



# Santa Fe Trail Sites to the East and West

Pioneered by William Becknell in 1821, the Santa Fe Trail became an important international, commercial trade route. It spanned 900 miles from Franklin, Missouri, to Santa Fe, then in Mexico. Wagon trains took up to two and one-half months to make the rugged trip. Unlike the emigrant trails which took travelers west to Utah, Oregon, and California, the Santa Fe Trail mainly handled commerce with traffic moving in both directions. When Santa Fe became part of the United States after the Mexican-American War in 1848, trade barriers were removed and traffic increased but the need for the trail ended with the arrival of the railroad in 1880. Today it is designated a National Historic Trail by the U.S. Congress. There are many opportunities along its length to see ruts left by the wheels of the wagon trains.



The Santa Fe Trail was a vital artery for commerce, travel, communication, and military transportation. Freight wagons no longer cross the prairie, yet ribbons of deep-worn ruts from countless ox- or mule-drawn wagons can still be seen in several places close to Fort Larned. Guide books are available and distinctive signs mark the route. See a glimpse of history and travel the Santa Fe Trail today.

## Indispensable Beverage

*The insatiable appetite acquired by travellers upon the Prairies is almost incredible, and the quantity of coffee drunk is still more so. It is an unailing and apparently indispensable beverage, served at every meal—even under the broiling noon-day sun, the wagoner will rarely fail to replenish a second time, his huge cup.*

Trader Josiah Gregg, as described in his 1844 book *Commerce of the Prairies*

For maps and further information about other sites to explore, please visit:

- **Fort Larned National Historic Site:** [www.nps.gov/fols](http://www.nps.gov/fols)
- **Santa Fe Trail Center Museum & Library:** [www.santafetrailcenter.org](http://www.santafetrailcenter.org)
- **Coronado-Quivira Museum & Lyons Chamber of Commerce:** [lyonscc@kans.com](mailto:lyonscc@kans.com)
- **For information about the Santa Fe Trail:** [www.santafetrail.org](http://www.santafetrail.org) [www.nps.gov/safe](http://www.nps.gov/safe)



Look for this sign to trace the route of the Santa Fe National Historic Trail.

Please be courteous when viewing a site on private land.



### 1 Santa Fe Trail Center

Here you will find information and publications about the Santa Fe Trail. The building houses a museum covering subjects from the American Indian presence to the present day. On the grounds there are a typical prairie sod house, a frontier church and other buildings of the trail era.



### 2 Larned Cemetery Ruts

The trail cuts across what is now the Larned Cemetery and faint ruts can be seen on the southwest corner of the property next to the chain link fence.



### 3 Zebulon Pike Plaza

Similar to the Lewis and Clark Expedition to the north, Zebulon Pike led an expedition in the early years of the nineteenth century to explore the southwest regions of the continent. On October 29, 1806, he and his men crossed the Pawnee River at this spot. William Becknell used Pike's notes and maps when he opened the Santa Fe Trail in 1821.



### 4 Pawnee Rock State Historic Site

Pawnee Rock was one of the best known natural features along the Santa Fe Trail in Kansas. Although some of the rock was removed by settlers and the railroads for construction materials, one can still enjoy panoramic views across the prairie from this relatively high landmark.



### 5 The Second Fort Zarah

Built one-half mile north of the first one, the second Fort Zarah was a more permanent post, comprised of large stone buildings for a fully functioning fort. This post was abandoned in 1869, when it was felt that the Indian threat was not sufficient to warrant a second post so close to Fort Larned.



### 6 Ralph's Ruts

One of the finest examples of trail evidence anywhere along the trail, visitors have easy access and a Daughters of the American Revolution marker to point out the location. The ruts continue west intermittently for another two miles, where they form the spectacular Gunsight Notch, a ridge worn away by 60 years of commercial and military traffic.

# Fort Larned



## Protector of the Santa Fe Trail

Fort Larned was established in 1859 near the midpoint of the Santa Fe Trail. Throughout the 1860s Fort Larned served as a lonely outpost on the vast Kansas prairie providing protection for mail coaches and freight caravans on the Santa Fe Trail during the turbulent period known as the "Indian Wars." The fort was home to both infantry and cavalry units, including a troop of African-American soldiers known as "Buffalo Soldiers." Many famous people came to the fort during its heyday,

including Lieutenant Colonel (Brevet General) George Custer, Buffalo Bill, Kit Carson, and Indian Chiefs Black Kettle, Satanta, and Yellow Bear. While most forts from that time were torn down or have deteriorated over the years, Fort Larned survives largely intact due to its sandstone construction. Visitors today are delighted to find one of the most complete and authentic forts remaining from the 1860s and 1870s.



