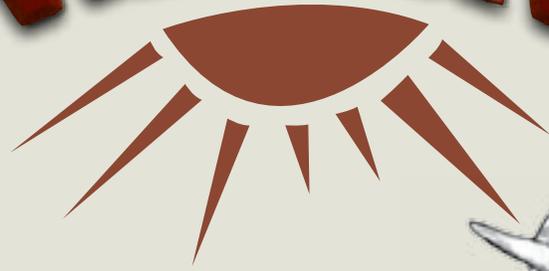




# JUNIOR WAGON MASTERS



JOIN THE WAGON TRAIN

**WAGONS HO!**

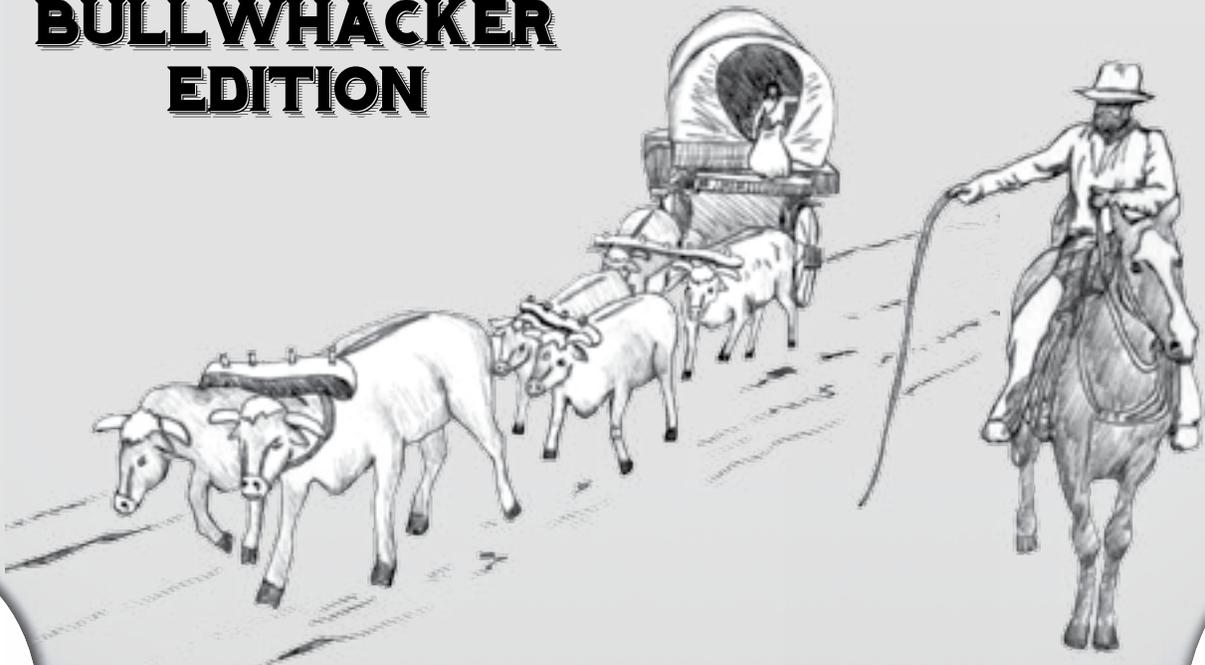


OF  
THE

*Santa Fe Trail*

AN EDUCATIONAL ACTIVITY PROGRAM

**BULLWHACKER  
EDITION**



# WELCOME!

Glad to have you on the Santa Fe Trail wagon train! I'm Jake, by the way, the Wagon Master. It's good that you happened by, because I'm in need of helpers up and down the Trail!

After you learn about the Santa Fe Trail and complete the activities, I'll make you an official **Junior Wagon Master!**



# TRAVEL TODAY!

You will probably be traveling by car along highways and county roads. In the days of the Santa Fe Trail, it took the wagons pulled by draft animals three months to get from Franklin, Missouri, to Santa Fe, in Mexico, traveling along rivers and creeks, and American Indian trails. Time to get you outfitted and give you a job! Read on to find out more!

## SANTA FE TRAIL JUNIOR WAGON MASTER PROGRAM CONTRIBUTORS

Research, Writing, and Activity Development: **Janet Armstead, Chris Day, and Marcia Fox, Santa Fe Trail Association (SFTA) Education Committee Members** • Select Illustrations: **Diane Dickey; Coreen Kolisko, National Park Service** • Illustrations and Activity Designs: **Helen K. Kilian/Footpath Studio** • Original Booklet and Patch Designs: **Helen K. Kilian/Footpath Studio** • Project Managers: **Sharon Brown and Carol S. Clark, National Park Service** • Project Fiscal Manager: **Joanne VanCoevern, SFTA Manager** • Project Administrator: **Linda Revello, SFTA Office Administrator** • Consultant: **Dr. Joyce Theirer**

# WORKING ON THE WAGON TRAIN!

## .....EXPLORE THE PAST.....

The Santa Fe Trail was used from 1821 until 1880, when the first railroad made it to Santa Fe. The Santa Fe National Historic Trail was made a part of the National Trails System as part of the National Park Service in 1987. The NATIONAL PARK SERVICE and SANTA FE TRAIL ASSOCIATION worked together to create this program for you.

In your role as a **Bullwhacker**, you are essential to the daily travel on the Trail. Bullwhackers were skilled at guiding oxen, to make them turn left or right, or start and stop. No bullwhacker was without a bull-whip—up to 20 feet long! Two hands were needed to crack the buckskin “poppers” at the end of long whips, but good drivers could flick flies off an ox’s ear without hitting the animal.

**Keep going strong!**



There's more to do on the wagon train! These other **Junior Wagon Master Booklets** have something for everyone!



## .....TAKE THE SANTA FE TRAIL.....

When you begin your journey to become a Junior Wagon Master, you will learn the history of the Santa Fe Trail by visiting sites along portions of the 900-mile historic route. You will learn to protect special places along the Trail, while exploring where trail travelers went, and studying how they lived.

# HISTORIC OVERVIEW OF THE SANTA FE TRAIL

From 1821 to 1880, the Santa Fe Trail was used for hauling and selling trade goods and eventually army supplies. A few families did travel the Trail looking for a new place to live, but that was not the main purpose.

The Trail first began in Franklin, Missouri. As the steamboats traveled further west along the Missouri River, the jumping-off points or starting points also moved west. Eventually railroads began to push westward from Missouri, which also caused changes in the jumping-off points.

Between Missouri and southwestern Kansas, the Trail was one route. Near present-day Dodge City, Kansas, the Trail split into two routes. One branch went south crossing the Arkansas River, traveling through very dry country referred to as the *Jornada*. This part of the trail

was called the Cimarron Route. The other branch went west to the Rocky Mountains and then turned south. This branch was called the Mountain Route. Eventually the two joined near Fort Union in present-day New Mexico and proceeded to Santa Fe.

Three cultures were affected by commercial trade on the Trail. American Indians, who had lived along the route for centuries, had already developed trading and hunting trails, and now they had new people moving through their lands. Mexicans who lived in northern Mexico were isolated on the frontier and did not have a way to trade for manufactured goods until the Trail opened in 1821. Americans began moving west to take advantage of opportunities to trade along the Trail. Life changed forever for all three cultures.



# A WORD OF ADVICE



You are not expected to travel the entire Trail at one time. Each booklet has been divided into four sections:

- Eastern Terminus**  
(Missouri & Kansas)
- Central Portion**  
(Kansas)
- Mountain Route & Cimarron Route**  
(Kansas, Colorado, Oklahoma, & northern New Mexico)
- Western Terminus**  
(Santa Fe, New Mexico, area)



Each booklet contains the same background information which is intended to let visitors know the importance of the sites to the history of the Trail.

**Adults accompanying younger children should assist them as they work through the booklet, because everybody should lend a hand on the Santa Fe Trail!**

# YOUR GOAL:

## HAVE FUN LEARNING HISTORY!

To qualify for one of the Junior Wagon Master Section Patches you must complete a total of **eight activities** in a geographic section. The eight activities could be a combination of **site tasks**, **Wagon Master Challenges**, or **side trips**. Once you have completed those eight you will show your booklet to a staff person in one of the designated museums or National Park locations (see back page). This person will help you check your answers for completion and then you will be awarded with a patch that represents that section of the trail. How far on the Santa Fe Trail can you go? Try to collect all four Section Patches!



# YOUR GUIDE:

## HOW TO USE YOUR BOOKLET

For each location you visit in a section there are **site tasks** related to that place. There are also **Wagon Master Challenges** related to the trail which can be completed as you drive from site to site or even at home. Finally, there are **side trips** that you might find interesting as you travel. If you go to one of these, take a picture to show you were at the site.

Look for these icons to help you plan your visits to sites along the Santa Fe National Historic Trail:



Kepi Cap for Military History



Freight Wagon for Anglo-American Culture



Hand Cart for Mexican Culture



Eagle Feather for American Indian Culture



Trail Marker for NPS/SFTA Signs & Information



DAR for Daughters of the American Revolution Marker



Mountain for Landmarks & Unique Terrain



Dollar Sign for Admission Fees



Checkmark for Site to Share Booklet for Staff Checking



Highway Sign for Driving Directions & Address Info

# YOUR GEAR:

## THINGS TO BRING ALONG

Pocket Folder  
Camera

Crayons  
Blank Paper

Pencils  
Bug Spray

Hat  
Sunscreen

Water  
Map/GPS Locator

# YOUR CHOICE

## OF THE SANTA FE TRAIL

*The Eastern Terminus*

PAGE

6



Watch for Eastern Side Trips or see Page 28

*The Central Portion*

PAGE

30



Watch for Central Side Trips or see Page 52

*The Mountain Route & Cimarron Route*

PAGE

54



Watch for Routes Side Trips or see Page 76

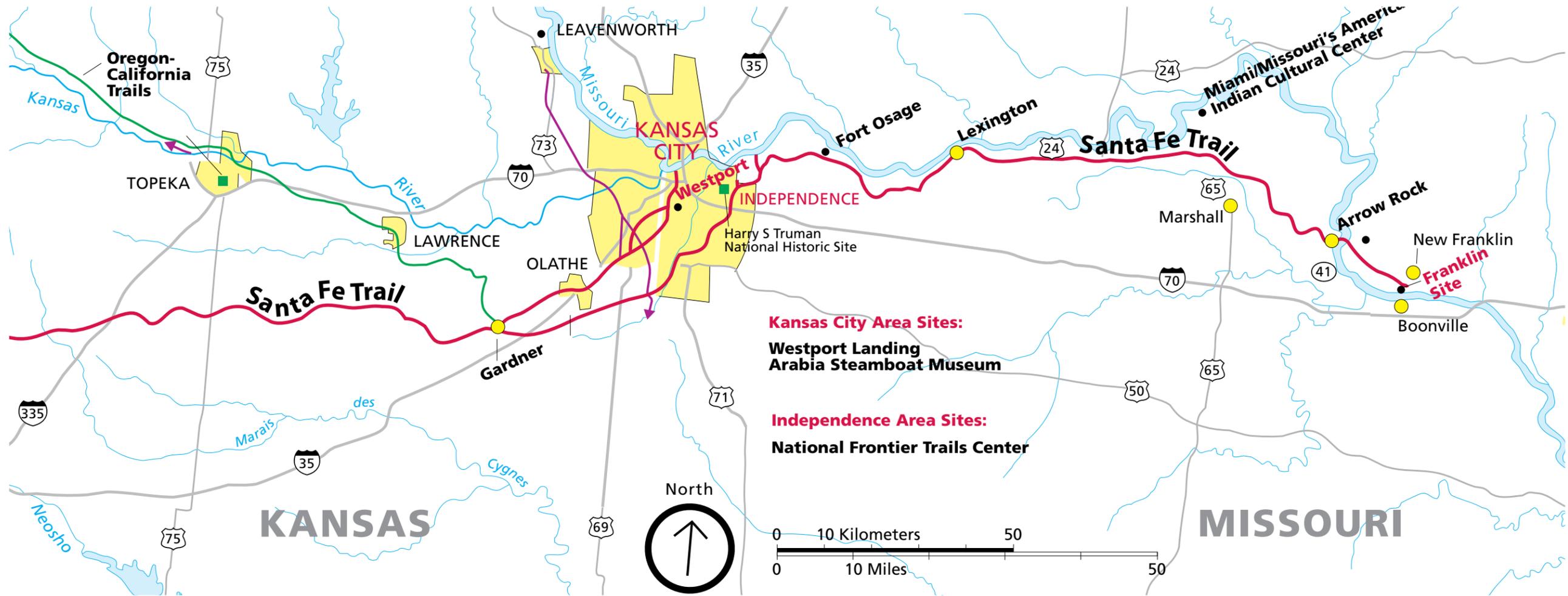
*The Western Terminus*

PAGE

82



Watch for Western Side Trips or see Page 98



# The Eastern Terminus



## OF THE SANTA FE TRAIL

SINCE 1542 THE SPANISH HAD claimed most of North and South America. Many of these new lands were rich in gold and silver, which the Spanish mined and sent back to Spain. The Spanish kept tight control over all trade, refusing to let non-Spanish traders sell to the villagers. The Spanish brought trade caravans to these far away villages once every two or three years. A few Americans did attempt to sell items in Santa Fe, only to end up in a Spanish jail.

Missouri was the furthest west territory of the United States. Most of its population was located in and around St. Louis. However, more and more people had been moving up the Missouri River. The largest settlement was Franklin, Missouri, two hundred miles west of St. Louis. In 1817, the first steamboat made its way up the Missouri

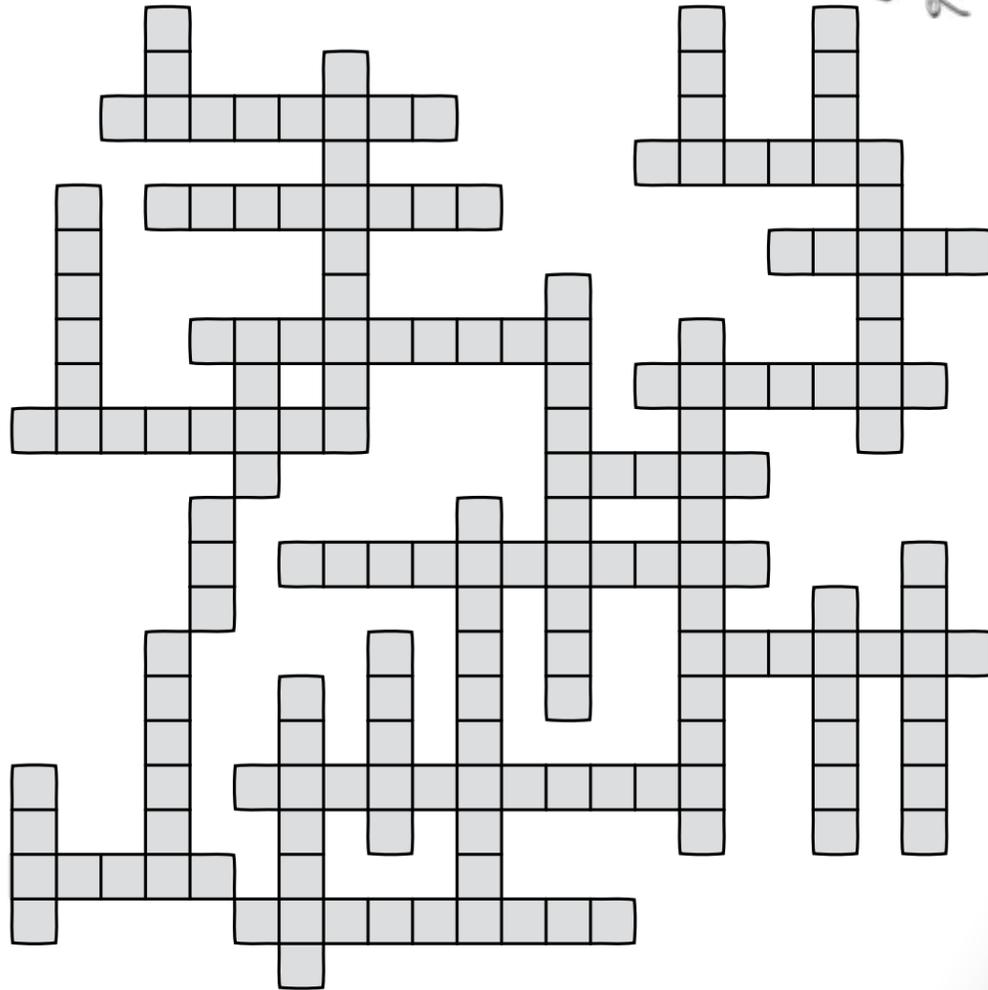
River as far as Franklin. Life in this area of Missouri was not easy because a great depression affected the whole nation. Farmers and merchants alike were deeply in debt.

The year 1821 brought great changes. Missouri became part of the United States. Mexico achieved its freedom from Spain. **William Becknell**, one of these Missourians who was in debt, recognized the opportunity for trade and struck it rich selling goods to the villagers of Santa Fe. He found routes to Santa Fe that others soon followed. Because of his courage and his independent spirit, William Becknell became known as "The Father of the Santa Fe Trail," a trail that would change the way of life not only for the citizens of Santa Fe, but also for the people of United States and for the peoples of many tribes of American Indians.

# WAGON MASTER

## C · H · A · L · L · E · N · G · E

Complete the puzzle using the word bank below. Spaces are left out of two-word terms.



- |                  |                  |                  |                  |                  |                  |                  |                   |                   |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|
| <b>3 LETTERS</b> | <b>4 LETTERS</b> | <b>5 LETTERS</b> | <b>6 LETTERS</b> | <b>7 LETTERS</b> | <b>8 LETTERS</b> | <b>9 LETTERS</b> | <b>10 LETTERS</b> | <b>11 LETTERS</b> |
| keg              | yoke             | nails            | Larned           | caravan          | soldiers         | greenhorn        | wagon train       | wagon master      |
| axe              | oxen             | cloth            | knives           | traders          | landmark         | conestoga        | blacksmith        | wheelwright       |
|                  | camp             | mules            | tongue           | buffalo          | Becknell         | teamsters        |                   | <b>12 LETTERS</b> |
|                  | span             | bacon            | calico           | prairie          | shovels          |                  |                   | bullwhackers      |

# WAGON MASTER

## C · H · A · L · L · E · N · G · E

On this map of the Santa Fe Trail, label  
 ▶ the states through which the Trail passed  
 ▶ Label the jumping off points of Franklin and Santa Fe

Which state had the most trail mileage in it? \_\_\_\_\_  
 Which state had the least trail mileage? \_\_\_\_\_





# OLD FRANKLIN & NEW FRANKLIN

## MISSOURI



**To OLD FRANKLIN:** Leave I-70 at exit 101, Boonville, Missouri. Drive north through the center of town, and cross the Missouri River. You are on US 40. Just north of the bridge, MO 87 intersects from the west. Go west ¼ mile on MO 87 to a small park that is the site of the Old Franklin terminal for the Missouri-Kansas-Texas Railroad ("Katy"). Here you will find a marker. **Continue to NEW FRANKLIN:** Return to the intersection of MO 87 and US 40; turn left (north toward New Franklin). Turn left on MO 5. It intersects with Broadway, turn right and proceed ½ block to the intersection of Missouri Street and East Broadway. Here you will find a plaque designating the relocation of the beginning of the Santa Fe Trail.

In 1821, Missourian **William Becknell** must have heard rumors that Mexico had gotten its independence from Spain. He came up with a plan to get rich and get himself out of debt. He placed an ad in the Franklin newspaper, the *Missouri Intelligencer and Boon's Lick Advertiser*, looking for men to join him in search of "wild horses." It seems obvious today that Becknell didn't really want to catch wild horses, but rather he planned to go across unknown lands to Santa Fe—a trip of 900 miles. Once there, he planned to sell highly-prized trade goods to the people.

Becknell's plan worked out. He became the first American trader to successfully take goods to Santa Fe and return with a profit. His trip from Franklin, Missouri, opened the important **international** trade route. That is how Franklin

became the birthplace of the Santa Fe Trail and its first **jumping-off** point. That is also how William Becknell became known as "The Father of the Santa Fe Trail." The trail was traveled for more than 60 years.

A few years after Becknell's first trip, the town of Franklin was destroyed by a flood and the townspeople moved to higher ground. Their new town was called New Franklin. The few remains of the original town were referred to as Old Franklin. The jumping-off point of the Trail continued to move further west as steamboats made their way up the Missouri River. Soon Boonville, with its steamboat landing, would become the starting place. The landing made it easier to take cargo off the steamboats coming from St. Louis and place it in freight wagons bound for Santa Fe.

Boonville Steamboat Landing: see Page 30



# READING BETWEEN THE LINES: OLD FRANKLIN

You are standing near the site of the beginning of the Santa Fe Trail. The town of Franklin was the birthplace of the Trail. However Old Franklin doesn't exist today because of a flood.

Locate the stone plaque (marker) that describes the *Missouri Intelligencer* newspaper. This newspaper was the first to be printed west of St. Louis. It was in this newspaper that **William Becknell** advertised for a company of men to join him on a trip to round up wild horses and mules. This actually became a trading trip to Santa Fe. Because of this first successful trading trip, Becknell is called the "Father of the Santa Fe Trail."

After reading the plaque answer these questions:

1. How many feet west of this mark was the newspaper office? \_\_\_\_\_
2. The office was in what town? \_\_\_\_\_
3. A newspaper was published here. What was its name? \_\_\_\_\_
4. The first issue was printed \_\_\_\_\_
5. Why is the newspaper important to the history of the Santa Fe Trail? \_\_\_\_\_

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# ARROW ROCK

## MISSOURI



Going west on I-70 from Boonville, Missouri, exit at Arrow Rock/MO 41. Turn north on MO 41 and proceed 12 miles to Arrow Rock. You will be approaching Arrow Rock from the south. Continue past Big Soldier Lake Road and turn right on the next road, which is Visitor Center Drive. Park your car in the Arrow Rock Historic Site Visitor Center parking lot and enjoy a walking tour of the town.

4th Street, Arrow Rock, Missouri 65320

660-837-3330

In 1821, WILLIAM BECKNELL LEFT Franklin on his first trip to Santa Fe. He crossed the Missouri River by ferry and arrived at a landing below the tall **bluff** overlooking the river. The traders then climbed the bluff and filled their water barrels at the spring. The next day they headed overland following the **Osage Trace** through the Prairie of the Arrows. Although Becknell said he was hunting wild horses, he had brought trade items to sell. These were manufactured cloth such as muslin, broadcloth, calico, and linen. He may have also included buttons, buckles, razors, hoes, shovels, axes, and other tools. The villagers of Santa Fe yearned for these manufactured goods and were willing to trade silver pesos for the products.

The landmark in the Missouri River that guided Becknell to this place was called "**Rock of the Arrows.**" The Osage and other Indian tribes of the area used the **fragments** of the large flint rock to make their arrowheads and other tools. Eight years after Becknell's first trip to Santa Fe, a town was started on the bluff south of the Arrow Rock

Ferry. The town got its name, Arrow Rock, from the landmark. Many freighters traveled through Arrow Rock on their way to Santa Fe.

As you walk down Main Street of Arrow Rock you can see its stone gutters. These were built by slaves. Prior to the Civil War many slaves lived on plantations and farms in this area. In Old Franklin, in a gutter that looked like this one, Becknell supposedly showed off how much money he made on his trade trip by slitting open bags of Mexican silver coins and letting them fall into the stone gutters. Whether the story is true or not, it became clear that a lot of money could be made on the Santa Fe Trail.

There are many interesting places to visit in Arrow Rock. In fact, the entire town has been named a National Historic Landmark. One of the most familiar landmarks in Arrow Rock is the Huston Tavern which was owned by Joseph Huston. In trail days many well-known travelers stopped here.

