominate the whole trail – do not do this by segments.
Dona Ana County has two stage stops. The County would support this designation. There are opportunities in the area to preserve and interpret the trail.
We have knowledge of archeology along the route? Do you know of sites along the trail?
Colonel Van Patten in 1857 was here to help Butterfield build his site.
Fountain family owned El Patio Bar – near the stage station in Mesilla
Gadsden was here – there is a museum
The Dona Ana Historical Society has information
The New Mexico State University (NMSU) Rio Grande Archive includes photos which have been helpful with archeological survey work done by the Dona Ana Archaeological Society. These photos show resources/sites along the Butterfield Overland Trail.
The trail has graves along the route – they have to be looked after.
What kind of help do we local people get? Are there funds to be taken advantage of – leveraging resources and technical assistance may be available.
Are there tax incentives for participating in a national historic trail designation? Do you know what different states provide for tax breaks and historic preservation? I know there are things like that in other states. What is available here in New Mexico?
If you own a historic property (and more specifically along the trail corridor) – should states consider not taxing people (property tax) if they own historic property?

Las Cruces, New Mexico – February 7, 2012 – 36 people in attendance
With the BLM – designation does bring impacts to managing National Landscape Conservation System resources. The land owning agency will continue to manage and protect these resources.
El Camino Real de Tierra Adentro NHT has brought local benefit to the area through exposure, money and recognition, and other benefits. A Butterfield NHT would bring more of the same.
Trail centers – such as those at Baker City, Oregon – a few are managed by the BLM; most are private – these are typically not federally funded, so private funds have to be secured. Some of these have even closed in recent months/years. Trail centers are not automatically part of this if a designation occurs.
Dona Ana Archaeological Society has lots of experience with the Butterfield Overland Trail.
I am concerned about including the perspective of Native Americans – are you contacting tribes as well? There were people here before the trail was put through. [Answer: Yes – there is a concurrent track of consultation with American Indians – we consult with federally recognized tribes on a government-to-government basis.]

Tucson, Arizona – February 8, 2012 – 15 attendees
How much is known of the stations?
The stations are in various states. There are only a few standing structures, some with just low walls, some have vanished entirely.
Southeastern Arizona route is not very visible – it is hard to enjoy, bleak. The route is on BLM maps west to Willcox. The BLM has information on some of the stations.
There is a recent book by Ahnert that is informative.
The route goes through Fort Bowie and it can be walked in the park (Fort Bowie National Historic Site).
Around Gila Bend there are about 10-12 miles that can be walked. There is a trash radius to either side of the trail, look for an article by Dale Burge in “Kiva” (late 60s or 70s was published in Kiva). There was an archeological dig at the Gila Bend Station.
If you have access to AZSITE you can get a copy of the archeological report on the Gila Bend site.
Phoenix people like to recreate at Desert Station. It has been impacted – the area is now closed because of ORV damage. The BLM is doing an assessment of the area – It has been closed since last September to vehicles in the area of Butterfield Pass
The town of Gila Bend celebrates Butterfield Stage Days – this year it will be February 18-19. Benson, Arizona, may also have a celebration event.
How do we submit information to use in the study?
Where can we learn more about the criteria for designation?
There were also American Indian conflicts. It wasn’t just about exploration and settlement, there was some conflict. It was a double edged sword. Although some tribes welcomed the stage and what it brought.
Are you consulting with the local tribes?
At Maricopa Wells – the Native Americans welcomed the Butterfield.
How many springs and wells are still there? The springs and wells may provide evidence of environmental change.
Political changes to the trail occurred on the eve of the Civil War.
Dog food company with a stagecoach – is this a representation in popular culture? Or was it just the Wells Fargo bank?
There is an elementary school in the area that is named for the Butterfield. There are lots of

Tucson, Arizona – February 8, 2012 – 15 attendees
places in the area that have that name.
Anza, Butterfield, etc. – chambers of commerce in this area and others feel optimistic that they [historic trails] will attract tourists.
Between Cienega Creek and downtown is an industrial center – there may be difficulties encountered if designation interferes with commerce – it is important to find ways to be compatible between designation of the historic trail and commercial interests.
This is all about willing landowners and participants – the NPS does not tell anybody what to do with their land in relation to the historic trail.
There may be a commercial opportunity southeast of town.
It would also be important to see how a designated trail would fit with Pico County master plan for trails?
The state has a map of historic trails – the Butterfield is found on it.
Don't turn it over to the state of Arizona
Currently state parks are only open sporadically.
What can we do to placate private landowners? – Talk to them, nothing is being forced on them. There is a track record with 19 existing national historic trails – not everyone needs to be on board for a trail designation to take place.
What about historic buildings on the route? There are grant and preservation programs (they vary from state to state).
How many sites are on the trail? There were 175 stations, plus watering holes, flag stops, etc.
Kirby Sanders did a study for the NPS – includes information on the stations and stops on the trail, as well as the alignment of the route itself.
What would be the impact of this trail as a national historic trail?
The BLM and the NPS now treat it as a cultural resource. Designation may increase it up in importance. BLM/Tucson responded that they would pay closer attention to it, re: viewshed, gateway communities, and working with Arizona Department of Transportation.
There are possibilities for interpretation at the rest stops.
Land managers may need to amend some of their planning and planning documents, but the mechanisms for interpretation, preservation, etc. are in place for federal land managers.
There are two southern Arizona land use plans already in place. When plans are updated in the future they will incorporate the national historic trail, although currently they acknowledge the trail as a historic resource.
Gila Bend is a point of local pride.
Interpretation possibilities exist with the Sonoran Desert National Monument (a BLM managed national monument).
There is also interest in the southern gold rush/emigrant trails also.
There was a suggestion made in the 1970s to call a section of Interstate-10 the Butterfield Route. Similar efforts were tried but failed to name part of the freeway system “Butterfield Parkway” – but this was at a location that did not really align with the actual Butterfield Trail.

