

# The Santa Fe Trail

8

Journey's End



# The Santa Fe Trail End of the Journey



Wagon Mound  
and Fort Union



Watrous to San  
Miguel del Vado



Pecos Pueblo



Santa Fe  
End of the Trail



*"We passed a fresh made grave today. The head board states his age to be 21 years.... Came to his death by accidentally shooting himself through the head. Many such accidents occur on the plains."*  
—WILLIS READ, 1850

During the gold rush years Cherokee with gold-mining experience from their former homelands in Georgia helped blaze trails west from Arkansas and Oklahoma.

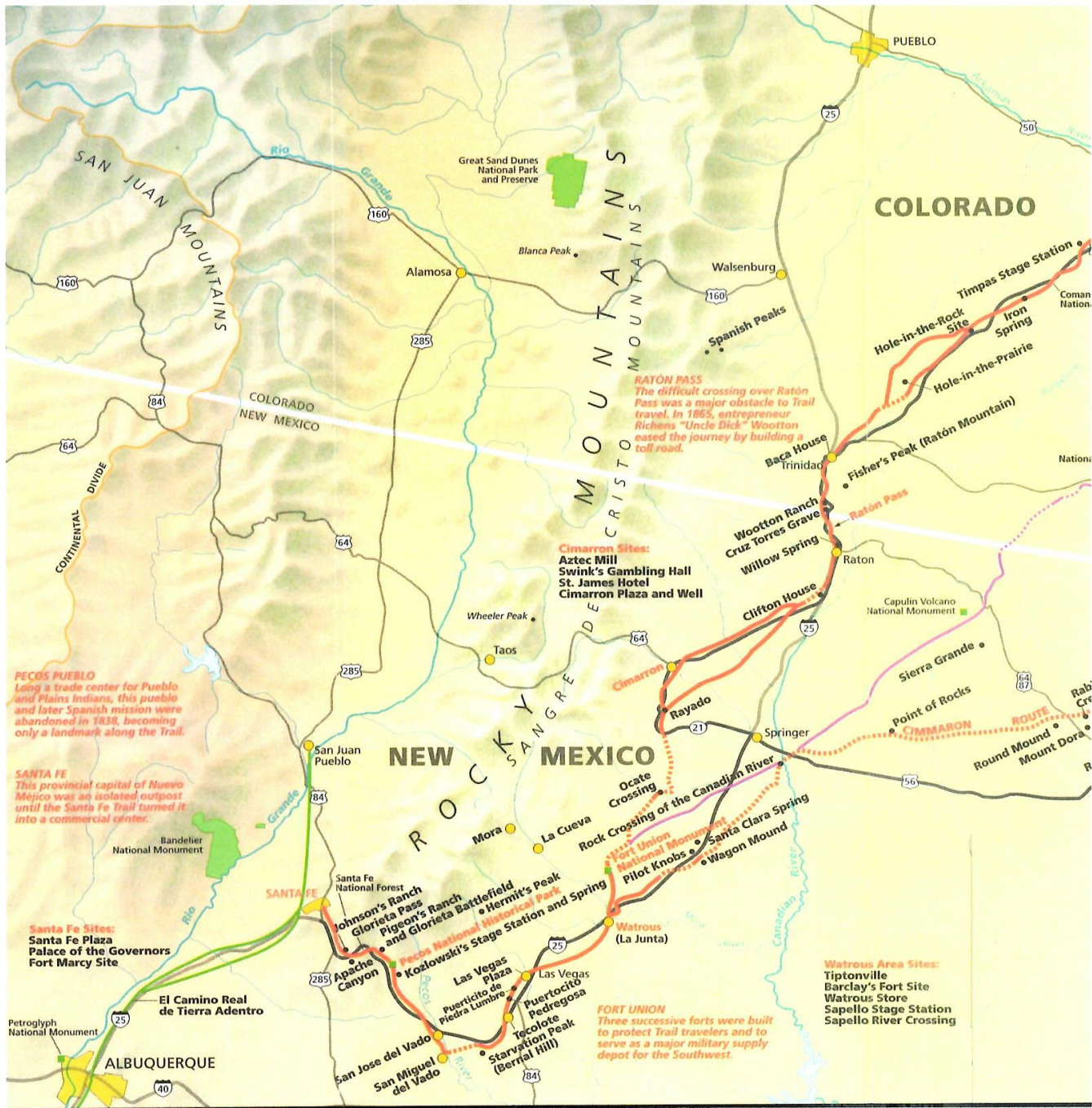
*"No one who has not commanded an expedition of this kind, where everything ahead is dim, uncertain, and unknown, except the dangers, can imagine the anxiety with which I start upon my journey."*  
—EDWARD F. BEALE, 1857

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VERLAND TRAIL  
DRADO  
Y

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VERLAND TRAIL  
DRADO  
Y



**PECOS PUEBLO**  
Long a trade center for Pueblo and Plains Indians, this pueblo and later Spanish mission were abandoned in 1838, becoming only a landmark along the Trail.

**SANTA FE**  
This provincial capital of Nuevo Méjico was an isolated outpost until the Santa Fe Trail turned it into a commercial center.

**Santa Fe Sites:**  
Santa Fe Plaza  
Palace of the Governors  
Fort Marcy Site

Petroglyph National Monument

**ALBUQUERQUE**



# NEW MEXICO

R O C K  
S A N G R E  
D E

**FORT UNION**  
Three successive forts were built to protect Trail travelers and to serve as a major military supply depot for the Southwest.

**Watrous Area Sites:**  
Tiptonville  
Barclay's Fort Site  
Watrous Store  
Sapello Stage Station  
Sapello River Crossing

Capulin Volcan National Monument

Sierra Grande

Point of Rock

56

Canadian River

Mora River

Bandelier National Monument

Santa Fe National Forest

El Camino Real de Tierra Adentro

San Jose del Vado  
San Miguel del Vado

Puertocito de Piedra Lumbre  
Puertocito Pedregosa

Watrous (La Junta)

Ocate Crossing

Rock Crossing of the Canadian River

Rayado

Springer

Taos

Wheeler Peak

San Juan Pueblo

Mora

La Cueva

Cimarron  
Clifton House

64

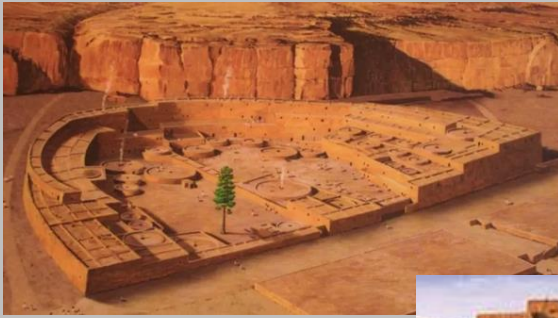
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21

84

285

40



# AMERICA'S ANCIENT CHIEFDOMS, 1539-1543: CONQUISTADORS, PUEBLOS, AND MOUNDBUILDERS



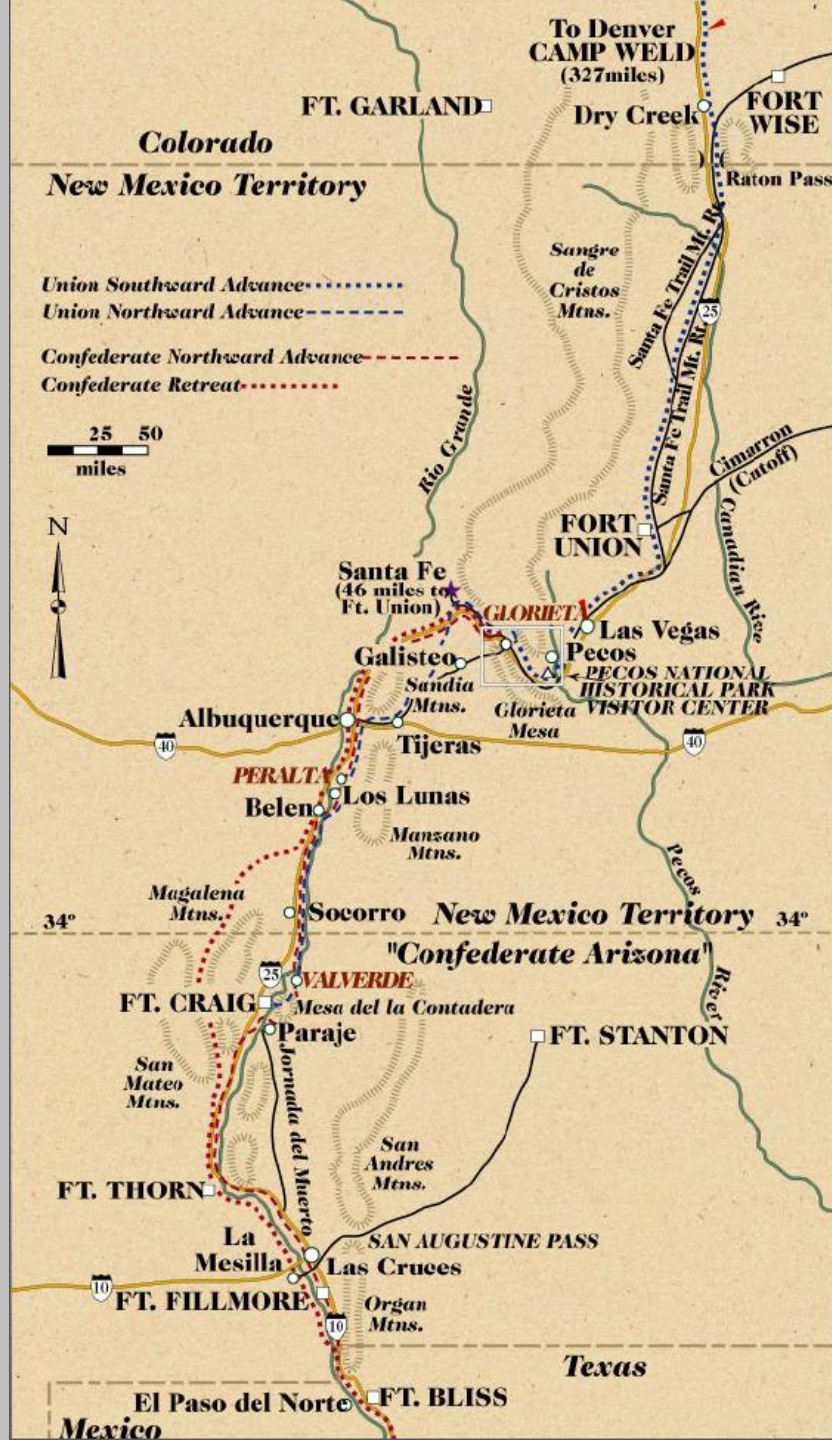
History and archaeology combine to tell this story of first contacts between civilizations. Half a century after Columbus, two rival Spanish forces under Francisco Vasquez de Coronado and Hernando de Soto marched through the American Southwest and Southeast, searching in vain for gold and glory. They found pueblo-dwelling cultures in the Southwest (heirs of ancient Chaco Canyon), moundbuilding Indian chiefdoms of the Mississippian culture in the Southeast (heirs of ancient Cahokia). The Spanish and Indian cultures were radically different in many ways, strangely similar in others. Instructor-made films will show the fascinating archaeological sites along the Spanish routes— from Hawikuh and Pecos pueblos in New Mexico to Tallahassee, Etowah, Moundville, the Parkin site and others in the Southeast. This class will portray both dramatic and historic events and ancient Native American ways of life.



or reference, modern  
 lacenames are shown in  
 ITALY  
 dashed lines indicate  
 uncertain routes.







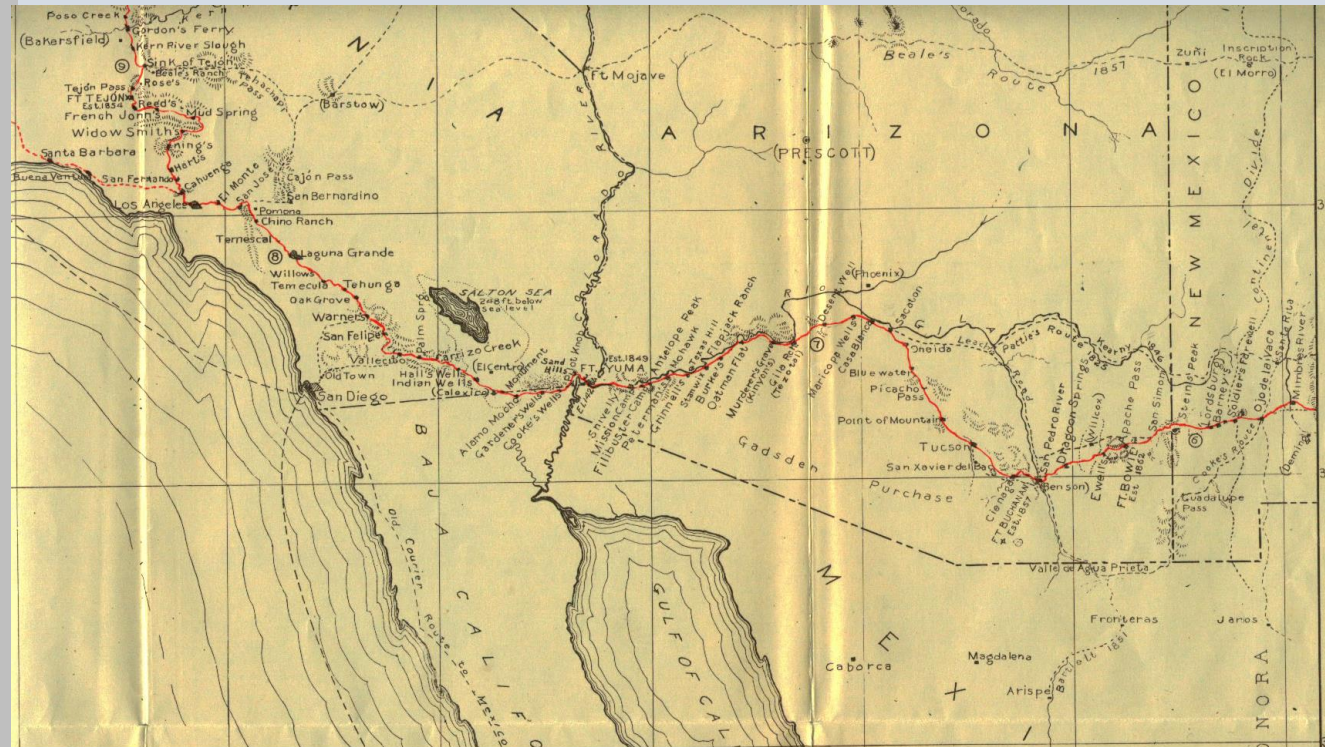
The Colorado volunteers, closest to New Mexico, were the first reinforcements to reach that territory. More were on the way from Missouri (along the Santa Fe Trail) and, above all, from California.



