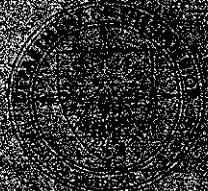


THE
SANTA FE
TRAIL

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

U.S. GOVERNMENT PRINTING OFFICE

As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering the wisest use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to assure that their development is in the best interests of all our people. The Department also has a major responsibility for American Indian reservation communities and for people who live on the public lands under U.S. Administration.



THE SANTA FE TRAIL
A NATIONAL SCENIC TRAIL STUDY

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INTRODUCTION

AUTHORITY AND PURPOSE

The National Trails System Act, Public Law 90-543, lists 14 trails to be studied to determine their suitability for inclusion in the National Trails System (see figure 1). The Santa Fe and the Mormon Battalion Trails are two of the routes.

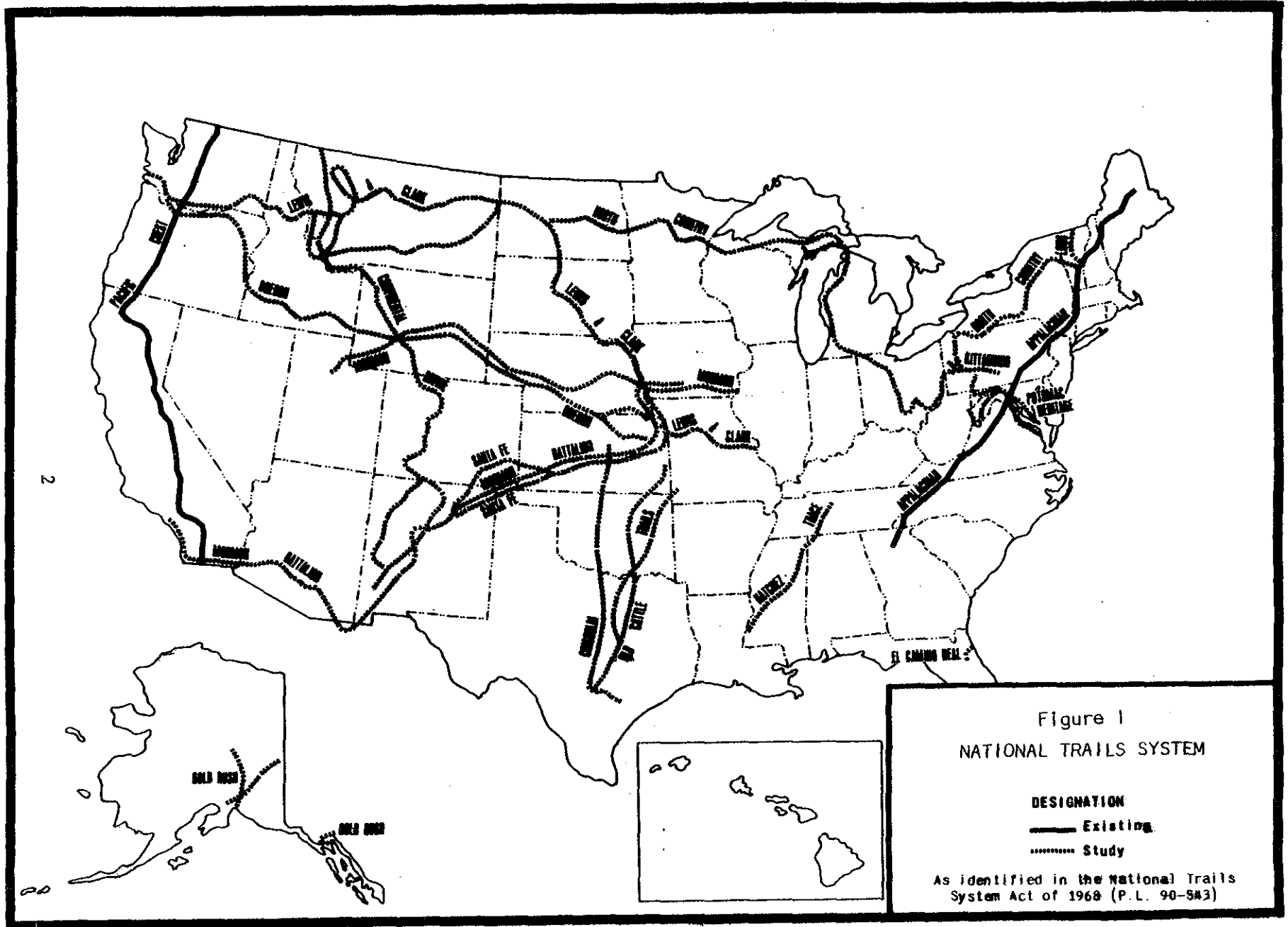
The Interagency Task Force on the Nationwide System of Trails developed the qualifications which national scenic trails should possess. These criteria, approved by the Secretary of the Interior and the Secretary of Agriculture in October 1969, require that national scenic trails include superior scenic, historical, natural, and cultural values. Furthermore, they should be of extended length and located so as to provide for maximum outdoor recreational opportunities and potential. Also, trails should be capable of promoting national interest and, so far as practical, be void of incompatible developments and activities that would detract from the natural and scenic conditions.

In accordance with these criteria and those expressed in the Act, this study assesses the desirability and feasibility of designating the Santa Fe Trail and a portion of the Mormon Battalion Trail as National Scenic Trails.

BACKGROUND

The Santa Fe Trail extended from Independence, Missouri, to Santa Fe New Mexico (the trail head was originally in Franklin, Missouri, moved to Fort Osage in 1827, and then later moved to Independence). Near Fort Dodge in southwestern Kansas, the route split into two branches. The Mountain Branch continued west along the Arkansas River to Bent's Fort, near La Junta, Colorado, and then south over Raton Pass to Santa Fe. The Cimarron Cutoff proceeded southwest from Fort Dodge, Kansas, followed the Cimarron River through the corners of both Colorado and Oklahoma, and then rejoined the Mountain Branch near Fort Union, New Mexico. The Santa Fe Trail, during the period from about 1820 to 1880, was one of the most significant commercial trade routes in the history of the Southwest.

The trail has added historical significance because it was a segment of the route followed by the Mormon Battalion. The Mormons, wishing to move west, needed funds to purchase supplies for their journey. President Polk, fearing a war with Mexico, wanted to get more Americans to California. Some 500 Mormons signed 1-year enlistments in Council Bluffs, Iowa, to form the Mormon Battalion which was to march to California and, thereby, accomplish both goals. The battalion proceeded south from Council Bluffs to the Santa Fe Trail south of Fort Leavenworth, and then followed it, via the Cimarron Cutoff, as far as Santa Fe.



SCOPE

The recreational potential and historical significance of the Santa Fe Trail from Independence, Missouri, to Santa Fe, New Mexico, are evaluated in this report.

In addition, the recreational aspects of the Mormon Battalion Trail from Council Bluffs, Iowa, to its intersection with the Santa Fe Trail are evaluated. The Bureau of Outdoor Recreation's report, *Mormon Battalion Trail Study - Santa Fe to San Diego*, dated June 1975, evaluates the recreational potential of the route from Santa Fe to California and makes a historical evaluation of the entire Mormon Battalion Trail from Council Bluffs to San Diego.

In addition to the above report, the Statewide Comprehensive Outdoor Recreation Plans of the States involved and various State and local historical preservation plans were utilized in preparation of this report.

For the purpose of this study, it was assumed that the trail followed the route used by traders in the 1820's and officially surveyed in 1825 for the U.S. Government by George C. Sibley. Deviations from that route include its starting point at Fort Osage, Missouri, the crossing of the Arkansas River, and the terminus at Taos, New Mexico. The 1844 edition of Gregg's *Commerce of the Prairie* measures the trail distance from Independence to Santa Fe at 780 miles.

FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

HISTORICAL FINDINGS

Both the Santa Fe and the Mormon Battalion Trails are nationally significant and merit recognition for the roles they played in the westward expansion of the United States. However, little remains today to mark their physical route across a quarter of our nation.

RECREATIONAL FINDINGS

Incompatible developments, lack of public ownership, and long stretches of dry, unvarying terrain make the Santa Fe and Mormon Battalion routes unsuited for extended scenic trail use. However, short segments possess scenic and recreation potentials, and some exposure to the dry, unvarying section would provide an understanding of the elements with which the early travelers had to contend.