**Fort Larned National Historic Site, a National Park Service area, is just ten minutes away!**

**The park is located six miles west of Larned on Kansas Highway 156.**

**Admission is free.**



Soldiers step through formations on the fort's parade ground.



Cannons like these protected the fort from attack.



The fort ambulance. Fort Larned had the only hospital for hundreds of miles around.



A blacksmith at work in the forge.

Nine original buildings, most beautifully restored inside and out, surround the parade ground and await your exploration. Rangers are on duty daily in the park visitor center, which includes a museum, audio-visual programs, and a bookstore. Staff and volunteers recreate the "Old West" with living history

programs on Saturdays, Sundays, and holidays during the summer, and occasionally at other times of the year (contact the park for a schedule). Other park features include a picnic area with shaded tables, visible Santa Fe Trail ruts that cross a prairie dog town, and a nature and history trail.



# Santa Fe Trail Sites to the West

For 60 years, the Santa Fe Trail connected the east with the southwest. It preceded by 20 years the great emigrant trails to the north and was the only trail to start in the United States and end in a foreign country. After the Mexican-American War ended in 1848, the trail traveled through what was now United States territory and army posts like Fort Larned were built to protect traders from skirmishes with the American Indians along the way.



## Network of Trade

The Santa Fe Trail was an important link in the system of early international trading routes. Goods heading east from Missouri were transported on rivers and canals to reach the ports of New York City and New Orleans. El Camino Real de la Tierra Adentro connected Santa Fe to Chihuahua, Mexico and points further south.



**1 Larned Ruts**  
Tracks made by the heavy freight wagons are visible in many spots throughout the area. Springtime is often the best viewing time when plants fill the ruts with new growth and make them easier to spot. These ruts are located just south of Fort Larned.



**2 Wet Route, Fort Larned Military Road Junction**  
The Fort Larned Military Road merged with the Wet Route at this location; ruts can be seen from the roadside. In Pawnee, Edwards, and Ford Counties, trail enthusiasts will notice over 50 such markers that identify important trail sites.



**3 Fort Dodge**  
Fort Dodge was founded in 1865 to protect the Santa Fe Trail. The fort site was previously used as a campsite by trail traders because the wet and dry routes rejoined at this point. The fort was removed from service in 1882. Today the former fort serves as the Kansas State Soldiers Home.



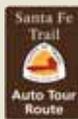
## Taking Your House on the Road

Freight wagons had to supply the teamster crews with everything they needed for up to three months on the trail. In addition to commercial freight, food, tools, and even lumber for repairs had to be packed into the wagons. A typical freight wagon when fully loaded could weigh 5,000 pounds.

Loading the wagons was tricky because cargo had to survive constant jolting on the primitive trail but some teamsters became so good at packing that their goods arrived, after 900 miles on the trail, in as good condition as if they had come by steamboat.

For maps and further information about other sites to explore, please visit:

- **Fort Larned National Historic Site:** [www.nps.gov/fols](http://www.nps.gov/fols)
- **Dodge City Chamber of Commerce & Boot Hill Museum:** [www.dodgechamber.com](http://www.dodgechamber.com)
- **For information about the Santa Fe Trail:** [www.santafetrail.org](http://www.santafetrail.org)  
[www.nps.gov/safe](http://www.nps.gov/safe)



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**4 100th Meridian Marker**  
The 100th degree of longitude long served as a boundary between nations, first between France and Spain and later as the boundary for the Louisiana Purchase, between Spain and the U.S. The meridian also symbolically marks the end of the humid east and beginning of the arid west.



**5 Dodge City Ruts**  
This excellent set of ruts is nine miles west of Dodge City on the north side of Highway 50. It is owned and managed by the Boot Hill Museum, which permits visitors to walk to the site of the parallel ruts. The Kansas Highway Department has provided a turnout and parking area for easy access.



**6 Caches Monument**  
Near here in 1822 a blizzard stopped Santa Fe bound traders. They dug holes, buried, and stored (cached) their goods until they returned from Taos, New Mexico, six months later. The holes remained until recent times and became the landmark known as the "Caches" on the trail.



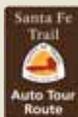
# Trail Sites to the East

The Santa Fe Trail was an overland two-way trade road that connected Franklin, Missouri, with Santa Fe, New Mexico. After stopping at Bent's Old Fort for rest and resupply, traders heading east had about 180 miles to cover before reaching

the point where the Mountain Route and Cimarron Route rejoined. The route hugged the Arkansas River, so for this part of the journey water was available. This trip to the Middle Crossing took about 10 days.