The California Column, a force composed of a few more than 1,500 men, chiefly California volunteer troops, was organized in 1862 under Col. James H. Carleton and moved eastward to discourage invasion of California by the Confederates. They were soon reinforced by another regiment, bringing the total to 2,400 men.



Col. James Carleton

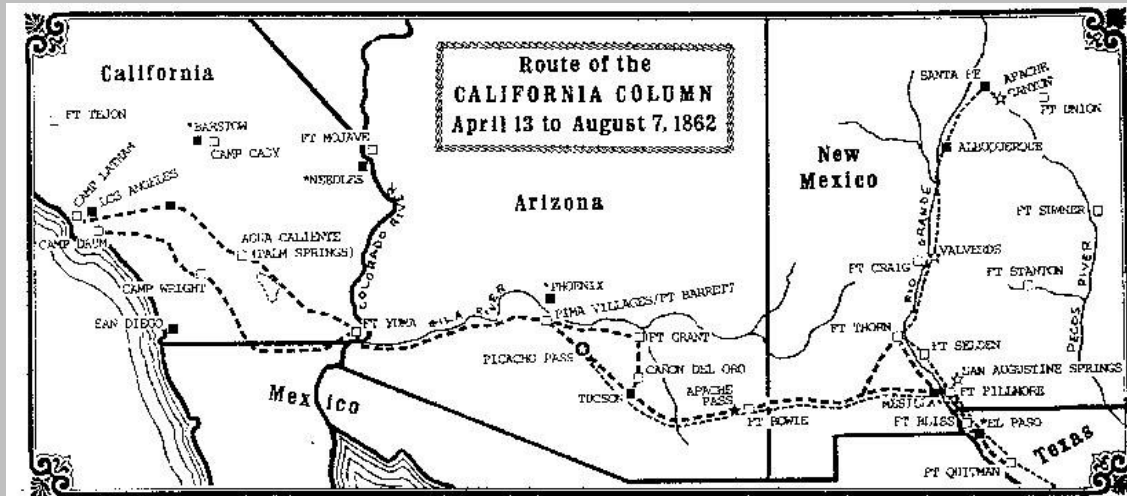


These, along with thousands of New Mexico and Colorado troops, were more than enough to prevent any Texans from returning.

After Gen. Canby's departure to other assignments, Col. James Carleton was the commander of U. S. forces in New Mexico for several years. His actions in conflicts with Indians and encouragement of economic development shaped the future of the Territory for decades to come.

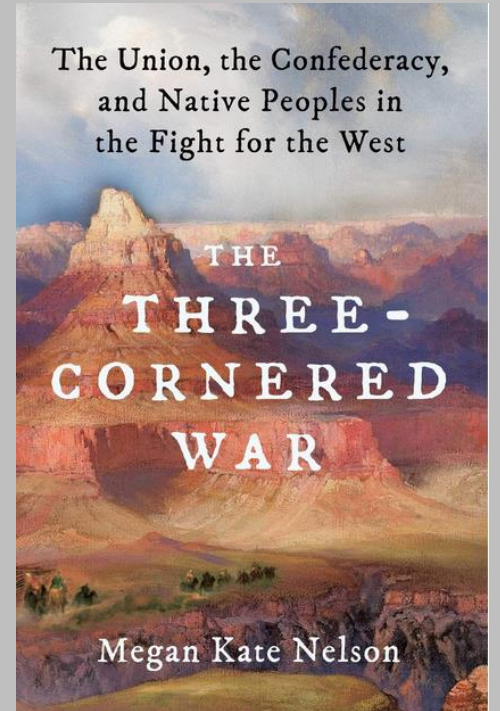


Col. James Carleton



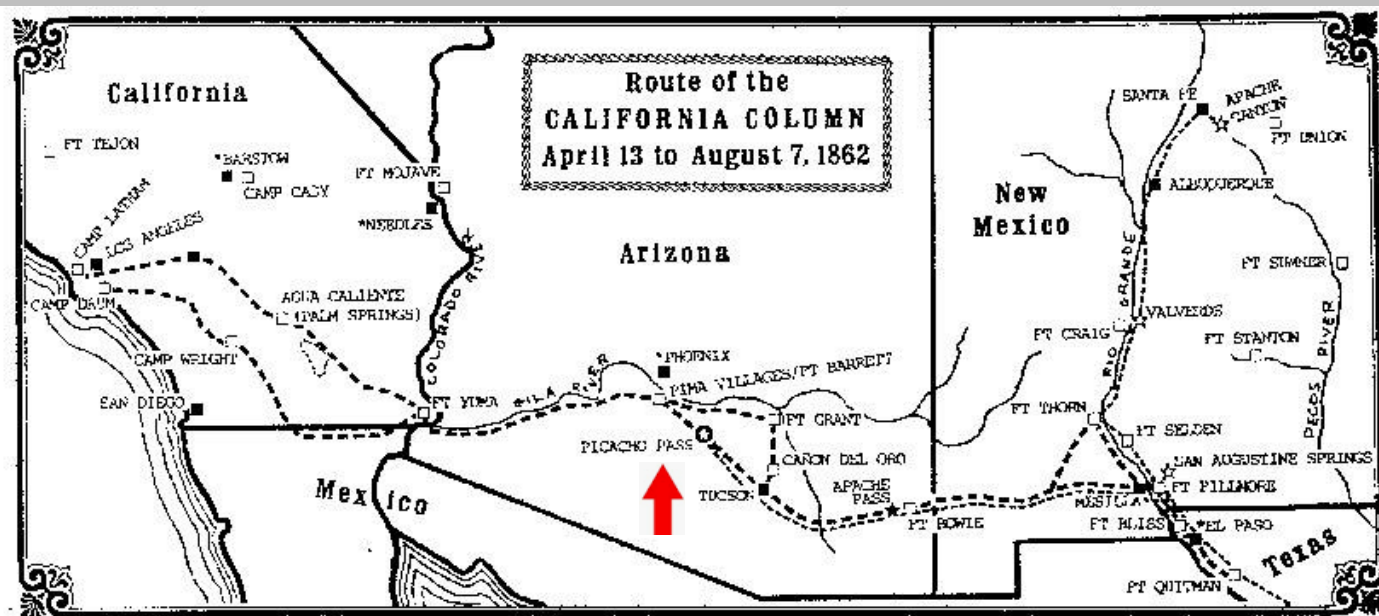
KEY TO MAP SYMBOLS

- Route of California Column.....
- Route of Confederates to Santa Fe and Picacho Pass.....
- ☆ Battles between Confederates and New Mexico/Colorado troops ...
- ... ⊕ "Battle" between Confederates and California troops.....
- ★ Battles with Apaches
- ..... □ Forts and camps.....
- Towns (today's cities indicated by \*)



The last half of Megan Nelson's "The Three-Cornered War" provides an excellent account of Carleton, Kit Carson, and events during the years after 1862.

At the beginning of 1862, a Confederate cavalry detachment under Captain Sherrod Hunter was sent west to occupy the Tucson area and watch for Union troops coming from California.



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On April 15 a skirmish between Texan and Californian cavalry at Picacho Pass is often counted as the westernmost "battle" (and Arizona's only "battle") of the Civil War.



# HISTORIC SITE

## BATTLE AT PICACHO

APRIL 15, 1862

DEDICATED TO THOSE CONFEDERATE FRONTIERSMEN WHO OCCUPIED ARIZONA TERRITORY, C.S.A., CREATED BY PRESIDENT JEFFERSON DAVIS, FEBRUARY 14, 1862. JUST TWO MONTHS LATER, TEN OF CAPT. SHEROD HUNTER'S CONFEDERATE CAVALRYMEN SUCCESSFULLY DEFENDED PICACHO PASS AGAINST THIRTEEN UNION SOLDIERS WHO SUFFERED THREE KILLED AND THREE WOUNDED BUT DID MANAGE TO CAPTURE CONFEDERATE SGT. HENRY HOLMES AND PVTS. WILLIAM DWYER AND JOHN W. HILL BEFORE RETREATING. THIS "WESTERNMOST BATTLE OF THE CIVIL WAR" DELAYED FOR A MONTH THE ADVANCE OF A 2300-MAN UNION COLUMN AND HASTENED ESTABLISHMENT OF ARIZONA TERRITORY, U.S.A., ON

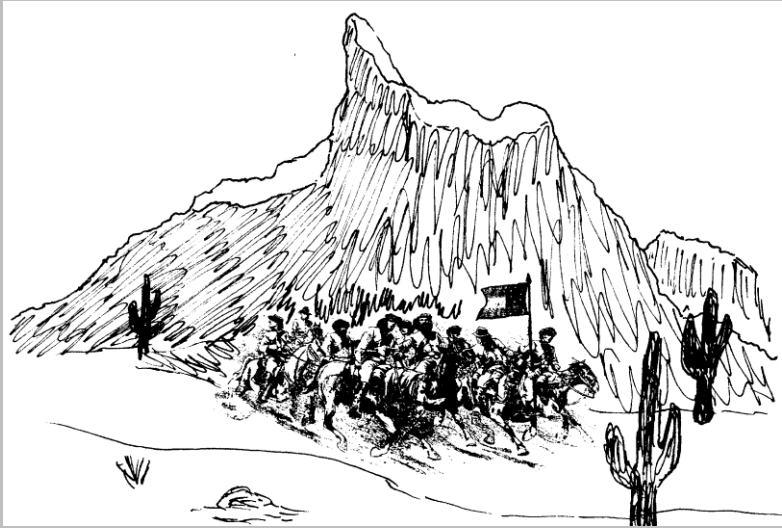
FEBRUARY 24, 1863.

BY  
CHILDREN OF THE CONFEDERACY  
UNITED DAUGHTERS OF THE CONFEDERACY

1984

and  
ARIZONA HISTORICAL SOCIETY

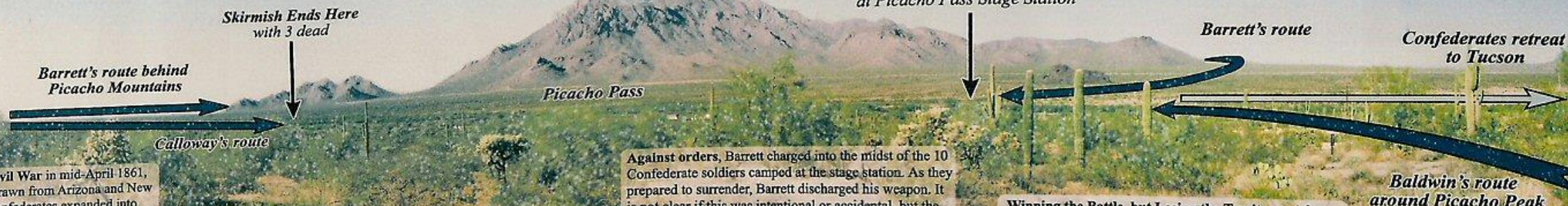






## Civil War Skirmish at Picacho Pass April 15, 1862

### PICACHO MOUNTAINS



At the outbreak of the Civil War in mid-April 1861, Union soldiers were withdrawn from Arizona and New Mexico territories. The Confederates expanded into the Southwest, as a gateway to California. Confederates occupied Tucson in the summer of 1861, and lookouts were stationed at Picacho Pass.

**Challenging the Confederate Threat.** On April 15, 1862 Union Capt. William Calloway ordered Lt. James Barrett with 13 men around the north side of the Picacho Mountains and Lt. Ephraim Baldwin with 12 men around Picacho Peak to the south to meet with Barrett's force. These two units were to conceal themselves, hold their positions and not engage the enemy lookouts unless their escape to Tucson was imminent. Calloway's main force of 200 men would then enter Picacho Pass from the northwest, attack the Confederate encampment, and proceed into Tucson.

Against orders, Barrett charged into the midst of the 10 Confederate soldiers camped at the stage station. As they prepared to surrender, Barrett discharged his weapon. It is not clear if this was intentional or accidental, but the rebels returned fire and fled. In the ensuing skirmish, Lt. Barrett and another Union soldier were killed. Four other Union soldiers were wounded; one dying the next day. The Confederates suffered no casualties, but three men were captured.

**Winning the Battle, but Losing the Territory.** After the skirmish, the remaining Confederates retreated to Tucson to warn their comrades. Confederate Capt. Sherod Hunter ordered his outnumbered troops to leave Tucson on May 14, retreating to New Mexico. The Union troops arrived in Tucson on May 20, 1862 putting an end to Confederate incursions in the Southwest.

Every March Picacho Peak State Park hosts the re-enactment of three Civil War battles that occurred in the Southwest, including the skirmish at Picacho Pass. Check at the ranger station for the dates.