Sappington Cemetery State Historic Site:  
see Page 29



# STONES AND STORIES

As you walk down the main street of Arrow Rock look for the stones that are shown in this picture.



1. What is this? \_\_\_\_\_
2. What was its purpose? \_\_\_\_\_
3. When was it made? \_\_\_\_\_
4. Who did the work? \_\_\_\_\_
5. According to the **legend** William Becknell cut open leather bags filled with silver and let them drop into the stone gutters of Arrow Rock. Name two reasons this legend does not fit the town of Arrow Rock.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
6. In what town did this probably happen? \_\_\_\_\_



# MISSOURI'S AMERICAN INDIAN CULTURAL CENTER

MIAMI, MISSOURI



From I-70 turn north at the Marshall, Missouri, exit 78B onto Hwy 41, continue to the intersection of Hwy 41 and MO 122, turn west (left).

Van Meter State Park  
32146 N. Hwy. 122  
Miami, Missouri 65344  
660-886-7537

THE ENTIRE LENGTH OF THE Santa Fe Trail passed through the hunting grounds and homelands of many American Indians. Nine separate groups lived throughout this portion of the Trail. They are the Otoe-Missouria, Osage, Delaware, Ioway, Ilini-Peoria, Kanza, Kickapoo, Sac and Fox, and Shawnee. They hunted throughout the land, planted their crops along the rivers, and built their homes of native materials. Ancestors of these people had lived here for centuries before the arrival of European explorers and American traders. The first mapping of this area took place nearly 150 years before the Santa Fe Trail.



By the trail era, not all of these tribes still lived here. The Osage was the largest group of people in this part of Missouri in trail times. In fact, portions of the Santa Fe Trail actually follow the **Osage Trace**. This was a hunting trail that the people used to get to the buffalo lands to the West. As the number of traders crossing Osage lands increased, conflict between traders and Indians increased. One example is conflict over the theft of horses. In the Cultural Center, the displays interpret Missouri's Indian history. The park also has burial mounds from these ancient people.

# LEGENDARY HISTORIES

As you view the exhibits in the museum find the section that tells **legends** of the American Indian tribes in the region. One of these legends is from the Kansa (Kaw) who lived in this area during the time of Lewis and Clark in 1804. Eventually this tribe was moved further west by the U. S. Government as settlers moved into this region in Missouri. During the time of the Santa Fe Trail, the Kaw Indians were living on a reservation near Council Grove, Kansas.

1

Listen to the legend of the Kansa (Kaw) Indians. What part of the proud bird became the nagging wife?

2

List the nine American Indian tribes featured in this museum. Circle the ones that were impacted by the Santa Fe Trail.

Hint: If you need help answering this question ask museum personnel when these tribes were removed from this area and where they went. Remember the beginning date of the Santa Fe Trail and the lands through which it passed.

- |          |          |          |
|----------|----------|----------|
| a. _____ | d. _____ | g. _____ |
| b. _____ | e. _____ | h. _____ |
| c. _____ | f. _____ | i. _____ |



# BATTLE OF LEXINGTON STATE HISTORIC SITE

..... LEXINGTON, MISSOURI .....



From I-70 go north at exit 41, take MO Hwy O to Lexington. Continue north on 13th Street; the Lexington site, on Delaware, is on the left.  
1101 Delaware, Lexington, Missouri 64067  
(660) 259-4654

LARGE COMPANIES SOON BEGAN SUPPLYING the goods for wagons that traveled the Santa Fe Trail. One of these trading companies was formed by the Aull Brothers. Their first large warehouse was here at Lexington. They soon had stores in many locations and became the first chain store in Missouri. (Walmart is an example of a modern day chain store.) By 1847, they had even opened a store as far south as Chihuahua, Mexico.

The Lexington steamboat **wharf** was a center of activity as steamboats arrived carrying goods from factories on the east coast, as well as foreign items from Europe, all bound for Santa Fe. In the 1850s, Lexington was headquarters for a large freighting firm—Russell, Majors, and Waddell. The freighting business won the government contracts to provide the man-power and wagons to haul both military and commercial goods along the Trail. By 1860, the company had expanded to deliver mail by horseback from

St. Joseph, Missouri, to Sacramento, California. The short-lived Pony Express crossed the central part of the nation in a matter of days.

The Civil War disrupted trade along the Santa Fe Trail. At Lexington the Confederates were after the money in the town's banks. A large group of Confederates led by Confederate Major General Sterling Price participated in the fight that became known as the "Battle of the Hemp Bales."

The battle involved 18,000 Missouri State Guard troops and 3,000 Northern troops. The Southern troops found **hemp** bales in a nearby warehouse. They soaked the bales in water from the river and rolled them forward to fight from behind them. Bullets could not go through the wet hemp. For a time, because of the battles along the western border of Missouri, the **jumping-off point** of the Santa Fe Trail moved to Fort Leavenworth, Kansas.

# BATTLE COVER

1. What is hemp? \_\_\_\_\_
2. During the battle how did the soldiers use the hemp bales to their advantage? \_\_\_\_\_



*Civil War kepi cap*

3. What kept the hemp bales from catching on fire when the bullets hit them? \_\_\_\_\_

4. What made this battle unique? \_\_\_\_\_

5. Why would hemp have been valuable to the *freighters* on the trail? \_\_\_\_\_



# HISTORIC FORT OSAGE

SIBLEY, MISSOURI



From I-70, take exit number 24, and travel north on Route BB/FF to Buckner, Missouri. Then proceed three miles north of Buckner on Route BB. Upon reaching Sibley, Missouri, follow the road signs to Fort Osage.

105 Osage Street  
Sibley, Missouri 64088  
(816) 650-3278

THE BUILDING OF FORT OSAGE began in 1808 under the direction of William Clark (of Lewis and Clark fame). Built on a **bluff** overlooking the Missouri River, it was the western most outpost in the Louisiana Territory. The fort was used as a trading post for the Osage Indians and housed soldiers to guard the territory. In the 1820s the fort was an important **rendezvous** point for the Santa Fe Trail traders. **Major George C. Sibley** was a trader and an Indian agent.

In 1825, the United States government decided to survey the Santa Fe Trail marking it as the “Road to Santa Fe.”

Sibley was appointed as one of the commissioners for this project. The surveyors and commissioners started marking the Trail from Fort Osage. Many things went wrong with the survey, but the intention was to use compass directions and chains of specific lengths to mark the distance. They also built earth mounds along the Trail to mark the road for future travelers. The project didn’t produce the road that had originally been intended.

By 1827, Fort Osage had been closed and the new fort across the Missouri, **Fort Leavenworth**, was opened.



SANTA FE TRAIL ASSOCIATION  
Missouri River Outfitters Chapter

# RE-FORTIFYING THE PAST

1

*Why would this fort have been important to the traders on the Santa Fe Trail?*

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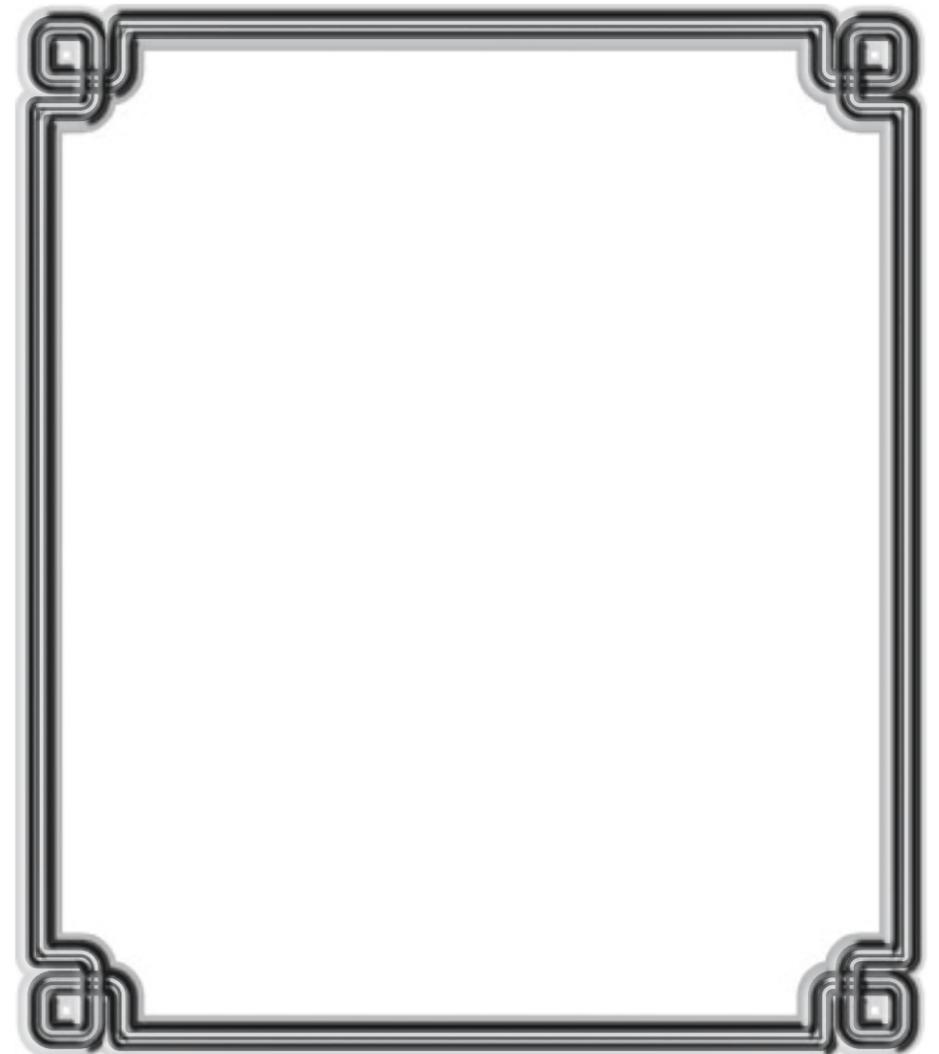
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2

*Imagine you were with Becknell on his trip to Santa Fe. Pick a spot to sit and sketch what you would have seen while waiting on Becknell to finish his business here. Include things that you might have heard or smelled.*



**Use Senses to Relive History**



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# NATIONAL FRONTIER TRAILS MUSEUM

INDEPENDENCE, MISSOURI



From Fort Osage return to U.S. Hwy 24 and turn right, or west. Travel approximately 11 miles, then turn left onto North Noland Road. Next, turn right onto East Walnut Street, and then turn left on to South Osage Street. Finally, turn right onto West Pacific Avenue (south of Independence Square).  
318 W. Pacific Ave.

Independence, Missouri 64050  
816-325-7575

THE NATIONAL FRONTIER TRAILS CENTER is located in Independence, Missouri. It honors the heritage of the overland trails. Independence was known as an important outfitting point for both the Santa Fe Trail and Oregon-California Trail. Because of its close position to the Missouri River, the town of Independence prospered as steamboat traffic moved further up the river.

Trade goods arriving from St. Louis, Philadelphia, New York, and even Europe would be unloaded from the boats and loaded into the large Murphy freight wagons bound for Santa Fe. These wagons, made by Joseph Murphy in St. Louis, could carry a reported 7,000 pounds of freight. Because Mexico had imposed a \$500 per-wagon tax upon arrival in Santa



Fe, freighters avoided paying extra fees by loading up one large wagon, instead of using two or three smaller wagons to carry the same amount of cargo, and so only paid the wagon tax once.

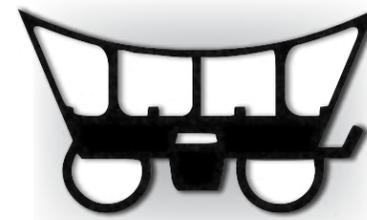
Wealthier emigrants traveling the Oregon-California Trail often came from the East traveling by boat; they headed down the Ohio, Mississippi, and Missouri Rivers, until they arrived at Independence.

They would then buy wagons, animals, and other supplies they needed for the trip. These animals had to be trained to pull wagons and Independence was the place to do that. Thousands of traders and emigrants with their mules, oxen, horses, and wagons crowded the streets of the small village. The Santa Fe traders were prominent in the town from 1830 to 1850. The Oregon-California Trail emigrants began to appear in the 1840s.

**SANTA FE TRAIL ASSOCIATION**  
Missouri River Outfitters Chapter

# PACKING YOUR WAGON

Both the Santa Fe Trail and the Oregon-California Trail are featured here. Walk around the museum until you find the "Pack Your Wagon" activity. Follow the instructions provided.



- a. For which trail did you pack? \_\_\_\_\_
- b. After packing your wagon, ask a museum employee or other adult for a personal autograph, to confirm that your wagon would be ready to embark on one of the trails!

SIGNATURE—NATIONAL FRONTIER TRAILS CENTER



- c. List some items that would have been packed for the Santa Fe and Oregon-California trails:

**SANTA FE TRAIL WAGON**

**OREGON-CALIFORNIA TRAIL WAGON**

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- d. Why is there such a difference in the items packed? \_\_\_\_\_
- e. What difference would this make in the size of the wagon? \_\_\_\_\_

**SANTA FE TRAIL ASSOCIATION**  
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# MAHAFFIE STAGECOACH STOP & FARM

OLATHE, KANSAS



Located west of I-35 in Olathe, Kansas, take exit 218 onto Santa Fe Street, which is also labeled as Hwy 150. Turn north on Ridgeview Road. Turn west on Kansas City Road after crossing the railroad tracks.  
1200 East Kansas City Road, Olathe, Kansas 66061  
(913) 971-5111

THE MAHAFFIE HOUSE AND FARMSTEAD is a registered National Historic Landmark. Mahaffie Farmstead is the only stage stop on the Santa Fe Trail that is still open to the public.

After the Santa Fe Trail had been going for several years, people began to travel the trail for reasons other than transporting freight. Some of these people traveled by stagecoach arriving in Santa Fe much quicker than going with a wagon train. The farmhouse was the first stage stop after leaving Westport, Missouri. This is where the passengers would eat their lunch.

Stagecoaches transported mail across the prairie. They could also carry six passengers inside the carriage and more on top.



Most trips were run night and day with only stops for food and changing horses.

The ride was not like it would be today in the comfort of an automobile. The roads were not paved, the coaches didn't have shock absorbers, and the seat cushions could become very hard. Passengers often sat very close with people they didn't know. Railroads soon replaced the need for stagecoaches, just as they replaced the Santa Fe Trail.

The Mahaffie House has many activities throughout the year that will show you what life was like in the 1860s. Among these are stage coach rides, farming with horse and plow, oxen training, frontier cooking, and other living history experiences.

SANTA FE TRAIL ASSOCIATION  
Missouri River Outfitters Chapter

# TALK TO THE ANIMALS

For the first few trips on the Santa Fe Trail horses were used as pack animals. Once the traders got to Santa Fe they found an animal that had been previously unknown in the United States. This animal was the mule. For years the Spanish government had carefully guarded the secret for developing mules. Mules are hybrid animals which come from a horse and a donkey. Once Missouri traders began to trade with the Mexicans in Santa Fe the mule became a valuable animal and important to the Trail.

It was the U. S. Army that introduced oxen into the trail business. Major General Riley and a group of soldiers were sent from Fort Leavenworth to protect traders on the Trail. Most of the soldiers had to walk—no horses or mules were available but their supply wagons were pulled by oxen. The traders scoffed at this, thinking the oxen would just slow them down. However, they proved to be the best suited animal for pulling the heavily loaded freight wagons.

**1** The Mahaffie site has oxen that they still use for farming and pulling wagons. Bullwhacker is the name that is given to an ox driver. Bullwhackers used standard commands to get the oxen to do what they want. Find the pen with the oxen. After listening, tell what a bullwhacker says to make an oxen:

- Go left \_\_\_\_\_
- Go right \_\_\_\_\_
- Stop \_\_\_\_\_
- Go \_\_\_\_\_

DRAW THE SCENE AT THE PEN WITH THE OXEN AND BULLWHACKER.



SANTA FE TRAIL ASSOCIATION  
Missouri River Outfitters Chapter



# GARDNER JUNCTION

## ROADSIDE PARK, KANSAS



Travel approximately one mile west of Gardner, Kansas, on U.S. 56.

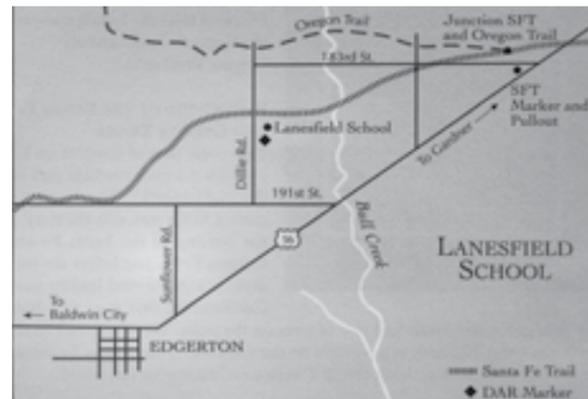
THREE OF THE OVERLAND TRAILS that formed in Missouri and went west followed the same route for part of the way. The Santa Fe Trail was mainly used for hauling goods to Santa Fe and points further west. The traders on the Santa Fe Trail would go to Santa Fe, sell their goods, and then return to their homes. Sometimes they made two trips during a year.

The Oregon and California Trails took emigrants to Oregon or California as early as the 1840s. These people left their homes and moved west to get new lands. This trail was nearly 2000 miles in length. The families traveling these trails had sold most of their belongings back home and said good-bye to friends and relatives. They did bring some of their prized possessions and tools they needed for

the new start. These folks had no intentions of going back home again.

Both the Oregon-California Trail and the Santa Fe Trail gathered at Independence. This entire area would have been very busy with hundreds of wagons, thousands of people and animals preparing for the long trip. Both trails followed the same path for a short distance. It was at Gardner Junction that the Oregon-California Trail travelers headed northwest toward a new life and the Santa Fe Trail traders continued to the southwest with dreams of getting rich.

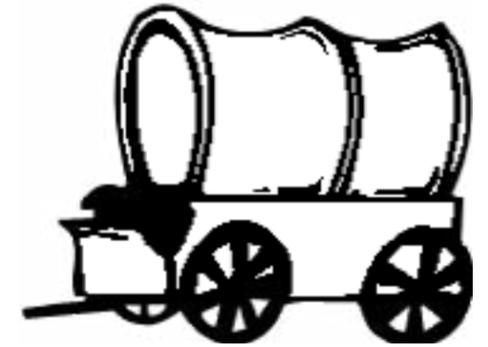
The Santa Fe Trail Association and National Park Service have marked this area with a **kiosk** containing exhibits about the trails.



SANTA FE TRAIL ASSOCIATION  
Missouri River Outfitters Chapter

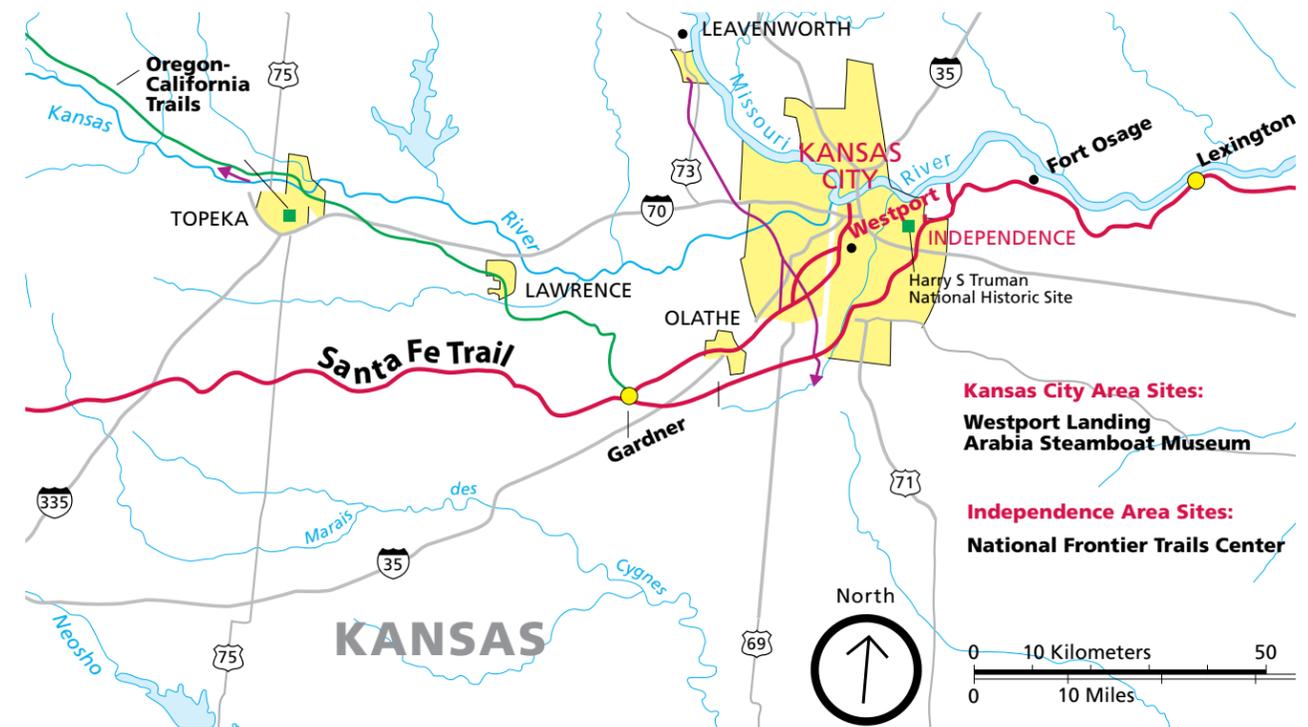
# TRAVELING FOLKS

Read the signs in the kiosk that tell you about the Santa Fe Trail and the Oregon-California Trail and the types of people that traveled these trails. Beside each person write S if the person would have been found mainly on the Santa Fe Trail; write an OC if they would have been found primarily on the Oregon-California Trail. *Be careful: some may have been found on both trails.* Mark those with a B.



- |                              |                    |                  |
|------------------------------|--------------------|------------------|
| S = SANTA FE TRAIL           | GOLD MINERS _____  | FREIGHTERS _____ |
| OC = OREGON-CALIFORNIA TRAIL | WOMEN _____        | CHILDREN _____   |
| B = BOTH                     | SCOUTS _____       | MERCHANTS _____  |
|                              | BULLWHACKERS _____ | FARMERS _____    |

CIRCLE BOTH TRAILS ON THIS MAP.