CONCLUSIONS

Although the trails are historically significant, the scenic and recreational qualities are neither sufficient nor varied enough to attract a nationwide audience. Furthermore, the natural qualities of the trails have been significantly altered during the past century. Criteria developed for Public Law 90-543 state that national scenic trails of major historical significance should adhere as accurately as possible to their main historic route or routes. To attempt to relocate major portions of the trails to bypass incompatible land uses or to include more scenic features would be contrary to the purposes of the National Trails System Act.

RECOMMENDATIONS

1. The Santa Fe and Mormon Battalion routes fail to meet established criteria and, therefore, are not recommended for inclusion in the system as national scenic trails.
2. Short segments of the routes which possess scenic and historical features are recommended for recreation development or historical commemoration by Federal, State, or local agencies, as follows:
 - a. In Kansas, the State could acquire and develop trail segments near Dodge City, Pawnee Rock, Fort Larned, Fort Zarah, and Wagon Bed Springs, along with their associated recreational and historical resources.
 - b. Trail segments near Bent's Old Fort in Colorado are recommended for establishment by interested agencies or organizations in cooperation with the National Park Service as part of this historic area.

- c. In New Mexico the following segments should be considered for development by the State:
 - (1) Watrous to Santa Fe
 - (2) Raton Pass to Cimarron
 - (3) Wagon Mound to Santa Fe (split route through Pecos, Battle of Glorieta, etc.)
 - d. Special attention should be given to the preservation of the remaining historic sites and artifacts along the route so that reminders of this important heritage do not disappear from the scene.
3. Where the above-mentioned trails are developed, they should be considered for designation as national recreation trails.
 4. All data and findings used in preparation of this report will be available to agencies and organizations interested in following through on the above recommendations. The Bureau of Outdoor Recreation will provide planning and technical assistance in these efforts to the extent possible.

DESCRIPTION OF THE ROUTE

The main route of the Santa Fe Trail, which follows the Cimarron Cutoff, originally extended from Franklin (Arrow Rock), Missouri, to Santa Fe, New Mexico. In 1827 the trailhead shifted to Fort Osage and, later, to Independence. The Independence trailhead is used for purposes of this study.

The trail crosses a corner of Missouri, all of Kansas on an east-west axis, touches the extreme southeast corner of Colorado, crosses the north-west area of Oklahoma's Panhandle, and terminates in north central New Mexico (see figure 2). The entire route spans 780 miles: 12 miles in Missouri, 487 miles in Kansas, 12 miles in Colorado, 48 miles in Oklahoma, and 221 miles in New Mexico.

The Mountain Branch separates from the main route at Cimarron, Kansas, passes through Colorado to Raton Pass, and terminates at Watrous, New Mexico. This alternate route covers 426 miles: 98 miles in Kansas, 165 miles in Colorado, and 163 miles in New Mexico.

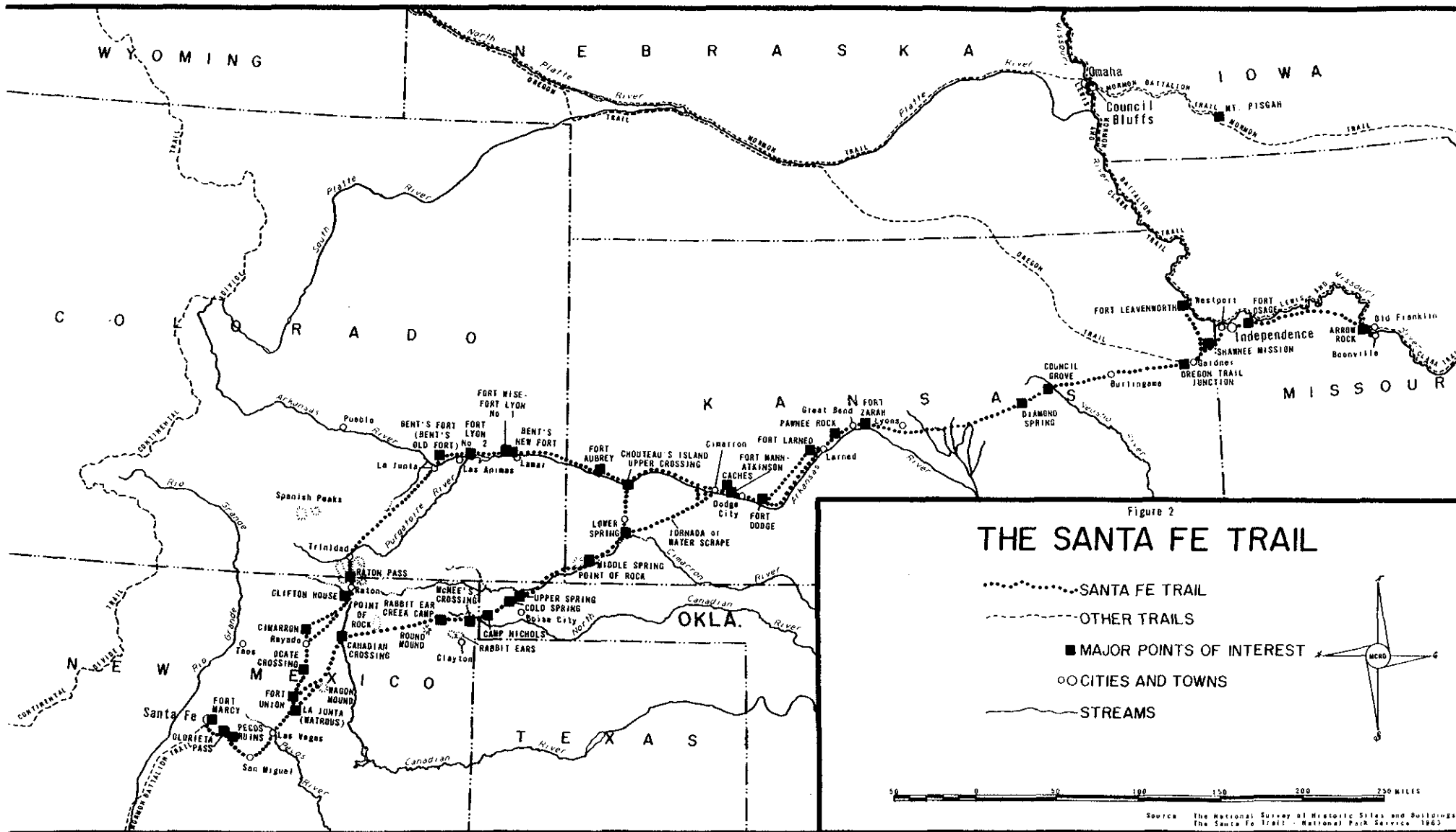
The Mormon Battalion Trail extends across 50 miles of Iowa, 110 miles of Missouri, and 65 miles of Kansas before joining the Santa Fe Trail.

THE SANTA FE TRAIL

The Santa Fe and Oregon Trails led southwest out of Independence, Missouri, along the general path of present U.S. Highway 50 to a point near Gardner, Kansas, where the Oregon Trail headed northwest. The Santa Fe Trail continued southwest to Council Grove, Kansas.

West of Council Grove, the trail turned to the south, passed Diamond Springs and Lost Springs, then proceeded west to where it met the Arkansas River near Fort Zarah, a few miles east of Great Bend, Kansas. Following the north bank of the river, the trail rounded a great bend to reach Pawnee Rock, a favorite Indian lookout. Near Pawnee Rock, the trail divided. The dry route took to the high land, and the wet route followed the Arkansas River, merging again near Fort Dodge, Kansas.

Along the Arkansas River west of Fort Dodge, a series of branches headed southwesterly toward the Cimarron River. It was at the Middle Crossing of the Arkansas River near present-day Ingalls, Kansas, that the Cimarron Cutoff forded the river and took a direct route to Watrous in New Mexico Territory. The Cimarron Cutoff was 100 miles shorter than the Mountain Branch but crossed 40 miles of desert before reaching the Cimarron River. This stretch of the trail was characterized by infrequent waterholes and numerous encounters with the Kiowas or Comanches. The trail followed the north bank of the Cimarron River past Middle Spring and Point of Rocks and left Kansas near its southwest corner.