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*Skirmish Begins when Barrett's troops attack Confederate lookouts camped at Picacho Pass Stage Station*

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*Barrett's route*

*Confederates retreat to Tucson*

*Baldwin's route around Picacho Peak*

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## Long Walk of the Navajo

Part of the Navajo Wars

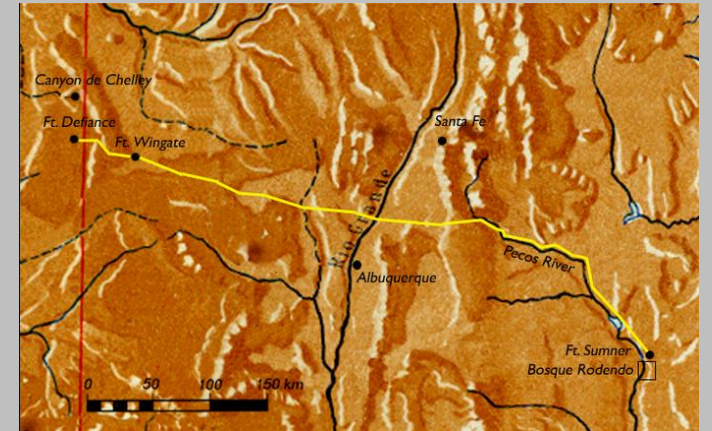


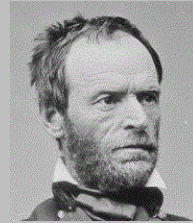
A U.S. soldier stands guard over Navajo people during the Long Walk



Navajo people photographed during the Long Walk

<b>Location</b>	Southwestern United States
<b>Attack type</b>	Forced displacement
<b>Deaths</b>	At least 200
<b>Victims</b>	Navajo people
<b>Perpetrators</b>	U.S. Federal Government, U.S. Army
<b>Motive</b>	Acquisition of Navajo lands and forced cultural assimilation of Navajo people





**In testimony of all which the said parties have hereunto, on this the first day of June, eighteen hundred and sixty-eight, at Fort Sumner, in the Territory of New Mexico, set their hands and seals. W.T. Sherman Lt. Gen'l, Indian Peace Commissioner S.F. Tappan, Indian Peace Commissioner Barboncito, Chief, his x mark, and other signers.**





*"We passed a fresh made grave today. The head board states his age to be 21 years.... Came to his death by accidentally shooting himself through the head. Many such accidents occur on the plains."*

—WILLIS READ, 1850

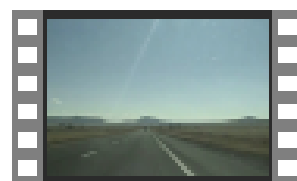
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—EDWARD F. BEALE, 1857

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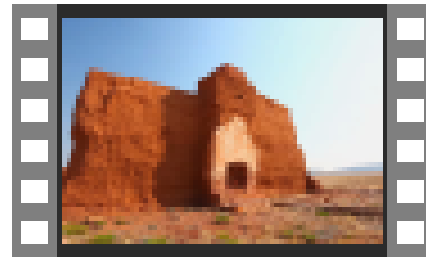




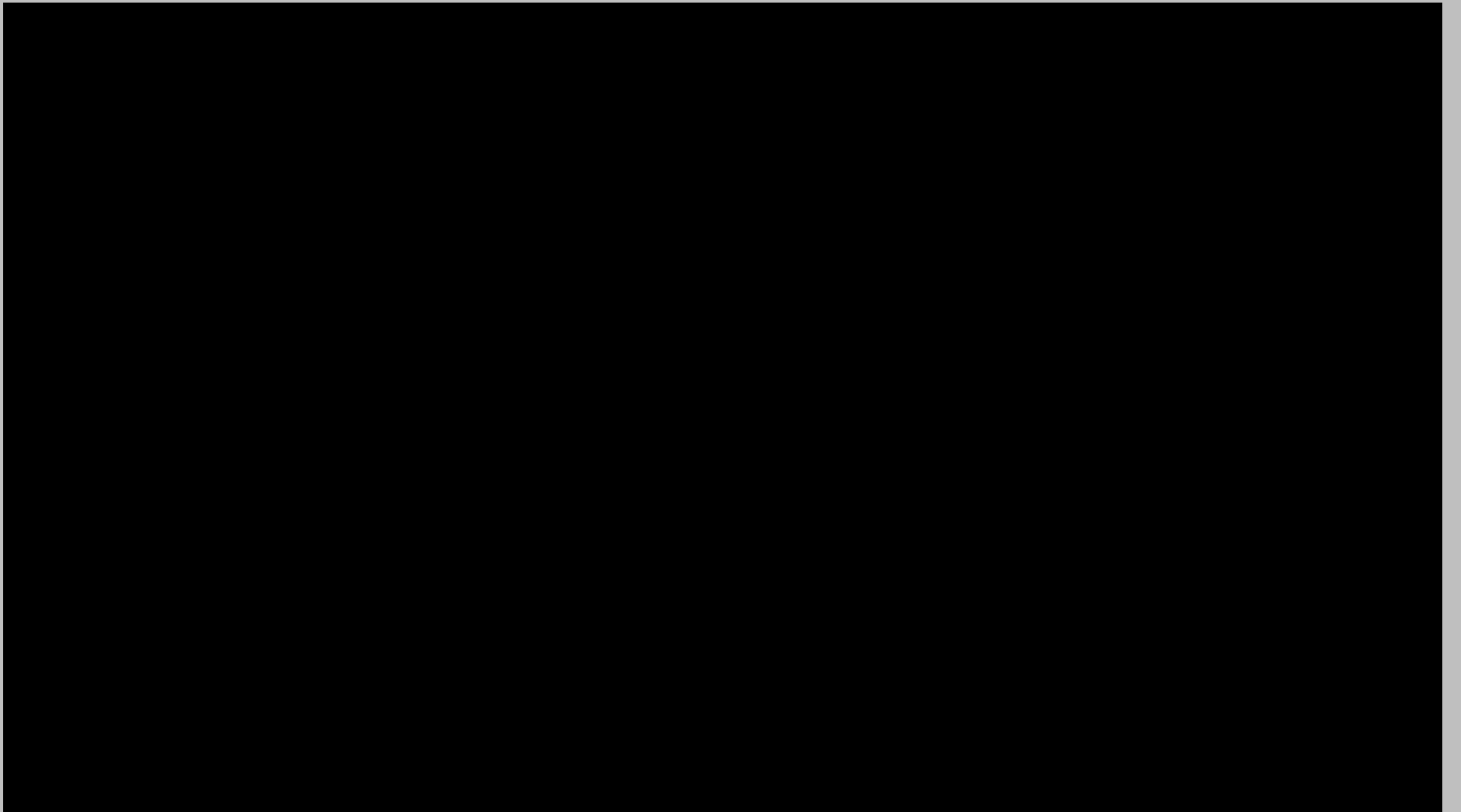
1 Wagon Mound  
and Fort Union  
NM



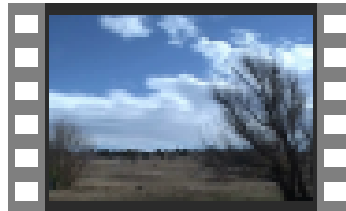




## Fort Union and Nature







2 Watrous NM to  
Kozlowski's  
Ranch

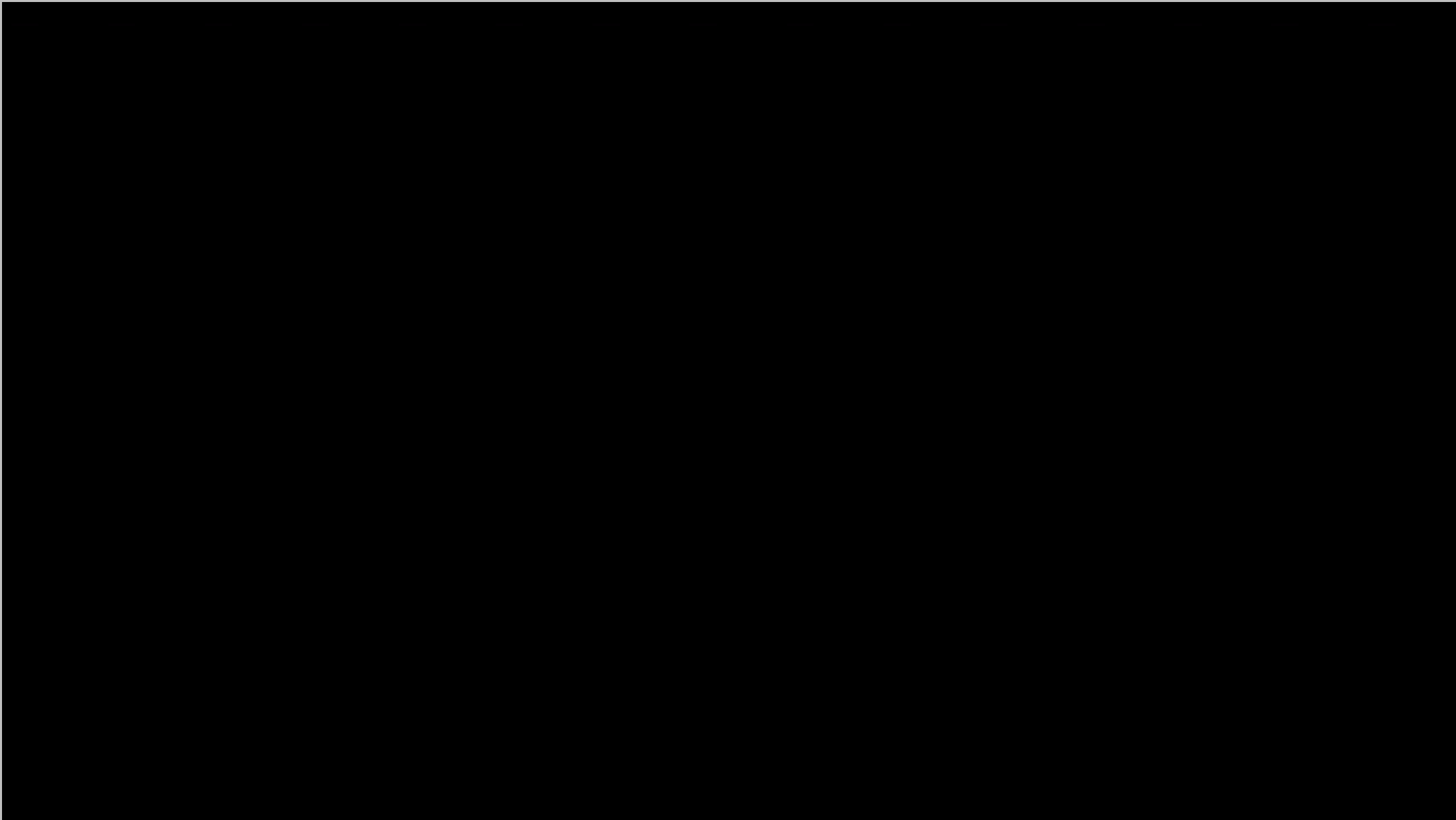


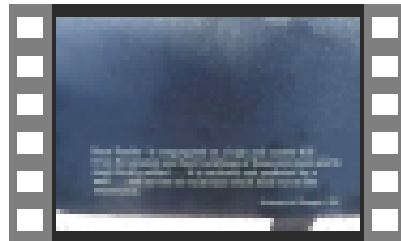




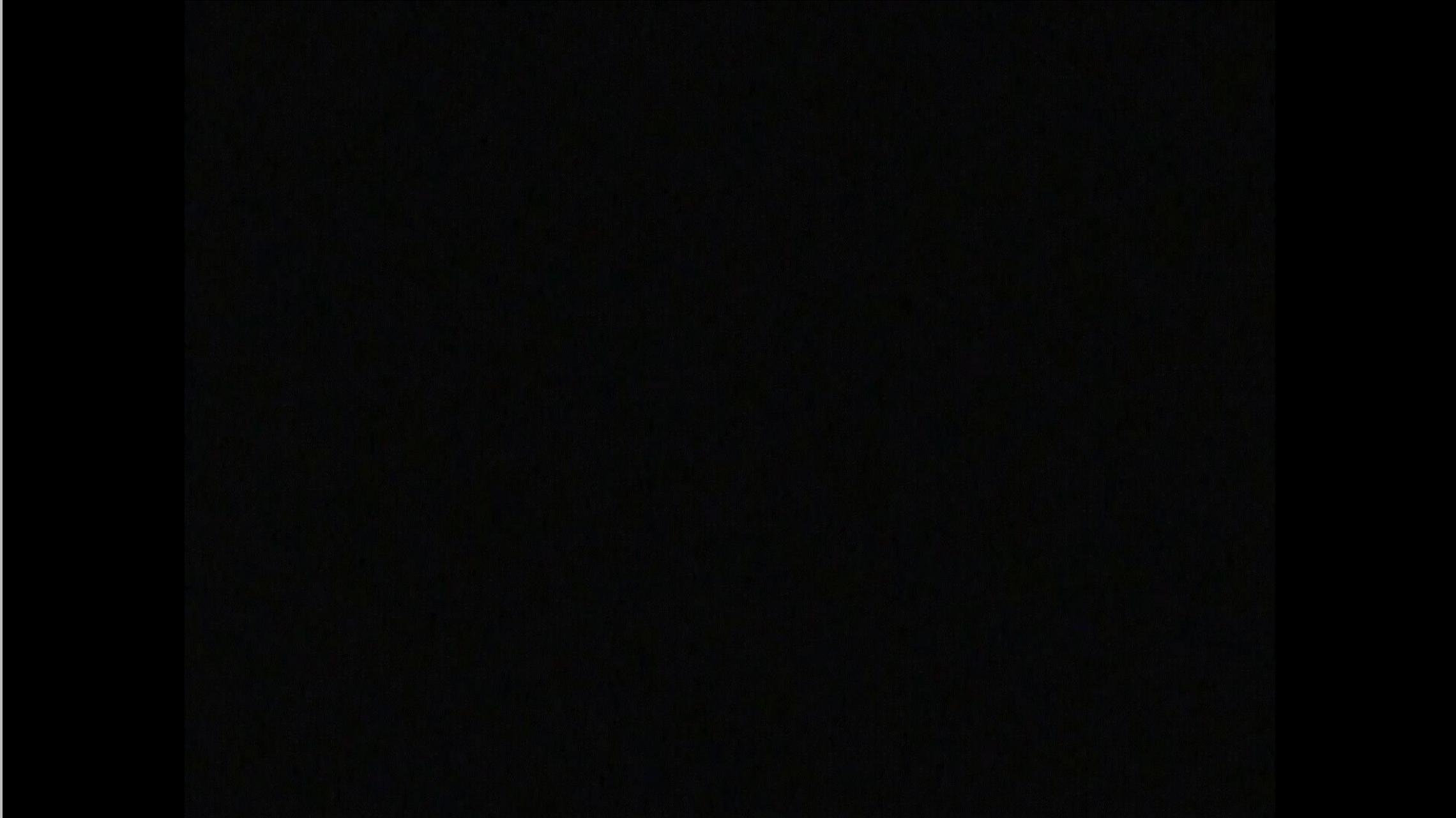
Pecos Pueblo  
and the beauties  
of nature