SANTA FE TRAIL ASSOCIATION  
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# Explore More—Take a Santa Fe Trail

If you're near **Old Franklin and New Franklin** (page 12) visit:



Photo Filename/Date: \_\_\_\_\_

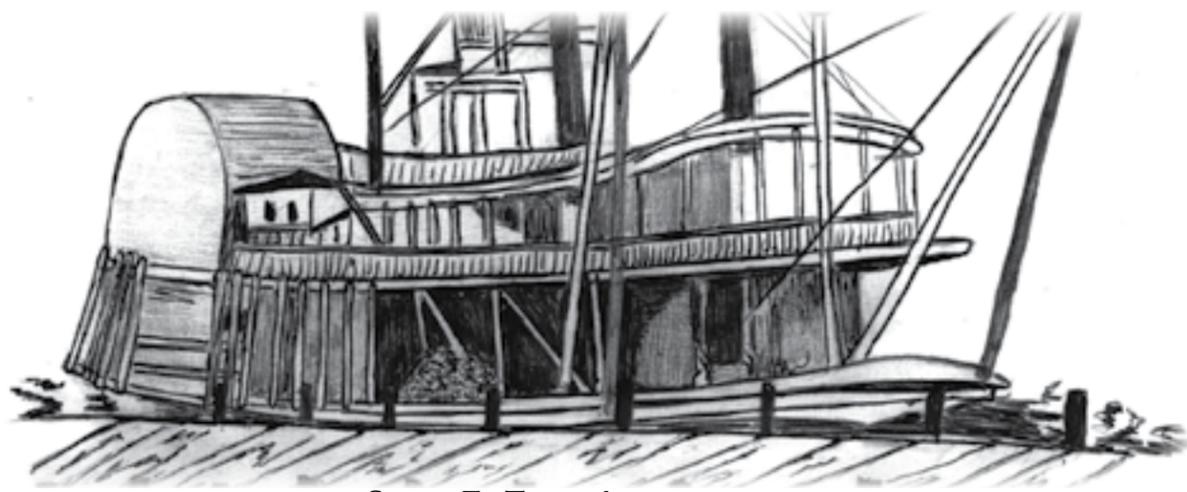
## BOONVILLE, MISSOURI: STEAMBOAT LANDING



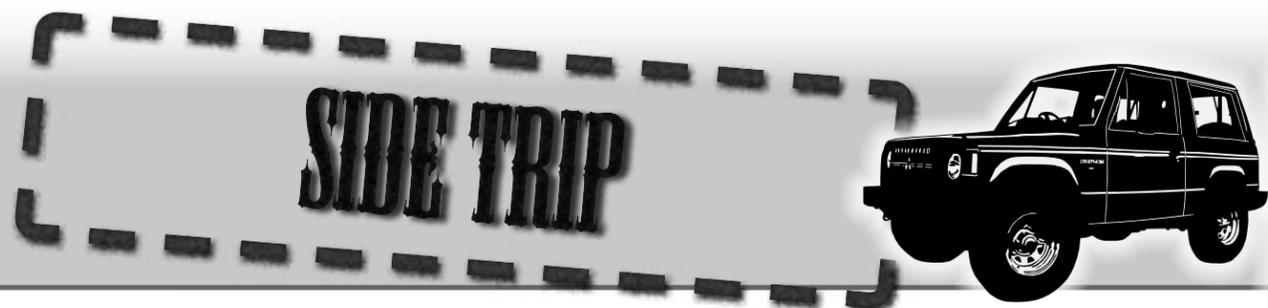
Boonville is located on I-70 at exit 101. Follow US 40/business route of I-70. Turn left (north) on Main (US 40/MO 5) Turn left (west) on High Street, turn right (north) on 4th Street/E. Water Street.

BOONVILLE WAS THE **JUMPING-OFF POINT** of the Santa Fe Trail for a short period of time after New Franklin. The town takes pride in its historic roots. Look for the **kiosk** (wayside exhibit) in the Cobblestone Street Park.

Walk under the bridge and look at the river where the steamboat landing would have been. Remains of the cobblestone street by the steamboat landing can still be seen under the Missouri River Bridge.



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If you're near **Arrow Rock** (page 14) visit:



Photo Filename/Date: \_\_\_\_\_

## SAPPINGTON CEMETERY STATE HISTORIC SITE

IN THIS FAMILY CEMETERY ARE buried important people from the history of the Santa Fe Trail. Approximately 110 members of Dr. John Sappington's family are buried here. Dr. Sappington is famous for developing quinine pills as a cure for malaria, a prominent disease on the trail.

Two governors of the state of Missouri are buried here: Meredith Miles Marmaduke and Claiborne Fox Jackson. Marmaduke was a member of the first large **caravan** to Santa Fe. Jackson had many stores from which he sold goods, such as cloth, pots and pans, and tools, to the traders on the Trail.



If you're near the **Battle of Lexington** site (page 18) visit:



Photo Filename/Date: \_\_\_\_\_



## LEXINGTON HISTORICAL MUSEUM



This museum, which is housed in the Cumberland Presbyterian Church building, is mainly open from June to September and charges admission.

112 S. 13th Street  
Lexington, Missouri 64067  
(660) 259-6313

THE LEXINGTON HISTORICAL MUSEUM HAS a variety of exhibits about the 19th century. There are some exhibits featuring the Santa Fe Trail, Pony Express, and the Civil War Battle of Lexington.

SANTA FE TRAIL ASSOCIATION  
Missouri River Outfitters Chapter



# The Central Portion

## OF THE SANTA FE TRAIL



TWO-THIRDS OF THE ENTIRE TRAIL can be found in present-day Kansas. Unlike today, though, the trail to Santa Fe did not follow paved highways, because there were none. Ahead lay the vast, open prairie. Towns and other settlements, like those in Missouri and on the east coast, were few and far between.

The natural landscape changed as well. Upon leaving the eastern portion of the trail, freighters entered a land of grass, few trees, and smaller streams. The further west the travelers went, the drier the land. This land, however, was rich with wildlife. There were areas where herds of buffalo roamed, which supplied much-needed meat for the travelers' survival.

Although the land was new and unexplored to the

freighters of Missouri, the land of the central portion was not empty: it had already been crossed by native peoples and even traveled by European explorers. In many places, the trail actually followed ancient Indian trade and hunting trails.

At one time, most of the land the Santa Fe Trail passed through was the domain of Plains Indians. Traders traveled in large groups through this part of the Trail for protection against raids by some tribes who viewed the **caravans** of wagons as intruders. Eventually, treaties between the U.S. government and various tribes of American Indians were signed to allow safe passage of the wagons. These efforts, along with the continued growth of traffic along the Trail, helped ensure the safe passage of traders and travelers.



# COUNCIL GROVE

## KANSAS



Madonna Park is located at the intersection of KS 177 and US 56 highways. The town of Council Grove has many historic sites related to the Santa Fe Trail. You can pick up a self-guiding tour map at two different locations at: Kaw Mission (see Side Trip below) or the Council Grove/Morris County Chamber of Commerce and Tourism located at 225 Velie, Council Grove, Kansas 66846, (620) 767-5041. Kaw Mission State Historic Site is located at 500 North Mission, Council Grove, Kansas 66846, (620) 767-5410.

In 1825, THE U.S. GOVERNMENT and the Osage Indians signed a **treaty** allowing Santa Fe Trail wagons to cross Indian land. The treaty was signed near the Neosho River. Major **George Sibley** named the grove of trees where the treaty was signed Council Grove.

The location became an important **rendezvous** point on the Santa Fe Trail. This was the last place that the **caravans** could get hard wood to repair heavy ox yokes, wheel parts, and tongues of wagons. It also had a good supply of water. Most traders would stay in this area until there were enough wagons gathered together to form a wagon train that could defend itself. The men would elect a **wagon master** for the train and start the long journey.

In this park is a statue placed by the DAR (**Daughters of**

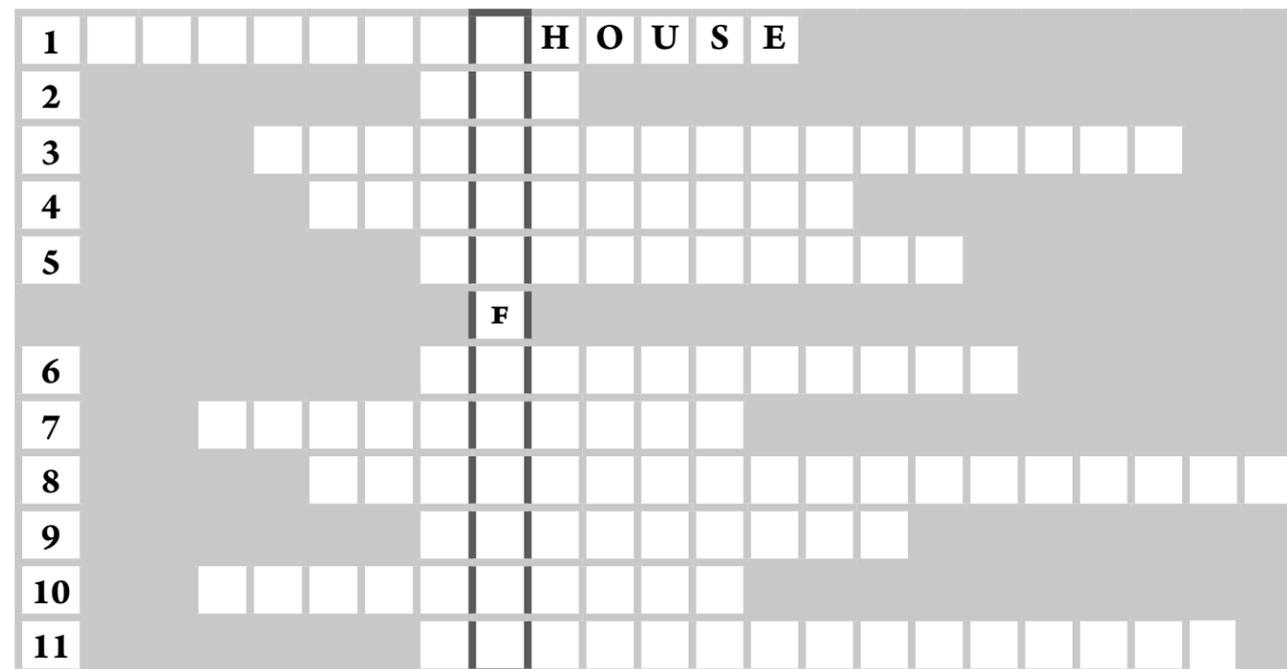
**the American Revolution**) in 1928. This park is part of the old campground. The Santa Fe Trail was a merchant trail and not an emigrant trail, so few women and children traveled it. However, the Madonna of the Trail monument shows the strength and courage of women and children who traveled westward.

By 1857, two merchants, **Seth Hays** and **Malcolm Conn**, had set up businesses in this area to sell merchandise to the Kaw Indians living on the reservation and to travelers on the Santa Fe Trail. This led to more people settling in this area and the town of Council Grove was begun. Conn and Hays, like many other early settlers of Council Grove, are buried in the Greenwood Cemetery on the west side of town.

Visit the Kaw Mission: **see Page 52**



# HIDDEN IN WORDS



- The house of one of the founders of Council Grove is open to the public. Whose house is this? \_\_\_\_\_
- Legends told of a cache under this tree where people on the trail left letters to loved ones. It was called Post Office \_\_\_\_.
- One of three large DAR statues honoring women who traveled the Santa Fe Trail. Name this statue. \_\_\_\_\_
- The last opportunity to buy goods before leaving "civilization" was called \_\_\_\_\_ Store.
- Kaw children from the reservation came to this school : \_\_\_\_\_
- Along this river Santa Fe Trail traders could find the last stand of hardwood trees. Here they would rendezvous and make repairs or extra parts for their wagons: \_\_\_\_\_
- Antonio Giovanni Augustini was from Spain. While in Council Grove he lived in this location called \_\_\_\_\_. Read about his life on the exhibits.
- This large statue represents the Native Americans who lived in this area during trail days: \_\_\_\_\_
- This jail, built during the later days of the trail, was for the lawbreakers in Council Grove. Find the name of this old jail: \_\_\_\_\_
- This is the remains of a tree under which the treaty between the U.S. Government, represented by George Sibley, and the Osage Indians agreed to allow traders to cross their land. \_\_\_\_\_
- This bell warned settlers of Council Grove of impending Indian attacks. When it rang the settlers would go to the stone house which is currently the Post Office Oak Museum. \_\_\_\_\_



# LOST SPRING SITE

## KANSAS



TRAVELING FROM COUNCIL GROVE ON HWY 56, turn right (west) onto 340th Road near the town of Lost Springs (340th Road). Continue through the town for 2 ½ miles west to the Lost Spring Site. COMING FROM THE SOUTH ON U.S. HIGHWAY 56, turn left (west) onto 340th Road near the town of Lost Springs. Continue through the town and go 2 ½ miles west to the Lost Spring Site.

IN GOOD CONDITIONS WAGON TRAINS on the Santa Fe Trail could travel from 12 to 15 miles per day. Scouts rode ahead of the caravans looking for camping areas that could supply water for people and animals. They also tried to find an area that had grass for the oxen and horses to eat. In addition they needed a spot that would be easy to defend from Indian attack. One such campground was Lost Spring Site. This place was two days travel from Council Grove. This place was named Lost Spring because the spring occasionally dried up and disappeared.

Food along the trail could become scarce. Traders usually brought dried beans, coffee, hardtack, and jerky with them. They also would buy a food called **pemmican** from the traders at Council Grove. However, their diet usually lacked fresh fruits and vegetables. Because of this, travelers on the trail often developed a disease called **scurvy**. In the late 1840s, watercrest and strawberry plants were planted around this spring by the U.S. Army. Travelers and soldiers were encouraged to eat these to keep them healthy.

By the 1840s, a monthly stagecoach service began from Fort Leavenworth to Santa Fe. The stages hauled mostly mail but could also carry up to nine passengers. Some rode in the stagecoach and a few on top with the driver and guards. The cost of the journey was \$150. The trip to Santa Fe took as long as thirty days. The stagecoaches often ran day and night, stopping only to change horses, drivers, and provide the passengers with meals.

The need for stage stations that supplied extra horses, a place for drivers to stay, and food for the passengers led to settlers moving into the area. Eventually corrals, taverns, and blacksmith shops were built. By 1859, George Smith had built not only a stage station, but also a hotel and tavern at the Lost Spring site.

At this site you will find a marker and a sign describing Lost Spring. You may go through the gate, but be sure to shut it. Once you enter the property, walk northwest to the actual spring.

# IT'S ALL IN THE NAME

Create a name poem that describes the Lost Spring site. Each line begins with the letters shown and relates to Lost Spring.

L

O

S

T

S

P

R

I

N

G



# COTTONWOOD RIVER CROSSING

## KANSAS



Continue west on Road 340 for approximately 13 miles until reaching KS Highway 15. Turn left, or south, onto Hwy 15; go approximately 5 miles to Durham; turn right and go to Main Street. At the south end of Main Street there is a Santa Fe Trail Auto Route sign; turn west. It is about 1/2 mile to the crossing. You can pick up an auto tour map in the box beside the marker for Cottonwood area.

WHEN WAGONS REACHED RIVERS OR streams would they cross before nightfall or wait until morning? How would you find the answer to this and other questions?

The answers can be found in the journals and books written by people who traveled the Trail. **Josiah Gregg** was one of those travelers. In his book, *Commerce of the Prairies*, Gregg explains the reason why most caravans crossed rivers and streams before camping. If it rained upstream or at the site during the night the stream might become flooded and the banks too slippery to go down. Then the wagon train would be delayed, maybe several days. Another reason to cross when they arrived was that oxen rarely pulled as well in "cold collars." If they had been pulling the wagons all day they would not fight crossing the water in the evening. If they waited until the next morning, the well-rested oxen often rebelled and would not pull across the water.

**Susan Magoffin** was another trail traveler who kept a journal of her travels. Her journal was also published as a book, *Down the Santa Fe Trail and Into Mexico*. In the

book, Magoffin describes the troubles her **caravan** had in crossing Cottonwood Creek.

On June 25, 1846, Magoffin wrote, "We found the colonel in a sad predicament indeed. He had one wagon **fast** in a mud hole with the tongue twisted off, and the others so much disabled he could not move them." Magoffin also mentioned a natural corral for animals formed by the bend in the creek at this spot.

Cottonwood Creek soon became an important camping spot on the Trail. As the travelers went west from here they would seldom find wood for fires or wagon repairs and there was more danger of Indian attacks. However, during the next stage of the trip, they saw buffalo.

You will notice a red granite engraved stone here. There are several of these red granite markers in many sites along the Santa Fe Trail. Perhaps you have already seen one of them. Years ago the DAR (**Daughters of the American Revolution**) made it a project to mark the Santa Fe Trail so that people would never forget its importance.

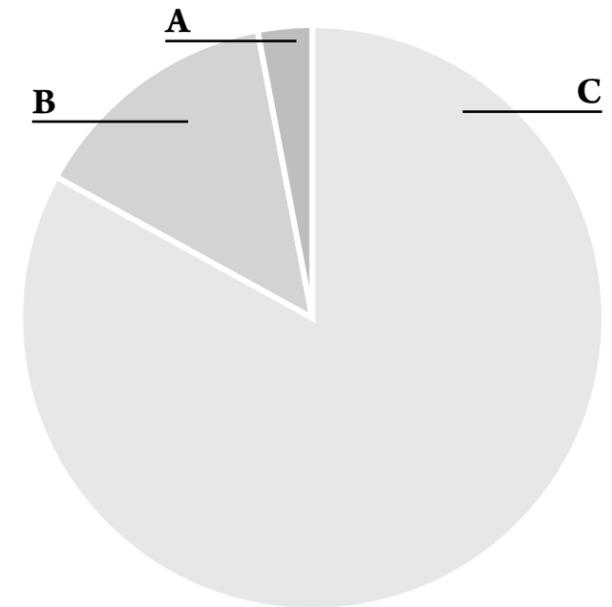
# DO THE MATH

Read the kiosk that tells the history of this crossing.

- Trading ranches sprang up all along the trail. Why were these important? \_\_\_\_\_
- Read the information about the Moore's trading ranch. According to Moore's report, how many men passed this area in the 1865 season? \_\_\_\_\_
- How many wheeled vehicles? \_\_\_\_\_
- How many animals? \_\_\_\_\_
- How many total men, vehicles and animals passed this point? \_\_\_\_\_

- Label the sections of this pie graph which show the percentage of oxen, horses, and mules out of all the animals that passed Moore's trading ranch.

- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_



- If you do the math for the number of men per wheeled wagon, you will find that there was one man per wagon. How does this actual number compare with what you would have imagined? Explain why.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

CENTRAL PORTION

CENTRAL PORTION



# CHISHOLM TRAIL CROSSING

## KANSAS



From Cottonwood Crossing return to KS Hwy 15 and proceed south (right). Approximately 10 miles later, turn west (right) at the intersection of KS-15 and US 56. Approximately eight miles west of this intersection you will cross the Marion/McPherson county line. A few yards north of this point is a stone marker depicting the locations of the Santa Fe Trail and the Chisholm Trail.

FOR NEARLY 60 YEARS, MERCHANDISE was carried back and forth between Missouri and Mexico along the Santa Fe Trail. For most of these years, oxen were used to pull the heavily loaded wagons. As time passed, railroads were built west.

One of these, the **Atchison, Topeka, and Santa Fe Railroad** (AT&SF) followed the route of the Santa Fe Trail. In places, the rails of the railroad were laid directly on top of the wagon ruts. As the railroad progressed towards Santa Fe, the **jumping-off point** of the Trail moved along with the laying of the track.

Merchants traveling the Santa Fe Trail would ship their goods by train to the last town on the line (railheads), then freighters loaded their wagons and continued the trip to Santa Fe.

This meant the distance actually traveled by wagons became shorter and shorter. It was faster and cheaper to haul freight by rail than wagon

because one locomotive could pull freight cars holding the cargo of many large wagons.

The railroads not only shortened the distance the freighters traveled but also brought settlers to the area. Railroads were also responsible for bringing thousands of head of longhorn cattle into Kansas.



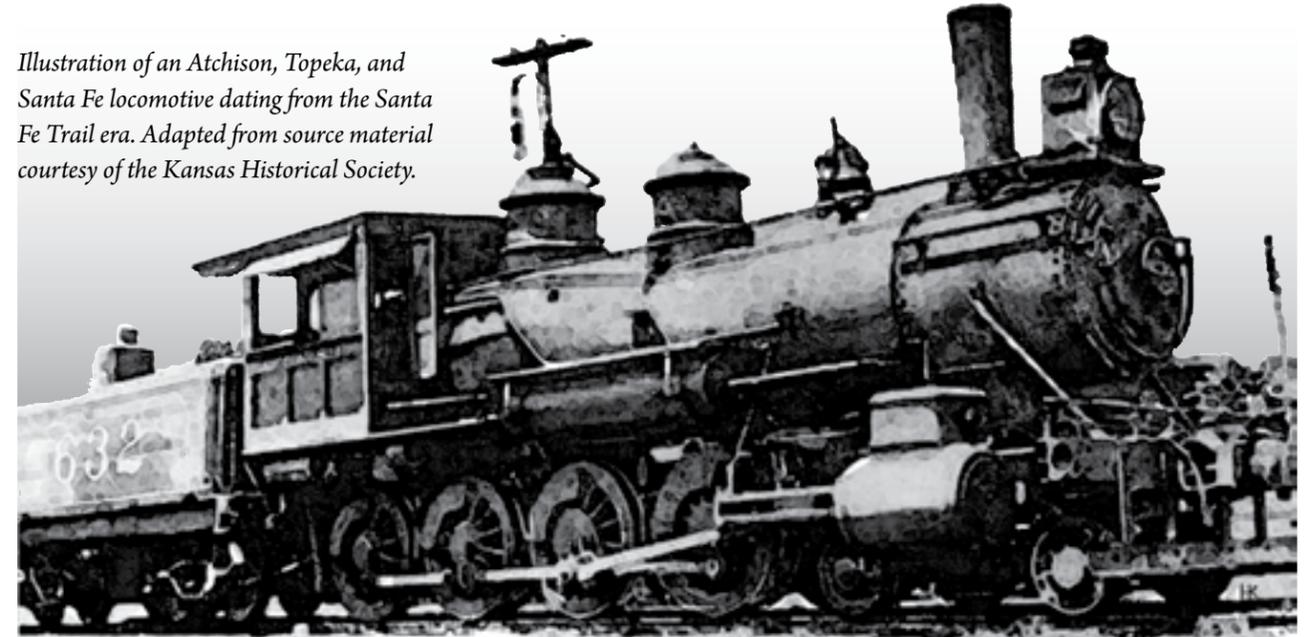
After the Civil War, there was a great demand for meat in the eastern parts of the United States. Texas cattlemen found a way to sell their cattle at great profits by driving them to the railheads in Kansas where the cattle were loaded onto trains.

The longhorn cattle were taken to markets in the East to be sold. One of the trails used to drive the cattle to the railhead in Kansas was the Chisholm Trail. This marker shows where the Chisholm Trail crossed the Santa Fe Trail on its way to the railhead of Abilene. Both

**SANTA FE TRAIL ASSOCIATION** were important economic trails.  
Cottonwood Crossing Chapter

# TRAILS AND THE RAILROAD

Illustration of an Atchison, Topeka, and Santa Fe locomotive dating from the Santa Fe Trail era. Adapted from source material courtesy of the Kansas Historical Society.



1. From \_\_\_\_\_ to \_\_\_\_\_, both the Santa Fe and Chisholm trails were in use and possibly crossed each other near this intersection.
2. How many years was this? \_\_\_\_\_
3. Explain how the railroad affected both trails. \_\_\_\_\_

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**SANTA FE TRAIL ASSOCIATION**  
Cottonwood Crossing Chapter

# WAGON MASTER

## C · H · A · L · L · E · N · G · E

Remember what you have learned about the trail.  
Now use your creativity to record a memory you have from your adventures on the Santa Fe Trail. You can express yourself in pictures, songs, poems, or journal entries. It is up to you.

# WAGON MASTER

## C · H · A · L · L · E · N · G · E

R E Z S K U V I E N S O S R S X O S  
 T C I E S N N N N A I C E N U E D O  
 S P N R V O I S T D Z C R I T A N L  
 T A O B M A E T S E I E R R N S O I  
 N W D K N C H S T R V A N U N S O A  
 G N I S S O R C D O O W N O T T O C  
 M E S S R E D A R T A X M S S U E I  
 E E C M O A N G O S B C P S O G A M  
 X R X C O G L E C E E R S I L E U A  
 I O S I L I F A C C I L A M D M P R  
 C C C O C A R K A N S A S R I V E R  
 O K S N T A N S G A E A N T E P S O  
 L O U N V E N G Z H A E A F R S O N  
 R O A A L O E S R C V T K M S E E R  
 C S N L N O G A W T H G I E R F A I  
 R E N D E Z V O U S I H A P S R I V  
 I G A T X O V S M A G O F F I N M E  
 F L S K O F O R T L A R N E D L H R

- |                |                     |                   |             |            |
|----------------|---------------------|-------------------|-------------|------------|
| Anglos         | Cimarron River      | Indians           | Mexicans    | rendezvous |
| Arkansas River | Cottonwood Crossing | Kansas            | Mexico      | Santa Fe   |
| Becknell       | Council Grove       | Last Chance Store | Missouri    | soldiers   |
| caravan        | Fort Larned         | Lost Spring       | oxen        | steamboat  |
| Chavez         | freight wagon       | Magoffin          | Pawnee Rock | traders    |



# CORONADO-QUIVIRA MUSEUM

LYONS, KANSAS



Lyons, Kansas, is located on US Hwy 56. To reach the Coronado-Quivira Museum, turn south on Grand Avenue, go to Lyon Street and turn west (right).  
105 West Lyon, Lyons, Kansas 67554  
(620) 257-3941

ONE OF THE GROUPS OF American Indians living in this area for years prior to the Santa Fe Trail were the **Quivira** (Wichita) Indians. There were several thousand living in this area. They lived in grass huts and were farmers. They followed the ancient trails as they traded their corn and other crops with Indians to the west who hunted buffalo.