The Cimarron Cutoff continued into Colorado and crossed the arid southeast corner of the State for a distance of only 12 miles and then entered the Panhandle of Oklahoma. Soon after entering Oklahoma it left the Cimarron Valley to cross 48 miles of desert before reaching McNee's Crossing on the North Canadian River in New Mexico.

For the next 130 miles, the route continued across vast flat desert troughs carved from the High Plain, passing such prominent topographic features as Rabbit Ears Mountain and Round Mound. After crossing the valley of the Canadian River, the Cimarron Cutoff united with the Mountain Branch at Watrous (La Junta), New Mexico.

The combined route continued south along the high limestone mesas of the Las Vegas Plateau. It crossed the Pecos River at San Miguel del Vado, led over Glorieta Pass, and then through Apache Canyon to the trading plaza of Santa Fe.

The Mountain Branch, by way of Bent's Fort, Colorado, was an alternate route which became popular during the period of Indian conflicts and the Civil War. This northern branch followed the Arkansas River to present-day La Junta, Colorado, and Bent's Fort. From here, it turned southwest to Trinidad on the Purgatoire River and ascended Raton Pass. After crossing the pass, the trail paralleled the Sangre de Cristo Mountains southward and joined the main route near Watrous. Although longer, the Mountain Branch offered more water and less chance of conflict with the Indians.

THE MORMON BATTALION TRAIL

In 1846, the Mormon Battalion marched from Council Bluffs, Iowa, following the east side of the Missouri River, southward for 160 miles to Fort Leavenworth, Kansas. The Battalion left the fort traveling south, intersected the Santa Fe Trail near Gardner, Kansas, and then followed the Santa Fe Trail, via the Cimarron Cutoff, to Santa Fe.

NATURAL LANDSCAPE

The Santa Fe Trail begins in the Central Lowlands, crosses the Great Plains, and ends in the southern Rocky Mountains Physiographic Province (Fenneman, 1928). The Central Lowlands in eastern Kansas are characterized by rolling plains located between several major northeast-southwest trending escarpments. This area has an annual rainfall of approximately 35 inches. Oak-hickory woodlands are the predominant forest vegetation with an elm-ash-cottonwood forest type along the rivers and streams. The plains in eastern Kansas are covered principally with bluestem-grama prairie grasses.

In central Kansas, the route enters the Great Plains Physiographic Province. Through Kansas, Oklahoma, and Colorado the topography is generally flat with some sand dunes and rolling hills. Native vegetation

is mainly grama-buffalo and sandsage-bluestem grasses, with some elm-ash-cottonwood woodlands occurring along the rivers and streams. Annual precipitation averages about 15 inches, occurring mainly in the spring and summer.

In southern Colorado and eastern New Mexico, the route is in tableland-type topography. Vegetation remains generally the same except for occasional juniper-pinon woodlands in higher elevations. In New Mexico the route leaves the plains and skirts the southern reaches of the Sangre de Cristo Mountains to reach Santa Fe. The juniper-pinon and occasional pine-Douglas fir forests found in this region provide a marked contrast to the rest of the route. Precipitation averages about 15 inches annually.

The initial segment of the Mormon Battalion Trail, from Council Bluffs, Iowa, to its intersection with the Santa Fe Trail, is also located in the Central Lowland Physiographic Province. The area along the east bank of the Missouri River is characterized by rolling farmlands and wooded bottomlands. Oak-hickory is the primary forest type. A row of loess bluffs along the river gradually flattens into a level flood plain as the trail proceeds south.

CULTURAL LANDSCAPE

Evidence of the Santa Fe Trail around the Kansas City metropolitan area has long been obliterated and much of the tall grasslands of eastern Kansas have been plowed under. The arid, shortgrass prairies of the west have become large wheat farms or open rangeland for livestock. The Cimarron National Grassland in western Kansas and the Kiowa National Grassland in northeast New Mexico preserve a portion of the grasslands in their natural state.

Some archeological sites along the route give evidence of early Spaniards traveling through the region and of the Indians who once lived here. Today the prominent features are the farms, ranches, highways, and railroads that parallel and cover large portions of the trail. The major land uses along the trail are shown in table 1.

TABLE 1 - LAND USE*

Land Use	Santa Fe Trail				Mormon		Total	
	Cimarron		Mountain		Battalion			
	Miles	%	Miles	%	Miles	%	Miles	%
Urban	53	7	15	4	25	11	93	6
Range	473	60	296	69	0	0	769	54
Agricultural	132	17	76	18	175	78	383	27
Rural-residential	4	1	10	2	0	0	14	1
Recreation	20	3	5	1	0	0	25	2
Highway Right-of-way	98	12	24	6	25	11	147	10
Total	780	100	426	100	225	100	1,431	100

*Land use patterns are shown in linear miles.

LAND OWNERSHIP

Approximately 90 percent of the land along the trail is in private ownership while the remaining 10 percent is divided among Federal, State, and local agencies (see table 2).

TABLE 2 - LAND OWNERSHIP*

Land Ownership	Santa Fe Trail				Mormon		Total	
	Cimarron		Mountain		Battalion			
	Miles	%	Miles	%	Miles	%	Miles	%
Federal	37	5	10	2	2	1	49	3
State/local	61	8	17	4	15	7	93	7
Private	<u>682</u>	<u>87</u>	<u>399</u>	<u>94</u>	<u>208</u>	<u>92</u>	<u>1,289</u>	<u>90</u>
Total	780	100	426	100	225	100	1,431	100

*Land ownership patterns are shown in linear miles.

POPULATION

Only the eastern terminus of the Santa Fe Trail is heavily populated, with a density of 2,234 people per square mile in the Kansas City metropolitan area. Over the rest of the route (excluding Santa Fe) the population density within a 100-mile zone averages 50 people per square mile. The population of the cities and towns along the route is shown in tables 3 and 4.

TABLE 3 - POPULATION OF CITIES ALONG
THE SANTA FE TRAIL

State	City	Population ^{1/}	
		Cimarron Cutoff	Mountain Branch
Missouri	Independence	111,589	111,589
	Kansas City	507,242	507,242
	Raytown	33,635	33,635
Kansas	Kansas City	168,199	168,199
	Olathe	19,306	19,306
	Gardner	1,715	1,715
	Baldwin City	2,241	2,241
	Overbrook	742	742
	Scranton	542	542
	Burlingame	1,039	1,039
	Council Grove	2,570	2,570
	McPherson	10,578	10,578
	Lyons	4,537	4,537
	Ellinwood	2,826	2,826
	Great Bend	18,497	18,497
	Larned	4,830	4,830
	Kinsley	2,243	2,243
	Dodge City	16,722	16,722
	Ingalls	258	258
	Cimarron	1,403	1,403
Ulysses	4,294		
	Garden City		16,305
	Deerfield		500
	Lakin		1,789
	Syracuse		1,909
Colorado	Holly		993
	Granada		551
	Lamar		7,797
	Las Animas		3,148
	La Junta		7,938
	Trinidad		9,901
New Mexico	Wagon Mound	630	
	Raton		6,962
	Cimarron		927
	Las Vegas	13,853	13,853
	San Miguel	20	20
	Santa Fe	41,167	41,167
TOTAL ^{2/}		970,678	1,024,474

^{1/} U.S. Department of Commerce, Bureau of Census, *County and City Data Book 1972*, A Statistical Abstract Supplement, Washington D.C., 1973.

^{2/} Cities common to both branches are included in both totals.

TABLE 4 - POPULATION OF CITIES ALONG
THE MORMON BATTALION TRAIL

<u>Council Bluffs to Gardner</u>		
<u>State</u>	<u>City</u>	<u>Population</u> ^{1/}
Iowa	Council Bluffs	60,588
	Thurman	268
	Hamburg	1,647
Missouri	Watson	164
	Corning	134
	Forest City	365
	St. Joseph	72,987
	Weston	1,267
Kansas	Leavenworth	25,147
	Tonganoxie	2,020
	Eudora	<u>2,393</u>
TOTAL		166,980

^{1/} U. S. Department of Commerce, Bureau of Census, *County and City Data Book, 1972, A Statistical Abstract Supplement*, Washington, D.C., 1973

HISTORICAL EVALUATION

HISTORY OF THE TRAIL

Captain Zebulon M. Pike's journals, published in 1810, were the first to suggest the possibility of large commercial opportunities in overland trade with the Spanish settlers on the Rio Grande. Pike's narrative helped set in motion the subsequent Santa Fe Trail trade. Under Spanish rule, prior to 1821, trade goods were being transported from Vera Cruz, Mexico, across 2,000 miles of Indian-occupied desert. However, the new trade route would cross only 800 miles of level prairie from Independence, Missouri, to Santa Fe.