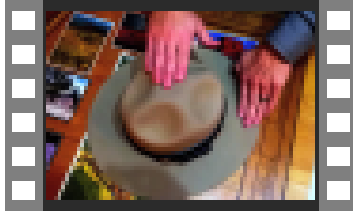




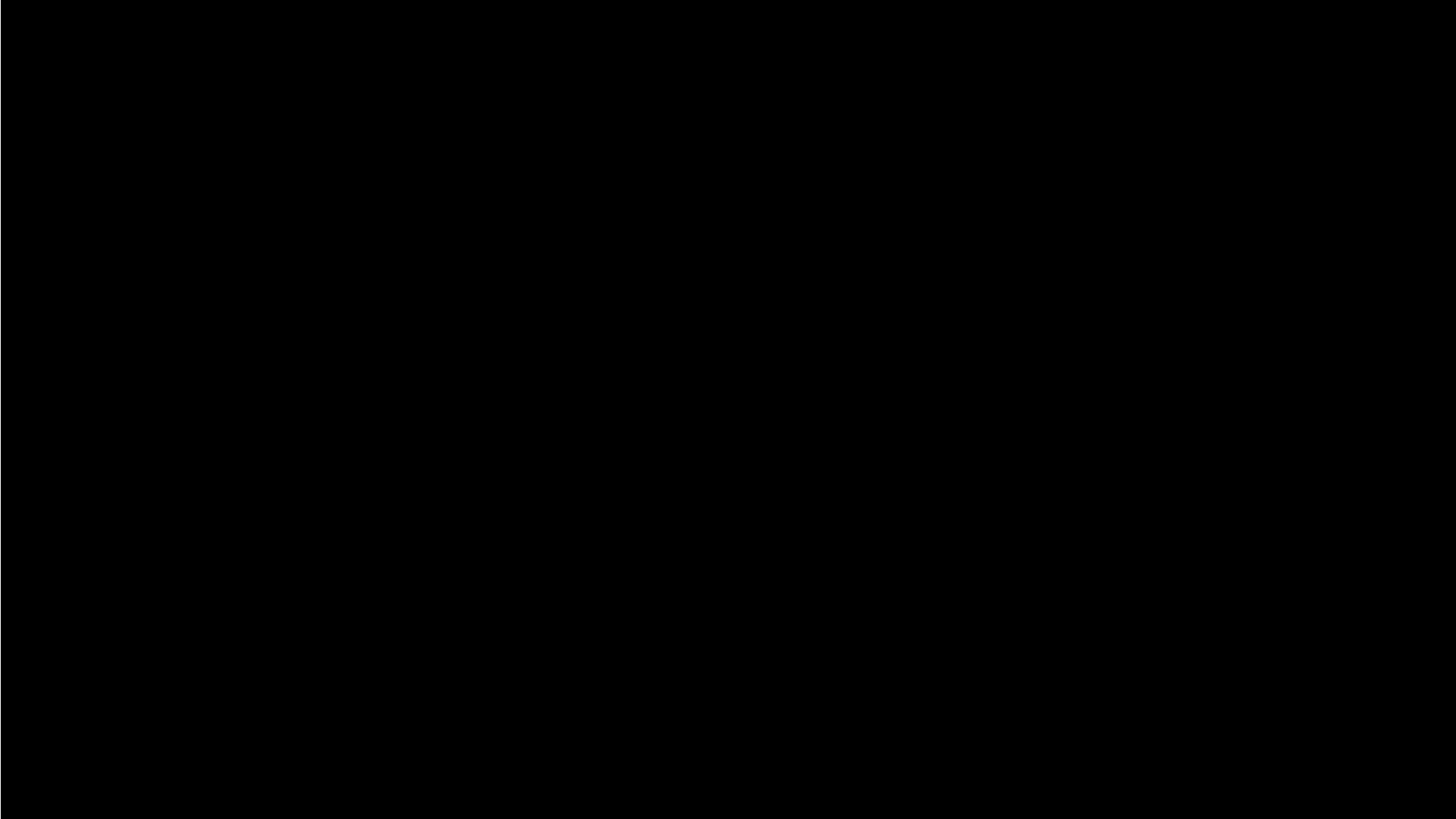


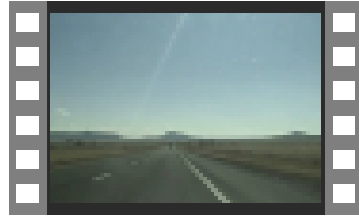
### 3 Pecos Pueblo, museum and ruins





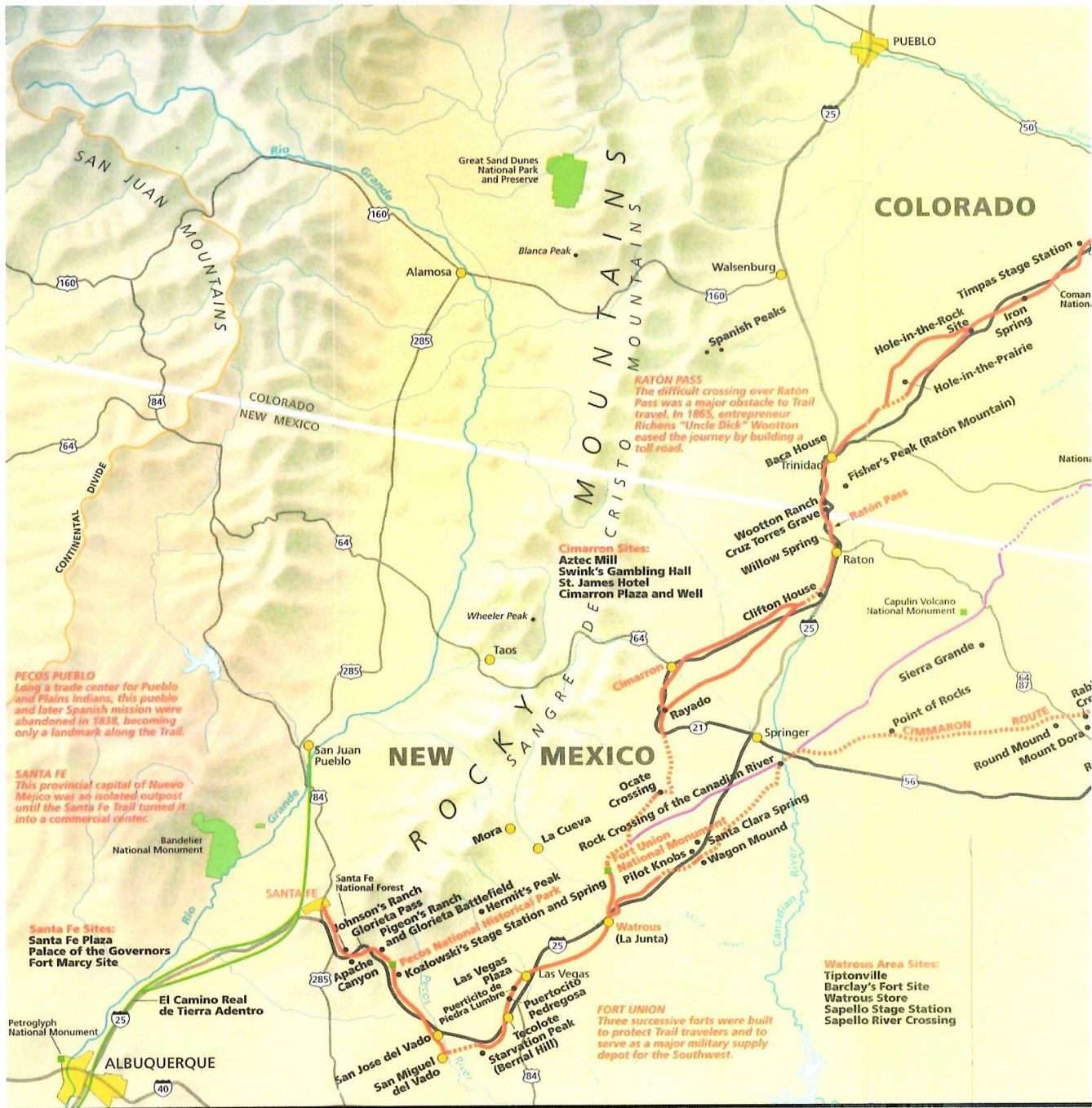
Pecos Pueblo  
and Glorieta Pass





Santa Fe Trail 6  
End of the Trail







# June 1866 to June 1867

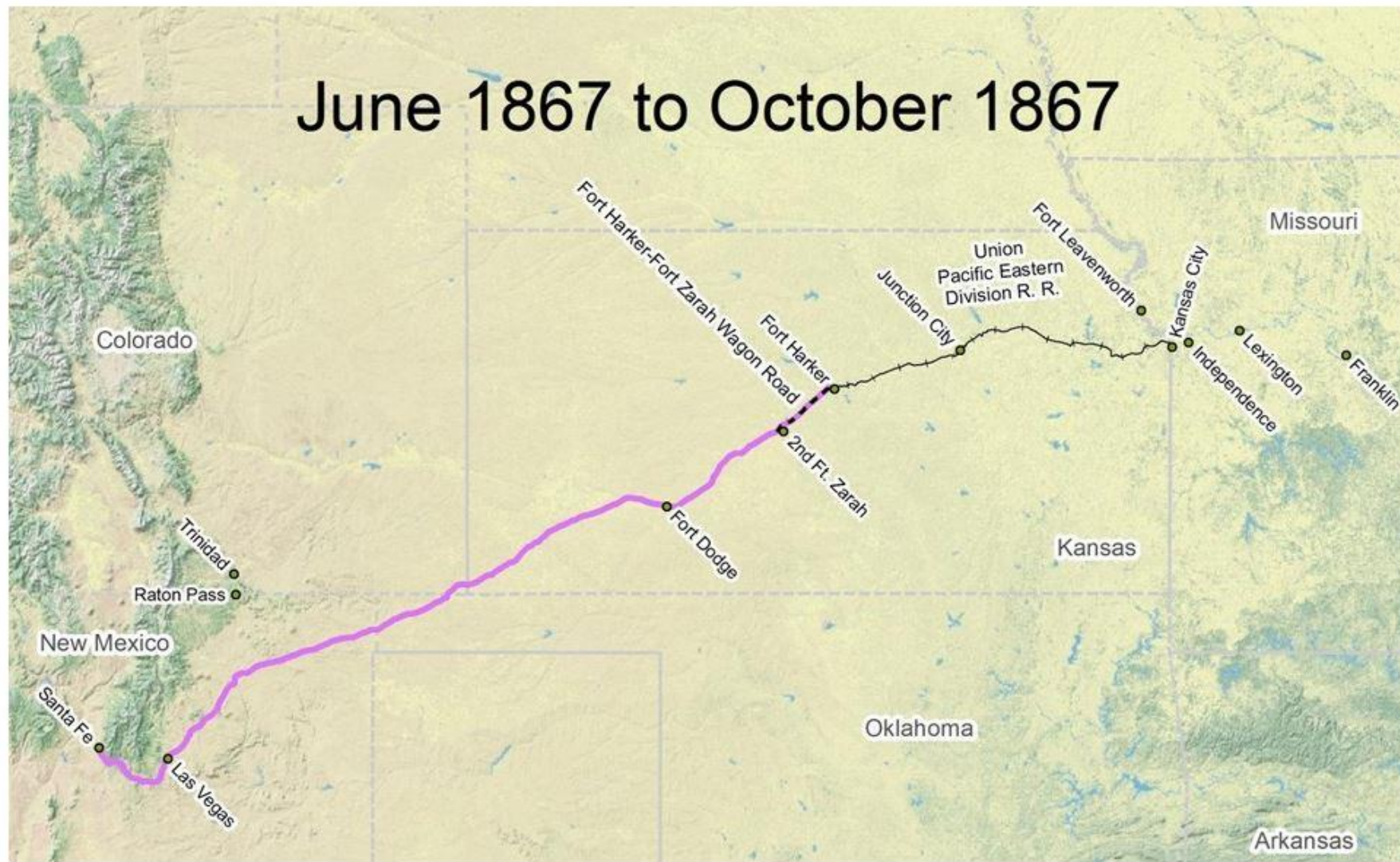


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## 1866 - 1867

Union Pacific Eastern Division (UPED) Railroad construction began west from the Kansas City area in 1863. When the rails reached Junction City in June 1866, westbound Santa Fe Trail travelers took the train to Junction City; then headed west along the Butterfield Overland Despatch route to Fort Ellsworth; then southwest on a connecting road to Fort Zarah; where they resumed the main trail. Long distance Santa Fe Trail traffic east of Fort Zarah slowed to a trickle. *Trail length from Junction City to Santa Fe = 699 miles: 76 miles from Junction City to Fort Ellsworth, 40 miles from Fort Ellsworth to Fort Zarah, and 583 miles from Fort Zarah to Santa Fe.*