Yuma, Arizona – February 9, 2012 – 13 attendees
Are there existing parallels that exist between the Anza Trail and the Butterfield? Yes – some known, lots we don't know. The route that Anza took did not leave as much of a footprint – horses versus stage.
It's a problem that other trails/uses are not recognized with this study. Why not include other trails in the region? There is a larger context to include.

Yuma, Arizona – February 9, 2012 – 13 attendees
In describing the history/background of the trail, you should include the Burch Trail and his role in the area.
Do you tell other agencies how to manage their resources?
The Butterfield Trail had a higher purpose. It wasn't just a mail route. See Gerald Ahnert's book for quote – the route was supposed to open up the area.
The Butterfield Trail was to be an improved emigrant trail.
Locally we want to see why the trail was there. Historically the trail has a history. It is important to note why it was there.
There are incredible stories, like the Oatman Massacre.
One of six people traveling to California went west on the Gila River Route.
The trail is important to Yuma County people to tell both a local and national story.
It became the migrant trail – ruts from the Butterfield were visible in many places and the route was used up to 1880. Gerald Ahnert reported that he has walked 425 miles of the trail, although he cut out a lot of Birch's zig-zags.
The NPS searches for retracement opportunities
Yuma history is very important. National historic trail designation will help us locally. Mohawk station disappeared (walls) just recently – there are concerns for continued preservation over fragile resources.
We should be worried about development impacting the trail.
In Arizona, the route of the trail is 52% private, 19% federal, 18% state, and 11% Indian nations land (statistics provided by Gerald Ahnert).
Having a national historic trail will give the trail a broader scope – local interests think it's just a county or state trail. People don't realize the broader national story that national historic trail designation will provide.
Recent impacts to Butterfield cultural preservation. In California we have designated intact roadbed 50 meters wide.
We have a challenge in trying to keep the roadbed preserved. We (California State Parks) have developed parallel tracks and nearby auto road.
California State Parks have interpretation opportunities with "Vallecito Days" with San Diego County parks. There are also Civil War re-enactments (California Column, 1862).
One of our programs (California State Parks – at Anza-Borrego) covers the theme of "communication" to the public is instantaneous, but what was it like. There was a three month turnaround. We have school kids writing letters back and forth to illustrate. A second theme covers the monumental accomplishment that the Butterfield represented. To pull it all together was quite an accomplishment (Carrizo Stage report).
Texas Almanac has lots of information about Birch – 1857 line had three stations in Arizona (Arizona City, Maricopa Wells, and Tucson)
The Butterfield Overland Trail was 200 meters wide – I (Gerald Ahnert) have seen lots of impacts walking along the trail – lots of striations of wheel ruts right in the desert. The most preserved areas include Sentinel Plane, Sonoran Desert national Monument, and Fort Bowie. I have seen a Mexican style tank.
We should be aware that there has been damage to the Butterfield in Arizona during earlier times – there were floods in 1861-62 that washed out much of the trail, also the flood of 1867 was significant. The California Column and Confederates with Captain Hunter, as well as Apaches, attacked and destroyed some of the old stage stations. Lots of "old" stage stations are actually post-Butterfield.
Designation would benefit recreation along the trail and in its vicinity – There would be benefits

Yuma, Arizona – February 9, 2012 – 13 attendees
for ORV users – don’t want to discourage them, but it’s fragile – not linear, but all can include excellent points of interest for recreationists.
At Painted Rocks, people ignore the signs – best to keep ATVs away from the trail – Butterfield Pass is closed currently because of impacts from recreation.
The trail is currently threatened by “hydrodynamic conditions” (Gerald Ahnert) – the soil and hydrology are such that the area is fragile and can be easily damaged. 100 feet to either side is in best condition, but it’s relative.
Pima and Maricopa Indians were very influential in protecting the trail – Antonio Azuel has been excellent to work with and coordinate preservation activities.
There is an east coast connection. Many of the drives came from Utica, New York. Utica was very important as a source of drivers, hostlers, etc.