Mexico's split from Spain in 1821 opened the frontier barriers to the American traders. In 1822, William Becknell, "The Father of the Trail," cast the mold for the new trade route by hitching mules to three wagons loaded with merchandise and driving them from Old Franklin, Missouri, across the plains to Santa Fe. This starting point later changed to Fort Osage, and finally by 1827, the eastern terminus of the route was established at Independence, Missouri, which soon became the main outfitting site for Santa Fe traders and Rocky Mountain fur traders.

Early in the trade, pack mules were discarded, and the more profitable wagons drawn by mules and oxen were adopted for use on the route. The light, sturdy wagons were designed for rapid travel over rough, but level terrain. They could cover between 15 and 18 miles a day, depending on the season, completing the 800-mile journey in about two months.

As the trail developed, so did Bent's Fort, one of the most significant trading posts in the West. Built in the late 1820's, the fort provided a semblance of civilization for travelers following the Mountain Branch. It soon became the long-sought shelter for every caravan that passed over the Mountain Route to Santa Fe.

When the Mexican War commenced in 1846, the War Department raised a battalion of infantry volunteers from the winter camps of the Mormons. A 500-man battalion was mustered into service July 29, 1846, at Council Bluffs, Iowa. The Mormons were provisioned at Fort Leavenworth and then ordered to join the "Army of the West," under the command of Stephen W. Kearny, at Bent's Fort, for the conquest of New Mexico. En route to the fort, new orders directed them to take the Cimarron Cutoff and join Kearny in Santa Fe.

Meanwhile, Kearny lead his army south from Bent's Fort, over Raton Pass to the town of Las Vegas, New Mexico, and was ready to face the Mexican Army. Rumors were that the Mexicans had made defensive preparations at Glorieta Pass, the easily defended defile that was the gateway to Santa Fe.

The resistance, however, proved to be a pretense. No enemy presented itself to the Americans on the expected day of battle, and Kearny's Army of the West entered Santa Fe in bloodless triumph. The army had captured its first foreign capital and the Mexican Province became American territory. Kearny established Fort Marcy in Santa Fe as a symbol of America's conquest.

While Kearny was securing the capital, the Mormon Battalion joined the Army of the West. In less than two months, the Battalion had marched from Fort Leavenworth, following the Santa Fe Trail via the Cimarron Cutoff to Santa Fe, a distance of nearly 800 miles. After joining Kearny, they continued their journey to California.

An accurate historical description of the march has been prepared by the Utah State Historical Society under contract from the Bureau of Outdoor Recreation. The details of the march are reported in the Department of the Interior's report *The Mormon Battalion Trail Study - Santa Fe to San Diego*, June 1975.

Following the Mexican War, use of the Santa Fe Trail was subject to confrontations with the various Indian tribes whose homelands were being overrun by an increasing number of settlers. Reports for the period show that there were no comparatively safe areas between Council Bluffs and Watrous, a stretch of 600 miles. Consequently, California emigrants began to reroute through the northern passes of the Rocky Mountains and, therefore, Santa Fe missed the larger part of the great western migration.

The volume of business following the Mexican War of 1846 dwarfed the pre-war trade. In 1858, over 1,800 wagons crossed the plains, with much of the merchandise destined for the Army participating in the several Indian campaigns.

Throughout the 1840's and 1850's, rapid changes took place along the trail. The buffalo decreased in number. Military posts superseded the old trading centers. A cholera epidemic spread through the Indian tribes in the late 1840's and, as a health measure, Bent's Fort was burned and abandoned in 1849. William Bent, in an effort to reestablish the Indian trade, built Bent's New Fort on the Arkansas River at "Big Timbers" about 40 miles downstream from his old fort. Another post, built in 1860 about 1 mile upstream from Bent's New Fort, was originally called Fort Wise and later named Fort Lyon. The fort served as a supply depot and later as an important stage stop when a new Fort Lyon was established east of Las Animas, Colorado.

The Civil War came to the trail in 1862. The Confederate Army came from Fort Bliss, Texas, in 1862, intent upon capturing Albuquerque, Santa Fe, Fort Union, and ultimately, Denver. The southern forces went up the Rio Grande, first capturing Albuquerque and then the important trade center of Santa Fe. The Confederates were poised to cut the vital Santa Fe trade artery at Fort Union.

To meet this threat, a volunteer force was quickly raised in Colorado. The combined forces of volunteer and regular Federal troops marched to meet the Confederates in battle at Glorieta Pass. Here the two armies fought one of the most decisive western battles of the Civil War. The Confederates, though defeated, were able to effect a retreat to the Texas border. The Confederacy, after the Glorieta Pass Battle, was never able to mount another serious threat against the Santa Fe Trail.

It was during the Civil War period that Indian conflicts caused the Cimarron Cutoff to be practically abandoned. To accommodate the increased trade along the Mountain Branch, "Uncle Dick" Wooten built a toll road over Raton Pass. The road became the vital connecting link between the Arkansas Valley and New Mexico until the Atchison, Topeka, and Santa Fe Railroad won the right-of-way through Raton Pass in 1878.

The Kansas Pacific Railroad initiated the decline of the trail when it started west from Wyandotte, Kansas, in 1863. By 1867 the Santa Fe Trail east of Fort Larned was abandoned. Soon after, the Cimarron Cutoff was bypassed and the remaining wagon traffic followed the Mountain Branch. The rails crossed the Kansas-Colorado line and reached Las Animas near the site of Bent's Fort by 1873. On February 9, 1880 the first steam engine entered Santa Fe, thus ending 61 years of trail life. The great freight wagons ceased to cross the rutted plains, and the trail passed out of existence.

HISTORICAL FINDINGS

From the previous historical narrative, the following can be said about the Santa Fe Trail and the Mormon Battalion March.

The Santa Fe route was one of the first great transcontinental trails. It effectively linked the Spanish and American cultures and fused them into a distinct culture with customs that still exist in the American Southwest.

The Santa Fe Trail was established for trade expedience and then became the major military and governmental link with the newly conquered Southwest. It lasted for a period of six decades, and then passed swiftly, completely, and permanently into history. Little remains today to mark its physical route across a quarter of our nation.

The Mormon Battalion trek was the longest sustained march by infantry in United States military history. The march of the Battalion played a significant part in opening up vast areas which subsequently became a part of the United States.

Special attention should be given to those historic sites and artifacts that remain as reminders of this important heritage so that they do not disappear.

RECREATIONAL EVALUATION

The following is a summation of the land and water resources administered by various land managing agencies located within the 5-mile-wide study corridor.

RECREATION RESOURCES

National Park Service

The Fort Union National Monument and Pecos National Monument in New Mexico, Bent's Old Fort National Historic Site in Colorado, and Fort Larned National Historic Site in Kansas are administered by the National Park Service. The Park Service provides recreation facilities and historical interpretation at these sites.

Bureau of Land Management

The Bureau of Land Management administers approximately 4,400 acres of public domain lands located within 5 miles of the trail. Five hundred acres of this amount is along the Mountain Branch north of Fort Union. Most of this land is in small tracts of open range under 200 acres in size. The largest tract is only 400 acres in size. There are no existing or planned recreational developments on these lands.

Forest Service

A 5-mile section of the route over Grand Pass (Glorieta Pass) is located within the boundaries of the Santa Fe National Forest near Santa Fe, New Mexico. The Santa Fe Trail and U. S. Highway 85 coincide in this area. Therefore, there is limited potential for a quality hiking or riding trail.

In southwest Kansas, approximately 20 miles of the route pass through the Cimarron National Grassland. Here, the trail is located along the north bank of the Cimarron River. A small campground and an overlook area have been developed where State Route 27 crosses the Cimarron River. A monument and historical sign commemorate this portion of the trail.

In northeastern New Mexico, approximately 3 miles of the Cimarron Cutoff route passes through the Kiowa National Grasslands administered by the Cibola National Forest. This segment of the trail is located about 5 miles west of McNee's Crossing on the North Canadian River and north of Rabbit Ears.