# June 1867 to October 1867

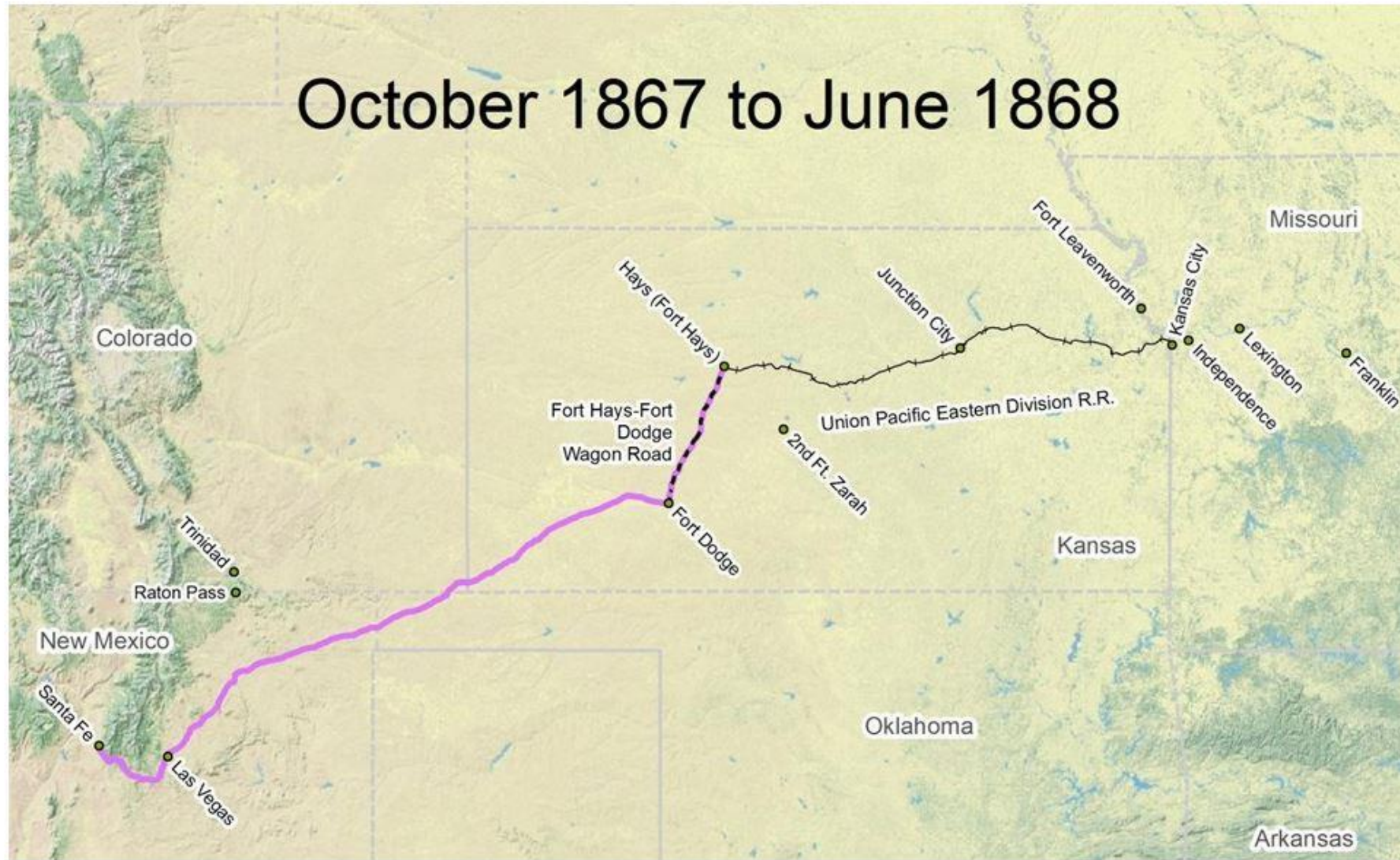


GIS NPS

## 1867

The UPED reached Fort Harker (near Fort Ellsworth) in June 1867. For the next several months, most Santa Fe-bound travelers began their trail trips at this point. *Trail length from Fort Harker to Santa Fe = 623 miles: 40 miles (feeder route) from Fort Harker to Fort Zarah and 583 miles (main route) from Fort Zarah to Santa Fe.*

# October 1867 to June 1868

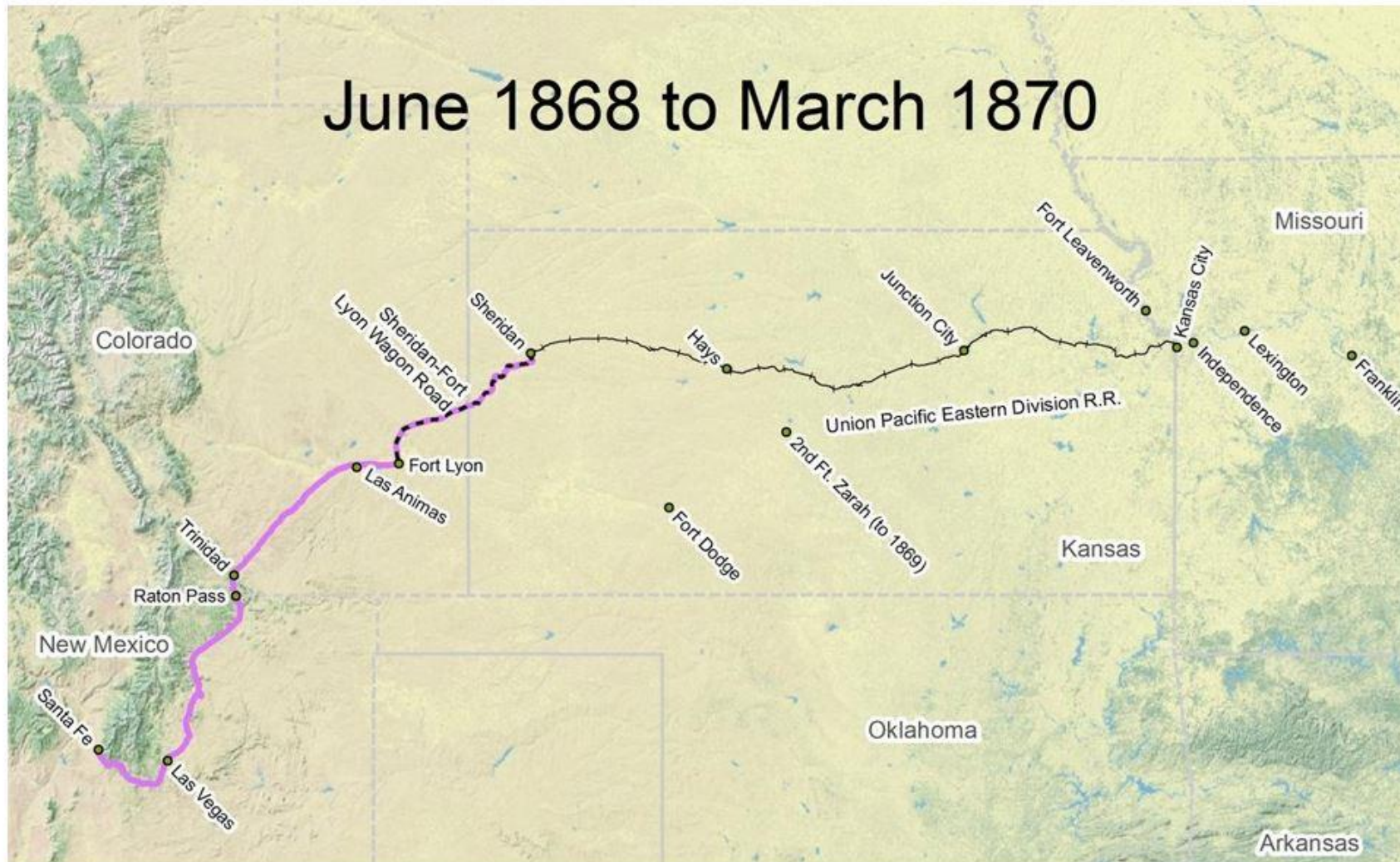


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## 1867 - 1868

The UPED reached Hays City (near Fort Hays) in October 1867, after which wagons and stage coaches used this point to begin their westward trips. Most long distance trail traffic stopped east of Fort Dodge. *Trail length from Hays to Santa Fe = 568 miles: 75 miles (feeder route) from Hays to Fort Dodge and 493 miles (main route) from Fort Dodge to Santa Fe.*

# June 1868 to March 1870

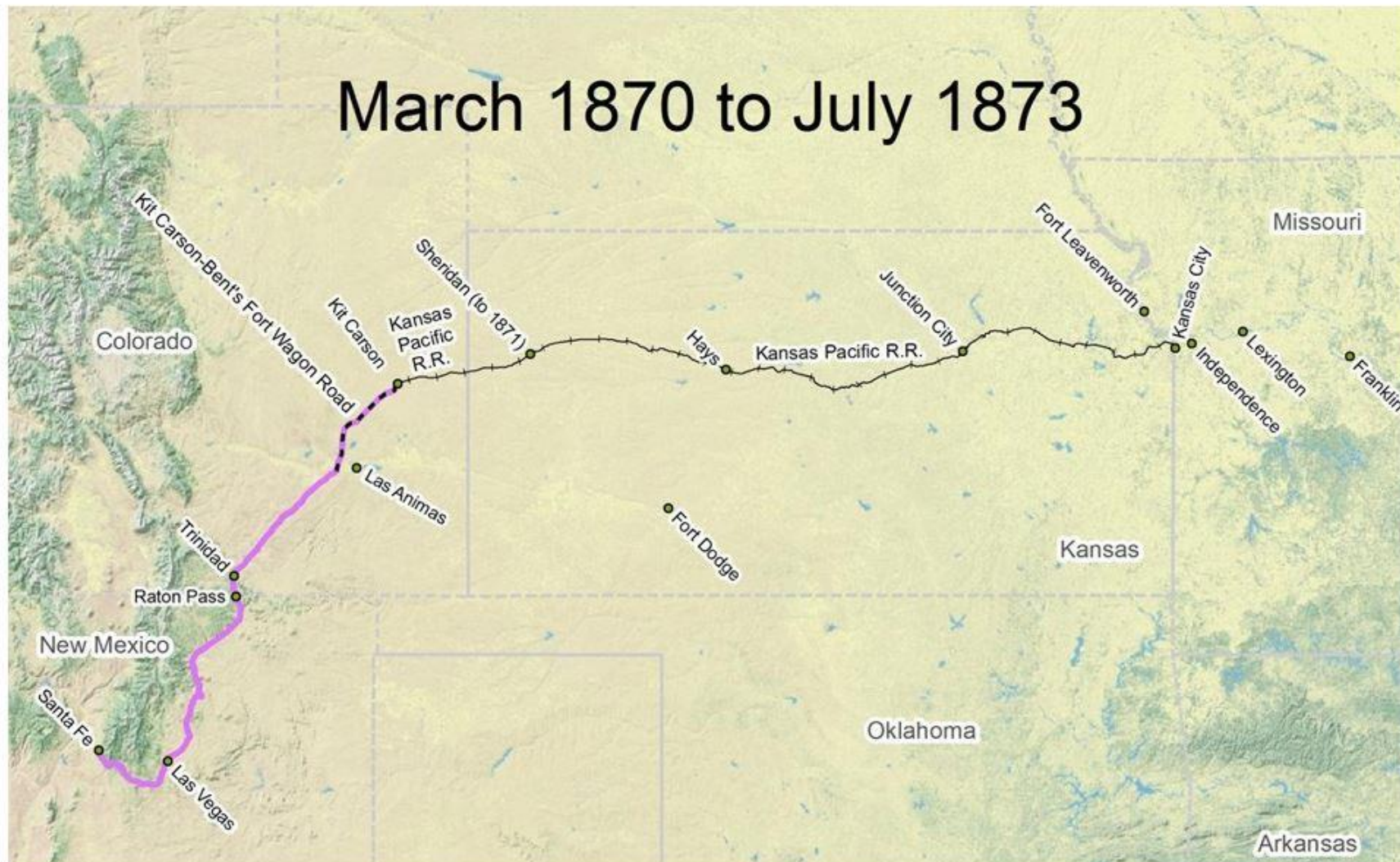


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## 1868 - 1870

UPED tracks reached the town of Phil Sheridan (soon renamed Sheridan) in June 1868, and then westbound freight headed southwest over a wagon road to (new) Fort Lyon, on the main trail. The Cimarron Route was abandoned after June 1868, and most long distance Mountain Route traffic ceased east of Fort Lyon. *Trail length from Sheridan to Santa Fe = 428 miles: 120 miles (feeder route) from Sheridan to Fort Lyon and 308 miles (main route) from Fort Lyon to Santa Fe.*