Los Angeles, California – February 27, 2012 – 2 attendees
There has been work done at the Warner Ranch. Quite a bit of archeological work has been done.
There are currently two remains of historic structures in Warner and there has been some discrepancy about which structure is the true station that was used during the Butterfield era. People in that area are very interested in the trail and I believe there is great potential for interpretation there.
You should know that some of the stations were owned by the Butterfield Stage Company, others were only leased. Some make the distinction between the two.
The Machado Adobe [Lake Elsinore] only has some of the original fabric of the station remaining and has been incorporated into other structures.
Oak Grove is the only station that remains intact from that period. Oak Grove Station is located in San Diego County. It is one of the most original stage stations. I have heard that there is some ongoing conflict with the current owner. The conflict is between the owner and the county.
The Oak Grove station is very close to the road, it would be a good opportunity for interpretation, but is privately owned.
There are two structures at the Warner Ranch. This was one of the leased structures. It was not “owned” by Butterfield. It may be possible to contract with the locals to take advantage of the existing structures.
There has been quite a bit of stabilization and reconstruction work done on the Warner station(s).
Many people are only concerned about “their” trail and not the overall context. There were many trails that used the same or similar route. If you’re not talking about the trail they’re interested in, then they don’t show up. That may explain why so few people are here tonight.
There is a larger context about these trails that is often ignored.
There is a group that is interested in designating the Southern Overland Trail as a national historic trail. This coincides with some of the Butterfield Trail. These were southern emigrant routes. A lot of emigrants used the route to the south. There should be recognition of these routes and uses.
The southern route was also used by gold seekers.
There is an historian by the name of Casey Gill out of the Wells Fargo Office in San Diego who retraced much of the Butterfield Route and has a lot of information about the trail. He is very knowledgeable and I suggest that you contact him.
In California, a lot of people confuse other stage coach routes with the Butterfield. Most of them think that any stagecoach route (i.e., the Banning Route, etc.) was the Butterfield Overland Trail.

Los Angeles, California – February 27, 2012 – 2 attendees
The southern trails chapter of OCTA may be a good source for contacts. There was a major trails conference in Borrego / Warner Springs recently. Bert Eddins would be a good contact for this.
Tom Jonas and Tracey Devereux have also both been active in Arizona and California.
Anne Miller has done great work on the route of the trail through Riverside County
Chris Wray is an archeologist who has done a lot of work in San Diego County. He has an interest in the Butterfield Trail. You might also contact Lee Bibb.
Steve Van Wormer has recently done major digs at both Carrizo and the Warner adobe.
Bruce Coons is the Executive Director of SOHO, the San Diego preservation group that will be coordinating the operation of the old Warner Ranch adobe (and Butterfield Station).
Kathryn Fletcher is a good contact with the historical society at Warner Springs, who are involved with the adobe project --
Darrell and Rebecca Farnbach of Temecula will be very interested in this project
Coral Bergman is the only contact I have left in Oak Grove. Her family once lived in the Aguanga Butterfield Station
Diana Lindsay is a leading Anza-Borrego historian.
Robert Chandler will have contacts with both Wells-Fargo and the E Clampus Vitus. E Clampus Vitus and the Westerners groups might provide some additional information.
Gary Fillmore did the recent biography of Marjorie Reed. I don't have an email address, but he has a gallery in Arizona, so should not be too hard to find.
I will send you an article I did recently on the Southern Emigrant Trail, which tries to give a general overview. It has been published by both The Westerners and OCTA.

Bakersfield, California – February 28, 2012 – 3 attendees
The town of Porterville holds the 'Butterfield Stage Days' every October. About 4,000 kids/students come up every year to watch and participate in the event.
House recently approved legislation to potentially establish the Buffalo Soldier Trail as a national historic trail.
Some employees of the California State Parks commemorated the Butterfield Overland Trail by retracing most of the route and blogging about their experience.
There are a lot of opportunities to visit and experience the trail between Fort Tejon and Porterville. The county route from Bakersfield to Porterville follows along most much of the original route and is very scenic (very much like it was during the period of significance).
The small town of White River (previously Tailholt) was a stop along the trail and there may be some resources and potential for interpretation.
I suggest that you work with Tejon Ranch since the trail goes through their property.
The Sink of Tejon is located on Tejon Ranch. There is also the Tejon Tribe (check with Otis on this) in that area. We would need to get Tejon's permission to visit some of these sites. You can contact Kathleen Morgan, the Tribal Liaison for Kern County.
Fort Tejon is a great place for visitors and also has a lot of potential for more interpretation on the trail. It currently has some interpretation but could be enhanced.
The Ridge Route Community Museum can be used to interpret the route.
Tulare County would be willing to work with use for heritage tourism purposes.
Southern Tulare county would flood and be impassable. That is why the route went so far to the east and into the foothills.

Bakersfield, California – February 28, 2012 – 3 attendees
The Porterville Museum does currently interpret the trail.
The Town of Porterville would most likely embrace designation.
I don't think you could treat this route in any other way than as a national historic trail. I don't think other designations would be suitable.
Reed's Ranch in Gorman would be a great place for interpretation. It would provide for another reason to stop in Gorman.
In regards to significance, the trail has real legend and lore. The stagecoach drivers were treated like celebrities. It was equivalent to being a pilot in terms of the ability to explore new territories.
One great significant aspect about the trail is its ability to tie into the California Gold Rush.
The stagecoach era affected the English language and introduced new vocabulary that had not been used before.
California State Parks did do a "Butterfield Stage Days" in 2008, and produced some interpretive materials for that event.