Almost three hundred years before **William Becknell** began trading with the Mexicans in Santa Fe, a Spanish **conquistador** and his men traveled along the same Indian hunting and trading trails. **Francisco Vásquez de Coronado** was the Spaniard searching for the Seven Cities of Gold. He traveled from Mexico into the area that is known today as Kansas. He didn't find the Cities of Gold but he did find **Quivira** (Wichita) Indians living in grass huts. Imagine how disappointed he would have been as he returned to Mexico a failure.

Years later, the American traders from Missouri followed

nearly the same route as Coronado to trade with the people of the newly formed country of Mexico. As the traders passed through this area, they did not see the grass huts of the Quiviran Indians that Coronado had seen. These Indians had moved further south long before the beginning of the Santa Fe Trail. However, the Trail did pass through lands of many other American Indians.

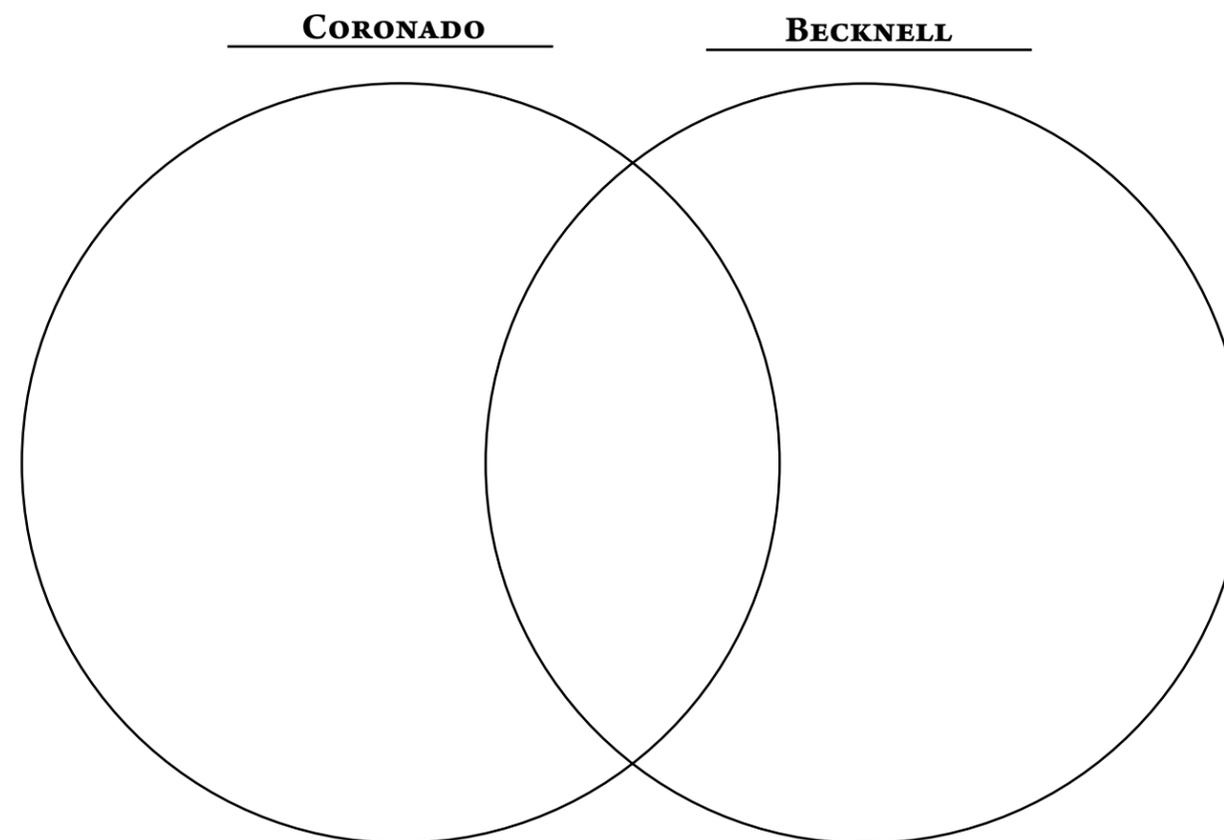
The Coronado-Quivira Museum has many items from the three cultures—Indians, Spanish, and American traders. You will see a model of a grass lodge in which the Quivira Indians lived. You will also see **chain mail** and other artifacts believed to have belonged to Coronado or his men. Don't worry, though, the Santa Fe Trail has not been forgotten in this museum. Look for the display cases that show artifacts believed to have been from the Plum Buttes Massacre, a nearby site where Indians attacked a wagon train, killed some of the members, and burned the wagons.

Cow Creek Station Historical Marker  
& Father Padilla Cross: see Page 54



# 300 YEARS SEPARATES TWO ADVENTURERS

Although nearly 300 years separated Francisco Vásquez de Coronado and William Becknell, "Father of the Santa Fe Trail." Yet they have many things in common. Use the Venn Diagram below to record the similarities and differences in the two men. The word bank at the bottom of the page may be helpful. Feel free to add more words to your diagram.



- |                            |                |                      |
|----------------------------|----------------|----------------------|
| went to unknown land       | succeeded      | hundreds of men      |
| brought no wagons          | from Spain     | few companions       |
| wore chain mail and helmet | secret mission | follow Indian trails |
| hoped to get rich          | sent by king   | took Indian captives |
| failed                     | from Missouri  | made a second trip   |

CENTRAL PORTION

CENTRAL PORTION



# RALPH'S RUTS & PLUM BUTTES

NEAR CHASE, KS

CENTRAL PORTION



15 miles west of Lyons on Hwy 56, turn north on 4th Road. The ruts are one mile north and on the east side of the road. This is known as Ralph's Ruts. Stop here to visit the ruts then continue to Plum Buttes which is northwest of the ruts. To get there, continue north on 4th Road to the next intersection (Avenue L) turn left (west). Look up the road and to the left. You will see an example of a **notch**. Travel west to the next intersection turn south (left) and return to U.S. Highway 56. 422 Avenue L, Chase, Kansas 67524.

RALPH'S RUTS IS THE NAME given to an outstanding example of preserved Santa Fe Trail ruts. Ralph Hathaway was a long time caretaker of Santa Fe Trail ruts and Plum Buttes, which are on land originally settled by his grandfather. There are several distinct ruts running parallel east and west through the pasture. When Ralph's grandfather broke the sod on this farm he found several things: a pistol, a watch, and many pieces of hardware from burned wagons. Other artifacts that were found later were broken bits of ironstone china and a few large caliber bullets. You may have seen some of these items at the Coronado-Quivira Museum.

About one mile east of here was the location of an attack led by Charley Bent, (son of Santa Fe Trail trader, William Bent and his Cheyenne wife). Tensions were high between the Cheyenne and the US military following the massacre of Cheyenne at Sand Creek in 1864 during which over 150 people were killed, mostly Indian women, children, and the elderly. Charley Bent and his followers were mostly Cheyenne and attacked a single column wagon caravan in 1867.

Members of the family of Franz Huning were killed during the attack. Knowing the dangers of trail travel,

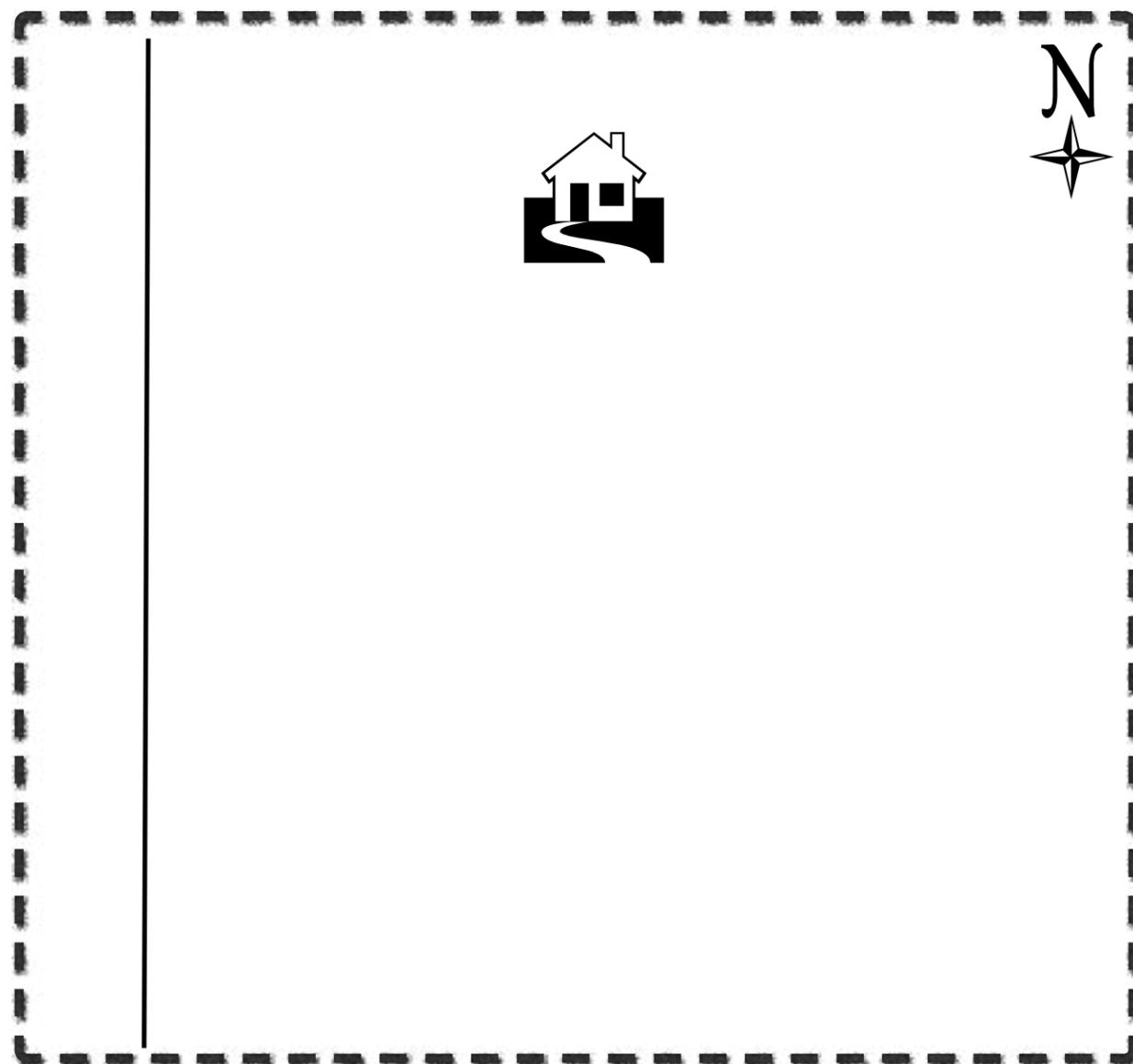
Huning had requested a military escort from the Buffalo Soldiers stationed at the Little Arkansas Crossing. Their request was denied. After the attack, Huning went to Fort Zarah for help. There were no soldiers in the camp, but two civilian scouts went back to the site with him. Not only had the family and one of the teamsters been killed, the prairie had been set on fire to prevent the rest of the wagon train from returning to help.

After visiting Ralph's Ruts, drive to the top of the hill beside the notch. The notch was probably formed as many wagons passed through the sand at the top of the hill. Look to the north (right). At one time you would have been able to see three large hills made of sand known as "Plum Buttes." Plum bushes once covered these hills. Now you have to use your imagination because the wind has eroded away the hills. During the trail era, the hills were nearly 100 feet high. Historians call the Indian attack on the Huning family the Plum Buttes massacre because the wagons were near their lunch stop which would have been at Plum Buttes. Even though there was no firewood on the buttes, wagon trains usually stopped here for lunch.

# WALKING ALONG TRAIL RUTS

Walk through the ruts. After the last rut near the fence, turn left and walk toward the trees. With your back to the trees look to the right. Can you see the buffalo wallow? A buffalo wallow is the remains of a place where buffalo rolled in the dust to scratch their backs. The trail split here and went around the wallows. Sketch a map of the area, include the ruts and the buffalo wallow and anything else that you see.

CENTRAL PORTION





# PAWNEE ROCK STATE PARK

## PAWNEE ROCK, KANSAS



The Pawnee Rock State Monument is located ten miles east of Larned, Kansas, on Hwy 56. Turn right (north) at the sign in the center of town. Go approximately 1/2 mile; the site is on the left.

PAWNEE ROCK IS THE MOST famous natural **landmark** on the Santa Fe Trail in Kansas. At one time this landmark rose above the prairie 150 feet. In modern times, the rock was quarried for building materials for houses and the railroad, removing 20-30 feet of its original height. For years visitors could see hundreds of names carved into the soft sandstone of the rock. The stone pavilion which is on the top of the landmark now was built to give an idea of the height of the rock during the days of the Trail. Because of the rock's use as a landmark, it was mentioned in many traveler diaries.

Most historians believe that this natural landmark was a sacred ground for the Pawnee Indians. They may have held tribal councils on the flat top of the rock. This was also the location of battles between the Pawnee and other tribes including the Kiowa, Cheyenne, and Arapaho. For those reasons, freighters considered it one of the most dangerous places on the Trail. Plains Indians often used the high point as a place from which to watch buffalo herds, wagon trains, and soldiers as they crossed the prairie. Pawnee Rock is located approximately half way between **Fort Zarah** to the east and Fort Larned to the west.

**MARION SLOAN (RUSSELL)**, WHO WAS SEVEN years



old when she first traveled the Trail. Marion, her brother, and mother had joined the wagon train at **Fort Leavenworth**.

This train combined with a government wagon train making for a safer trip. At Pawnee Rock, the wagon train circled for the night. A double guard was posted to watch

the herd of two hundred Army horses as they grazed. The horses were to be delivered to Fort Union, further down the trail. During the night Indians stole the horses. **Captain Francis Aubry**, head of the wagon train, refused to continue the trip until the horses had been replaced. Men were sent back to Fort Leavenworth to gather more horses, adding two weeks to the trip.

ANOTHER FAMED TRAVELER OF THE Santa Fe Trail was eighteen year-old **Susan Magoffin**. She traveled the Trail in 1844 with her husband, James Magoffin, a Santa Fe trader. At the Ash Creek crossing near here, Susan's carriage overturned as she attempted to cross the creek. Injuries from this accident caused her to lose her baby later along the trail at Bent's Fort. Her diary became the basis of a book, *Down the Santa Fe Trail and Into Mexico*.

# PRESERVING THE TRAIL

Pawnee Rock is a Kansas State Historic Site. It has been preserved by the Kansas Historical Society to honor the men and women who traveled the trail and endured the hardships of the frontier.

1

Why is it important for people to make an effort to preserve places such as Pawnee Rock?

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2

What can you do to help preserve the landmark?

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3

Two other organizations that work to preserve the Santa Fe Trail are the National Park Service and the Santa Fe Trail Association. Label each of the logos below with the name of the organization to which it belongs. Put a star beside the organization that is made up of volunteers who love the trail. Put a circle around the one that is a state agency. Draw a square around the one that is a national agency.



Sibley's Camp, Larned, KS:  
see Page 55





# SANTA FE TRAIL CENTER

## WEST OF LARNED, KANSAS



Traveling west from Pawnee Rock on US Hwy 56, you will come to a four-way stop in Larned. Continue west on KS Hwy 156 for two and ½ miles to the center.  
1349 KS Hwy 156, Larned, Kansas 67550  
(620) 285-2054

THE SANTA FE TRAIL CENTER Museum and Research Library is the headquarters of the Santa Fe Trail Association. The Association is composed of people who are interested in the history and preservation of the Santa Fe Trail. Surrounding the museum are examples of pioneer life that grew out of the Trail itself. You can see a sod house, dugout, one-room school house, Santa Fe Railroad **depot**, windmill, and an African American church. The museum shows that the Santa Fe Trail was not a one-way trail. American traders moved **goods** to Mexico and brought different items back to Missouri. Merchants from Mexico were traveling east to Missouri to sell their goods. This made the Trail an **international** road.

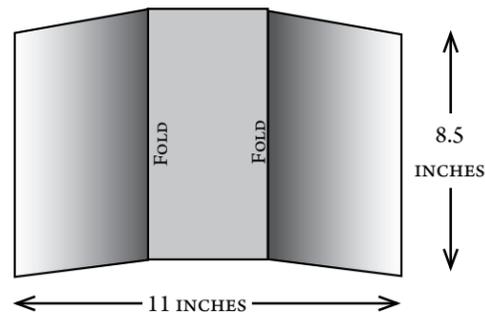
Then these wealthy Mexican merchants often traveled by steamboat to the East (to Philadelphia or New York)

where they would purchase items for their stores in Santa Fe. Sometimes they brought their children with them and left them at boarding schools in the East. The goods the Mexicans purchased were sent back to Missouri by steamboat. There they were loaded onto freight wagons where they began the trip over the Santa Fe Trail to Santa Fe. Some merchants sent a portion of their goods further south to Chihuahua, Mexico, and their other stores.

By 1830, most of the traders going to Chihuahua were Mexican. In the 1840s, there were more Mexican traders on the Santa Fe Trail than American merchants. One of these important Mexican merchants was **Don Antonio José Chávez**. This wealthy merchant was attacked by bandits on a creek not too far from here. He was killed, and his silver and supplies were stolen.

## VISIT THE MUSEUM!

After viewing the exhibits in the museum, make a tri-fold brochure that tells the next visitor what they might see related to the Santa Fe Trail and the importance of the Santa Fe Trail Center. Be sure to title your brochure, include your name, and the date of your visit. Put the brochure in the pocket of your folder.



# FORT LARNED

## KANSAS



Located six miles west of Larned on U.S. Highway 156. Watch for the large American flag flying above the fort's parade grounds as you approach the fort.  
1767 KS Highway 156, Larned, Kansas 67550  
(620) 285-6911

IN 1859, FORT LARNED WAS opened. Its purpose was to protect western mail routes, the Santa Fe Trail freighters, and the settlers that were moving into the area. For years many American Indian tribes had lived along the route of the Santa Fe Trail. These included the Kiowa, Apache, Comanche, Arapaho, and Cheyenne. Once the traders began moving through their lands and settlers followed, the fighting between the two increased. Not only were the tribes losing their homelands, but also the buffalo were being killed.

The freighters (large wagons) heavily loaded with trade goods became easy prey. Often they had large herds of horses with them, which were valued prizes for the Indians. After many requests from the freighters, the United States government responded by building a series of forts along the trail to offer protection. Fort Larned was one of these. Other forts built along the trail in Kansas included **Fort Zarah**, located to the northeast and

**Fort Dodge** to the southwest. **Fort Hays** located about 60 miles north was nearer the railroad route that eventually replaced the wagons on the Santa Fe Trail.

The buildings at Fort Larned were constructed from sandstone blocks. Unlike some other forts, no wall surrounded it for protection. The fort was located on the **Dry Route** of the Santa Fe Trail, which follows the Pawnee Fork of the Arkansas River. It was just a few miles north of the **Wet Route**, which follows the Arkansas River. Fort Larned's troops patrolled the Santa Fe Trail for seventy miles in either direction from the fort. Some times, the soldiers escorted wagon trains down the Trail to try to prevent attacks. Major John C. McFerran reported, "It is a proper place for a military post, and should be the **depot** of supplies for any troops acting against Indians on that line." As the railroad crossed Kansas, the fort was no longer needed. It was closed in 1878. Today, Fort Larned is a National Historic Site and a unit of the National Park System.

## VISITING A NATIONAL HISTORIC SITE



Stop at the visitors center and pick up a Fort Larned Junior Ranger booklet. Ask one of the rangers to sign this page. Enjoy your visit to the fort and work on the Junior Ranger booklet as part of the requirement for the Junior Wagon Master Program.

SIGNATURE OF FORT LARNED STAFF MEMBER



# SANTA FE TRAIL TRACKS

## WEST OF DODGE CITY, KANSAS



Located on US Hwy 50/400. The tracks are approximately 12 miles east of Cimarron, Kansas, or 6 miles west of Dodge City, Kansas.

THIS SET OF RUTS IS located near the present-day town of Dodge City. During Santa Fe Trail days, the town did not exist. As you stand in the parking lot near the ruts, look to the south (across the highway). You will see trees along the Arkansas River. Today the river is usually dry, however, in trail days it often had enough water in it to make crossing dangerous.

Approximately 12 miles west of this site is the location of one of the crossings of the Arkansas River. Before the Mexican-American War in 1846, the south side of the river was Mexico. When the Santa Fe Trail traders crossed

the river, they were in a foreign country.

It was near these ruts that the traders had to make a decision—to take a shortcut to Santa Fe or continue west through the mountains. There were dangers in both routes. Those who crossed the river here and turned south to Santa Fe traveled through an extremely dry land. This was very difficult for men and animals. This cut-off was known as the Cimarron Route. Those choosing to continue along the Arkansas River to the west were on the Mountain Route. It was also a long hard journey getting their wagons across those mountains.



# TRACKING THE TRAIL

Walk to the kiosk to learn more history of the trail. Look at the swales or ruts that are visible at this place. These were made by both Anglo and Mexican trade caravans. Thousands of wagons have cross this land and left their imprint in the land. It is hard for us to imagine the large number of wagons and men that regularly crossed the prairie between Missouri and Santa Fe and back again. This example of a caravan will give you an idea of the size of some of these wagon trains.

IN THE SUMMER OF 1829, the first military escort marched from Ft. Leavenworth. The escort had 200 infantrymen, 20 heavy wagons, and four carts pulled by oxen. The caravan they were protecting entered Mexico as they crossed the Arkansas River west of this site headed to Santa Fe. The military remained in this area for more than three months awaiting the return of the traders. Finally in October, the 96 traders returned along with 16 Spanish refugees who

had joined them. They brought back 16 Spanish refugees who had joined them, 30 wagons, and 2000 head of horses, mules, and donkeys to sell when they returned home. Escorting them back to America was a Mexican force of 200 men. All of the people met on the American side of the river and spent two days celebrating—eating, hunting buffalo, showing their skills with horses, and other activities.

1. How many people were at the get-together? \_\_\_\_\_
2. How many animals did the traders bring from Mexico? \_\_\_\_\_
3. How many vehicles (wagons, carts, etc.)? \_\_\_\_\_

This is just one caravan out of the many hundreds that went back and forth along the Santa Fe Trail for 60 years. That is why there are so many places along the 900-mile trail where you can still see ruts. In areas where the land has been cultivated for wheat or other crops the ruts or swales are gone.