# March 1870 to July 1873

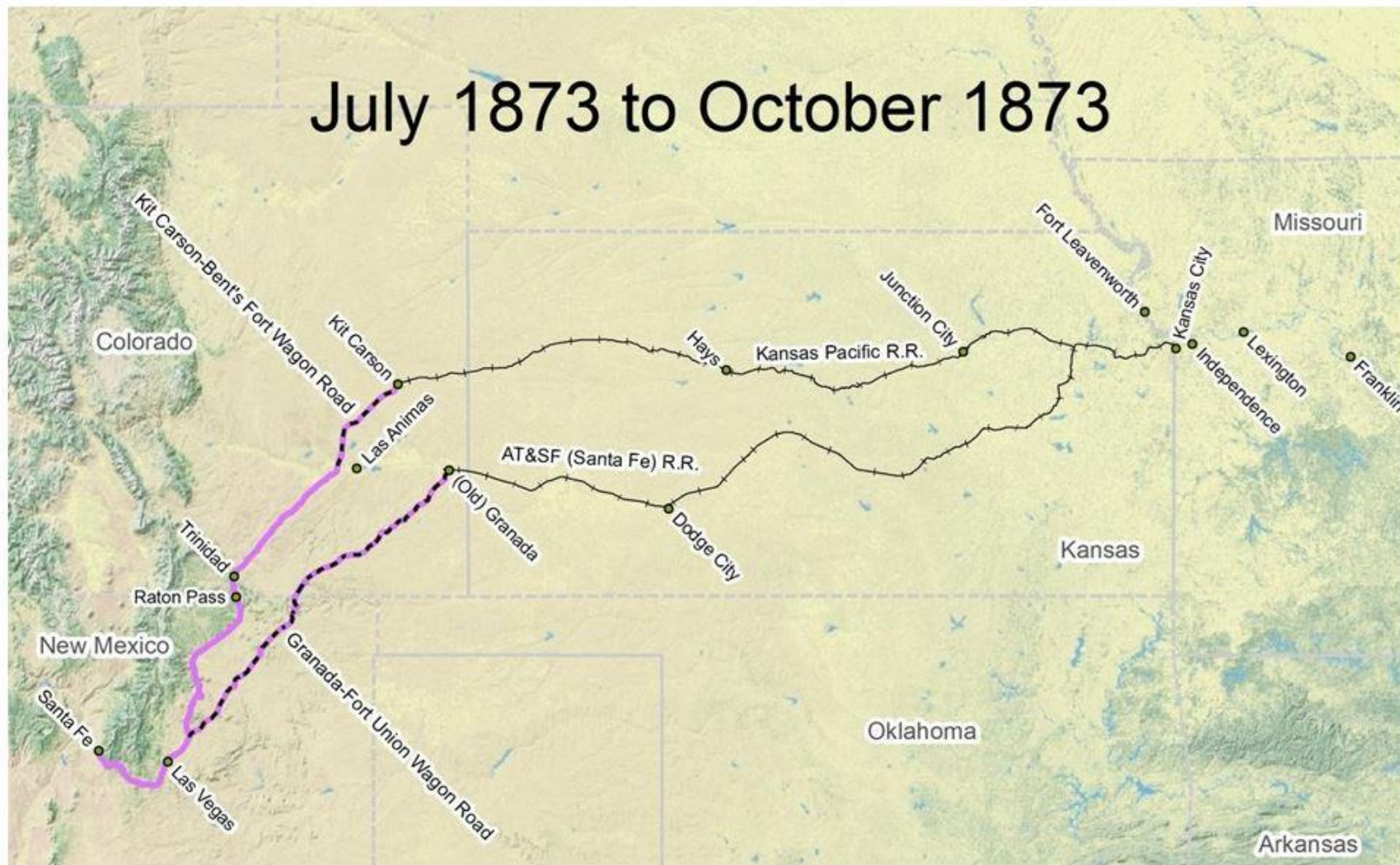


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## 1870 - 1873

The Kansas Pacific (formerly UPED) reached Kit Carson, Colorado in March 1870. The primary connecting route between there and the main Santa Fe Trail was a 66-mile freight route that went southwest to the site of Bent's Old Fort. *Trail length from Kit Carson to Santa Fe = 358 miles (via the freight route): 66 miles (feeder route) from Kit Carson to the old fort site and 292 miles (main route) from the fort site to Santa Fe.*

# July 1873 to October 1873

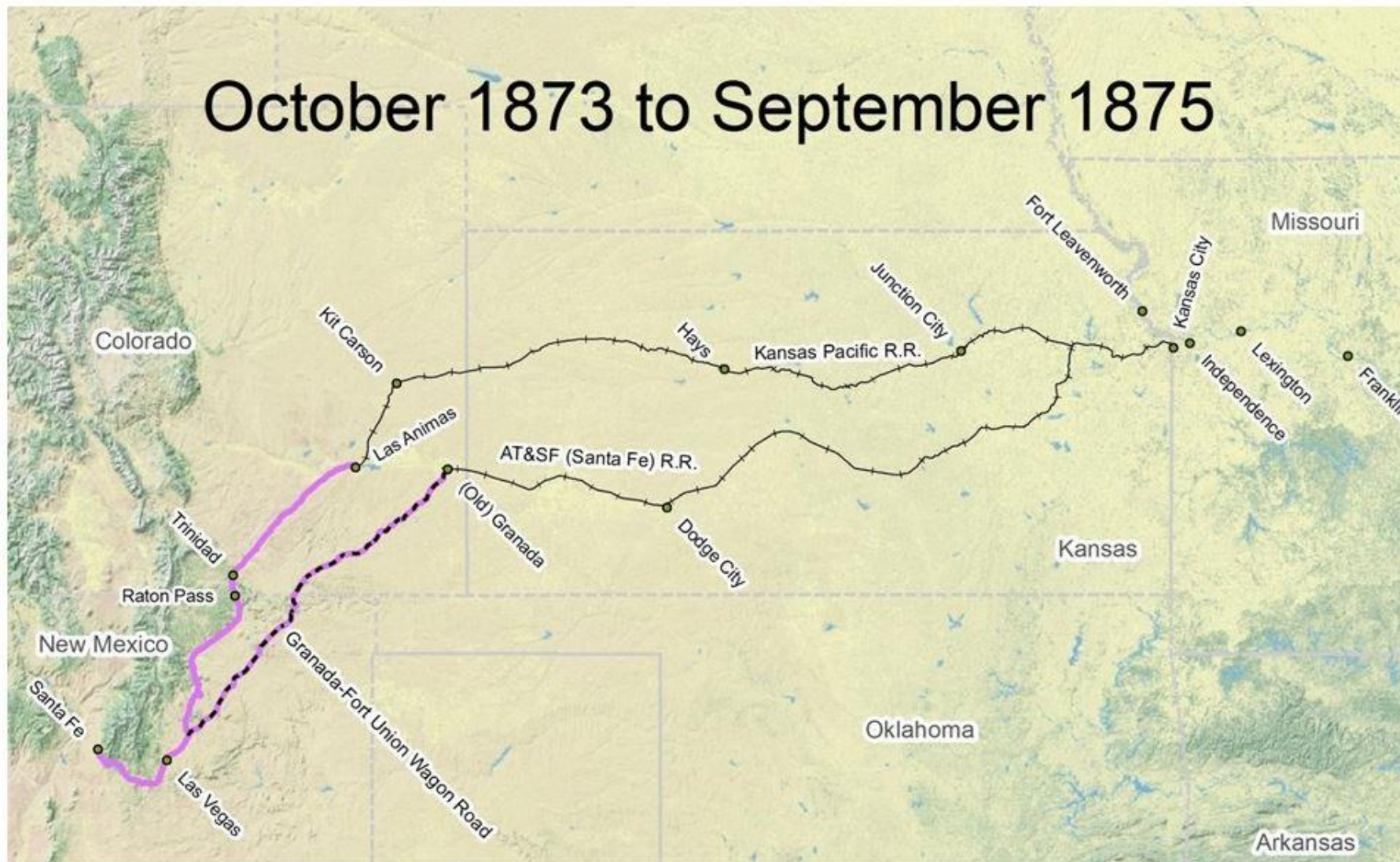


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## 1873

A new railroad (the Atchison, Topeka, and Santa Fe), also building west from eastern Kansas, began to compete for Santa Fe Trail traffic in July 1873 when it reached (old) Granada, in eastern Colorado. Most trail traffic began running over the Granada-Fort Union wagon road, although some traffic continued through Trinidad. *Trail length from Granada to Santa Fe = 323 miles: 224 miles on the connecting road and 99 miles along the main trail right of way.*

# October 1873 to September 1875

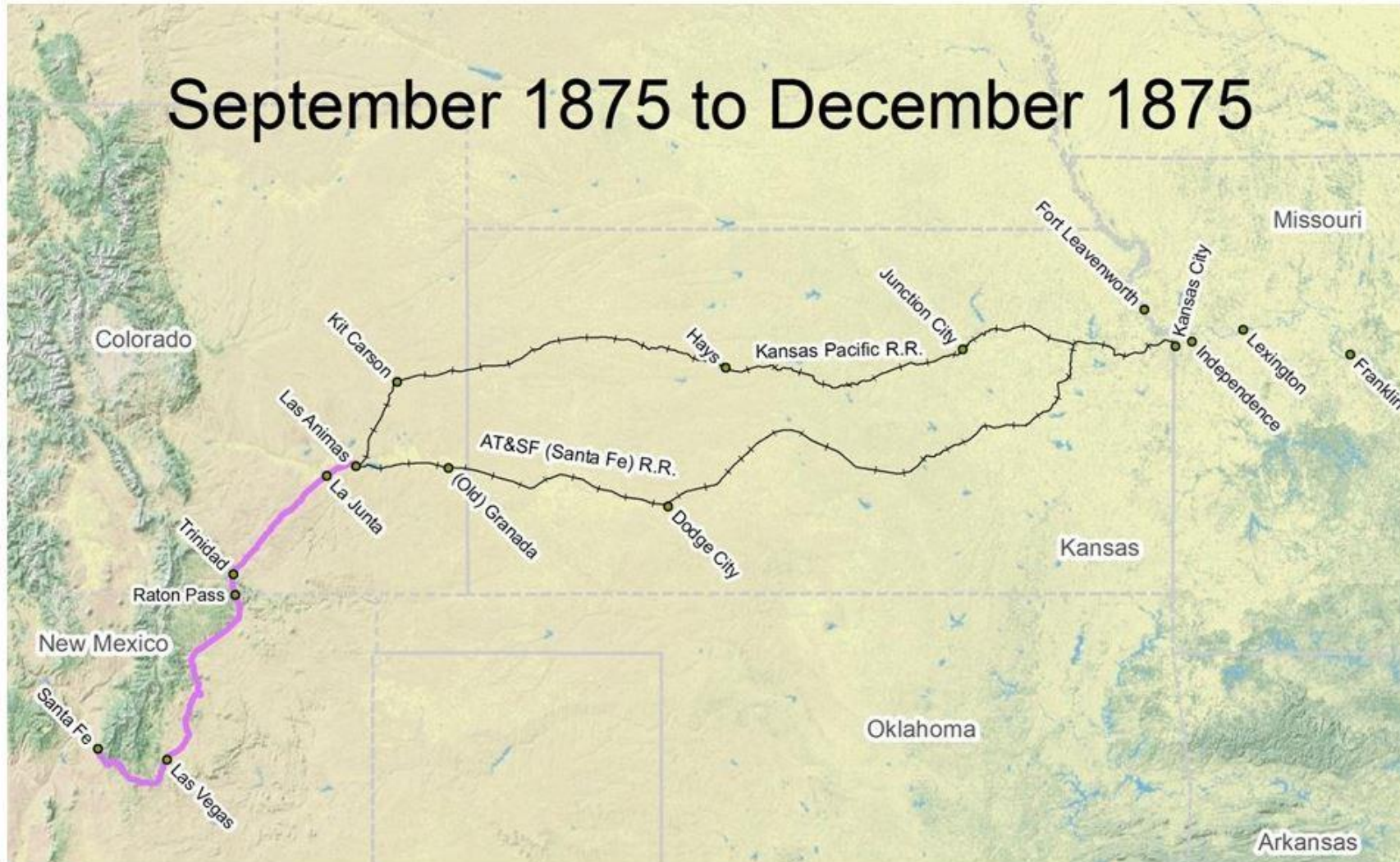


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## 1873 - 1875

The Kansas Pacific, in a bid to stay competitive with the the Atchison, Topeka, and Santa Fe (AT&SF), completed a 58-mile spur line in October 1873 from Kit Carson to Las Animas, located adjacent to the Santa Fe Trail. For the next two years, significant trail traffic continued to move over two separate routes. *Trail length from Las Animas to Santa Fe = 304 miles.*

# September 1875 to December 1875



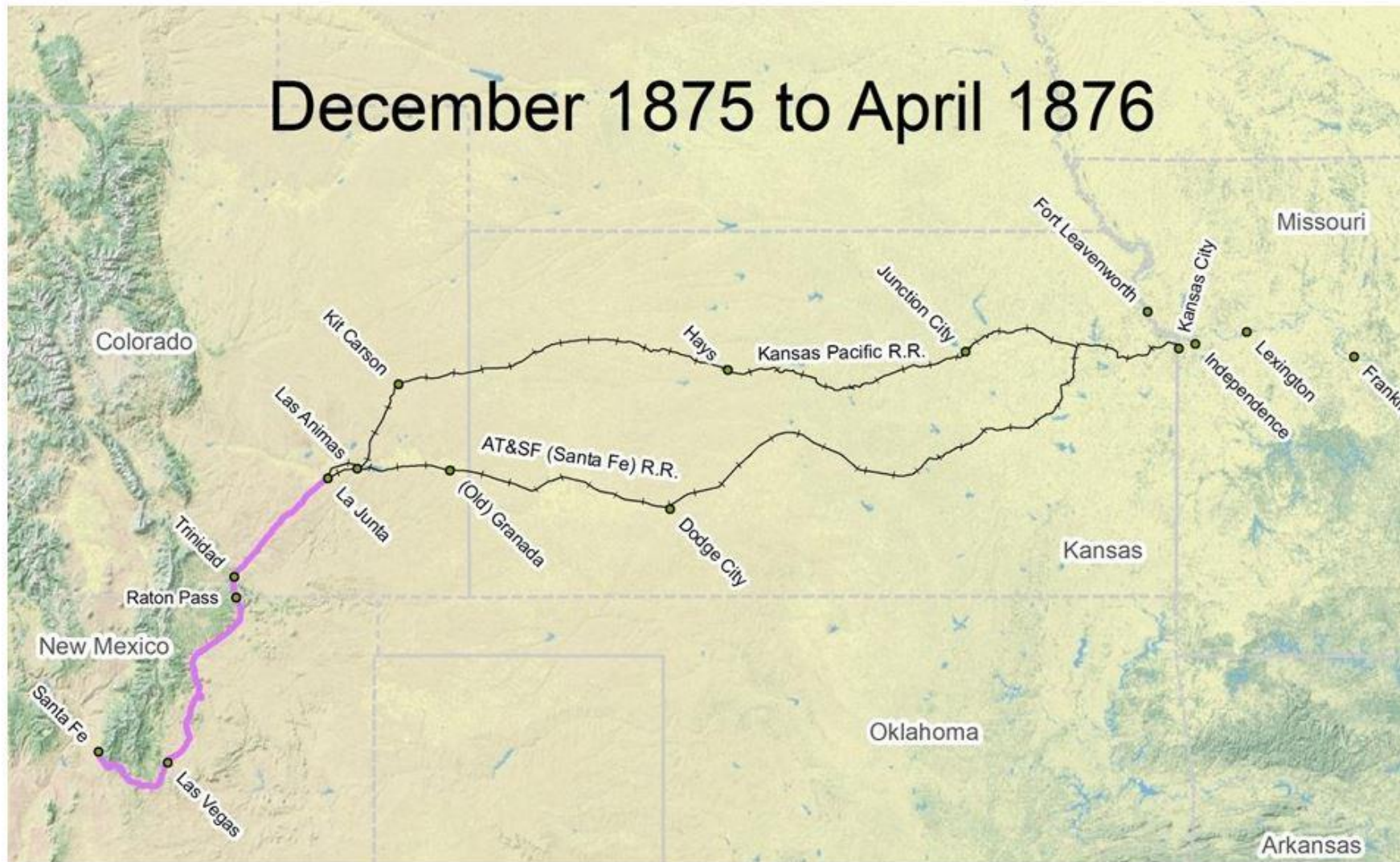
GIS NPS

## 1875

in September 1875, AT&SF tracks reached Las Animas, Colorado and for the next several months, both railroads had railheads in the same town. Virtually all Santa Fe Trail traffic now went over the main route via Raton Pass, and the Granada-Fort Union wagon road (as far as Santa Fe Trail traffic is concerned) was abandoned. *Trail length from Las Animas to Santa Fe = 304 miles.*