Army Train Crossing the Plains



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For maps and further information, please visit:

- **Southeast Colorado Heritage:**  
[www.secoloradoheritage.com](http://www.secoloradoheritage.com)
- **Bent's Old Fort National Historic Site:**  
[www.nps.gov/beol](http://www.nps.gov/beol)
- **Fort Larned National Historic Site:**  
[www.nps.gov/fols](http://www.nps.gov/fols)
- **Boggsville:**  
[www.phsbc.info/boggs.htm](http://www.phsbc.info/boggs.htm)
- **Santa Fe Trail information:**  
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## Trade Route

The Santa Fe Trail was an important link in early international trading routes. Running over 900 miles from the United States to Mexico, international trade was underway from 1821 to 1848. It took freight wagons over two months to make the trip. Traders heading west sold their goods in Santa Fe or went further south along El Camino Real de Tierra Adentro to markets in Mexico. Goods moving east on the trail were destined for New York City, New Orleans, and Europe. Domestic trade continued between Missouri and New Mexico until the arrival of the railroad in 1880.



### 1 Boggsville Historic Site

This small community anchored by the homes of John W. Prowers and Thomas O. Boggs, was a stage stop on the Santa Fe Trail. Today both buildings are maintained and partially restored.



### 2 Fort Lyon

This structure, now a chapel, was originally the home of the post surgeon for Fort Lyon, a Civil War-era fort. Frontiersman Kit Carson was brought here in 1868 for treatment and died shortly after.



### 3 Bent's New Fort

This fort was operated by William Bent from 1853 to 1859, when he leased the site to the U.S. Army. Today only foundation ruins outline the post.



### 4 Charlie's (Bentrup's) Ruts

Located three miles west of Deerfield on Highway 50 is a fine set of parallel ruts ascending a hill to the east. These are on the north side of the highway and marked with a Kansas State Historical Society marker.



### 5 Middle Crossings Area

Wagons were able to cross virtually anywhere in a 30-mile stretch due to the Arkansas River's shallow flows. Highway 50 closely follows the trail route and passes by the crossing sites.



### 6 Dodge City Ruts

This excellent set of ruts, owned and managed by the Boot Hill Museum, is nine miles west of Dodge City on the north side of Highway 50. The Kansas Highway Department has provided a turnout and parking area for easy access.



# Trading Post on the Trail

*There is the greatest possible noise in the patio. The shoeing of horses, neighing and braying of mules, the crying of children, the scolding and fighting of men, are all enough to turn my head.*

From the diary of Susan Shelby Magoffin, written at Bent's Fort on her nineteenth birthday, July 30, 1846.



Imagine traveling in the 1840s on the Santa Fe Trail. You have just spent weeks crossing hundreds of miles of lonely and desolate prairie. There would have been no help if you broke a wheel or an axle, no help if you ran out of supplies. This post would have been a most welcome site. You could repair your wagon and

trade for coffee, sugar, blankets, and ammunition. You could eat a meal at a dining table and sleep protected within the fort walls. Although several contemporary accounts describe the fort as a castle on the plains, for most trail traders it was more truck stop than palace.



Because space in the wagons was at a premium, it was unusual for traders to ride in the wagons other than to drive the horses.



Blacksmiths were among the tradesmen at the fort ready to repair wagons damaged after hundreds of miles on the rugged trail.



Wooden wagon parts, including wheels, dried and shrank quickly in the arid climate of the plains. The wheelwright at the fort had the skill and equipment to make repairs.



# Trail Sites to the West

After a stay at Bent's Fort, traders heading west had a rough road ahead. The Sangre de Cristo Mountains loomed and the main route of the trail was through the rugged Raton Pass. The road was so rocky that in

the 1840s a day's progress could be measured in yards. It was later developed into a toll road before becoming the route through the mountains of the Atchison, Topeka, and Santa Fe Railroad.



Fisher's Peak



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- **Bent's Old Fort National Historic Site:**  
[www.nps.gov/beol](http://www.nps.gov/beol)
- **Fort Union National Monument:**  
[www.nps.gov/foun](http://www.nps.gov/foun)
- **Baca House:**  
[www.historycolorado.org/museums/trinidad-history-museum-0](http://www.historycolorado.org/museums/trinidad-history-museum-0)
- **Santa Fe Trail information:**  
[www.santafetrail.org](http://www.santafetrail.org)  
[www.nps.gov/safe](http://www.nps.gov/safe)



Courtesy Colorado Historical Society

## Eyewitness

As one of the first Anglo-American women to travel the trail, **Susan Shelby Magoffin** made the journey from Independence to Santa Fe and into Mexico in 1846, when she was newly married and just 19 years old. She traveled in relative luxury in a private carriage and was a keen observer of life on the trail and in American-occupied Santa Fe. She wrote a vivid account of the experience in a travelogue, *Down the Santa Fe Trail and Into Mexico*.