San Jose, California – March 12, 2012 – 9 attendees
Did the NPS follow the route?
How does the Butterfield Trail compare to other stage routes? Is it more or less significant?
Porterville, California is very proud of the Butterfield.
If you focus on communication and transportation you can look at the Pony Express as a model. Designation of the Pony Express as a NHT is a good precedent for designation of the Butterfield.
Texas is very proud of Texas history. I imagine the Butterfield Trail is important to them.
Butterfield fills a geographic void in southwest and other state histories. There are no designated national historic trails across the southern tier of states. It seems like there should be something designated across the southern and southwestern states.
The Butterfield represents an amazing feat and accomplishment .
The southern route was chosen partly because it could be used year-round.
Reading the diaries and looking at the history of the trail you learn about foods, and what they had for meals, etc.
This trail represents an important part of history. It may be lost without designation.
It should be taught about in schools.
Lots of local preservation and interpretation already exists.
This Trail lasted longer than the Pony Express. It should be considered significant if the Pony Express route is significant.
How will the NPS determine eligibility? Will it just be your staff that makes the decision?
Most of the public don't know about the Butterfield Trail. Where are the nay-sayers? Is there any opposition to designation? Everyone here sounds very positive and supportive.
Regionalism – designation can break down regional barriers, ties and binds the nation together.
Greater attention should be paid to the central valley from designation. Places like Tejon Ranch could be important.
There is a difference between a national scenic trail and a national historic trail.
Trail resources are all over the place and can be experienced in their historic setting. Setting is important (consider the Guernsey Ruts in Wyoming as an example).
There are great rural experiences, out in the natural environment, which is very evocative.
The NPS should publicize the trail.

San Jose, California – March 12, 2012 – 9 attendees
Even in an urban setting and from that perspective, designation would encourage understanding of transportation and its place in local history. There is continuity related to the routes.
More research is needed on the San Jose sites, i.e. the stage stations and their locations need to be better refined.
Are there sites related to the trail in the Gilroy area?
Bell station, Pacheco Pass – there is local interpretation of these sites that says these were important Butterfield sites. [Not sure if these are within the period of significance (1857-1861) – these may relate to later use. Need to verify.]
14-mile or 17-mile house may be important. Near Coyote, California. There is documentation we can send you on these sites.
What have you learned at the other scoping meetings? How does this meeting compare in content and people attending?
This kind of designation [of the Butterfield Trail] will be further support for the Southern Trails to California.
Anza-Borrego Desert State Park is an amazing landscape and includes telling the story of the Butterfield Trail. There is Box Canyon – one station with a marked trail. They show connections to other trails, as well as how it relates to a site such as Warner Ranch and the hot springs.
The trail shows how people lived, reveals mobility of people, lifestyles, etc. Especially when tied to specific places.
You should use technology like cell phones and apps to provide visitor experiences related to the trail. We can help “save” the trail with today’s technology.
You can use many different media to interpret the story. The NPS can help pull it all together and organize things. Look at the Anza Trail for an example of what can be done with a national historic trail.
Bay Area Ridge Trail, the Camino Real, other regional trails may be able to connect to the Butterfield Trail if it is designated. There is local interest in recreational and historic trail opportunities.
The story of settlement and great history demands designation. National historic trail would be the better type of designation.
This trail provides a great example of seeing how a challenge was met. It is relevant to current problem-solving. It is relevant.
The trail illustrates technological challenges being met with innovative problem-solving.
The trail would provide a great opportunity for education in the schools. Using the past to try and relate to the present. Children could use the past to learn about modern problems and how it relates to today.

San Francisco, California – March 13, 2012 – 5 attendees
Why is this called scoping?
If this trail is designated, would it be the only “stage” route? Is this/would this be the only trail dealing with stage travel?
It’s an iconic symbol; do other trails identify the stage as an iconic symbol like this?
How do we define recreational use? Is it narrow and traditional recreation approach? Or is it a broad definition of what is recreational? [Answer: recreational opportunities are defined very broadly in the feasibility study.]
How do other agencies interact? As trail administrators and managers?
How well known is this route? How can you be sure of where the trail goes?

San Francisco, California – March 13, 2012 – 5 attendees
Many different uses existed for these routes historically/prehistorically. How about significance for a route instead of just historical use?
What about other designations? What do you mean when you ask about other designations?
What about looking at a historic route that recognizes multiple uses historically and significances, as well as themes?
How do you deal with multiple trail designations along the same alignment? How is the signing handled?
Will other designations be allowed if there are existing historic trails along the same alignment?
The designation would be great for the Wells Fargo Museum as a visitor center and history center.
You should be sure to recognize Indian use of the trail, pre and post Butterfield use. Show the route and its associated significance.
I think it is important to include the historic context when interpreting the trail. These trails follow travel corridors that extend back in time to well before Anglos settled in the area. The use of these trail corridors go back centuries before the Juan Bautista de Anza Trail was established.
Where is the end point of this trail – near here in San Francisco? In the financial district?
There is an important story here to tell the public. It is a significant part of San Francisco's history.
The actual stage office was located just a few blocks from this location in the financial district.
Can you designate small or segmented components of a national historic trail? Would you ever want to?
You need to realize that there is potential for loss of these resources, sites, and associated research if a national historic trail designation does not occur.