4. Why don't automobiles traveling to Santa Fe today leave ruts like this? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

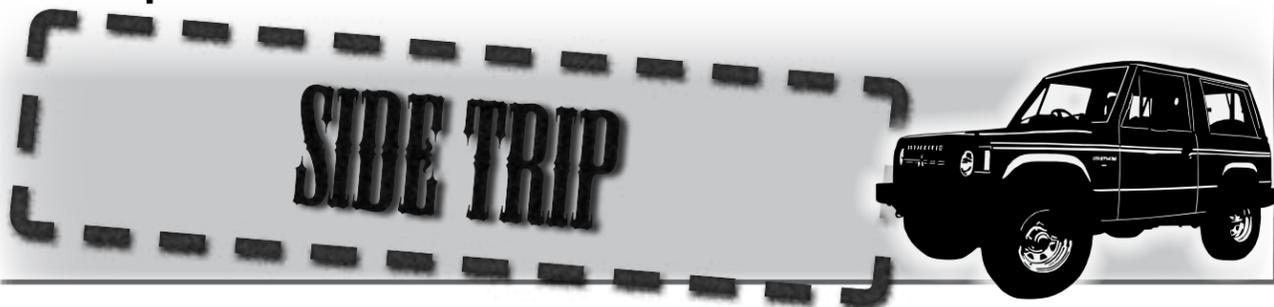
Visit Fort Dodge:  
see Page 53



CENTRAL PORTION

CENTRAL PORTION

# Explore More—Take a Santa Fe Trail



If you're near **Council Grove** (page 34) visit:



Photo Filename/Date: \_\_\_\_\_

## KAW MISSION



Take US 56/KS 177/East Main to 500 N. Mission, Council Grove, Kansas, 66846.

The Council Grove treaty stated that the government would provide funds to advance the education of the Kaws in their own country. In 1850 the Methodist Episcopal Church South, which had ministered to the tribe since 1830, entered into a contract with the government, and construction of the mission and school building was completed by February 1851. Call (620) 767-5410 for more information.

If you're near the **Coronado-Quivira Museum** (page 44) visit:



Photo Filename/Date: \_\_\_\_\_

## COW CREEK STATION HISTORICAL MARKER & FATHER PADILLA CROSS



Go 4 miles west of Lyons on US Hwy 56; the site is on the south side of the highway.

IN THIS ROADSIDE PARK YOU will find a 30-foot marble cross honoring **Spanish Father Juan de Padilla** who traveled with **Coronado** in 1541. Also in this park is a marker telling about

Cow Creek Station, a trading post and ranch at the crossing of the Santa Fe Trail. This trading post was operated by "**Buffalo Bill**" **Mathewson**.

If you're near the **Pawnee Rock State Monument** (page 48) visit:



Photo Filename/Date: \_\_\_\_\_

## SIBLEY'S CAMP



From KS Hwy 156, turn south onto Broadway. Follow Broadway to Second Street; turn right (west). The camp was located on the northwest corner of Second and State Streets. 502 West Second Street, Larned, Kansas.

THIS IS THE CAMPSITE OF the Santa Fe Trail Survey Team led by **George Sibley**. This team was sent by the U.S. Government to map the route to Santa Fe. Throughout this survey the team signed treaties allowing for safe passage of American and Mexican wagons through Indian

territory. Sibley's survey crew would build dirt mounds marking the Trail. However, they often varied from the actual route taken by traders and this "road" to Santa Fe was seldom used. Historians learned about Sibley's survey from his diary.

If you're near the **Santa Fe Trail Tracks** (page 50) visit:



Photo Filename/Date: \_\_\_\_\_

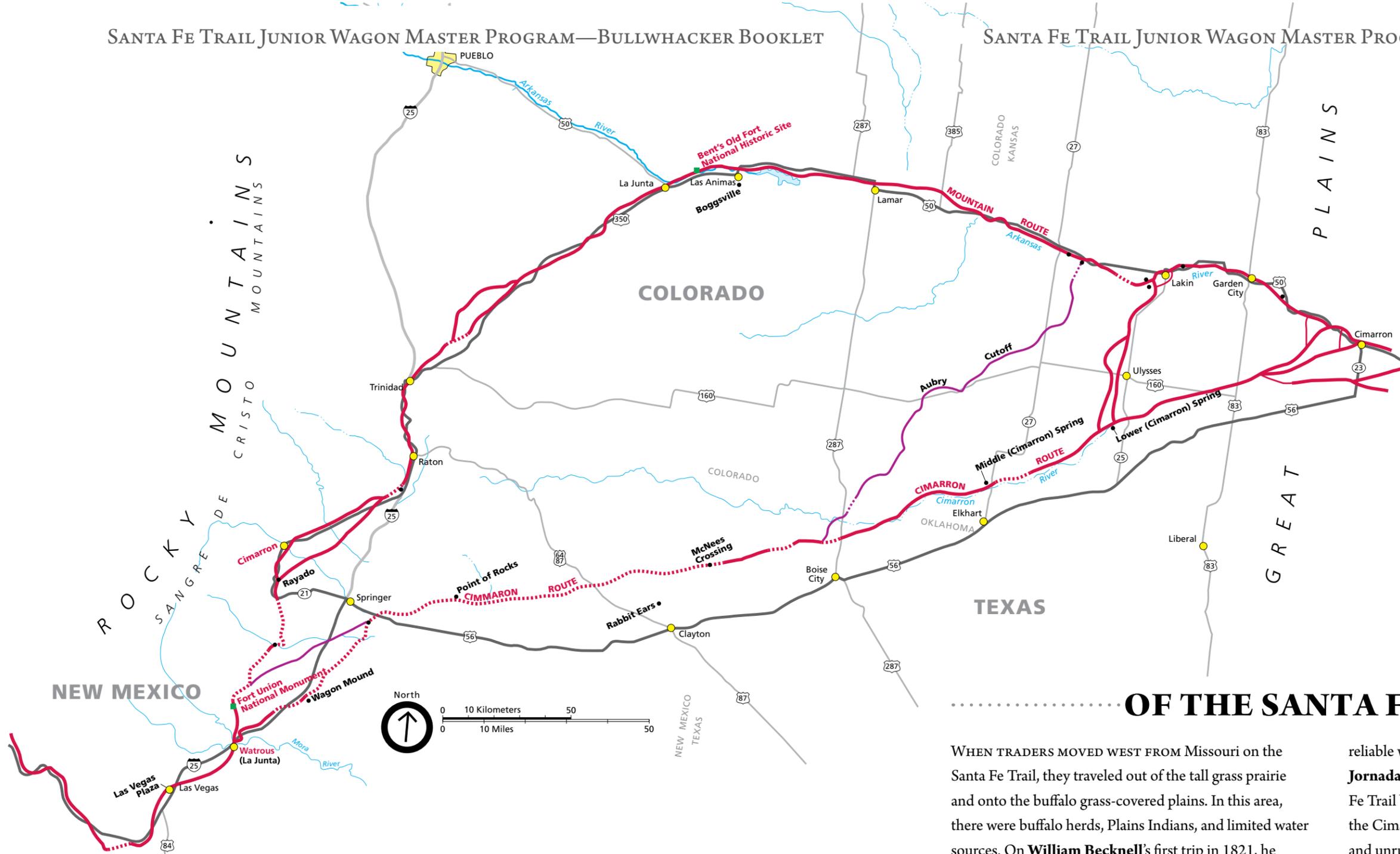
## FORT DODGE



The fort and its grounds are located five miles east of Dodge City, Kansas, and can be reached by taking U.S. Highway 400.

THIS IMPORTANT FORT ON THE frontier opened in 1865. It laid on the north bank of the Arkansas River. The soldiers were quartered in dugouts (sod buildings) when the post first opened. A large Santa Fe Trail campground near this location attracted the attention of many Indians.

The soldiers were assigned to protect traders and other travelers from attacks. The fort was relocated in 1867 and rebuilt in stone. It is now the Kansas Soldiers' Home for retired military and their families.



.....OF THE SANTA FE TRAIL.....

*The Mountain Route  
& Cimarron Route*

WHEN TRADERS MOVED WEST FROM Missouri on the Santa Fe Trail, they traveled out of the tall grass prairie and onto the buffalo grass-covered plains. In this area, there were buffalo herds, Plains Indians, and limited water sources. On **William Becknell's** first trip in 1821, he brought a **pack train** of horses. He followed the Arkansas River west into present-day Colorado and then crossed the Sangre de Cristo Mountains into New Mexico. This became known as the Mountain Route or the Bent's Fort Route.

In 1822, William Becknell took his second trip with farm wagons. Because of the heavy load of his wagons, he took a different route. Becknell crossed the Arkansas River and moved the **caravan** toward the Cimarron River. Between the two stretches of the rivers, it was difficult to find

reliable water. Mexican traders called this area the **Jornada**, meaning "a day's journey." This part of the Santa Fe Trail became known as the Cimarron Route, and later the Cimarron Cutoff. Cimarron is a Spanish word for wild and unruly.

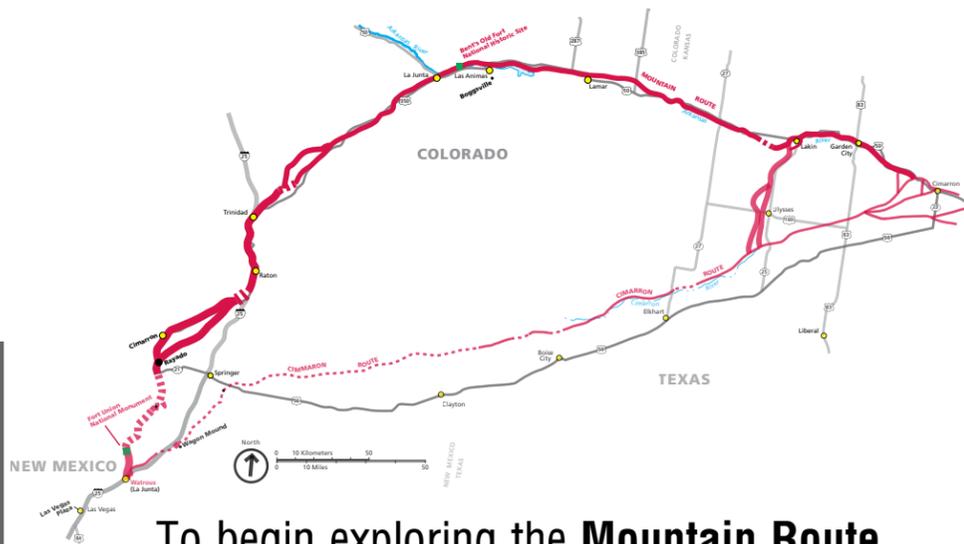
The Cimarron Crossing of the Arkansas River was the half-way point of the journey between Independence and Santa Fe. In the earlier years of the trail, the Arkansas River crossing was the **international boundary** between United States and Mexico. After the Mexican War in 1846-1848, you didn't enter another country when crossing the Arkansas River. The United States now owned the beginning and the end of the trail territory. The Mountain and Cimarron Routes joined together at **Fort Union** in New Mexico before they entered into the city of Santa Fe.



# WHICH WAY NOW?



As many traders discovered, deciding whether to take the Mountain Route or the Cimarron Route could affect the rest of the journey to or from Santa Fe dramatically. You are now faced with a similar choice. Although your journey on either route won't take as long as it did during Trail days, you'll find that there are surprising discoveries to learn on both the Mountain and Cimarron Routes.



To begin exploring the **Mountain Route**, visit the locations featured on pages 57–64.

To try your luck on the **Cimarron Route**, turn to page 65.

# MOUNTAIN ROUTE AHEAD



# CIMARRON RIVER CROSSING

..... KANSAS (MOUNTAIN ROUTE) .....



US Hwy 50 to the town of Cimarron, Kansas. Turn south on KS Hwy 23, also called Main Street. Proceed through Cimarron to the south end of Main Street. Cimarron Crossing Park is on the right to the west.

THERE ARE SEVERAL PLACES WHERE the traders crossed the Arkansas River and headed southwest toward Santa Fe on the Cimarron Route. Three major areas to ford the river were used and known as the lower, middle,

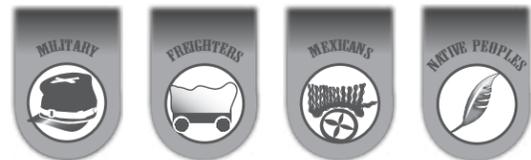
and upper crossings, although there were several other crossings. A Cimarron Crossing (also called the middle ; used most frequently, it was actually just many river crossings.

# Post Script



Reread the booklet's introduction to this section of the Santa Fe Trail. Now, read the Kansas Historical Marker. There is a mistake on the Kansas Historical Marker. Write home, on your postcard your thoughts and opinions about what you have discovered is the correct version.





# BENT'S OLD FORT

## COLORADO (MOUNTAIN ROUTE)



From **La Junta, Colorado**: from US Hwy 50; take CO 109 North one mile to CO 194, then east 6 miles. From **Las Animas, Colorado**: on U.S. Hwy 50 to CO 194, travel west 13 miles.

35110 CO Highway 194 East  
La Junta, CO 81050  
(719) 383-5010

THE MOUNTAIN ROUTE WAS THE rugged, northern route of the Santa Fe Trail. On the route, the brothers Charles and William Bent and Céran Saint Vrain built an **adobe** structure near the Arkansas River in 1833. This structure came to be known as Bent's Old Fort, sometimes described as Castle of the Plains. The **adobe** walls were fourteen feet high and the central courtyard was surrounded by lower and upper levels of rooms. Behind the fort, there was an **adobe** corral for animals. On top of the high walls, prickly pear cacti were planted to keep out invaders.

In the 1830's and 1840's, Bent's Old Fort was on the boundary line between the United States and Mexico. It was six hundred miles from the nearest town in Missouri.

William Bent managed the fort and traded with Indians, Mexicans, and trappers for furs, mules, buffalo robes, blankets, and horses. It was a place for people to stop and rest while traveling on different trails. In 1846, **Susan Magoffin**, wife of a Santa Fe Trail trader, recovered from an injury here. In her diary, she left detailed descriptions of Bent's Fort. Army Engineer, Lt. James Abert, a government map maker, drew detailed maps of the fort. Between these two fort visitors, Bent's Fort could be reconstructed with great accuracy. William Bent abandoned this fort in 1849 and built Bent's New Fort in 1853, forty miles downstream on the Arkansas River from his first fort. In 1976, the National Park Service **reconstructed** Bent's Old Fort on the original location. Now it is called Bent's Old Fort National Historic Site.

## VISITING A NATIONAL HISTORIC SITE



Pick up a Bent's Old Fort Junior Ranger booklet. Ask one of the staff members to sign this page. Enjoy your visit to the fort and consider the completion of the Junior Ranger booklet as part of the requirement for the Junior Wagon Master Program.

\_\_\_\_\_  
SIGNATURE OF BENT'S OLD FORT STAFF MEMBER

SANTA FE TRAIL ASSOCIATION

Bent's Fort Chapter



# BOGGSVILLE

## COLORADO (MOUNTAIN ROUTE)



From U.S. Hwy 50, turn south onto Bent's Avenue/Main Street of Las Animas, Colorado. Then proceed 2 miles south on CO 101. Boggsville will be on the northeast side of the road. The Pioneer Historical Society of Bent County now owns the Boggsville site and the Thomas Boggs and John Prowers houses have been structurally restored through fundraisings.

BOGGSVILLE, LOCATED ON THE PURGATOIRE River, was first used as a campsite by the Plains Indians. With the fur trade vanishing, many former mountain men found work raising livestock. Through his wife's government land grant connections, Thomas Boggs started his ranch near the river on a branch of the Santa Fe Trail. It became known as Boggsville after he and his wife, Rumalda Luna

Bent Boggs, built their first home. John Wesley Prowers moved to the Boggs's ranch in 1867 along with frontiersman **Kit Carson** and his family. A year later, with Carson in poor health, his wife, Josefa, died from childbirth complications. Kit died several weeks later at nearby Fort Lyon. Thomas Boggs was the executor of Carson's will.

## MULTICULTURAL TOWN

Pick up tour brochures from the front porch of the Boggs House. There were three cultures influenced by the Santa Fe Trail: Anglo American, Mexican, and American Indian. Name at least one person from each culture who lived in Boggsville.

a. Anglo American \_\_\_\_\_

b. Mexican \_\_\_\_\_

c. American Indian \_\_\_\_\_

SANTA FE TRAIL ASSOCIATION

Bent's Fort Chapter



# TRINIDAD

## COLORADO (MOUNTAIN ROUTE)



Take I-25 and US Hwy 350; US Hwy 350 becomes Main Street. Proceed to 312 Main Street. The complex is on the south side of the street. Contact the museum for information or appointments for off-season tours.  
312 East Main Street, P.O. Box 377  
Trinidad, Colorado 81082  
(719)846-7217

TRINIDAD, COLORADO WAS FOUNDED IN 1862 by Felipe Baca. This village sits at the base of Fisher's Peak on the Santa Fe Trail. All wagons going through Raton Pass to Santa Fe came through the Trinidad area. The Trinidad History Museum overlooks the Santa Fe Trail and is a complex of four different attractions: the Baca House,

the Bloom Mansion, the Heritage Gardens, and the Santa Fe Trail Museum. The Baca House was originally built for John Hough who moved from Boggsville. Later, the house was purchased by Felipe Baca. The Santa Fe Trail Museum is an **adobe** structure and housed the servants who worked for the Baca family.

## TOLL ON THE TRAIL

In 1865, Dick Wooton built and opened a toll road for travelers through the Raton Pass and Wooton Ranch served as a stage station stop. The Atchison, Topeka, and Santa Fe Railroad purchased Dick Wooton's ranch in 1878. The railroad was the first one to enter the New Mexico Territory. Go to the Trinidad History Museum complex and to the Santa Fe Trail Museum. Find the framed record of George McBride and the tolls he recorded on Uncle Dick Wooton's Toll Road. Fill in the list showing what the charges were for the kind of transportation or produce.

- 2 horsemen \_\_\_\_\_
- 1 wagon \_\_\_\_\_
- Bread \_\_\_\_\_
- Mexican blanket \_\_\_\_\_
- Knife \_\_\_\_\_



# FORT UNION NATIONAL MONUMENT

## NEW MEXICO (MOUNTAIN ROUTE)



Travel along I-25 and take Exit #366 at Watrous. Then turn west and proceed eight miles on NM 161.  
P.O. Box 127, Watrous, New Mexico 87753  
(505) 425-8025

DURING THE FORTY YEARS OF its existence, Fort Union hosted three different forts. The first fort was established in 1851 and became the Military Department Headquarters, replacing Fort Marcy in Santa Fe. The fort was known as the "guardian of the Santa Fe Trail," protecting travelers from Indian raids. The first fort was built near the foot of the long ridge (west of the current Visitors' Center) and some ruins can still be seen. This fort is open once a year for visitors. In 1861, the Star Fort east of the first fort was built.

This second earthwork structure had an eight-pointed star design. This was built as a defense fort during the Civil War although no Confederate attacks ever took place at this site. In 1863, adjoining the Star Fort on the north, the third fort was built and became the largest military depot in the American Southwest. It functioned as a troop station for soldiers, and supply depot of goods and weapons for distribution to other western forts. The railroad reached Watrous in 1879, eliminating the need for defending trail trade. Fort Union closed in 1891.

## VISITING A NATIONAL HISTORIC SITE



Pick up a Fort Union Junior Ranger booklet. Ask one of the staff members to sign this page. Enjoy your visit to the fort and the Junior Ranger booklet as part of the requirement for the Junior Wagon Master Program.

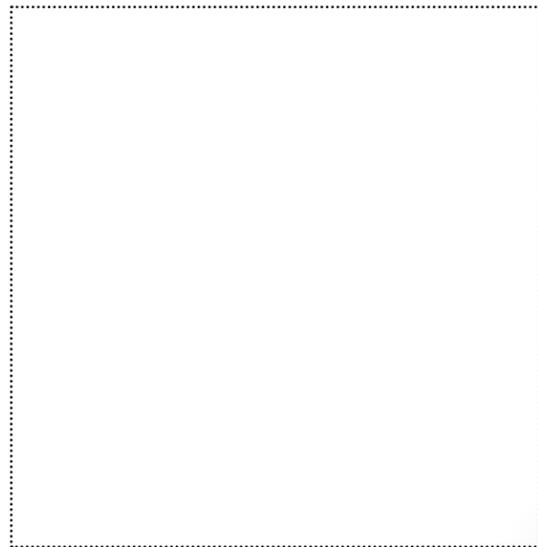
\_\_\_\_\_  
SIGNATURE OF FORT UNION STAFF MEMBER

# WAGON MASTER

## CHALLENGE

On the National Park Service emblem, the sequoia tree and bison represent plants and wildlife. The mountains and water represent scenery and enjoyment. The arrowhead represents historical and archeological values.

If you were a park ranger and you could make up your own emblem, what would you design? What would it represent?



Draw your emblem here. You can draw pictures and include text.

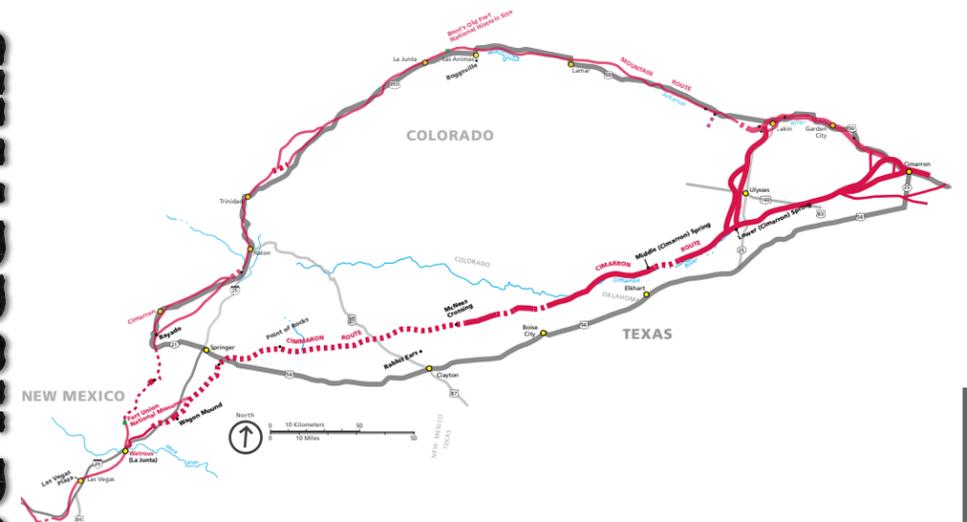


# RIGHTLY ROUTED?



As many traders discovered, deciding whether to take the Mountain Route or the Cimarron Route could affect the rest of the journey to or from Santa Fe dramatically. You are now faced with a similar choice. Although your journey on either route won't take as long as it did during Trail days, you'll find that there are surprising discoveries to learn on both the Mountain and Cimarron Routes.

# AHEAD CIMARRON ROUTE



To begin exploring the **Cimarron Route**, visit the locations featured on pages 66–75.

To try your luck on the **Mountain Route**, turn to page 56.



# MORTON COUNTY HISTORICAL SOCIETY MUSEUM

... ELKHART, KANSAS (CIMARRON ROUTE) ...



When traveling on US Hwy 56, the Morton County Historical Society Museum is approximately 1/2 mile from the beginning of Elkhart on the east side of the highway. Look for the red caboose and the windmill. The museum is open Tuesday through Fridays from 1:00 PM to 5:00 PM, as well as by appointment on Saturdays and Sundays. Closed Mondays.

Morton County Historical Society Museum  
East Highway US 56, PO Box 1248, Elkhart, KS 67950-1248  
(620) 697-2833



THERE ARE MORE MILES of the Santa Fe Trail in Morton County, Kansas, than in any other county along the entire length of the Santa Fe Trail.

A 20-FOOT BY 40-FOOT MURAL by artist Charles Goslin depicts the nearby Middle Springs and Point of Rocks area.

Wagon Bed Spring (Lower Spring)  
Kansas: see Page 80



# YOKED TOGETHER

Oxen were the animal of choice for pulling wagons on the Santa Fe Trail. Yokes were vital equipment to guide, control, and steer these hard-working animals.

1

Look for the display of oxen yokes, both Mexican and American. What is the big difference between these two yokes?