# December 1875 to April 1876

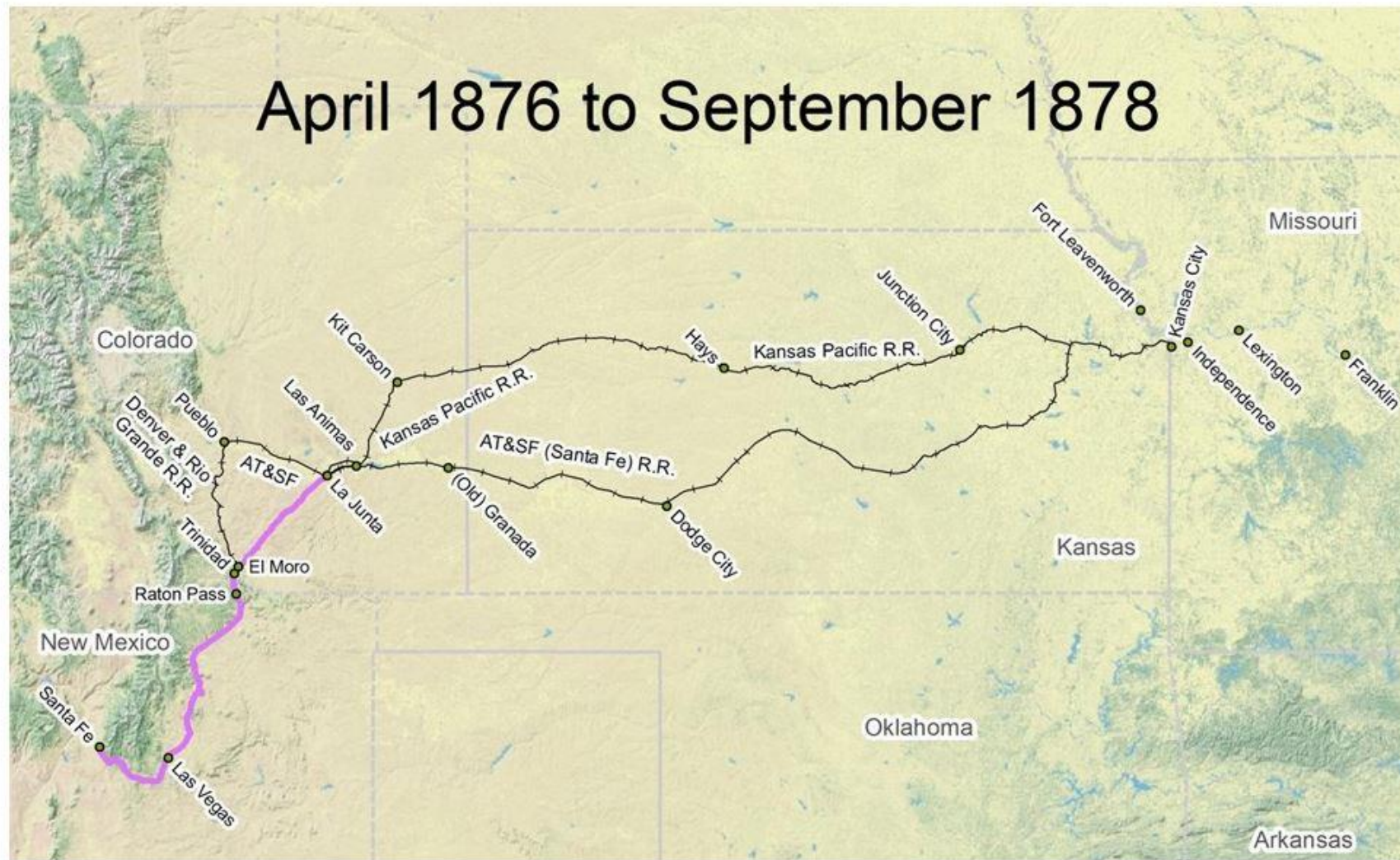


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## 1875 - 1876

Kansas Pacific track crews (building westward from Las Animas) reached the boom town of La Junta in mid-December 1875, and within two weeks AT&SF tracks reached there as well. For the next several months, both railroads were in an equally competitive position to serve points in southeastern Colorado. *Trail length from La Junta to Santa Fe = 285 miles.*

# April 1876 to September 1878

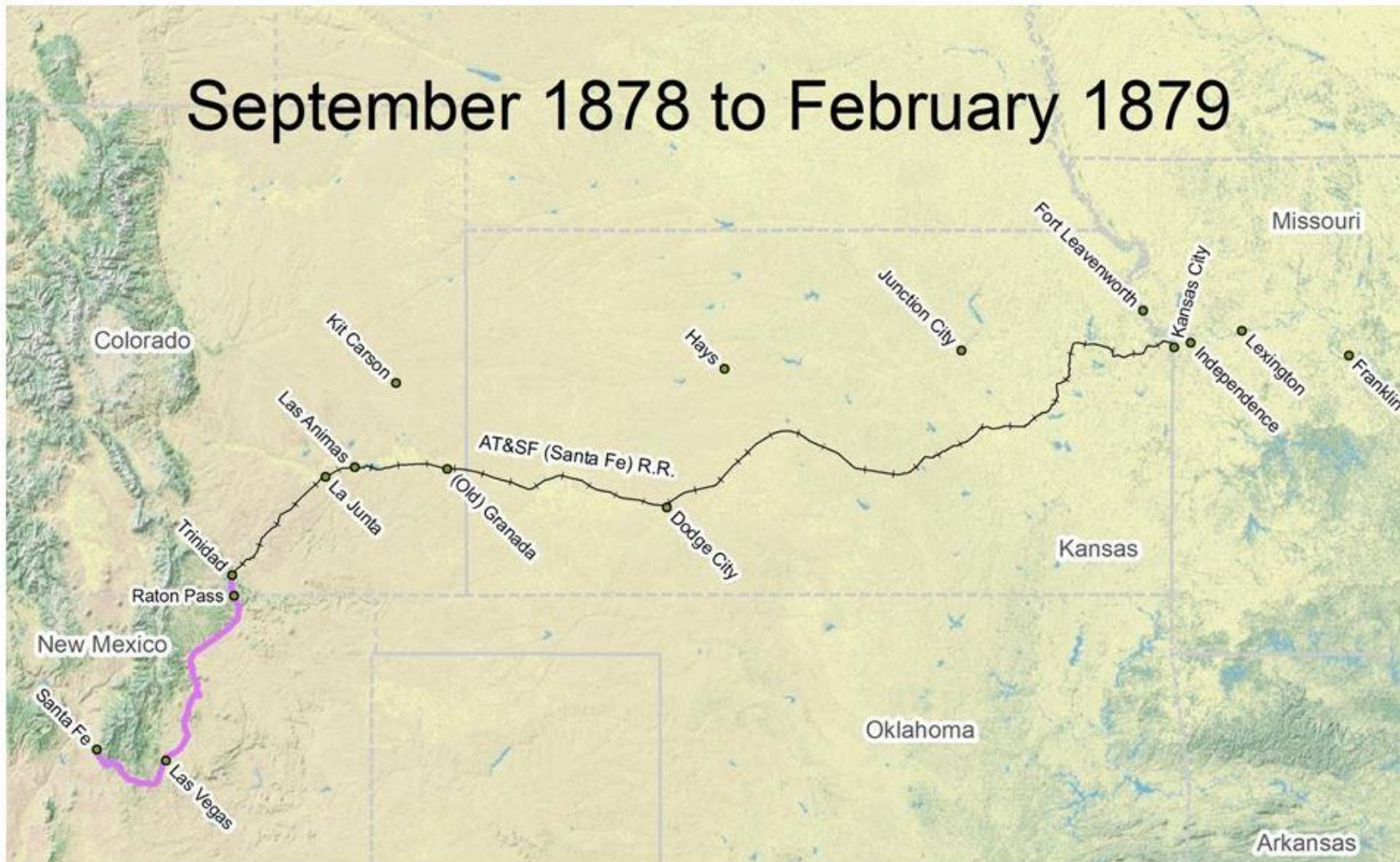


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## 1876 - 1878

Santa Fe railroad track crews, building westward from La Junta, reached Pueblo in March 1876. Just one month later, the Denver and Rio Grande (D&RG) railroad completed a line south from Pueblo to El Moro (5 miles northeast of Trinidad). As a result, mail traffic and some stage passengers began their Santa Fe Trail journey south from El Moro, but Santa Fe-bound freight traffic continued to run southwest from La Junta. *Trail length from El Moro to Santa Fe = 207 miles.*

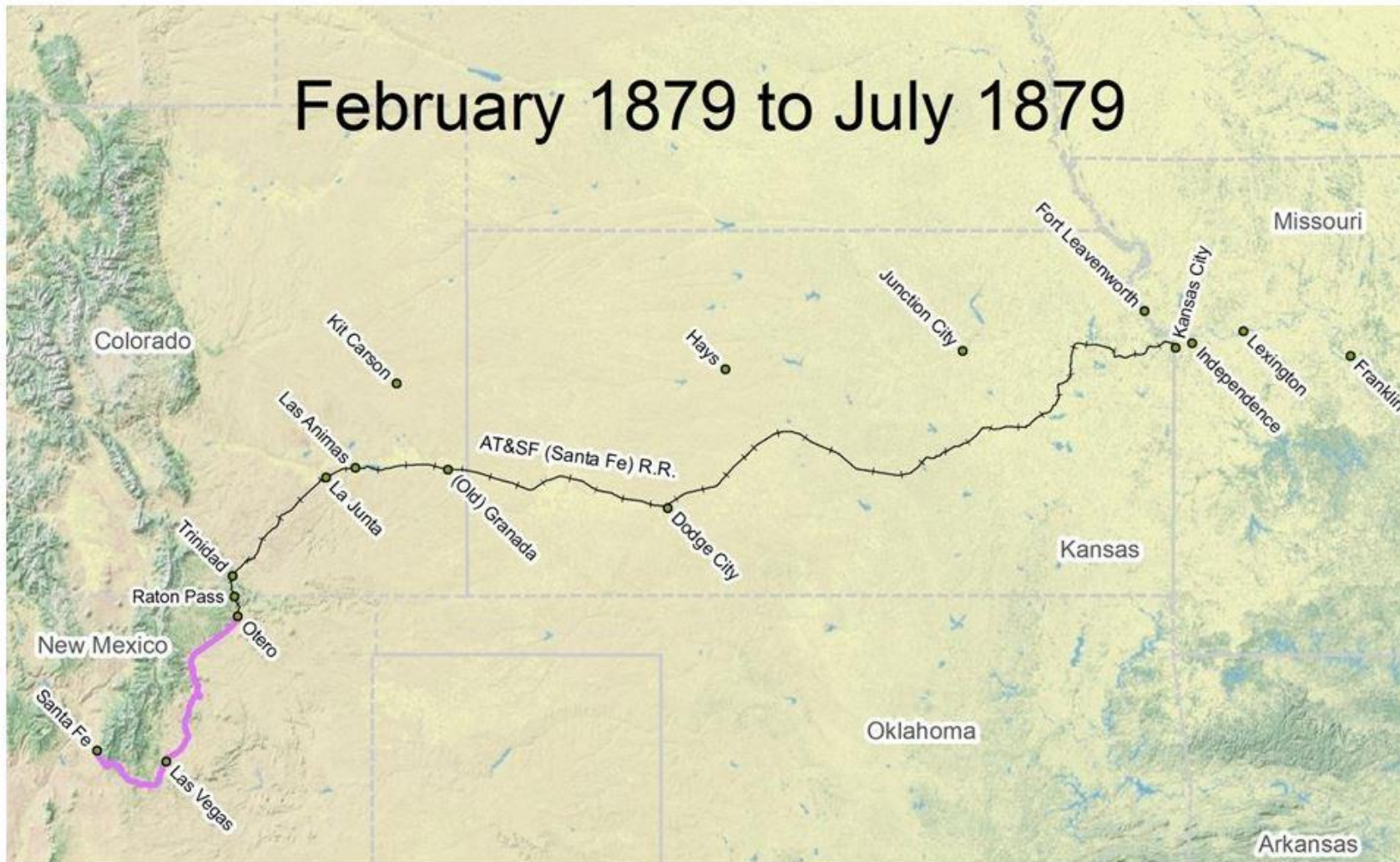
# September 1878 to February 1879



GIS NPS

## 1878 - 1879

Santa Fe tracks reached Trinidad in September 1878. Construction of this line had begun at La Junta in May, following a February confrontation south of Trinidad that resulted in AT&SF crews gaining the right to build over Raton Pass. The Santa Fe's victory at Raton Pass eliminated the Kansas Pacific as a railroad competitor, and the Kansas Pacific route between Kit Carson, Las Animas, and La Junta was abandoned soon afterward. *Trail length from Trinidad to Santa Fe = 202 miles.*