Springfield, Missouri – April, 2012 – 25 attendees
Mules were used west/south of the Missouri state line
A group known as “Dry Wood Threshers” – historical steam engine group made the trip in 1976 – retracing the Butterfield – they erected stone markers (half rounds) across Missouri
Tours are conducted through Berry County on Wire Road and Butterfield
The trail is interpreted at Wilson's Creek
Would be great for tourism – it could be marketed to attract dollars to southwest Missouri
The route runs on a diagonal through Warsaw and Cold Camp. There is a round marker there.
There is a marker on Pershing Street – the road came into the square
There had been a marker as Evans Station, but it was lost during road construction. The road ruts at the front door of Ebenezer Church
There are many places where original road can be seen. The old Wire Road is part of the original road that the Butterfield followed.
GPS route to be developed from Tipton to California – could be developed and downloadable from a website
Cannot ride the Butterfield route through the Wilson Creek or Pea Ridge National Battlefields
Route should be accessible through the national parks
There would be a lot of interest in riding motorcycles on the route
Steam engine swap meet for the Dry Wood Threshers is organized by Jim McCauly in Nixa, MO
Ted Sink – 99 years old in Warsaw, Missouri – traveled the route annually in Missouri – went

Springfield, Missouri – April , 2012 – 25 attendees
using teams and wagons
Two branches of the trail are under water at Truman Lake – the Corps of Engineers would be the coordinator there.
In 1958, the First Lady of Oklahoma and a group placed markers with brass plaques along the route in Oklahoma. They are starting to disappear.
There should be a film that could be shown in all national parks and other visitor centers along the trail
There is non-profit support in Missouri for trail designation.
Wheatland, Missouri has pioneer buildings – possibly one of Butterfield stations – in their pioneer village.
Reser Funeral Home in Warsaw, Missouri is an original station building.
Missouri Trail Inventory by Missouri Parks and Recreation Association – this is underway to support tourism – they want to inventory all historic trails and recreational trails to get funding to support marketing.
Good timing for Springfield – a lot of opportunity for local heritage, and local recreational opportunities.
Tipton-Syracuse / Fort Chadbourne in Texas – south of Abilene / was a station – ruins are there.
The Butterfield stages ran 24/7 – to make distance in 23 days.
Fitzgerald’s in Arkansas – was on the Butterfield route.
Educational activities – Wilson’s Creek to Peak Ridge – children wrote letters that were transported.
Ed Filmer might have made a film out of MSU Ozark Watch that aired on PBS.
The community of Butterfield, Missouri supports designation.
National significance – Butterfield is as significant as the Pony Express – it carried settlers into Texas as well as carried mail.
With designation there will be increased opportunities for tourism and there could be an economic benefit.
Tourism means additional dollars will possibly be brought to the area.
There will be educational opportunities for children if the trail is designated.
A national designation would legitimize the significance and interest level in the trail and its history.
Just as Route 66 draws international visitors – this trail could attract the same audience – there is a fascination that Europeans have for the West and western history.
15-20,000 motorcycle riders from European countries come through this area almost every year.
Hoping for recognition from state tourism, beyond baseball, football, and water slides.
This trail relates to popular culture and has an attraction to western themes.
The Farm Insurance Bureau is concerned about private property rights being impacted by a federal designation.
Would there be impacts on tribal reservations – all participation would be voluntary, for tribes, for private landowners, even military reservations.
The 50 miles of the trail that is in Mexico should not be a deterrent to designation.
Alpine, Texas, Fort Davis, Wild Rose Pass – Berea Springs, Ca may have private property concerns.
There is evidence of the Butterfield route on the ground in western Arizona and California, and Arkansas, also in Missouri .
The Butterfield trail can be seen in Warsaw, Missouri

Springfield, Missouri – April , 2012 – 25 attendees
Are there other ways to commemorate the route? Such as a heritage corridor? The group's preference was for a national historic trail.
Since the route goes through national parks, it should be a national historic trail.
Scenic byway designations are done state by state,
How would a national historic trail be administered? – by federal agencies.

Fayetteville, Arkansas – April , 2012 – 35 attendees
Fayetteville Mayor Lionel Jordan endorsed the designation of the Butterfield as a national historic trail.
Trail runs through Lake Fayetteville and connects with the trail – there are educational opportunities available.
The trail is being cleared through Lake Fayetteville area.
An extant section of trail is near Lake Fayetteville – this section has been preserved with hundreds of people using the trail – bicyclists, walkers – multiple use.
Newspaper reporter in 1858 mentioned prairie – prairie restoration has been started – almost 40 acres completed to reestablish native grasses and flowers. There are natural history opportunities.
Surveys are being collected – effort to restore prairie habitat. There is a section of trail in Devil's Den area
Environmental Studies Center at the site – have school children programs
Since 2000 – study on Butterfield has progressed in Arkansas.
There are four pristine segments of the trail – Pea Ridge by Elkhorn Tavern, Lake Fayetteville segment (on national register), Lee Creek (national register), and Cedarville (national register). These have potential for NHL status.
Inclusion of Memphis route – the route is known, but the sites of two stations are not known. Between Dandayelle and Fort Smith do not know where the stations were.
Location of the ferry landing in Memphis was discussed – slightly north of Interstate-40. Benjamin Foy – have evidence of his house as the ferry operator.
2 ½ miles of Cross Hollow – pristine section exists between Rogers and Lowell – in Benton County, Arkansas.
Theme for consideration for national significance – Business. The logistics of setting up a transcontinental service were complex and can be compared to railroads going cross-country.
Can also compare this to the work done by the Corps of Engineers on rivers.
Consider the opportunity for bicycle touring of the entire route.
Include the St. Louis and Memphis routes in the study – Butterfield would not have won the contract without these.
Consider the opportunity to provide horse riding – for recreation. Riding from station to station – for day or multi-day experiences.
Soft trail construction following the route.
Recognition of route connecting eight states
Heritage tourism – high numbers of people are involved – more than hunting and fishing
Designation would add to quality of life in Northwest Arkansas – the large, growing population
Educational component would be connected to designation – concerning loss of original landscape.
In Springdale, the Fitzgerald Farm – the barn was built by Butterfield crews.