The big difference between the two yokes is: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2

If you had to choose, which yoke do you think would be best for the animals and why?

I think the \_\_\_\_\_ yoke would be best because \_\_\_\_\_

\_\_\_\_\_  
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ROUTES PORTION

ROUTES PORTION



# MIDDLE SPRING & POINT OF ROCKS

## KANSAS (CIMARRON ROUTE)



**To Middle Spring:** From US Hwy 56 in Elkhart, Kansas, proceed to the traffic light and turn right on Morton Street, the main street of town. Go through the town and at the “T” intersection, turn right on Baca Street and join KS Hwy 27 heading north. You can miss going through town by taking KS Hwy 27 off US 56 and go north. At approximately eight miles north, cross the Cimarron River and see many limestone markers on both sides of the road showing you exactly where the Santa Fe Trail runs. One half mile past the bridge, turn left on a dirt road. This is USDA Forest Service land and is part of the Cimarron National Grassland. Proceed about two miles. A small road intercepts from the right or north. Turn right and go approximately ¼ mile. Middle Spring is on the right.

**To Point of Rocks:** Go back to the intersection and turn right (west). There are more limestone markers here showing the trail. Go 1½ miles to the top of the hill. Take the left fork into the Point of Rocks turn around.

### BEWARE OF RATTLESNAKES & WATCH WHERE YOU WALK

MIDDLE SPRING WAS A VITAL water stop on the Cimarron Route, also called the Dry Route. This area, fed by natural springs, had water all year long. There were three springs: the lower, middle and upper springs. The lower spring was also known as Wagon Bed Spring. The upper spring was known as Flag Spring. Middle Spring had no other name. Because the Cimarron River usually had no water at this point (it runs underground in this area), the springs were essential to survival on this route of the Santa Fe Trail.

Point of Rocks is a **landmark**. There are several places on the Santa Fe Trail called the Point of Rocks. From the top of this Point of Rocks, there is a good view of the Cimarron River valley and the many ruts passing between the base of the bluff and the river. When travelers on the Trail saw Point of Rocks, they knew they were close to finding water at Middle Spring. Notice the series of little hills called the Cimarron **Breaks**. There is a steep hiking trail leading down the face of the **bluff**. At the bottom is a DAR marker, which was rededicated in 1997.

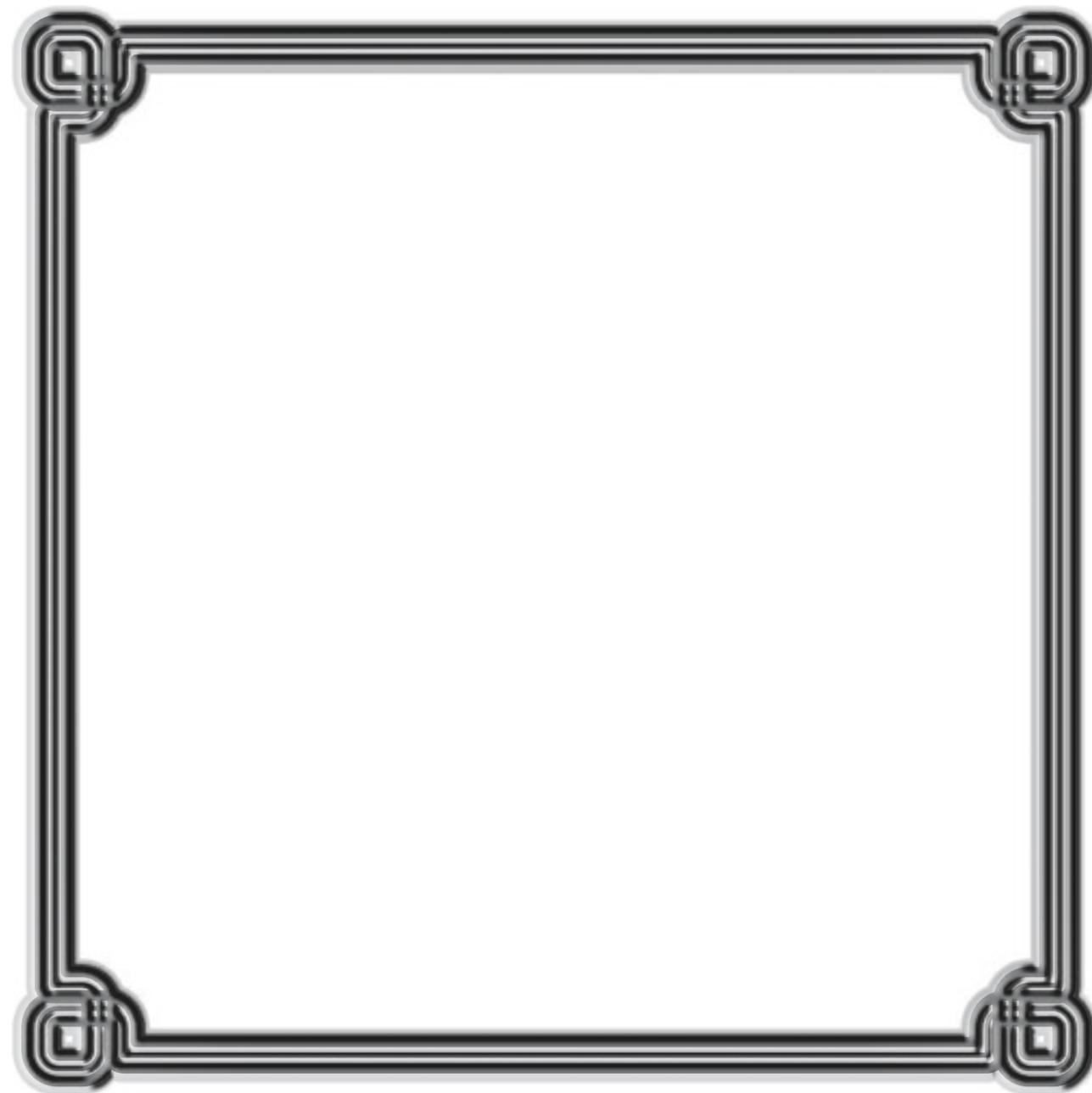
Autograph Rock, Boise City, OK: see Page 81

SIDE TRIP



# POINT OF VIEW

At Point of Rocks, stand on the point and take a good look around. Draw the view from the point. Be sure to include the ruts, Cimarron **Breaks**, Cimarron River, trees, and any wildlife you may see. If you have drawn any modern-day items (i.e. fences, windmill, power lines, etc.), circle those.







# RABBIT EARS MOUNTAINS

NEW MEXICO (CIMARRON ROUTE)



Rabbit Ears is six miles northwest of Clayton, New Mexico, on private property in Union County. The mountains are readily seen while traveling on Highway 56 and also on NM 370 to Clayton State Lake.



THE RABBIT EARS LANDMARK IS a **butte** and a mountain peak that were quite visible when merchants crossed into New Mexican Territory from Oklahoma. From different locations on the Trail, travelers thought the landmark vaguely resembled a pair of rabbit ears.

The Santa Fe Trail passed about seven miles north of this important landmark. According to one story, Rabbit Ears was named for an Indian chief who was killed in the area by Spanish Cavalry.

From here, travelers had approximately two hundred miles to travel before reaching Santa Fe.

Rabbit Ears is a prominent landmark on the Santa Fe Trail, so it is mentioned in this booklet. Because it is on private property, there are no activities for this site. Do you think it looks like a rabbit's ears?

## 200 MILES TO SANTA FE

Point of Rocks, between Clayton and Springer, New Mexico: **see Page 82**

SIDE TRIP



# WAGON MASTER

## C · H · A · L · L · E · N · G · E

Word Search

n w g i l w e a v m u y q z e c p o i u y f o r t u n i o n  
o t w d a d i n i r t j p q o w i e r a t o n p a s s k f j z  
r n v m c p v o b o g g s v i l l e l f h g d k s l a b n v  
r c x a z p l m o k i t c a r s o n g c t f x r d z e s a w  
a w e a s d z x c r t y f g h v b e n t s f o r t n r a m a l  
m j h m n b v c x g f d s a y t h o m a s b o g g s j k l  
i h t n g r b f e v d w c s q n e t o o w k c i d e l c n u  
c g y x f t z h g u o h n h o j k u l b p h i l i p e b a c a

Cimarron  
Bent's Fort  
Lamar  
Boggsville  
Trinidad  
Raton Pass

Fort Union  
Uncle Dick Wooten  
Kit Carson  
Philippe Baca  
Thomas Boggs  
John Hough



# WAGON MOUND

## NEW MEXICO (CIMARRON ROUTE)



Travel on I-25 and then take exit number 387 for Wagon Mound. Drive through the town of Wagon Mound on NM 120 for a distance of approximately seven-tenths of a mile. Finally, turn right into the cemeteries.

Wagon Mound is a volcanic rock landmark and from a distance it reminded travelers on the Santa Fe Trail of a large wagon pulled by draft animals. A spring at the base of the mountain made it an excellent rest stop and camp site.

Near here, in 1854, a daughter of Jicarilla Apache Chief Lobo Blanco was killed while in the custody of the U.S. Army. That same year, ten teamsters accompanying a mail

wagon were attacked and killed by Chief Lobo Blanco and his warriors in retaliation for the death of his daughter.

Both Indians and Anglos played a violent role in these events and earlier conflicts. A military patrol came upon the scattered remains and government mail. This was the first attack on a mail wagon on the Santa Fe Trail.

# TRADER'S TOMBSTONE

Go to the Santa Clara Cemetery. There you will find the gravestone of freighter-trader Charles Fraker.

- 1 Draw his stone and fill it in with the name and dates. CHARLES FRAKER lived to the age of \_\_\_\_\_
- 2 Figure out how long Fraker lived. \_\_\_\_\_
- 3 Was this a long time to live back then? Why? \_\_\_\_\_



# LAS VEGAS

## NEW MEXICO (CIMARRON ROUTE)



To reach Las Vegas, New Mexico, drive on I-25. Take exit number 345. Keep right at the fork to go on NM 65/W/E University Ave. Go 1/2 mile and turn right onto 7th Street/NM-518/NM-65. Turn left onto National Ave/NM-65; go 1/2 mile. Turn right onto N. Gonzales Street/Plaza Street. The plaza is on the left.

THE TRANSLATION OF LAS VEGAS from the Spanish is "the meadows." In this area, **William Becknell** and his men came through a gap from the Sangre de Cristo Mountains and were met by a Mexican military patrol and their commander in 1821. Becknell's group was escorted to Santa Fe to sell their goods. Mexico had won its independence from Spain and Santa Fe was now open to trade with the Americans.

Las Vegas was established in 1835 after a group of settlers received a land grant from the Mexican government. The Santa Fe Trail went through the old original settlement **plaza**, in the center of town, which was a key trading spot on the Santa Fe Trail. For eastern traders, Las Vegas was the town toward the end of the Trail. For western traders, it was first town after leaving Santa Fe.

During the 1846 Mexican-American War, General **Stephen Watts Kearny** came along the mountain route and marched his army to the central plaza. On top of a flat roof, he announced that Las Vegas was now the property of the United States. His army came through the same gap as Becknell. Today it is known as Kearny's Gap.

Between Las Vegas and Mora is the mountain called Hermit's Peak. In the mid 1860s, Giovanni Maria Augustini from Italy lived on the summit in a cave. He had traveled from Council Grove with a Santa Fe Trail **caravan** and lived as a hermit on this mountain. He claimed to be a holy man and carved trinkets and traded them for food. He left this area and moved to the Organ Mountains in southern New Mexico. Augustini was murdered in 1869.

## NATIONAL ANNOUNCEMENT

On the plaza, find the tall petrified log. The wooden marker attached to it quotes Kearny's speech to the people of Las Vegas. Read the first paragraph of the speech and fill in the blanks.

Mr. Alcalde, and people of New Mexico... I have come amongst you by the orders of my \_\_\_\_\_, to take \_\_\_\_\_ of your country, and extend over it the laws of the \_\_\_\_\_. We consider it, and have done so for some time, a part of the \_\_\_\_\_ of the United States. We come amongst you as \_\_\_\_\_—not as \_\_\_\_\_; as \_\_\_\_\_—not as \_\_\_\_\_. We come among you for your \_\_\_\_\_—not for your \_\_\_\_\_.

Kearny's Gap:  
see Page 83



# Explore More—Take a Santa Fe Trail

If you're near **Lamar** (page 61) visit:



Photo Filename/Date: \_\_\_\_\_

## SAND CREEK MASSACRE NATIONAL HISTORIC SITE



Sand Creek Massacre National Historic Site is a National Park Service site in Kiowa County, Colorado. To visit the site, follow Colorado State Hwy 96 east off Hwy 287 near Eads, or west off Hwy 385 at Sheridan Lake. Near Chivington, turn north onto County Road (CR) 54/Chief White Antelope Way or at Brandon, turn north onto CR 59. Follow these roads to their intersections with CR W. The park entrance is along CR W a mile east (right) of CR 54 or several miles west (left) of CR 59.

910 Wansped, Eads, Colorado 81036  
(714) 729-3003

DURING THE 1850's AND 1860's, the population growth of the Colorado Territory increased due to the discovery of gold and silver in the Rocky Mountains. The Colorado Territorial Governor, John Evans, wanted the Cheyenne and Arapaho hunting grounds available for white development. The Indians refused to sell their lands and move to the reservations for settlement. The angered Indians attacked wagon trains, stagecoach lines, and mining camps. The governor requested that Colonel John Chivington and his volunteer militiamen go out and talk to the Indians about giving up their lands. At Camp Weld, near Denver, the Indian representatives met with Evans and Chivington on September 28, 1864.

No treaties were signed and the Cheyenne and Arapaho, thinking they would have protection of the soldiers of Fort Lyon, traveled to Sand Creek to set-up their village. Chivington knew that the Indians had surrendered. On November 29, 1864, under Chivington's command, seven hundred men from the Colorado Territory Militia attacked and destroyed an **encampment** of Cheyenne and Arapaho Indians at Sand Creek in southeastern Colorado Territory. Over one hundred Indians were killed: most of them were old men, women, and children, including Cheyenne Chief Yellow Wolf as well as his brother. Chivington resigned from military service but he was never convicted for the Sand Creek killings.



If you're near **Trinidad** (page 64) visit:



Photo Filename/Date: \_\_\_\_\_

## STONEWALL CEMETERY, COLORADO



Take CO 12 west of Trinidad approximately forty miles to the town of Stonewall. Just before the town on the north side of the road is the unmarked entrance gate. The dirt road leads to the cemetery which is one-half mile from the highway. Please close all gates after passing through in your vehicle.

**MARION SLOAN (RUSSELL)** WAS BORN on January 26, 1845, in Peoria, Illinois. In 1852, Marion and her brother, Will, accompanied their mother, Eliza, on a trip to California going down the Santa Fe Trail. Due to a robbery in Albuquerque, Eliza did not take the children to California but instead ran a boarding house in both Albuquerque and Santa Fe. This was one of the five trips that Marion took on the Santa Fe Trail from childhood through her teenage years. In Santa Fe, Marion was one of the few Anglo-Americans to attend the Loretto Academy for girls. During her stay in New Mexico Territory, she met **Kit Carson** and French Bishop **Jean-Baptiste Lamy**.

MARION FOUND HER TRUE LOVE while she and her mother were living at Fort Union where Marion's mom cooked for unmarried officers. Marion married Richard Russell at the Fort Union Chapel in 1865 and spent her honeymoon at **Camp Nichols** in Oklahoma Territory. When Richard was mustered out of the army, they established a trading post along with partner Mr.

DeHague at Tecolote on the Santa Fe Trail south of Las Vegas. After DeHague ran away with the store's money, the Russell family sold the trading post and moved to southern Colorado just west of Trinidad. Here they established a cattle ranch and called it Stonewall. During the Maxwell land grant disputes, Marion Sloan (Russell)'s husband was shot while carrying a white flag of truce as he walked toward the hotel to have a meeting with the land grant committee. He died five days later and was buried in the Stonewall Cemetery. Marion continued to raise her children and live on the ranch. In her later years, she went over the Santa Fe Trail again but this time in an automobile. Marion dictated her memoirs to her daughter-in-law, Winnie Russell, and this book is called *The Land of Enchantment* which gives the modern reader vivid descriptions of the Santa Fe Trail era. In 1936, Marion died of injuries from a car accident at the age of ninety-one and is buried alongside her husband in the Stonewall Cemetery.

# Explore More—Take a Santa Fe Trail

If you're near the **Morton County Museum** (page 68) visit:



Photo Filename/Date: \_\_\_\_\_

## WAGON BED SPRING NEAR ULYSSES, KANSAS



From Ulysses take US 25 south for approximately 7½ miles. As the road veers left, stay on the right fork. Go three miles and turn right on a narrow dirt road into a pasture. Proceed about one mile to the parking area, marker, and fenced in spring.

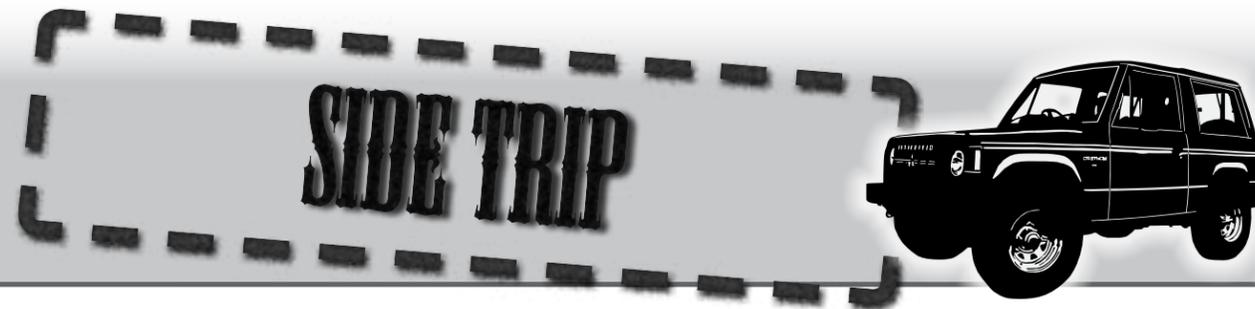
BORN ON JANUARY 6, 1799 in Bainbridge, New York, Jedediah Smith left home at 22 years of age to trap beaver in the upper Missouri. A year later, he trapped all the way to Oregon-California territory. A mountain man and scout, Smith had many scars, including a large scar from his eyebrow to his ear from a run-in with a grizzly bear. He was a devout Christian and kept his Bible and his rifle with him at all times.

ON MAY 27, 1831, NEAR this area, Jedediah Smith was killed as he was looking for water for a wagon train. He was attacked by Comanches as he was digging for water in the sand of the Cimarron River's bed.

There were three springs on the Cimarron Route: the lower, middle and upper springs. The lower spring was



also known as Wagon Bed Spring. The upper spring was known as Flag Spring. Middle Spring had no other name. Because the Cimarron River often had no water, the springs were essential to survival on this route of the Santa Fe Trail. In 1847, someone decided to sink a wagon bed into the spring. This made a holding tank of sorts for the water, making it easier to obtain water.



If you're near **Middle Spring & Point of Rocks, KS** (page 70) visit:



Photo Filename/Date: \_\_\_\_\_

## AUTOGRAPH ROCK NEAR BOISE CITY, OKLAHOMA



From Boise City, Oklahoma, take to 325 West four miles to 230 Road. Turn right on 230 Rd. Proceed four miles. Pavement ends. Turn Left on EO150 Rd. At the "T" turn right on 210 Road. Proceed to Sharp's Ranch. **YOU ARE REQUIRED TO SET UP AN APPOINTMENT BEFORE SEEING THIS SITE, WHICH IS ON PRIVATE PROPERTY.**

To set up an appointment please call one of two the following organizations:

**Cimarron Heritage Center**  
1300 N Cimarron Street  
Boise City, OK 73933  
(580) 544-3479

**Cimarron County Chamber of Commerce**  
6 North East Square  
Boise City, OK 73933  
(580) 544-3344

COLD SPRINGS CREEK, A TRIBUTARY of the Cimarron River, was a well-known campsite located in what became known as the Panhandle of Oklahoma. People camped here because of the nearness of water and protection from attack by the high cliffs. Numerous people carved their names on the sandstone wall of the cliffs. The signatures came from soldiers, teamsters, gold seekers, and others

traveling on the Santa Fe Trail. Because of all the names carved in the rock, Cold Springs Creek became known as Autograph Rock. The name written most often was F. B. Delgado. He owned a mule and ox train that freighted up and down on the trail. Autograph Rock is part of the Santa Fe National Historic Trail and is located on a ranch owned by Dan and Carol Sharp.

# Explore More—Take a Santa Fe Trail

If you're passing **Rabbit Ears** (page 74) keep going to visit:



## POINT OF ROCKS BETWEEN CLAYTON & SPRINGER, NM

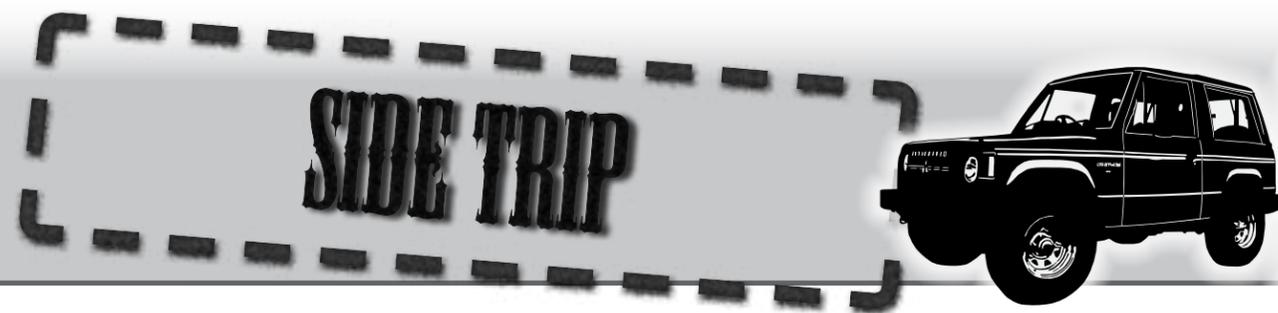
 Located in Colfax County, approximately 25 miles northeast of Springer. To access the site, proceed approximately 20 miles east from Springer along US Hwy 56 (Santa Fe Trail) to County Road C-52 (Dorsey Road), at mile marker 23. Turn north and travel for approximately seven miles on CO 52. Between miles six and seven, there is a deep swale that crosses the road. Turn right (northeast) on CO 53 and drive two miles, turn North one mile to the site.  
HCR 60, Box 27, Springer, New Mexico 87747

### BEWARE OF RATTLESNAKES & WATCH WHERE YOU WALK

POINTS OF ROCKS, NEW MEXICO, is a **mesa** above low and rolling hills with a spring at its base. Next to the mesa on the eastern side is a **landmark**, the ridge of Hogback Butte. Santa Fe Trail caravans and Indian buffalo hunting parties would camp near the rocks which provided an excellent view of the Rocky Mountains plus a year-round spring available to the campers. This was also near the site of the White Family Ambush in 1849 by Jicarilla Apache Indians. They killed six people including James White and William Callaway and captured Ann White, her daughter, and a servant. **Kit Carson** guided the military party to the Apache camp to rescue mother and daughter but Mrs.

White was found dead. The child and servant were never found. An important note, however, is that more people died of cholera than Indian attacks along the Trail.

AT POINT OF ROCKS YOU can see the following: Jicarilla Apache Indian tipi-ring marks in the rocks, Santa Fe Trail ruts, the grave of Isaac Allen who died in 1848 and eleven unmarked graves. It is located on the ranch of Faye Gaines and the late Pete Gaines in Colfax County. Even though this site is on private land, access is unrestricted. An outdoor kiosk along with a picnic shelter is also on the site.