Department of the Army

The U. S. Army administers Fort Leavenworth Military Reservation, an active 5,250-acre base. Some historical interpretation is provided at the fort. The old military roads and trails that led from the fort have been lost to modern-day development.

Although the Santa Fe Trail does not actually cross lands administered by the Army Corps of Engineers, the 5-mile-wide study corridor does come in close proximity to several impoundments that are either operational, under construction, or authorized for planning.

Operational are Pomona Lake, located about 10 miles southeast of the trail's intersection with 110-Mile Creek, and John Martin Lake on the Arkansas River in Colorado. Pomona Lake offers camping, fishing, boating, and picnicking opportunities. John Martin has limited recreation developments due to the frequent and extreme drawdowns on the reservoir. Fishing, camping, and picnicking are available at Lake Hasty just below the reservoir.

Hillsdale Lake in Miami County, Kansas, is under construction approximately 2 miles south of the trail. Three lakes have been authorized in Johnson County, all within 3 miles of the trail. These are Indian and Tomahawk Lakes north of the trail and Wolf-Coffee Lake to the south.

State, Local, and Private Agencies

There are various recreational and historical sites near the Santa Fe Trail which are administered by State or local agencies. Pawnee Rock State Park and the locally administered Council Grove area in Kansas, which provide historical interpretation relating to the Santa Fe Trail, are notable examples. There are also several reservoirs and many historic sites along the route with development potential. The majority of the historic sites are on private land and are inaccessible to the public.

The Kansas Legislature, in 1961, designated that portion of United States Highway 56 from where it enters the State on the Kansas-Missouri line on the east, west, and south to the Kansas-Oklahoma line near the southwest corner of the State, and that portion of United States Highway 50 from Dodge City to the Colorado line as "the Santa Fe Trail Memorial Highway." It parallels and follows relatively close to the original trail and provides access for the traveler into or near most of the significant historical sites identified in the study.

A complete listing of the major cultural and historic sites may be found in appendices A and B.

EVALUATION AGAINST CRITERIA

The main and alternative routes of the Santa Fe and the Mormon Battalion Trails as they exist today were evaluated against the purpose and intent of the National Trails System Act and the criteria subsequently approved by the Secretary of the Interior and the Secretary of Agriculture. The following evaluation is based on data obtained from participating study agencies, State Comprehensive Outdoor Recreation Plans, and other studies and reports, including the Department of the Interior's report, *Trails for America*. (Criteria are shown in italics.)

National Significance

National scenic trails, for their length or the greater portion thereof, should incorporate a maximum of significant characteristics, tangible or intangible, so that these, when viewed collectively, will make the trail worthy of national scenic designation. National significance implies that these characteristics, i.e., the scenic, historical, natural, or cultural qualities of the areas through which the trail passes, are superior when compared to those of other trails -- not including national scenic trails -- situated throughout the country. National scenic trails should, with optimum development, be capable of promoting interest and drawing power that could extend to any section of the conterminous United States.

The location of the original trail was dictated by the availability of water. The rivers and streams which it followed provide for some variation in topography and vegetation which enhances the scenery. In the 100-year period since the demise of the trail, many of the original natural qualities have been superseded by human activities and development. Approximately 27 percent of the trail is now cropland. Present-day characteristics include congested urban areas, small rural communities, rolling hills and cultivated farmlands, river valleys, and desert vistas, all of which are interspersed with highways, railroads, fences, and powerlines.

While certain segments do exhibit scenic qualities, the overall route is not superior when compared to other existing trails.

Route Selection

The routes of national scenic trails should be so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass. They should avoid, insofar as practicable, established highways, motor roads, mining areas, power transmission lines, existing commercial and industrial developments, range fences and improvements, private operations, and any other activities that would be incompatible with the protection of the trail in its natural condition and its use for outdoor recreation.

National scenic trails of major historic significance should adhere as accurately as possible to their main historic route or routes.

In attempting to follow the original trail, many conflicting developments are encountered. The historic route traverses highly developed urban areas near Independence, Kansas City, and Santa Fe. In between these metropolitan areas, the route coincides with and intersects various highways, powerlines, and other commercial and residential developments.

Exceptions are found in western Kansas and northeastern New Mexico where the route crosses relatively undisturbed desert lands. The arid and semi-arid nature of much of this territory is not conducive to extended hiking or other non-motorized travel.

Since this was a historic route, there is little flexibility in relocation to avoid areas which coincide with highways, railroads, and powerlines or to take advantage of scenic and existing or potential recreation areas outside the trail corridor.

Accessibility

National scenic trails should be provided with adequate public access through establishment of connecting trails or by use of trail systems other than the National Trails System. Access should be provided at reasonable intervals and should take into consideration the allowance for trips of shorter duration.

Road access is quite good, especially between Independence, Missouri, and Dodge City, Kansas, and from Wagon Mound, New Mexico, to Santa Fe, New Mexico. U. S. Highways 56 and 85 coincide with and intersect the study corridor along these portions. Connecting trails that would intersect the Santa Fe route are the proposed Lewis and Clark and Oregon Trails which pass through Independence, Missouri.

Continuity

National scenic trails should be continuous for the duration of their length.

Since only 10 percent of the trail route is in public ownership at present, it would be difficult and costly to establish a continuous public trail from Independence to Santa Fe following the original route.

Approximately 17,000 acres of private land would have to be acquired in fee or easement to develop a continuous hiking trail.

Length

National scenic trails shall be extended trails, usually several hundred miles or longer in length.

The Santa Fe Trail is approximately 780 miles in length and the Mormon Battalion segment is 225 miles. Again, the difficulty in acquiring the right-of-way for a majority of the distance limits the feasibility of establishing an extended trail.

RECREATION FINDINGS

1. Extensive developments and alterations of lands have greatly reduced the opportunities for scenic trail development along the routes.
2. Substantial segments are over lands that are not suited to hiking, biking, or horseback riding. These lands do not possess qualities which would support extensive trail activities.
3. Approximately 10 percent of the trail from Council Bluffs to Santa Fe is in public ownership. The majority of these lands are located in the Cimarron National Grasslands. The potential for development of trail-associated recreation facilities on Federal lands is very limited.
4. The overall trail does not appear to have the superior qualities or resources to support national scenic trail designation. Nor does it appear either feasible or desirable to establish a continuous hiking or non-motorized riding trail along the entire historical route from Independence, Missouri, to Santa Fe, New Mexico.
5. Short segments of the route possess scenic and recreational potentials and should be further explored for possible designation as national recreation trails or as components of a State or local trails system. In Kansas, trail segments near Dodge City, Pawnee Rock, Fort Larned, Fort Zarah, and Wagon Bed Springs could be acquired and developed by the State.

In Colorado, trail segments near Bent's Old Fort may have potential for trail development by interested agencies or organizations as part of this historic area. In New Mexico, segments from Watrous to Santa Fe, Raton Pass to Cimarron, and Wagon Mound to Santa Fe should be considered by the State for development.

Appendix A

SIGNIFICANT HISTORIC SITES ALONG THE SANTA FE TRAIL

(Relating to Early Military Operations)

COLORADO

Bent's Fort (Bent's Old Fort) was built by William Bent in 1834, and for the next 15 years was the social and commercial hub of southern Colorado and was the only major refurnishing point on the trail between Kansas and New Mexico. The site is now administered by the National Park Service as a national historic site and is listed on the National Register of Historic Places.

Bent's New Fort was constructed in 1852-1853 by William Bent about 38 miles downstream from Bent's Fort (Bent's Old Fort) after the original fort was burned. This site is now in private ownership.

Fort Lyon, originally called Fort Wise, was established in 1860, a mile upstream from Bent's New Fort. This fort was the principal guardian of the Mountain Branch during the Civil War. This site is presently in private ownership.

KANSAS

Fort Leavenworth, established in 1827, was, for more than 50 years, the command headquarters for military protection of the trail, the base for trail escorts and, after the Mexican War, the center for the great wagon freighting operation that supplied southwestern military posts. The fort is still an active military post and is listed on the National Register of Historic Places as a national historic landmark.

Walnut Creek Crossing was the site of Fort Zarah, the frontier army post on the Santa Fe Trail between 1864 and 1869. Walnut Creek Crossing is listed on the National Register of Historic Places and is in private ownership.