Fayetteville, Arkansas – April , 2012 – 35 attendees
NW Arkansas Land Trust – would be involved with projects if the trail is designated.
Judy Woltjen – re-enactment of Butterfield stage to drive through Fayetteville
Ozark Society – endorses establishment of the national historic trail.
Expertise is available to help find the route on the ground – through the Arkansas Archeological Survey
City of Fayetteville has spent money to improve the Lake Fayetteville Park – “Wagonwheel” area
There are still segments – up to 30% still not cleared and funding is needed – designation would bring attention to the resource.
There is an existing partnership among counties to preserve segments and promote the Butterfield – Heritage Trail Partners in NW Arkansas connects bicycle and pedestrian trails.
Consensus that the route is nationally significant.
We believe the blending of historic and current use is also important – the old road is still being used.
Concerning private property concerns – the roads are all public – the roads have not been squared off so there should not be a concern about signing the route.
Designation of a national historic trail would bring continuity of efforts along the route – would help to define continuity to the route, and would help smaller communities and reach underserved audiences.

Fort Smith, Arkansas – April , 2012 – 21 attendees
John F. Wheeler – there is significance of people associated with the Trail for Tears and the Butterfield Overland trail – there are connections.
Combination of Cherokee Nation history and the Butterfield story.
Connections / celebrations of arrival of stagecoaches into Fort Smith within 15 minutes of each other.
There are many historic places on the Wire Road between Tipton and Fort Smith.
Second and A streets is the location of the arrival of the stagecoaches in Fort Smith.
Question about significance criteria – what are the other three? – there may be subject matter experts in the room who can speak to this question.
Dog trot houses – style of architecture used for stagecoach stage stops.
1850s culture could be a theme for significance
Argument for including the two routes from St. Louis and Memphis – to show the American culture at the time – sectionalism and regionalism – part of southern economic development.
Stage coach locations in Arkansas include Elkhorn at Pea Ridge, Strickler at Silom Springs, Pott’s Inn at Pottsville, Callahans at Rogers, Fitzgeralds barn.
Strang’s Farm / Lavaca – this is 20 miles from Fort Smith. Mansfield on Highway 96 is also 20 miles from Fort Smith.
GLO maps in 1830s-40s, done by surveyors by metes and bounds – provide information about location of the route.
GLO maps also identified cemeteries – dates on headstones indicated available transportation access at the time – comparable to Spanish grant records.
Available interpretation / education opportunities are at Pea Ridge.
The railroad tunnel at Winslow followed Highway 71, also stop at Chester – these are potential stops. This is local lore.

Fort Smith, Arkansas – April, 2012 – 21 attendees
There is a Butterfield Trail district of the local Boy Scouts.
Arkansas Highway 59 – east side – Lucian Woods in Cedarville – check with Mark Christ regarding state designation.
Families used the Butterfield line as a way of moving out to Oklahoma and beyond.
Just outside this building there is the site of the US Marshall’s Museum that will be built in the future – there are connections to Butterfield.
Fort Smith was a major judicial center in the region.
People in Fort Smith are very supportive of their local history.
The Fort Smith Museum of History – at South Fourth and Rogers – has stone marker about the Butterfield.
Two state parks in the area – Devil’s Den has a local hiking trail named after Butterfield, and Lake Fort Smith was the western terminus of the Western Highlands Trail which provides an opportunity to tie-in for recreation.
There are a number of recreation trail tie-in possibilities if the trail is designated.
Sequoyah’s home is in northern Sequoyah County – another connection to the Trail of Tears.
The Drennen-Scott House in Van Buren is of local historic importance – In the 1830s he was the Choctaw agent – contact Tom Wing at the site.
The Butterfield was a mail service – as an entrepreneurial service – this is an educational opportunity.
Section between here and Fayetteville – this is in a US Forest – Ozark / St. Francis National Forest – the route is a forest road – rough but passable.
If a national historic trail is designated, there may be possibility for re-enactments on the route.
A private vendor offered opportunities for a novelty ride in stagecoaches.
Fort Smith historically was a transportation hub and still is – nearby transportation corridor – All American Road
The University of Arkansas has an interpretation program with a concentration in historical interpretation – contact Tom Wing – would be possible partner or resource for a national historic trail.
There is a perception that there will be impacts on private landowners – the national historic trail has no authority to do anything on lands without permission – any participation is voluntary.
National historic trail designation would serve to promote tourism in Fort Smith and in the state.
Tourism is number two economically for the state.
Fort Smith was of key importance in the “Old Southwest”
Opportunity for interpretive development at the park (NPS site).
Bridgeport, Texas – “Stagecoach Capital of Texas” – has a museum devoted to the Overland.
There are the Wells Fargo museums in California – Los Angeles and San Francisco (also others) – interprets the Butterfield.
Question of national significance – the trail provided a linkage of Mississippi River valley to California.
National reach from regional perspective to a national one.
Example of entrepreneurial spirit.
Following in the footsteps of prior explorers: Osage traces, military roads, wire roads.
It is significant for transportation and communication
You can see the legacy of the trail in Wells Fargo today.