If you're near **Las Vegas** (page 77) visit:

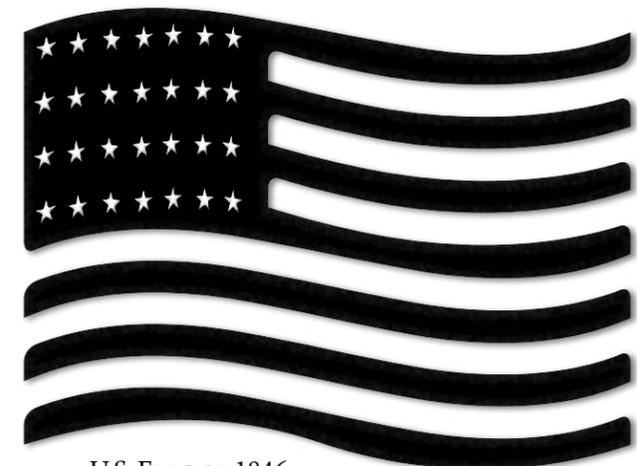


## KEARNY'S GAP

 From the southwest corner of the plaza proceed out Pacific Street to Hwy NM 85 (Grand Avenue). Turn right on NM 85, when approaching the Interstate 25 ramp, go left and follow the frontage road (do not take the I-25 on-ramp). After passing under the interstate highway, turn right; continue for two-tenths of a mile and turn right again, going back over the interstate (NM 283). Continue to follow the road toward the gap between the two mountains. Stop at the marker on the right side of the road. Go back the way you came in—there is no alternate route back to I-25.

**William Becknell** and fellow Missouri traders passed through this spot on November 13, 1821. It was here that they were met by Mexican militia under the command of Captain Pedro Gallego. Becknell officially learned that Mexico was no longer controlled by Spain. The militia escorted the traders into Santa Fe and thus started the international trade route between the United States and Mexico.

In 1846, during the Mexican-American War, General Stephen W. Kearny's famed Army of the West also passed through this area. They were on their way to declare Santa Fe as part of the United States.



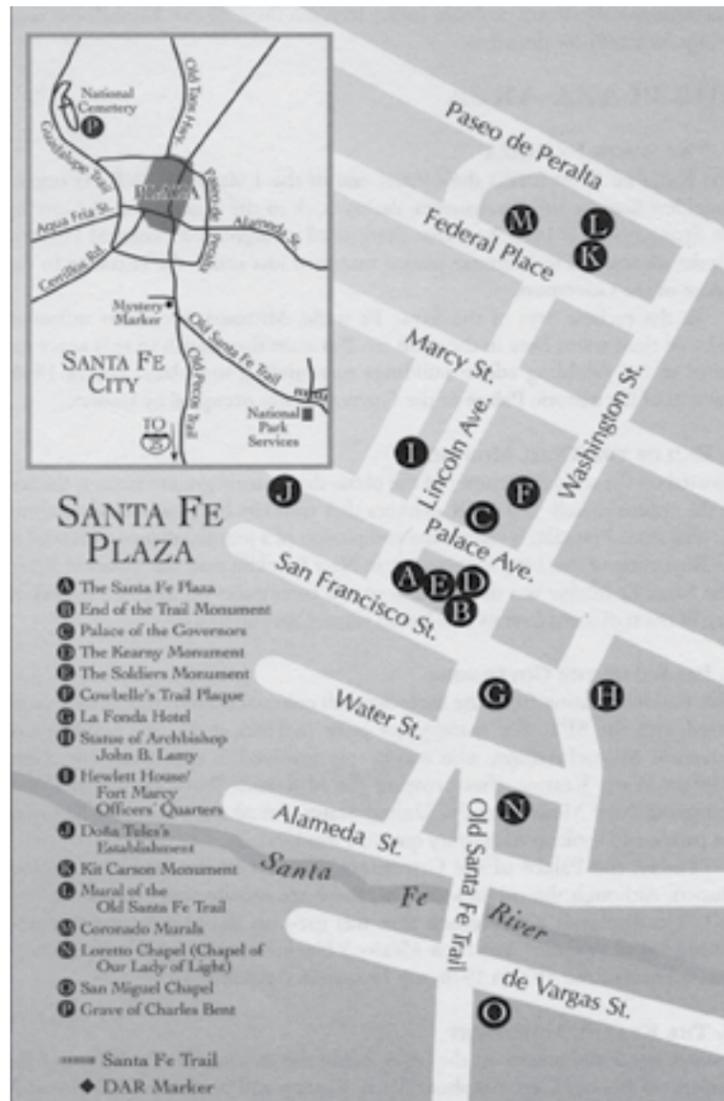
U.S. FLAG OF 1846

ROUTES PORTION

ROUTES PORTION



*Almost there!*



Map from *Following the Santa Fe Trail* by Hal Jackson. Used with permission.



Santa Fe is sometimes called the “End of the Trail,” but many traders loaded their wagons with goods from Mexico and New Mexico for trade in the United States.

# The Western Terminus

## OF THE SANTA FE TRAIL

- 1540-1542 Don Francisco Vázquez de Coronado leads the first exploratory expedition into New Mexico.
- 1598 Don Juan de Oñate establishes the first settlement and capital at San Juan, Pueblo, northwest of Santa Fe.
- 1609-1610 Don de Peralta, third Governor of New Mexico, declares Santa Fe as the new capital: La Villa Real de la Santa Fe (The Royal City of the Holy Faith)
- 1610-1612 Palace of the Governors is built.
- 1610-1612 Travel on the El Camino Real (The Royal Highway) and the Chihuahua Trail begins between Santa Fe and Chihuahua, creating regular mission supply service.
- 1680 Spanish retreat to El Paso del Norte (Juarez) because of the Pueblo Indian Revolt.
- 1692 General Don Diego de Vargas takes back Santa Fe.
- 1807 In New Mexico, American explorer Zebulon Pike and his part of men are arrested as intruders and brought to Santa Fe. They were jailed at and later released from Chihuahua.
- 1821 Mexico wins its independence from Spain. William Becknell, “Father of the Santa Fe Trail,” brings trade goods from the United States to Santa Fe, then a part of Mexico.
- 1822 Opening of the Santa Fe Trail.
- 1846 Mexican-American War begins. General Stephen Watts Kearny and his Army of the West occupy Santa Fe and announce that Santa Fe is part of the United States.
- 1847 Treaty of Guadalupe Hidalgo cedes Northern Mexico and Upper California to the U.S.
- 1850 Northern Mexico (present-day New Mexico) becomes a territory of the United States.
- 1862 Union soldiers defeat the Confederate soldiers at the Civil War Battle of Glorieta Pass.
- 1880 First railroad arrives at Lamy, near Santa Fe. The railroad makes the Santa Fe Trail obsolete.



# PECOS NATIONAL HISTORICAL PARK

GLORIETA, NEW MEXICO



Pecos National Historical Park is 25 miles east of Santa Fe, New Mexico, off of I-25. VISITORS TRAVELING NORTH ON I-25: take exit 299 on to Hwy 50 to Pecos village and south two miles on State Road 63. VISITORS TRAVELING SOUTH ON I-25: take exit 307 and proceed four miles north to the Park on State Road 63.

P.O. Box 418, Pecos, New Mexico 87552  
(505) 757-7200

THE PECOS NATIONAL HISTORICAL PARK sits in the Sangre de Cristo Mountains. E. E. “Buddy” Fogelson and his wife, actress Greer Garson, donated money for the E.E. Fogelson Visitor Center and also transferred land to the park. The park is a vast area and has the following sites:

- Pecos Pueblo and other pueblo ruins: Pecos was the center of trade with Plains Indians and the Rio Grande Valley People.
- Spanish colonial mission church ruins: Spanish explorers came to Pecos and missionaries worked on converting the Pueblo people to the Catholic religion.
- Santa Fe Trail sites, including Kozlowski’s stage stop: travelers on the Santa Fe Trail were fed fresh trout from the Pecos River.
- Sites of the Civil War Battle of Glorieta Pass: Pigeon’s Ranch, Camp Lewis, Cañoncito and Apache Canyon in which the Confederate’s vision to capture Fort Union, the Colorado mines and ports of California came to an end after a three-day Civil War battle in March of 1862.
- 20th century ranch history (Forked Lightning Ranch) owned by E.E. Fogelson and Greer Garson.

## VISITING A NATIONAL HISTORIC SITE



Pick up a Pecos National Historical Park Junior Ranger booklet. Enjoy your visit to the park and complete the booklet as part of the requirement for the Junior Wagon Master Program. Ask a staff member to sign this page.

\_\_\_\_\_  
SIGNATURE OF PECOS NATIONAL  
HISTORIC PARK RANGER

SANTA FE TRAIL ASSOCIATION

End of the Trail Chapter



# PALACE OF THE GOVERNORS

SANTA FE, NEW MEXICO



Because of the nature of Santa Fe streets, you will need a map. Stop in at the Santa Fe Welcome Center, in the Lamy Building. Be sure to pick up walking tour of downtown Santa Fe.

LAMY BUILDING: 413 Old Santa Fe Trail  
Santa Fe, NM 87501  
(505) 474-4155

An admission ticket to the Palace of the Governors includes access to the Palace, New Mexico History Museum, and the Palace Print Shop. School groups & New Mexico residents (on Sundays) are free.

THE PALACE: 105 West Palace Avenue  
Santa Fe, New Mexico  
(505) 476-5090

LOCATED ON THE NORTH SIDE in the Santa Fe Historic District Plaza, the **adobe** structure of the Palace of the Governors was built in 1610 by the governor of the Spanish Territory, Pedro de Peralta.

Until the 20th century, it was the Governor’s residence, and included official offices, military barracks, stables, servant quarters, an **arsenal**, and gardens, which were planted in the central patio. Over one hundred governors

lived here who were Spanish, Indian, Mexican and American. The Palace of the Governors is the oldest occupied public building in the United States.

Today, the Palace is a National Historic Landmark featuring four hundred years of history including the Santa Fe Trail, New Mexico and the region. In 2009, a 96,000 square-foot building became the state’s newest museum next door to the state’s oldest museum.

## VISITING A NATIONAL HISTORIC SITE



Enjoy a visit to the Palace of the Governors and New Mexico History Museum as part of the requirement for the Junior Wagon Master Program. Ask one of the staff members to sign this page.

\_\_\_\_\_  
SIGNATURE OF PALACE OF THE  
GOVERNORS STAFF MEMBER

SANTA FE TRAIL ASSOCIATION

End of the Trail Chapter



# NATIVE AMERICAN VENDOR PROGRAM

## AT THE PALACE OF THE GOVERNORS SANTA FE, NEW MEXICO

THE NEW MEXICO HISTORICAL SOCIETY has worked to promote, protect, and preserve the arts and crafts of the traditional Southwest Native Americans. The museum policy reserves the rights for participants in the Native American Vendor Program to sell their wares under the portal or front porch of the Palace of the Governors.

Maria Chabot, who was employed by the New Mexico Association on Indian Affairs, proposed the idea of outdoor Saturday Fairs to be held throughout the summer months to encourage the creations of traditional arts and crafts and to also educate the public on the Southwest Native American cultures. On July 11th, 1936 the first fair was held and prizes were judged by non-Indians for outstanding workmanship. The seasonal markets continued through 1939 and eventually this successful program became the daily-sponsored Native American

Vendors Programs. Members of the Hopi, Navajo Nation, Jicarilla and Mescalero Apaches and all nineteen New Mexico Pueblos sell their work.

These vendors, ranging from eighteen to eighty years of age, travel from forty-seven communities throughout New Mexico and the majority live on reservations or in the pueblos. Some of the older vendors have been coming to sell their crafts since childhood. English is spoken but it is not the first language for many of the tribes. There are no assigned spaces under the front porch and the sixty-nine spaces are first-come-first-serve starting at 8:00 AM. If there are more than sixty-nine vendors, then they are chosen by a lottery system. The Native American Vendors Program has a web site ([www.NewMexicoIndianArt.org](http://www.NewMexicoIndianArt.org)) and now offers gift certificates. Money from the selling of the wares goes to help with the Indian communities.



SANTA FE TRAIL ASSOCIATION  
End of the Trail Chapter

# TRIBAL DIVERSITY

Take a walk along the American Indian vendors in front of the Palace of the Governors. Ask at least six vendors and which tribe they represent and list them below. Some may represent more than one tribe.

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_

SANTA FE TRAIL ASSOCIATION  
End of the Trail Chapter



# THE PLAZA

## SANTA FE, NEW MEXICO



Because of the nature of Santa Fe streets, you will need a map. Stop in at the Santa Fe Welcome Center, in the Lamy Building. Be sure to pick up some brochures—including one of a walking tour of downtown Santa Fe.

Lamy Building  
413 Old Santa Fe Trail, Santa Fe, NM 87501  
(505) 474-4155

A **PLAZA** IS AN OPEN, public marketplace, usually in the shape of a square. The idea of a plaza was brought to this area by the Spanish. Most of the early Spanish-settled towns and villages in New Mexico have a plaza. The plaza in Santa Fe has been the center of public activity since the village was founded in 1610. When the Santa Fe Trail was in its early days, Missouri merchants brought their merchandise to the plaza and unloaded it for all to see. Later, with the wagons bringing so many goods, merchants began to rent or buy rooms close to the plaza to use as stores from which they sold their goods. Before 1846, even one end of the Palace of the Governors was used as a store!

The grey granite DAR marker, located on the southeast corner of the plaza, marks the end of the long journey which first started in Franklin, Missouri. (The marker can sometimes be hard to find due to vendors being close to

it.) This journey, of nearly one thousand miles, took three months of travel through rain, sleet, and snow. For the traders, reaching their destination, and being alive to tell about it, was the first step. The next step was to sell all their goods, spend a little money buying Mexican goods, and return to Missouri. Many traders made substantial profits from these trips. Soon Mexican traders were taking goods to Missouri and back, everyone coming and going from this plaza.

The 33-foot tall monument, called The Soldiers Monument was dedicated in 1867. This large structure was placed in the center of the plaza to honor the Union soldiers who died at the nearby Battle of Glorieta Pass as well as other military or Indian conflicts. Some of these events occurred on the Santa Fe Trail.

Taos New, Mexico (Kit Carson's Home & Gravesite): **see page 101**



# FLAWS IN FACT BECOME GLITCHES IN GRANITE

Find the marker erected by the Daughters of the American Revolution organization in 1910. If you look carefully, you can spot two mistakes. Identify the errors and provide the corrections that would be needed to make the marker accurate.

**1** Look at the dates for the Santa Fe Trail. What is wrong?

**2** What is wrong with the map showing the states bordering New Mexico?

### DATES

a. The mistake with the dates is \_\_\_\_\_

b. The era of the Santa Fe Trail was from \_\_\_\_\_

### STATES

a. The mistake with the map is \_\_\_\_\_

b. The states bordering New Mexico are \_\_\_\_\_





# LORETTO CHAPEL

SANTA FE, NEW MEXICO



For an admission fee, Loretto Chapel is open to visitors Monday through Friday, from 9:00 AM to 6:00 PM, and on Sunday, from 10:30 AM to 5:00 PM.

207 Old Santa Fe Trail  
Santa Fe, New Mexico 87501  
(505) 982-0092

BISHOP JEAN-BAPTISTE LAMY WAS APPOINTED to the New Mexico Territory in 1850 and his mission was to build schools and churches. The Sisters of Loretto from Kentucky answered the call when Bishop Lamy asked them to start a school for girls in Santa Fe. Bishop Lamy himself accompanied the six Sisters down the Santa Fe Trail to Santa Fe. The nuns were the first religious order of women in New Mexico. In 1853, a school for girls was established and it was called Academy of Our Lady of Light, also known as Loretto.

For twenty years the boarding school thrived and in 1870 the nuns requested a chapel for the school. They raised the funds needed, purchased the land and started the construction in 1873. When the architect for the chapel design was killed, the chapel was finished without a

stairway to the choir loft. Since there was no access to the choir loft except by ladder, the Loretto nuns sought to find someone to build a staircase.

Legend says a carpenter with a donkey and a toolbox was looking for work and he completed the circular or spiral staircase. This is sometimes called “The Miracle Staircase.” There are two complete 360-degree turns in the staircase and it was built with square wooden pegs. Ten years later, in 1887, Phillip August Hesch added the railing. The stained glass in the chapel was carried by wagons to Santa Fe.

The **Gothic Revival-style** chapel was patterned after King Louis XVI's private chapel, Sainte-Chapelle. Today it is privately owned and has remained opened as a museum. Arrangements can be made for weddings and concerts.

## ART & ARCHITECTURE

- Sit and study the front of the chapel. Why is this chapel considered a unique building? \_\_\_\_\_
- List some of the items which make the front of the chapel one-of-a-kind. The chapel has these distinct qualities: \_\_\_\_\_  
\_\_\_\_\_
- I like/dislike this style because \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# CHAPEL OF SAN MIGUEL

SANTA FE, NEW MEXICO



The chapel of San Miguel is open to visitors Monday through Saturday, from 9:00 AM to 5:00 PM and on Sunday, from 10:00 AM to 4:00 PM. Holy Mass is offered weekly on Sunday beginning at 5:00 PM.

401 Old Santa Fe Trail  
Santa Fe, New Mexico 87501-2746  
(505) 983-3974

SAN MIGUEL CHURCH IS SOMETIMES referred to as the oldest church in the U.S.A. and is located on Old Santa Fe Trail. The original church, which had been built of adobe around 1610, was burned during the Pueblo Revolt of 1680. The current **adobe** structure was built in 1710. There have been many renovations through the years.

Tourists can touch and ring the historic San Jose Bell, which is in the souvenir shop. This bell is known for

its beautiful tones. In 1859, Archbishop Lamy and the Christian Brothers of Santa Fe purchased the chapel. It then became part of Saint Michael's College.

The interior of the chapel holds excellent examples of religious art made in New Mexico. Look up at the entrance of the chapel and notice the large beam. Near the altar you can see remnants of earlier foundations.

## WRITTEN IN WOOD

The chapel's woodwork was done by local artists, some of it during the Santa Fe Trail era. Find the big, hand-cut beam which is the bottom part of the choir loft. Something is written on that beam. What is it? Write it on the drawing of the beam below. Add some of the decorations you see.





# JOURNEY'S END MONUMENT AT THE ENTRANCE TO MUSEUM HILL

SANTA FE, NEW MEXICO



The Journey's End Monument can be found at the entrance to Museum Hill  
Camino Lejo  
Santa Fe, New Mexico 87505

JOURNEY'S END IS A SCULPTURE monument group showing the arrival of a Santa Fe Trail **caravan** coming into Santa Fe. The monument shows many aspects of the incoming wagon train. All of the figures are cast in bronze.

A Title I Scenic Byways grant from the New Mexico State Highway Transportation Department was received by the City of Santa Fe Arts Commission in 1999. Additional

funding from city provided the money needed to build this sculpture.

The site of the monument is at the corner of Camino Lejo and Old Santa Fe Trail, which is close to the actual Santa Fe Trail wagon ruts. The artist is Reynaldo "Sonny" Rivera, American sculptor at Albuquerque, and the landscape architect is Richard Borkovetz.

## SCULPTING THREE CULTURES

|  | CULTURE | REPRESENTATIVE |
|--|---------|----------------|
| There are three cultures represented in the Journey's End monument. Name the three cultures and identify which figure represents each. | _____   | _____          |
|  | _____   | _____          |
|  | _____   | _____          |

# WAGON MASTER

## C · H · A · L · L · E · N · G · E

Word Search

n w g i l w e a v m u y q z e c p l a z a f p r t u f i o g  
y t w d a d i n v r b j p q o w i e r e v o r g l i c n u o c  
c n v m c p v o b o d g s v i q l e l f h g d k s l a b n v  
r c x a z p l m o k j t c f r s a n t a f e x r d z e s a w  
a w e a s d z x c r t y f g h v b t n t s a n m i g u e l e l  
m i r u o s s i m g f d s a y t g o m c s b o p g s j k l  
t h t n g r b f e v d w c s q n e t a o s k c i a e l c n u  
f g y x f t z h g u o h n h o j o u r n e y s e n d r c a

- |               |               |
|---------------|---------------|
| Missouri      | plaza         |
| Santa Fe      | Taos          |
| Council Grove | San Miguel    |
| Ft. Marcy     | Journey's End |



# SANTA FE NATIONAL CEMETERY

SANTA FE, NEW MEXICO



Santa Fe National Cemetery is located approximately one mile northwest of the plaza (see map of the Santa Fe Plaza at the beginning of the Western Terminus Section). You may visit the cemetery from sunrise to sunset. Please be respectful and return at another time if there is a service in progress. Office hours are 8:00 AM to 4:30 PM, Monday through Friday. The office is closed on federal holidays except Memorial Day. Park by the restrooms, which are shown on the map of the cemetery (see following page) and walk to the various sections.

501 Guadalupe Street, Santa Fe, New Mexico 87501  
(505) 988-6400

NEAR THE END OF THE Civil War, the United States government established a cemetery for the burial or reburial of Union soldiers who died during military action in the Santa Fe area. The land selected was west of Santa Fe and owned by the Roman Catholic Diocese of Santa Fe. They donated the property to the U.S. government in 1870. By 1876, the War Department changed the designation from national cemetery to a post cemetery, saving the U.S. government some money. By 1885, however, the national cemetery status was re-issued.

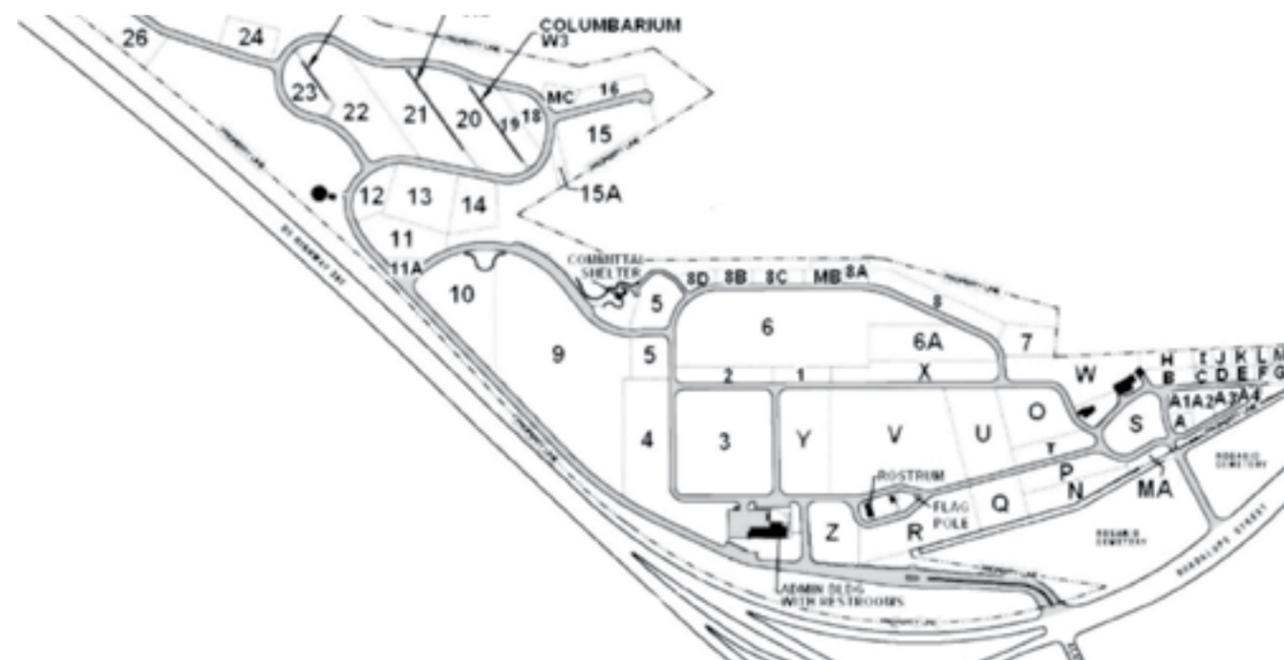
There are many notable burials in the Santa Fe National Cemetery. There are numerous Congressional Medal of Honor Recipients. Governor Charles Bent, who was killed in the Taos Indian uprising, is buried here (Section I). Also found here are the Union soldiers who died at the Battle

of Glorieta Pass, Kozlowski's ranch, and **Fort Marcy**—all 265 of them. The remains of 31 Confederate soldiers who were killed or died as a result of wounds during the Battle



of Glorieta Pass were discovered near the battleground in 1987. All but three of these soldiers were reburied in the Santa Fe National Cemetery (Section K). The remaining three soldiers were identified and reburied elsewhere.