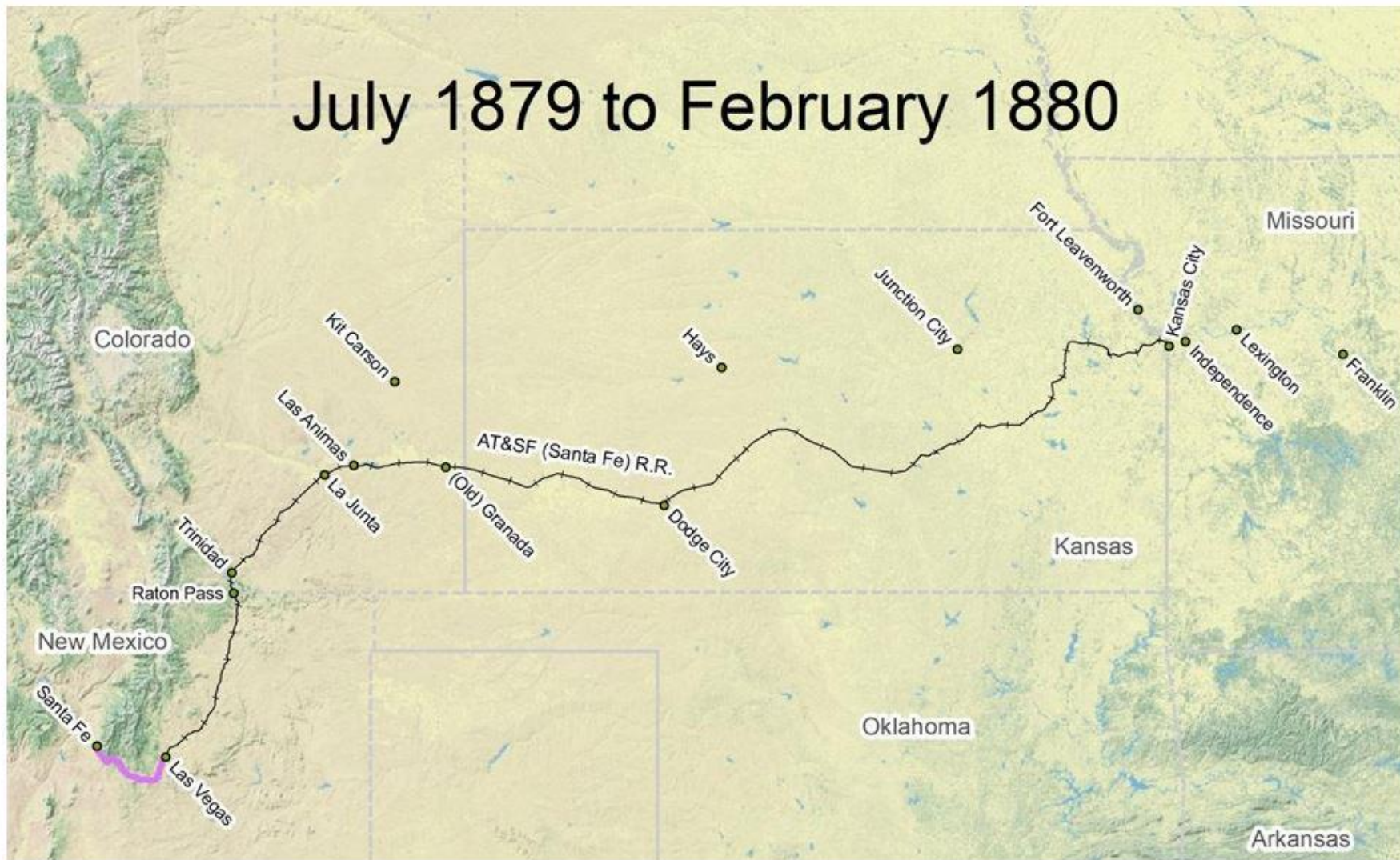


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## 1879

Santa Fe tracks reached the top of Raton Pass and entered New Mexico on November 30, 1878, and in February 1879 crews extended the tracks to Otero. This impromptu camp, near the old Clifton House stage station (just south of present-day Raton), served as the temporary railhead while construction crews pushed toward Las Vegas. *Trail length from Otero to Santa Fe = 176 miles.*

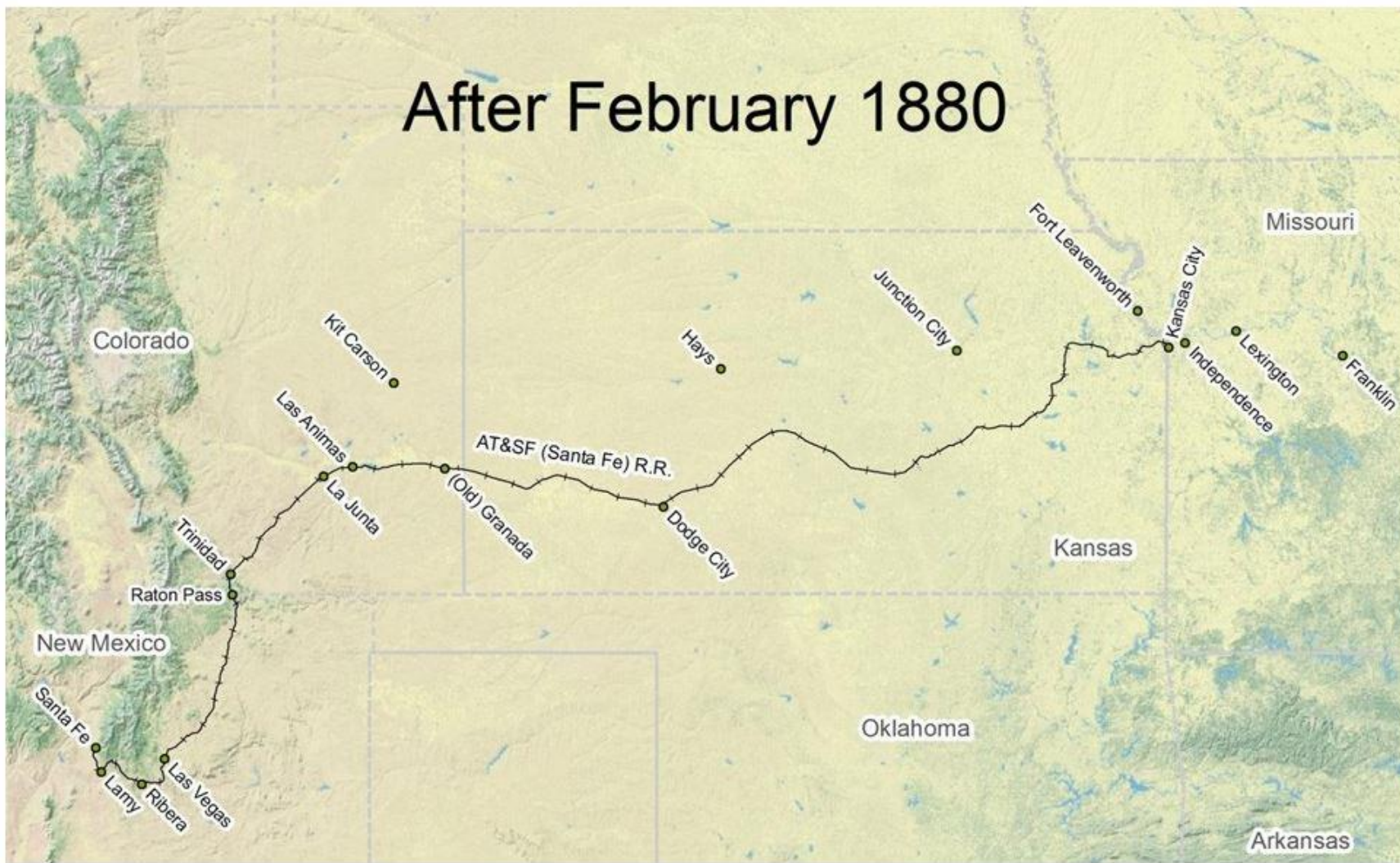
# July 1879 to February 1880



GIS NPS

## 1879 - 1880

Santa Fe railroad tracks reached Las Vegas, New Mexico on July 1, 1879, and the first train entered the city three days later. Las Vegas served as the railhead (and eastern trail terminus) for the last few months that the Santa Fe Trail served as a long-distance route. *Trail length from Las Vegas to Santa Fe = 64 miles.*



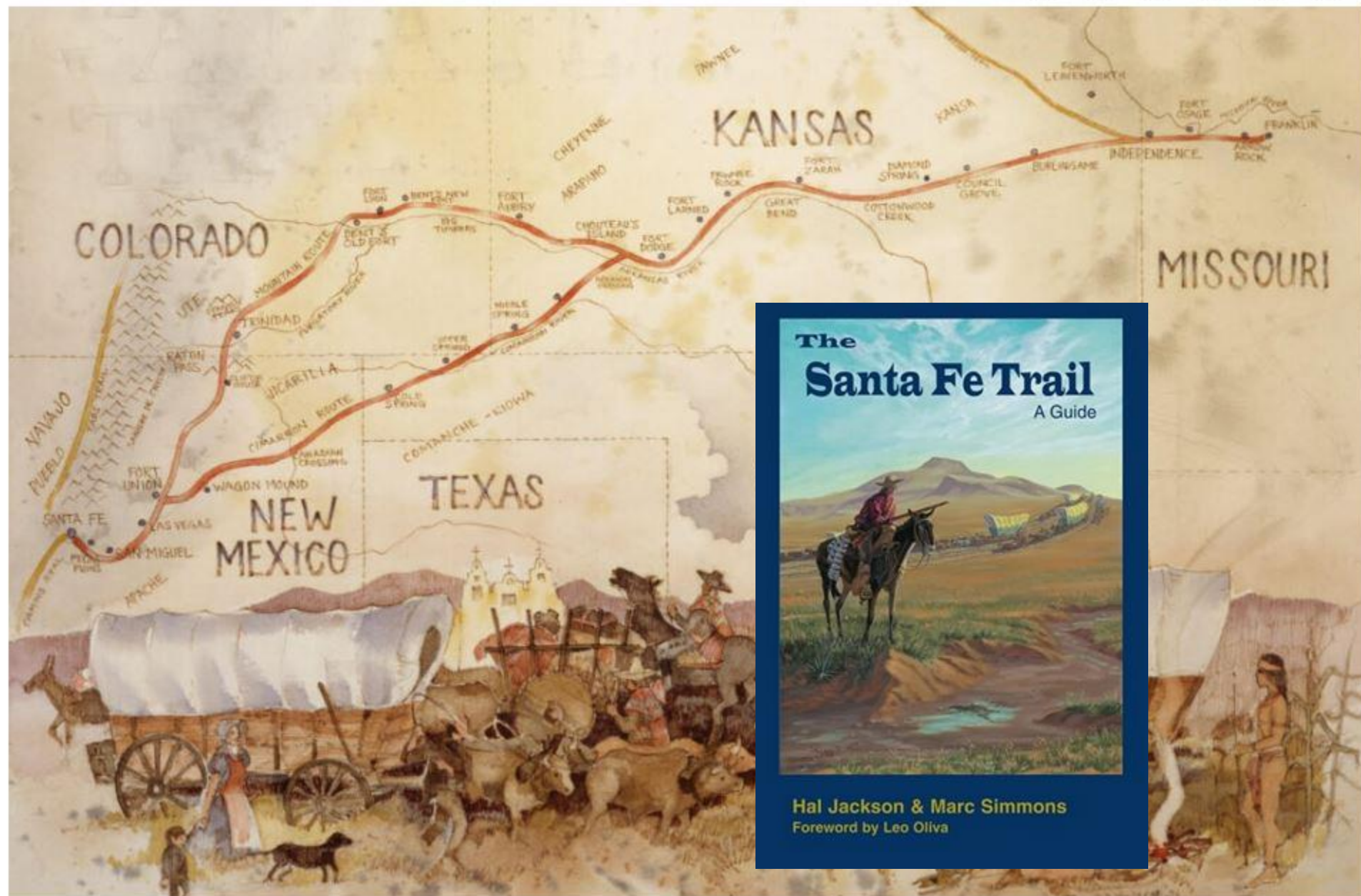
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## 1880

The first Santa Fe railroad train entered Santa Fe, New Mexico on February 9, 1880, via an 18-mile spur track that Santa Fe County voters had funded in an October 1879 bond election. The entire 835-mile Mountain Route of the Santa Fe Trail, from Kansas City to Lamy and on to Santa Fe, could now be traversed by rail. After this date, the Santa Fe Trail either served local needs or fell into disuse.



📷 This illustrated map by D.D. Holdread shows the route of the Santa Fe trail, including the substantial portion running through Kansas. (Santa Fe Trail Association)



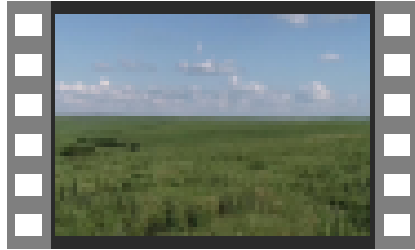
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The Santa Fe Trail  
1821-2021  
Bicentennial