Fort Mann and Fort Atkinson were military posts along the trail between 1847 and 1853 and are located in the same general area. These sites are both privately owned.

Fort Larned was one of the most important military posts that guarded the Kansas segment of the Santa Fe Trail and the Indian frontier between 1859 and 1878. The post is administered by the National Park Service as a national historic site and is listed on the National Register of Historic Places.

NEW MEXICO

Fort Union, located on the trail where the mountains meet the plains, served as a base of operations for both military and civilian ventures in New Mexico from 1851 to 1891. It was the largest U. S. Military Post guarding the 19th century southwest frontier. The post is now a national historic site administered by the National Park Service.

Fort Marcy was built by Stephen W. Kearny to symbolize the American conquest of the New Mexico Territory, but was never garrisoned or used. The fort was in private ownership until 1969, when it was purchased by the city of Santa Fe to be developed as a city park.

Glorieta Battlefield, southwest of Santa Fe where the Union troops defeated Confederate forces, was the turning point of the Civil War in the southwest (commonly called the Gettysburg of the West). Except for the highway, this land is in private ownership.

Appendix B

SIGNIFICANT HISTORIC SITES ALONG THE SANTA FE TRAIL

(Relating to Early Commerce)

COLORADO

Raton Pass, a registered national historic landmark, is the location of Wooten's toll road which was established in 1866. Segments of the toll road are still visible. The pass is in combined State, local, and private ownership.

KANSAS

Santa Fe and Oregon Trail Junction is the point where the two famous trails branched. This land is in private ownership.

Lone Elm Campground Site was the location where westward-bound parties spent their first evening on the prairie. This site is privately owned.

Council Grove Historic District was an important waypoint on the Santa Fe Trail and is listed on the National Register of Historic Places as a national historic landmark. Notable landmarks are Last Chance Store, Old Kaw Mission, Post Office Oak, Hays Tavern, and the Council Oak Site. Some of the sites are city property, while others are in private ownership. Old Kaw Mission is a state-owned historic site.

Diamond Springs, a well-known watering place on the Santa Fe Trail, is in private ownership.

Pawnee Rock served as a famous landmark and Indian lookout and ambush point along the trail. It is listed on the National Register of Historic Places. This landmark is owned by the State of Kansas.

The Caches was a point first used in 1822 by a pack train for temporary storage of supplies. This site is now in private ownership.

Old Cimarron Crossing, a fording point of the Arkansas River where the "Dry Route" connected with the main trail, is now privately owned.

Chouteau's Island is now private property located in the Arkansas River and is listed as a turning-off place for the dry route to the Cimarron.

Santa Fe Trail Remains (West of Dodge) are a national historic landmark and consist of a 2-mile continuous stretch of clearly visible ruts across private property in Kansas.

Lower Springs is located in the generally dry bed of the Cimarron and was of critical importance to travelers. Visible trail remains can be found at this site, which is in private ownership.

Point of Rocks was a famous landmark at the crossing of the Cimarron. This site is located on the Cimarron National Grasslands and is Federally owned.

MISSOURI

Independence-Kansas City portion of the route has been obliterated, but numerous signs and monuments mark the trail through the urban area.

NEW MEXICO

Raton Pass, a registered national historic landmark, is the location of Wooten's toll road which was established in 1866. Segments of the toll road are still visible. The pass is in combined State, local, and private ownership.

McNee's Crossing is the point where two young traders were shot by Indians. Revengeful traders retaliated by killing other Indians. This site is in private ownership.

Rabbit Ears is a double-peaked mountain that served as a guide to early travelers. There is varied public and private ownership of this area.

Wagon Mound; a national historic landmark, is the last great landmark on the westward journey across the plains of northeastern New Mexico and is presently in private ownership.

Watrous (La Junta) national historic landmark was an important camping place at the junction of the Sapello and Mora Rivers where the Cimarron Cutoff and Mountain Branch of the Santa Fe Trail joined. The district has various private owners.

San Miguel del Vado (St. Michael of the Ford), the site where caravans forded the Pecos River, contains a chapel built in 1805. This town includes various private and public ownerships.

Pecos National Monument is the location of the Pueblo of Pecos abandoned in 1837. The ruins of a 17th century mission church served as a landmark for travelers on the Santa Fe Trail. The area is administered by the National Park Service. A portion of the trail is visible at Pecos.

Santa Fe Plaza, established in 1610, was the great entry port of the Santa Fe Trail and the northern terminus of the Chihuahua Trail from Mexico. The plaza is a national historic landmark. Facing the plaza is the Palace of the Governors, the oldest public building in the United States.

San Miguel Mission was a well-known landmark by which the trail entered the city of Santa Fe. One of the oldest churches in the United States, the mission dates from 1710. The church is now in private ownership.

Appendix C

Comments from the Governors
and Federal Agencies



CONSERVATION COMMISSION

300 FOURTH STREET □ DES MOINES, IOWA 50319

515/281-5145

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COMMISSIONERS

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Herbert T. Reed
Winterset
John C. Thompson
Forest City

DIRECTOR

Fred A. Prewert

February 9, 1976

Mr. Nathaniel Reed
Assistant Secretary
of the Interior
U. S. Department of the
Interior
Office of the Secretary
Washington, D.C. 20240

Dear Mr. Reed:

Governor Ray has asked our agency to comment on the November, 1975, Santa Fe Trail Study (D3819), received by his office on January 19, 1976.

We agree with the findings of the report. Specific, short segments of the trails might indeed be appropriate for consideration as National Recreation Trails, but the overall trails do not indeed seem appropriate for designation as National Scenic Trails.

I hope that these comments will be of use to you in this matter.

Sincerely,

Fred A. Prewert, Director
Iowa State Conservation Commission

FAP:JS:rt

STATE OF KANSAS



OFFICE OF THE GOVERNOR
State Capitol
Topeka

January 21, 1976

ROBERT F. BENNETT
Governor

Mr. Nathaniel P. Reed
Assistant Secretary of the Interior
Department of the Interior
Washington, D.C. 20240

Re: D3819-Santa Fe Trail

Dear Mr. Reed:

Thank you for the opportunity to review the Department of the Interior's report on the Santa Fe Trail Study, which was made under the National Trails System Act of 1968.

The Santa Fe Trail was undoubtedly one of the most significant land routes in the expansion and development of the United States, and its historical importance is certainly worthy of recognition. We presume that the historical aspects of this report have been coordinated with the Kansas State Historical Society. The State of Kansas has acquired for the public benefit a number of historic sites on or adjacent to the trail and has placed almost a dozen different Kansas Historical Markers near the trail to identify historic sites and to relate some of the happenings on the trail.

The report recommends that the Santa Fe and Mormon Battalion trails not be designated as National Scenic Trails. We would agree that they lack the necessary scenic qualities to merit that designation. A number of trail segments in Kansas were suggested for possible state acquisition and development, and while that suggestion has some merit, Kansas would need to examine carefully its priorities for the development of recreational and historic resources before making any new commitments.

Very sincerely,

A handwritten signature in dark ink, appearing to read "RFB", written over a circular stamp or seal.

Robert F. Bennett
Governor of Kansas



State of Colorado
EXECUTIVE CHAMBERS
DENVER

RICHARD D. LAMM
GOVERNOR

April 9, 1976

Mr. Nathaniel P. Reed
Assistant Secretary of the Interior
Office of the Secretary
Washington, D.C. 20240

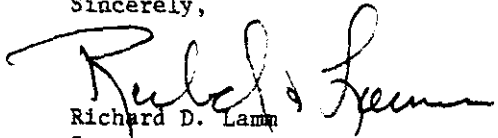
Dear Mr. Reed:

The State of Colorado has reviewed the Santa Fe National Scenic Trail Study and supports the overall conclusions and recommendations of the study:

1. "Although the trails are historically significant, the scenic and recreational qualities are neither sufficient nor varied enough to attract a nationwide audience."
2. "The Santa Fe and Mormon Battalion routes fail to meet established criteria and, therefore, are not recommended for inclusion in the system as national scenic trails."

Colorado Planning regions 6 and 7B do report a need for trails. Perhaps segments of the Mountain Branch might be developed as a state or local level project, rather than incorporated into the national system.