# MEMORIAL TO A GOVERNOR



Enter the cemetery and proceed to section H. Find the marker for Governor Charles Bent.  
On the lines below, write the top six lines of the inscription.

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In memory of  
Gov. Charles Bent  
Born November 11, 1799  
in St. Louis Missouri  
Died on January 19, 1847  
in Taos, New Mexico



# EL RANCHO DE LAS GOLONDRINAS

SANTA FE, NEW MEXICO



El Rancho de las Golondrinas Living History Museum is open for self-guided tours during the months of June through September. From April 1 to October 31, the Museum is open for docent-guided tours. Hands-on history-related activities at the museum vary by season. Call for details and NM resident discounts. Take I-25 south of Santa Fe to exit 276 - the Relief Route heading north. Turn left on W. Frontage Road and right onto Los Piños Road. 334 Los Piños Road, Santa Fe, New Mexico 87507, (505) 471-2261

EL RANCHO DE LAS GOLONDRINAS translates as “The Ranch of the Swallows”. It was a stopping place on the El Camino Real from Santa Fe to Mexico City. Many merchants that traveled the Santa Fe Trail from Missouri continued on down the El Camino Real, which means “The Royal Road.” Miguel Vega y Coca purchased this property around 1710. This family was connected to the Baca family through marriage. Felipe Baca was a Santa Fe Trail trader who owned a nice home on the trail in

Trinidad, Colorado. This ranch is mentioned in diaries and business records often as it was either the first stop after leaving Santa Fe, or the last stop before reaching Santa Fe, if you were coming from Mexico City. The property was purchased in 1932 by the Curtin-Paloheimo family with the hopes of keeping the history of the 200-acre ranch alive for future generations. Buildings were restored, and some moved in from other sites to recreate a living, working, historically accurate ranch.

## VISITING A HISTORIC SITE



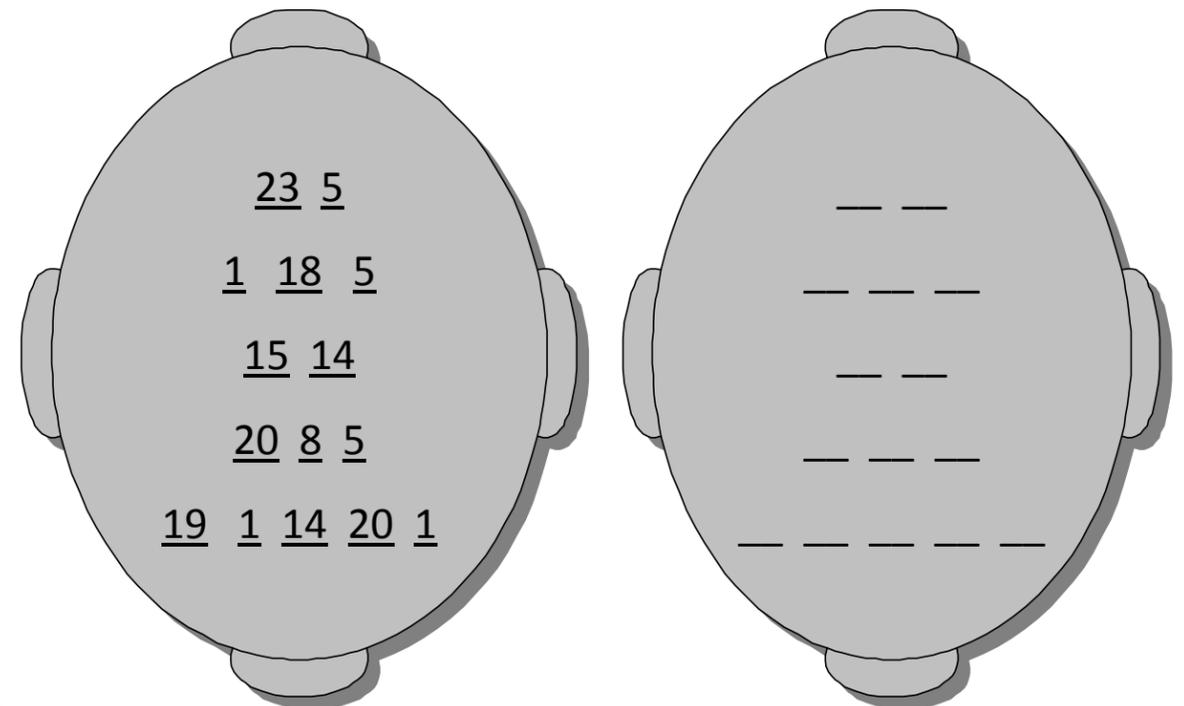
Enjoy a visit to El Rancho de las Golondrinas as part of the requirement for the Junior Wagon Master Program. Ask one of the staff members to sign this page.

\_\_\_\_\_  
SIGNATURE OF EL RANCHO DE LAS  
GOLONDRINAS STAFF MEMBER

# WAGON MASTER

CHALLENGE

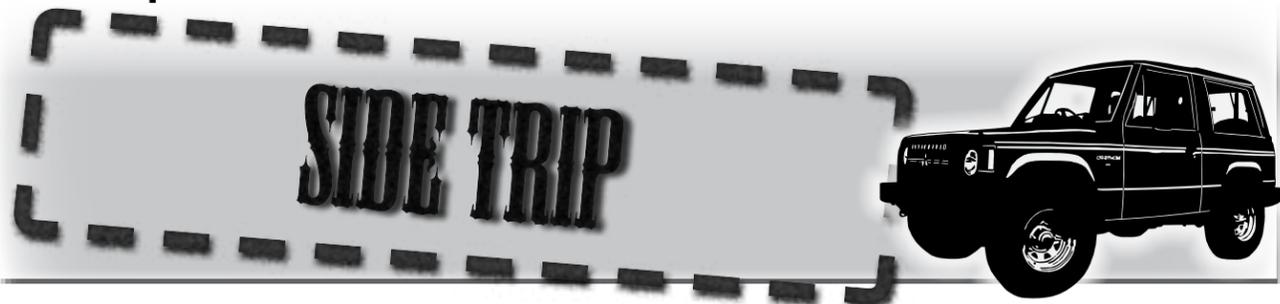
Crack the Code



Code

|    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| A  | B  | C  | D  | E  | F  | G  | H  | I  | J  | K  | L  | M  | N  |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |    |    |
| O  | P  | Q  | R  | S  | T  | U  | V  | W  | X  | Y  | Z  |    |    |

# Explore More—Take a Santa Fe Trail



If you're near the **Santa Fe area** (page 88) visit the city of:



Did you take a photograph in Taos? Photo Filename/Date: \_\_\_\_\_

## TAOS, NEW MEXICO

 Taos, New Mexico, can be reached from the northeast via US 64 and from the southwest via NM 68. From Santa Fe, travel north on US 84/US 285 to Espanola approximately 20 miles, then north on NM 68.

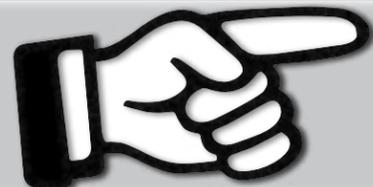
MANY TRADERS ON THE SANTA Fe Trail, especially if they were traveling on the mountain route of the trail, would come through Taos before going on to Santa Fe. The reverse is also true. Traders might stop in Taos on their way up the mountain route of the Santa Fe Trail. The **plaza**, in the center of the village, was the hub of activity, just as it was in Santa Fe.

Taos is an American Indian word for the phrase “place of the red willows.” The town was named after the nearby ancient Taos Pueblo. The village of Taos was established around 1615 by the Spaniards. Fighting continued between the Spanish and the pueblo peoples for the rest of the century, including the big revolt in 1680 along

with the Pecos Pueblo. After the American take-over of Mexican territory in 1847, the Taos Pueblo once again revolted, this time killing the new governor, Charles Bent, in his Taos home. Witnessing the slaying of Bent was his wife, Maria Ignacia Jaramillo Bent and her sister, Josefa, who was **Kit Carson’s** wife, and their children.

During the Civil War, some Taos residents sympathetic to the Confederacy attempted to remove the American flag. Kit Carson, who was a Union officer, had guards placed around the flag, twenty-four hours a day. At that time, the Taos Plaza was one of the few places in the United States where the flag could be displayed continuously.

If you're near the **Historic Plaza in Taos, New Mexico** be sure to see:



# ARE YOU A KIT CARSON FAN?



## THE KIT CARSON GRAVE SITE

 The grave site is located in the Kit Carson Park and Cemetery on Pueblo del Norte Road/NM 68. It is one block north of the Historic Taos plaza.

THE GRAVE OF **KIT CARSON** and his wife Josefa can both be found here. Several other Carson family members are buried nearby. Other gravesites in this cemetery include Taos pioneers and those who lost their lives in the Taos Rebellion of 1847.

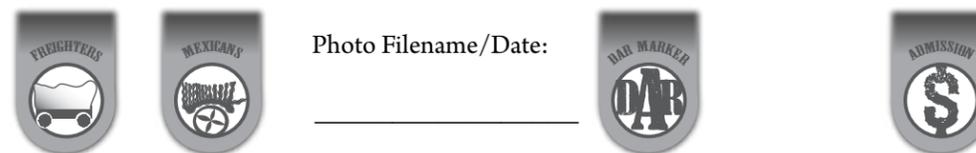


Photo Filename/Date: \_\_\_\_\_

## THE KIT CARSON HOME & MUSEUM

 The home of Kit Carson is located on US 64 East, which is one block east of the plaza on Kit Carson Road.

THIS **ADOBE** HOUSE WAS BUILT around 1825. The Carsons purchased the house in 1843. For an admission fee, the museum shows a History Channel film in which Kit’s great-grandson, John Carson, portrays his great-grandfather.

# GLOSSARY

**adobe**—sun-dried bricks made from sand, clay and water mixed with sticks, straw or animal manure.

**apprentice**—to work with someone for a period of time to learn a trade.

**arsenal**—a place to store weapons.

**Atchison, Topeka, and Santa Fe Railway**—railroad that was built from the Kansas border to Santa Fe following the Santa Fe Trail.

**Aubry, Francis X**—Santa Fe Trail freighter well-known for making the fastest ride between Santa Fe and Missouri.

**Becknell, William**—Father of the Santa Fe Trail; made the first successful trading expedition to Santa Fe, Mexico, in September 1821.

**bluff**—a steep, small cliff next to a river.

**Boone, Daniel**—famous frontiersman.

**breaks**—rough country made of hills and mesas lying in the wide valley of a river.

**broke the sod**—a term applied to the first time plowing of grass lands.

**Buffalo Soldiers**—the name given to African American soldiers stationed in the west after the Civil War.

**bullwhacker**—driver of ox teams; snapping a bull-whip near the oxen's ears got them to obey.

**butte**—an isolated hill with steep sides smaller than a mesa.

**Camp Nichols**—a fort built by New Mexico and California volunteer soldiers under the command of Colonel Kit Carson. Because of Indian raids, the location of the fort in Oklahoma Territory was built to protect travelers on the Cimarron Route.

**caravan**—a group of people traveling together.

**carretas**—Mexican ox-drawn carts.

**Carson, Christopher (Kit)**—An important person throughout Trail history, he was a mountain man, Indian scout and agent, guide, and Army officer.

**chain mail**—protective covering made of small linked circles of iron, worn by the Spanish conquistadors.

**Chávez, Don Antonio José**—a wealthy Mexican merchant.

**Conn, Malcolm**—merchant in Council Grove, Kansas.

**conquistadors**—Spanish soldiers.

**Daughters of the American Revolution (DAR)**—an organization consisting of women whose ancestry traces to patriots of the American Revolution.

**dry route**—this route between Pawnee Rock and Dodge City, Kansas was a shortcut southwest of Larned, Kansas to the Caches west of Dodge City. It was ten miles shorter than the Wet Route, and had fewer water problems during the summer months.

**Coronado, Francisco Vásquez de**—Spanish officer who led an expedition into present-day Kansas in 1542 searching for the fabled Seven Cities of Gold.

**depot**—a storage warehouse.

**encampment**—the site of a camp.

**excavated**—dug up.

**fast**—to be stuck; not easily moved.

**Field, Matt**—journalist writing for a New Orleans newspaper whose writings of the Trail appear in *Matt Field on the Santa Fe Trail*.

**Fort Dodge**—was built in 1865 along the Santa Fe Trail to protect freighters from raiding Indians. The stone fort was closed in 1882.

**Fort Hays**—built to provide protection for the railroad. It was a base for supplies and troops who could be sent to protect travelers on various trails in Kansas.

**Fort Leavenworth**—The first U.S. fort west of Missouri. During the Civil War it became a jumping-off point for the Santa Fe Trail.

**Fort Marcy**—first U.S. fort in the southwest. It was commissioned by General Stephen Kearny during the Mexican-American War. It was northeast of the plaza in Santa Fe.

**Fort Zarah**—the first Fort Zarah was built of sod on the banks of the Arkansas River in 1864. A second fort built of sandstone was further west and north. It guarded one of the most dangerous sections of the Trail and ended in 1869. The location is about two miles east of the present-day town of Great Bend, Kansas.

**fragments**—pieces.

**goods**—supplies to be bought, sold, or traded.

**Gothic Revival**—an architectural style constructed of stone and brick imitating the castles and cathedrals of Europe.

**Gregg, Josiah**—traveler on the Santa Fe Trail who reported his journey in *Commerce of the Prairies*.

**Hays, Seth**—Indian agent and merchant from Council Grove.

**hemp**—a cultivated plant that has very strong fibers from which rope is made.

**Huning, Franz**—Santa Fe Trail trader whose family was killed in a fight near Plum Buttes, Kansas.

**international**—between two countries, i.e., the Santa Fe Trail lay between two countries, the United States and Mexico.

**Jornado**—Spanish word meaning

“Day’s Journey.”

**jumping-off point**—the place where the traders formed their wagon trains to begin the trip.

**Kearny, Stephen W.**—The military officer that led the Army of the West during the Mexican-American War.

**kiosk**—roadside exhibit giving information about a historical site.

**Lamy, Jean-Baptiste**—French Roman Catholic clergyman and the first Bishop and Archbishop of Santa Fe, New Mexico. He established the Loretto Chapel and school academy.

**landmark**—a prominent object on the land that serves as a guide for travelers.

**leaders**—a pair of mules or oxen that led the team. These were the most intelligent.

**legend**—story told about the past.

**Magoffin, Susan**—young bride of an Army officer, she traveled the Trail to Mexico. Her memoirs were published in *Down the Santa Fe Trail and Into Mexico*.

**Mathewson, “Buffalo Bill”**—operated a trading ranch along the Santa Fe Trail.

**mesa**—an isolated, flat top elevation, larger than a butte, smaller than a plateau.

**mule skinner**—driver of a team of mules or oxen.

**notch**—the area in the crest of a hill where wagons passed through forming a swale. The name comes from the similar appearance to a sight on a rifle.

**Osage Trace**—a trail developed by the Osage Indians for hunting and trading.

**pack train**—a line or train of animals loaded with supplies for a long journey.

**Padilla, Juan de**—Catholic priest who accompanied Coronado. It is believed that he was later killed by one of the American Indian tribes within the region.

**pemmican**—a mixture of dried meat (primarily buffalo) and berries.

**platted**—blueprints for the town, showing how the streets would be laid out.

**plaza**—public square in the center of town.

**quarry**—to take stone from a rock source for use in a building project.

**Quivira**—a group of American Indians living in grass huts in what is present-day central Kansas.

**reconstructed**—to rebuild a building or structure carefully copying the original.

**rendezvous**—place set for a meeting.

**reredos**—ornamental screen or partitioned wall behind an

altar in a church.

**revolt**—to rise up against the government.

**Rock of Arrows**—a large stone landmark in the Missouri River. American Indians in the region used the fragments of the rock to make arrow heads.

**ruts**—tracks left in the earth by wagons and the animals that pulled them. These often appear as wide depressions in the ground which may be heavily grassed over. Ruts usually have steep sides.

**scurvy**—a disease caused by not eating enough fruits or vegetables that contain Vitamin C. The disease caused infection of the gums, and caused teeth to fall out.

**Sibley, George**—man who filled multiple roles in Santa Fe Trail history: U.S. government trader at Fort Osage, U.S. government representative of the Council Grove treaty which allowed wagons to cross Indian lands and leader of the commissioners who tried to map the Santa Fe Trail.

**Sloan (Russell), Marion**—female traveler on the Santa Fe Trail; she first traveled the trail as a youngster. Her memoirs are published in *The Land of Enchantment*.

**swales**—similar to ruts except that it has gently sloping sides.

**swingers**—term referring to the least experienced animal in a team of mules that helped to turn the wagon.

**teamsters**—persons who drove the animals pulling the freight wagons

**terminus**—end in the case of the Santa Fe Trail the beginning or end of the trail.

**treaty**—agreement between two officials of two countries or parties (in case of Santa Fe Trail between the U. S. government and the American Indian tribes).

**wares**—articles of merchandise or goods that one intends to sell.

**wet route**—this route between Pawnee Rock and Dodge City, Kansas stayed close to the Arkansas River. Present-day U.S. Highway 56 approximates this route.

**wickiup**—grass hut of Missouria Indians.

**wheelers**—pair of mules or oxen closest to the wagon that did the most pulling. They were the largest and strongest of the pack animals.

# LIST OF SITES

## FOR BOOKLETS & PATCHES

The following locations can supply you with any SANTA FE TRAIL JUNIOR WAGON MASTER PROGRAM BOOKLET—**Cavvy** (Ages 5-8), **Freighter** (Ages 9-11), **Bullwhacker** (Ages 12-14), or **Scout** (Ages 15 and up). Each facility's staff members are also ready to review any booklet for completion, and they will provide any qualified participant with one of the SANTA FE TRAIL JUNIOR WAGON MASTER SECTION PATCHES—for the **Eastern Terminus**, the **Central Portion**, the **Mountain Route & Cimarron Route**, or the **Western Terminus**. These sites will also have posters of the SANTA FE TRAIL JUNIOR WAGON MASTER PROGRAM on display, for easy identification. For more information about the Santa Fe Trail and the SANTA FE TRAIL JUNIOR WAGON MASTER PROGRAM be sure to visit the websites of the NATIONAL PARK SERVICE, [www.nps.gov/safe/](http://www.nps.gov/safe/), and the SANTA FE TRAIL ASSOCIATION, [www.SantaFeTrail.org](http://www.SantaFeTrail.org). **THE SANTA FE TRAIL LIVES ON!**

### EASTERN TERMINUS

#### Arrow Rock Historic Site Visitor Center

4th Street  
Arrow Rock, MO 65320  
Phone: (660) 837-3330  
[www.mostateparks.com](http://www.mostateparks.com)

#### Missouri's American Indian Cultural Center

Van Meter State Park  
32146 N. Hwy. 122  
Miami, MO 65344  
Phone: (660) 886-7537  
[www.mostateparks.com](http://www.mostateparks.com)

#### Battle of Lexington State Historic Site

1300 John Shea Drive  
Lexington, MO 64067  
Phone: (660) 259-4654  
[www.mostateparks.com](http://www.mostateparks.com)

#### Historic Fort Osage

105 Osage Street  
Sibley, MO 64088  
(816) 650-3278  
[www.fortosagenhs.com](http://www.fortosagenhs.com)

#### National Frontier Trails Center

318 W. Pacific Ave.  
Independence, MO 64050  
(816) 325-7575  
[www.ci.independence.mo.us/nftm/](http://www.ci.independence.mo.us/nftm/)

#### Steamboat Arabia

400 Grand Blvd.  
Kansas City, MO 64106  
(816) 471-4030  
[www.1856.com](http://www.1856.com)

#### Mahaffie Stage Coach Stop and Farm

1200 East Kansas City Road  
Olathe, KS 66061  
(913) 971-5111  
[www.mahaffie.org](http://www.mahaffie.org)

### CENTRAL PORTION

#### Kaw Mission Historic Site

500 N. Mission  
Council Grove, KS 66846  
(620) 767-5410  
[www.kawmission.org](http://www.kawmission.org)

#### Council Grove, Kansas Chamber of Commerce

225 Velie  
Council Grove, KS 66846  
(620) 767-5041  
[www.councilgrove.com](http://www.councilgrove.com)

#### Coronado-Quivira Museum

105 W. Lyon Street  
Lyons, KS 67554  
(620) 257-3941  
[www.cqmuseum.org](http://www.cqmuseum.org)

#### Santa Fe Trail Center

1349 K156 Hwy.  
Larned, KS 67550  
(620) 285-2054  
[www.santafetrailcenter.org](http://www.santafetrailcenter.org)

#### Fort Larned National Historic Site

1767 K156 Hwy.  
Larned, KS 67550  
(620) 285-6911  
[www.nps.gov/fols/](http://www.nps.gov/fols/)

### MOUNTAIN ROUTE & CIMARRON ROUTE

#### Colorado Visitors Center

109 East Beech  
Lamar, CO 81052  
(719) 336-3483  
[www.colorado.com/](http://www.colorado.com/)

#### Bent's Old Fort

35110 Colorado Hwy 194 E  
La Junta, CO 81050  
(719) 383-5010  
[www.nps.gov/beol/](http://www.nps.gov/beol/)

#### Trinidad History Museum

312 East Main Street  
PO Box 377  
Trinidad, CO 81082  
(719) 846-7217  
[www.historycolorado.org/museums/](http://www.historycolorado.org/museums/)

#### Morton County Historical Society Museum

East Highway U.S. 56  
PO Box 1248  
Elkhart, KS 67950  
(620) 697-2833  
[www.mtcoks.com/museum/](http://www.mtcoks.com/museum/)

#### Fort Union National Monument

PO Box 127  
Watrous, NM 87753  
(505) 425-8025  
[www.nps.gov/foun/](http://www.nps.gov/foun/)

### WESTERN TERMINUS

#### Pecos National Historical Park

PO Box 418  
Pecos, NM 87552  
(505) 757-7200  
[www.nps.gov/peco/](http://www.nps.gov/peco/)

#### Palace of the Governors

120 Washington Ave  
Santa Fe, NM 87501  
(505) 476-5090  
[www.PalaceOfTheGovernors.org](http://www.PalaceOfTheGovernors.org)

#### El Rancho de las Golondrinas

334 Los Pinos Road  
Santa Fe, NM 87507  
(505) 471-2261  
[www.golondrinas.org](http://www.golondrinas.org)

Just look for the **Santa Fe Trail Junior Wagon Master Posters!**

# THE TRAIL



# AWAITS YOU!

## LOOK INSIDE

for the gear you'll need to bring, and for helpful tips and information to guide you on your journey. Where and when you go is up to you; just remember, this booklet is your ticket to becoming an official

**Junior Wagon Master of  
the Santa Fe Trail!**

## CAN YOU MASTER THE TRAIL?



**COLLECT ALL 4 SECTION PATCHES!**

The Santa Fe Trail Junior Wagon Master Program is a cooperative effort of the National Park Service and the Santa Fe Trail Association.

[www.nps.gov/safe/](http://www.nps.gov/safe/)



Santa Fe Trail Association



[www.SantaFeTrail.org](http://www.SantaFeTrail.org)