Atoka, Oklahoma – April , 2012 – 22 attendees
At the Confederate Memorial Museum there is a nearby cemetery with Civil War graves with a section of the Butterfield Overland on the grounds. A Butterfield marker from the 150 th anniversary was placed there in 2008.
There is also a marker on North Grand Avenue in Gainesville, Texas that is a sandstone surveyor’s marker for the route (on County Road 148)
<i>Tales of Atoka County Heritage</i> – this is a book we will send you.
Boggy Depot is a former state park, administered by the Chickasaw Nation.
There are 11 Butterfield stage coach stations already on the national register in Oklahoma.
Between Panola and Red Oak, near Robber’s Cave State Park in Latimer County – there are Butterfield markers.
Two Butterfield markers are located near Forestbury, Texas – at Valentine’s Bluff.
There is a Plaque on the dam at Lake Atoka – For Geary’s Station which is now underwater (reservoir) – you can see where the route goes into the lake.
Atoka County had three stops – Waddell, Geary, and Boggy Depot.
There is original route that came from Stringtown in Atoka County and crossed several boggys.
There are many possibilities for recreation related to the Butterfield Route – although not all are actually happening now. There could be future development in relation to the Butterfield route.
History can be found in the <i>Chronicles of Oklahoma</i> .
There are three to four feet deep swales – not altered – these are remnants coming out of Atoka Lake near location of Geary.
In 1958 the Oklahoma Historical Society set markers at 12 of the station sites for the Butterfield
Edwards Store still stands at Red Oak, Oklahoma
It is located five miles southwest of Lehigh on private property – the owner has found many artifacts.
Southwest of Gainesville, Texas, there are still ruts to be seen for about 15 miles.
Fort Chadburne is being rebuilt in Texas – outside of Abilene, Texas.
Denton County Historical Commission has been giving tours called “Follow the Butterfield” – Bob Montgomery is the chairman.
The Texas Road intersects/connects with the Butterfield – west of Geary Station about 1 ½ miles west
The Old growth short leaf pines near Lake Atoka is unique ecosystem – represents a recreational opportunity
Robber’s Cave is a recreational opportunity about 5 miles from the Butterfield – there could be exhibits placed there about the Butterfield
Impact on the Community – potential exists for an increase in tourism
Gainesville, Texas, also has a range of recreational activities
Can rent stagecoach for rides, its educational – ask Bob Montgomery or Wayne King
Montague County gives rides of Butterfield in Texas
Clark/McIntire property has remnants of ruts – runs right past the front of the house – near Stringtown, Oklahoma – there is a sign on the state side.
There are traces of freight roads that take you off of the Butterfield route, which was as straight as possible. Indicates use before, during, and after the time of the Butterfield stage.
<i>Chronicles of Oklahoma</i> is searchable online.
In the 1970s, in Dell City, Texas, people were living in one of the way stations.

Atoka, Oklahoma – April , 2012 – 22 attendees
Eastern Oklahoma Historical Society (1950) published <i>The Butterfield Overland Mail through Eastern Oklahoma</i>
Breadtown, Oklahoma, near Stringtown, people sold bread to stagecoaches – the well is still there.
The vision should be for a long trail for people in RVs – could stop in towns along the route.
Designation would bring national attention to the route which could be good for tourism in the area.
Websites could be developed for people to follow the routes – with a smart phone.
Geocaching is another way to access – could be done along the route, using the Internet.
The route could be recorded using GPS and then maps could be developed.
The consensus is for national significance of the Butterfield route – this is a national story.
If the Butterfield is designated, and the Chisholm is designated, the United States Post Office should issue commemorative stamps to recognize these historic routes.
Are there any descendants of the Butterfields?
The Butterfield jewelry store in Albuquerque, New Mexico – I checked and found that the owner was a descendant – This was about 10 years ago.
Site of M.K. & T Railroad(also known as the Katy Railway) – train robbery at Limestone Gap in 1872.
American Carriage Association may be a possible resource – you should check to see if it has an original stage coach.
In Texas there was a group formed for 150 th anniversary of the Butterfield.
Texas Lakes and Trails has a brochure about the Butterfield.