Sincerely,


Richard D. Lamm
Governor

cc: Mr. Barry Tollefson
Bureau of Outdoor Recreation
Box 25387
Denver Federal Center
Denver, Colorado 80225

Oklahoma  Tourism
and Recreation Department

DAVID L. BOREN GOVERNOR
GEORGE NICH LT. GOV. - CHAIRMAN

500 WILL ROGERS BUILDING
OKLAHOMA CITY 73105

February 12, 1976

Mr. Nathaniel P. Reed
Assistant Secretary of the Interior
United States Department of the Interior
Office of the Secretary
Washington, D. C. 20240

Dear Mr. Reed:

Re: D3819 - Santa Fe Trail

Governor Boren has asked me to reply to your letter asking for a review and comment on the proposed Santa Fe Trail.

He also wishes me to extend his appreciation and congratulations to the Department of the Interior for its thorough examination of the recreation potential of the Santa Fe Trail.

As you know, only a small portion of the Santa Fe Trail crosses the Oklahoma Panhandle area, and although this historic route is an important part of our pioneer heritage, our plans for its recreational development must be tempered with an honest evaluation of the benefits which can be derived. As your study points out, the lack of public ownership and long stretches of dry, unbearing terrain make the trail unsuitable for extended use, and hence for National Scenic Trail designation.

Based on these considerations, as well as the findings and recommendations of our Oklahoma Master Trail Plan, I concur with the study recommendations that the Santa Fe Trail not be developed as a National Scenic Trail. I do believe a more viable alternative to large-scale historic trail designation is the dedication of a series of commemorative paths and trails within those communities and existing public open space areas located along the original trail.

Mr. Nathaniel P. Reed
Page two

It is my hope that these local trails may soon be constructed and that they receive full consideration as components of the National Recreation Trail System.

Sincerely yours,



Abe L. Hesser
Executive Director

ALH:sb

cc: Governor David Boren
Mr. Kirk Breed



STATE OF NEW MEXICO

OFFICE OF THE GOVERNOR

SANTA FE

87503

JERRY APODACA
GOVERNOR

February 9, 1976

Hon. Nathaniel P. Reed
Assistant Secretary of the Interior
Office of the Secretary
Washington, D.C. 20240

Re: D3819 - Santa Fe
Trail

Dear Mr. Reed:

Thank you for your letter of January 13, 1976, which enclosed a copy of the Report on the Santa Fe Trail.

In April of 1975, the New Mexico State Planning Office reviewed and commented on the Santa Fe Trail Study Field Report submitted to it by the Mid-Continent Region of the Bureau of Outdoor Recreation (copy of letter attached). I was pleased to see that the recommendations we suggested were incorporated in the recent Santa Fe Trail Report which you sent me.

After a review of the present report by the New Mexico State Park and Recreation Commission, we have the following comments to make:

Appendix B - Page 24 - Wagon Mound: "... is the largest great landmark ..." -- should read: "... is the last great landmark ..."; Page 25 - San Miguel Mission: "... The oldest church in New Mexico ... and one of the oldest in the United States ..."

Comment:

This is a popular historical error. Professional historians and archaeologists have agreed, and the archaeological investigation has determined that the present church of San Miguel dates from 1710. No remnants of the earlier church exist above ground. The Indian missions of San Augustin of Isleta, built in the first half of the 17th century, San Estevan of the Pueblo of Acoma, built about 1625, and San Jose of the Pueblo of Laguna, built in 1700, all predate San Miguel. (Source: Stanley A. Stubbs and Bruce T. Ellis; Eleanor B. Adams and Fray Angelico Chavez; and Dr. Myra Ellen Jenkins, New Mexico State Historian).

Thank you for giving us the opportunity to comment on the Report on the Santa Fe Trail.

Sincerely,


JERRY APODACA
Governor

Encl.

JA:mea

32

cc: Bureau of Outdoor Recreation; State Planning Office; State Park & Rec. Commission and State Records & Archives



STATE PLANNING OFFICE

EXECUTIVE - LEGISLATIVE BUILDING
SANTA FE 87503

GRACIELA (GRACE) OLIVAREZ
STATE PLANNING OFFICER

JERRY APODACA
GOVERNOR

ROBERT S. LANDMANN
DEPUTY STATE PLANNING OFFICER

April 14, 1975

Mr. Barry A. Tollefson
Mid-Continent Region
Bureau of Outdoor Recreation
P. O. Box 25387
Denver Federal Center
Denver, Colorado 80225

Dear Mr. Tollefson:

Thank you for sending us a copy of the Santa Fe Trail Study field report.

We have reviewed the report, and offer the following comments:

Page 5, Para. 2 c. You recommend the following short segment for development by NM:

"In New Mexico, the route from Raton to French and then south along the abandoned railroad to Tucumcari, which intersects both the Mountain Branch and the Cimarron Cutoff."

There are no roads in this segment, the route from Raton to Tucumcari does not follow the direction of the Santa Fe Trail, and consists of long stretches of dry, monotonous terrain making it unsuited for trail use, and does not possess scenic and recreation potentials.

We would, on the other hand, recommend that other segments be considered, i.e.:

- 1) Watrous to Santa Fe
- 2) Raton Pass to Cimarron (latter is a Historical District)
- 3) Wagon Mound to Santa Fe (split route through Pecos, Battle of Glorieta, etc.)

Mr. Barry A. Tollefson
April 14, 1975
Page Two

Page 11, Table 3 - Population of Cities along the Santa Fe Trail

Wagon Mound	630 (correct)
Las Vegas (total for Town of Las Vegas & City of Las Vegas)	13,835 (correct)
San Miguel	21,951 (this figure reflects the population for the <u>County of San Miguel</u>)
but <u>San Miguel del Vado</u> has an approximate population of	20/30
Santa Fe	53,756 (this is population for the <u>County, City</u> of Santa Fe population as shown on the 1970 census is 41,167)

Appendix A

Fort Marcy was built by Stephen W. Kearny to symbolize the American conquest of the New Mexico Territory, but was never garrisoned or used. In private ownership until 1969, when it was purchased by the City of Santa Fe to be developed as a city park.

Glorieta Battlefield, southwest of Santa Fe where the Union troops defeated Confederate forces, was the turning point of the Civil War in the southwest (commonly called the Gettysburg of the West). Except for the highway, this land is in private ownership.

Appendix B

NEW MEXICO

Raton Pass (should also be listed here, as well as under Colorado).

Wagon Mound, a National Historic Landmark, is the last great landmark on the westward journey across the plains of northeastern New Mexico and is presently in private ownership.

Mr. Barry A. Tollefson
April 14, 1975
Page Three

Watrous (La Junta) National Historic Landmark was an important camping place at the junction of the Sapello and Mora Rivers where the Cimarron Cutoff and Mountain Branch of the Santa Fe Trail joined. The District has various private owners.

San Miguel del Vado (name means St. Michael of the Ford), eastern entrance to New Mexico, site where the caravans forded the Pecos River, contains a chapel built in 1805 and was a well known landmark near the City of Santa Fe. Privately owned. (Not administered by the National Park Service).

Pecos National Monument is the location of the Pueblo of Pecos abandoned in 1837 and the ruins of a 17th century mission church served as a landmark for travelers on the Santa Fe Trail. The area is administered by the National Park Service. A portion of the trail is visible at Pecos.

Santa Fe Plaza, established in 1610, was the great entry port of the Santa Fe Trail, and the northern terminus of the Chihuahua Trail from Mexico. The Plaza is a National Historic Landmark. Facing the Plaza is the Palace of the Governors, the oldest public building in the U.S.A.

Thank you for giving us the opportunity to review and comment.

Sincerely,

Graciela Olivarez
State Planning Officer

By:

Anthony J. Albert
Mrs. Anthony J. Albert, Planner III
Recreation & Historic Preservation

MA:jcl



DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20250

February 13, 1976

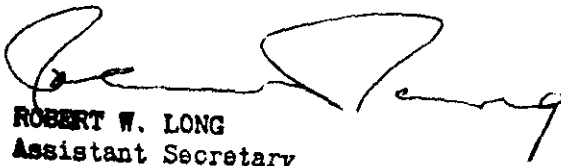
Honorable Thomas Kleppe
Secretary of the Interior
U.S. Department of the Interior

Dear Mr. Secretary:

Thank you for the opportunity to review and comment on the Santa Fe Trail Study Report.