Abilene, Texas – April , 2012 – 51 attendees
Question about private land ownership – who maintains control of their land?
Participation in the trail is by willing owners only – strictly voluntary.
Question about treatment of fragile resources – preservation requests
Franz’s Station, Clearfork Station, are nearby – along with Camp Cooper – the trail is interpreted at Fort Griffin
Fort Chadbourne / Fort Phantom Hill is open to the public and accessible.
Tours are available for the Butterfield route – to see local sites, visit the small towns along the route.
Bilbray County offers tours.
Chimney Creek Land Company – Jackford, Texas – property contains ruts from the route – Smith’s Station is on the property – supports national designation – the route has been documented on the ranch – artifacts have been found from 1858.
Several books have been written about Smith Station. Lawrence Clayton, A.C. Green – authors.
Smith’s Station has been recreated. It was described by Ormsby.
Ranch owners occasionally allow access.
There is a concern among ranch owners regarding trespass, trash, graffiti, liability, and poaching of artifacts or wildlife.
A marker was placed on the ranch in 1958 – would welcome new signs.
Joe Allen, Bill Boyd have researched Horse Head Crossing – location is known, but no evidence remains.
Castle Gap is 2 miles east of 285 – it is a natural landmark – in Clayton County. Chihuahua,

Abilene, Texas – April, 2012 – 51 attendees
Goodnight Loving Trails are nearby.
State historical marker is in Minton County for the route.
Run House – ten are on the trail. If stages came under attack, they made a “run” for safety.
Near Mountain Pass, there was an Indian attack, this is SW part of Taylor County on a ranch
Period of significance is 1857 to 1861
Butterfield tied everything together – Little Fort Davis / Camp Cooper / Fort Griffin / western cattle trail
The Butterfield is interpreted for the public through tours and publications
The earlier route went through Jacksboro, both routes, even through Bridgeport, ended in Jacksboro. Research is being conducted, the route runs right by the Jack County Museum.
Is the route known – the exact details?
The maps will need more refinement
Has a map from 1 of 27 showing the route (DAR)
Another question about signing – can this be done without the owner’s permission?
Satellite views reveal the routes.
Seven state parks are on, or near the trail – Eisenhower has exhibits, Colbert’s, Ray Roberts Lake, park near Pilot Point, Fort Richardson (has exhibits and walking trail – two markers there with one for the Butterfield placed in 1936), Fort Abilene, Davis Mountains, San Angelo, Waco Tanks.
There are also Texas Historical Commission properties
Need to check on ruts / trail route evidence at Fort Davis (already NPS)
Concerns exist for national significance
Thousands of people followed trails through here – connecting, trail building
There will be effects on communities – recreation, tourism, promote regional ties, education interest in local / region, national history
First Indian tried in white man’s court was in Jack County, near the Butterfield route.
Would encourage new opportunities for festivals, re-enactments
Pride in private land ownership
Dates on the trail can be tied to community activities
There is a possibility for networking to support the trail – difficult to do outside of Texas – a national historic trail would help promote people’s interest in the trail.
Other ways to commemorate? To be inclusive need to include resources for heritage tours – there is a need to tie together the story and resources.
The national models are east to west highways
Bankhead Highway was the first paved section of the route
Question raised about best way to commemorate the trail – no problem with the length.

Written Comments Mailed to the Agency Office, or Comments Provided on Comment Forms at the Public Meetings

Public comments – whether sent to the NPS by email, provided to the agency’s PEPC (planning) website, given orally at one of the public meetings, mailed to the agency office, or provided on comment forms at the public meetings were analyzed and placed, as appropriate, within one or more topic categories. Personal or sensitive information containing individuals’ names or contact information have been omitted for reasons of privacy. Spelling errors, where necessary, have been corrected.

Thirty comments were received from the individuals and organizations including: Pioneer Association, Warsaw, Missouri; Several individuals including professionals and independent scholars expressing support for the trail designation; Associate State Archaeologist, Colorado Desert District, California Department of Parks and Recreation; Hidalgo County, New Mexico; Pine Ridge Association, Morgan Hill, California; Henry W. Coe State Park, California; and 16 letters written by Becky McCain’s 4th Grade Butterfield Elementary class in Fayetteville, Arkansas (the trail “the Old Missouri Road” goes right across their campus).

Most of these above groups and individuals expressed support for designation, with the exception of Hidalgo County, New Mexico. Hidalgo County was concerned about how designation would not be in keeping with its existing land use management planning.

Comments Recorded Via Phone Conversation

National Trails Intermountain Region office Chief of Planning Gretchen Ward received four phone calls with specific questions about the trail designation. These individuals provided information about the trail. Two of the individuals requested information regarding how to submit comments.

Comments Received on the National Park Service's Planning Environment and Public Comment (PEPC) Website

Fourteen comments were received through the NPS planning website. These came from public and private institutions including organizations as diverse as the Potts Inn Museum (Pottsville, Arkansas) and the City of San Jose [California] Trail Program. Comments came from California, Arkansas, Florida, Missouri, and New Mexico. Some individuals indicated memberships in the Oregon-California Trail Association, the Old Spanish Trail Association, the Missouri Historical Association, and the Back Country Horsemen of America.

Most expressed support for designation, with several commenters providing information about personal experiences retracing the historic route. One person commenting from San Diego, California, mentioned that he felt the public meetings were not well advertised in his area.