We concur with the conclusions and recommendation that the Santa Fe and Mormon Battalion route fail to meet the established criteria for a National Scenic Trail. We also agree that segments of the trail offer an opportunity for recreational development or historical commemoration, and where consideration might be given for designation as National Recreation Trails.

Sincerely,



ROBERT W. LONG
Assistant Secretary



UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Science and Technology
Washington, D.C. 20230

FEB 6 1976

Honorable Nathaniel Reed
Assistant Secretary of the Interior
Washington, D. C. 20240

Dear Mr. Reed:

The Department of Commerce has reviewed the Department of the Interior's proposed report on the Santa Fe Trail Study, conducted pursuant to the National Trails System Act of 1968, P. L. 90-543.

The Department of Commerce defers to the Department of the Interior on this subject.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Ancker-Johnson".

Betsy Ancker-Johnson, Ph.D.





IR
INSTALLATIONS AND LOGISTICS

OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE
WASHINGTON, D. C. 20301

13 FEB 1976

Honorable Thomas S. Kleppe
Secretary of the Interior
Washington, D. C. 20240

Dear Mr. Kleppe:

In response to your letter of January 13, 1976, to the Secretary, we have reviewed your Department's proposed report on The Santa Fe Trail Study, conducted pursuant to the National Trails System Act of 1968, Public Law 90-543, and have no substantive comment to make thereon.

We appreciate your courtesy in making this study available for our review.

Sincerely yours,

Perry J. Fliakas
Deputy Assistant Secretary of Defense
(Installations and Housing)





DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

WASHINGTON, D.C. 20410

FEB 6 1976

OFFICE OF THE ASSISTANT SECRETARY
FOR COMMUNITY PLANNING AND DEVELOPMENT

IN REPLY REFER TO:

CU

Honorable Nathaniel P. Reed
Assistant Secretary
Department of Interior
Washington, D.C. 20240

Dear Mr. Reed:

This is in response to your letter of January 13, 1976 to Secretary Hills requesting review and comment on your proposed report on the Santa Fe Trail, in accordance with the National Trails System Act of 1968.

In consideration of your Agency's analysis and conclusion that the proposed route does not meet the established criteria necessary for inclusion into the National Trails System, we defer to the findings and considerations in the report. However, it is significant to note the historical and recreational attributes identified in the report which could serve as a basis for appropriate Federal, State or local action for preserving and utilizing these important resources apart from the considerations of a National Trail.

Thanks for advising HUD of the proposed report.

Sincerely,

David O. Meeker, Jr. FAIA, AIP
Assistant Secretary



DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20201

JAN 29 1976

The Honorable Nathaniel P. Reed
Assistant Secretary of the Interior
Washington, D.C. 20240

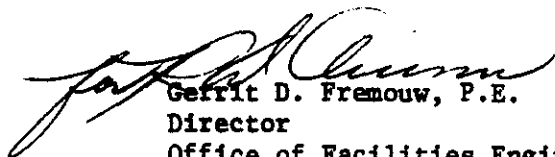
Dear Mr. Reed:

The Secretary has forwarded your letter of January 13 to this Office for reply.

As you requested, a review has been made of your Department's proposed report on the Santa Fe Trail Study, reference D3819. We are pleased to inform you that based on the information presented, the Department of Health, Education, and Welfare concurs with the conclusions of the report.

Thank you for offering us the opportunity to provide our comments.

Sincerely,



Gerrit D. Fremouw, P.E.
Director
Office of Facilities Engineering
and Property Management



OFFICE OF THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

JAN 28 1976

Mr. Nathaniel Reed
Assistant Secretary of the Interior
Washington, D.C. 20240

Dear Mr. Reed:

This is in response to your January 13, 1976 letter to Secretary Coleman requesting this Department's review of the Department of the Interior's proposed report on the Santa Fe Trail Study. We do not have any comments concerning the proposed report.

Sincerely,

Joseph Carry
for Martin Convisser, Director
Office of Environmental Affairs
Office of Environment, Safety,
and Consumer Affairs



FEDERAL ENERGY ADMINISTRATION

WASHINGTON, D.C. 20461

FEB 9 1976

OFFICE OF THE ADMINISTRATOR

Honorable Nathaniel P. Reed
Assistant Secretary of the Interior
Washington, D. C. 20240

Dear Mr. Reed:

Thank you for your letter of January 13, 1976, requesting our review of the Department's proposed report on D3819-- Santa Fe Trail Study.

We defer to the Department in determining that the Santa Fe Trail fails to meet established criteria for inclusion in the National Trail System. This determination does not affect the Federal Energy Administration's program or area of responsibility.

Sincerely,

A handwritten signature in cursive script, appearing to read "Frank G. Zarb".

Frank G. Zarb
Administrator

FEDERAL POWER COMMISSION
WASHINGTON, D.C. 20426

IN REPLY REFER TO:

FEB 27 1976

Honorable Thomas S. Kleppe
Secretary of the Interior
Washington, D.C. 20240

Reference: D-3819 - Santa Fe Trail

Dear Mr. Secretary:

This is in response to the letter of January 13, 1976, from Assistant Secretary Reed, inviting comments of the Federal Power Commission on your Department's proposed report on the Santa Fe Trail study, conducted pursuant to the National Trails System Act, P.L. 90-543. The study evaluated the recreational potential and historical significance of the Santa Fe Trail from Independence, Missouri, to Santa Fe, New Mexico. The study also evaluated the recreational aspects of a segment of the Mormon Battalion Trail from Council Bluffs, Iowa, to its intersection with the Santa Fe Trail near Gardner, Kansas.

The proposed report does not recommend that the Santa Fe Trail or the Mormon Battalion Trail segment be incorporated into the National Trails System since they do not meet established criteria for national scenic trails. However, the report recognizes that short segments of the routes possess scenic and historical features which could provide the basis for recreational development or historical commemoration by appropriate Federal, State or local agencies. Upon development, these trail segments could be considered for designation as national recreation trails.

The Federal Power Commission staff has reviewed the material furnished to determine the effects of the proposals on matters affecting the Commission's responsibilities. Such responsibilities relate to the development of hydroelectric power and assurance of the reliability and adequacy of electric service under the Federal Power Act, and the construction and operation of natural gas pipelines under the Natural Gas Act.

Review by the staff indicates that the Santa Fe Trail route follows or crosses a number of major streams, including the Missouri, Kansas, and Arkansas Rivers. The Mormon Battalion Trail segment follows closely the Missouri River. There are no existing hydroelectric projects located



Honorable Thomas S. Kleppe

-2-

on or in the immediate vicinity of these trails. There are possibilities for hydroelectric power development in the reaches of some of the rivers that these trails follow or cross. However, we know of no known plans under consideration for development of this potential.

The staff review indicates that there are a number of steam-electric power plants located in the immediate vicinity of the trails. Also, as noted in the proposed report, the trail routes are crossed by numerous power transmission lines. A number of natural gas pipelines also follow or cross the trails.

Based on its consideration of your Department's proposed report on the Santa Fe Trail study and the review by its own staff, the Commission concludes that there are existing steam-electric power plants, power transmission lines, and natural gas pipelines located along or crossing the trail routes. Also, certain stream segments in the vicinity of the trail routes apparently have potential for hydroelectric power development.

Sincerely yours,

A handwritten signature in cursive script that reads "Richard L. Dunham". The signature is written in dark ink and is positioned above the typed name and title.

Richard L. Dunham
Chairman



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

FEB 13 1976

OFFICE OF THE
ADMINISTRATOR

Honorable Nathaniel P. Reed
Assistant Secretary for Fish and
Wildlife and Parks
U.S. Department of the Interior
Washington, D.C. 20240

Dear Mr. Reed:

Thank you for your letter of January 13, 1976, to Administrator Train requesting the Environmental Protection Agency's comments on the Department of Interior's proposed report on the Santa Fe Trail Study, conducted pursuant to the National Trails System Act of 1968, P.L. 90-543.

At this time, based on our review of the material provided, we foresee no adverse impacts which might arise from the proposed recommendations, however, we would recommend that the Bureau of Outdoor Recreation, in addition to providing planning and technical assistance to interested agencies and organizations, should assist in proper planning to insure that environmental and esthetic values along the trails are preserved.

Thank you for the opportunity to review this material. Please contact us if we can be of further assistance.

Sincerely yours,

Rebecca W. Hanmer

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