### 1 Sierra Vista Overlook

Trail ruts can be seen crossing the grasslands towards the Rocky Mountains, 60 miles distant and four days travel for those heading west. The site of the mountains signalled the end of the long and tedious prairie crossing, but also warned of the difficult Raton Pass ahead.



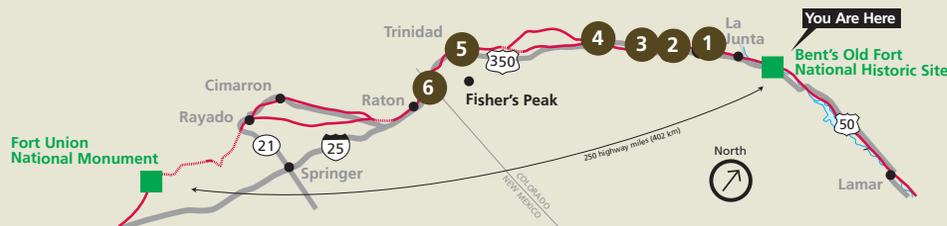
### 2 Timpas Stage Station

Timpas Creek was the first source of water for Santa Fe Trail traders after leaving the Arkansas River heading southwest. Between 1869 and 1871 the Metcalf Ranch, previously located here, served as a stage station.



### 3 Iron Spring

Located 11 miles west of Timpas, Colorado, on Highway 350, and then one mile south on a gravel road, Iron Spring was an important water supply on the trail and a stage station. Trail ruts are still visible near the spring; a few building remains are nearby.



### 4 Hole-in-the-Rock

The headwaters of the Timpas Creek, Hole-in-the-Rock was an important landmark for early trail travelers. It was a deep water source that never went dry.



### 5 Baca House

Built by a Santa Fe Trail merchant, John Hough, and later sold to the Baca family, this house sits near the Santa Fe Trail and houses some furnishings brought west on the trail. The structure is now a state-operated museum.



### 6 Fisher's Peak and Raton Pass

Overlooking the entrance to Raton Pass between Trinidad, Colorado, and Raton, New Mexico, this peak was a landmark for Santa Fe Trail traders, jutting out from the surrounding mesa.



# Fort Union

A network of trails led into and out of Fort Union. The eroded ruts can still be seen today.

You Are Here



Eroded Santa Fe Trail ruts of the Mountain Route can be seen north of Fort Union National Monument.

The deep ruts etched into the earth in front of you are a record of Fort Union's role as the guardian of the Santa Fe Trail. Formed from a network of routes used for hundreds of years by American Indians, Spaniards, Mexicans, New Mexicans, and Americans, the trail brought economic success to the towns along its path. With the presence of a growing number of

Americans, the trail also promoted westward expansion for the United States.

Established in 1851 to protect this vital international trade route, Fort Union ensured that the commerce traveling over 900 miles from the United States (Missouri) to Mexico (Santa Fe) reached its destination safely. The

fort also utilized the Santa Fe Trail as the primary military supply route, bringing supplies and men to the frontier west as conflicts grew with American Indian populations.

After the railroad arrived in 1879, the Santa Fe Trail instantly became obsolete and eliminated the need for Fort Union. It was abandoned in 1891.



# Trail Sites to the North and East

The Santa Fe Trail was a 900-mile overland road that connected Franklin, Missouri, with Santa Fe, New Mexico. Near here, the trail split into the Mountain Route and the Cimarron Route and travelers had to decide which to take to continue east to

Missouri. The smoother Cimarron Route was the most direct path but lack of water and passage through American Indian lands made it no less hazardous than the Mountain Route. Today both routes are part of the Santa Fe National Historic Trail.



Indian Alarm on the Cimarron River



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For maps and further information, please visit:

- **Fort Union National Monument:** [www.nps.gov/foun](http://www.nps.gov/foun)
- **Wagon Mound:** [www.wagonmoundnm.com](http://www.wagonmoundnm.com)
- **Town of Clayton:** [www.claytonnewmexico.net](http://www.claytonnewmexico.net)
- **Santa Fe Trail information:** [www.santafetrail.org](http://www.santafetrail.org)  
[www.nps.gov/safe](http://www.nps.gov/safe)
- **Town of Raton:** [www.ratonnm.gov](http://www.ratonnm.gov)



## Network of Trade

The Santa Fe Trail was an important link in the system of early international trading routes. Goods heading east from Missouri were transported on rivers and canals to reach the ports of New York City and New Orleans. El Camino Real de la Tierra Adentro connected Santa Fe to Chihuahua, Mexico and points further south.



### 1 Wagon Mound

One of the best-known landmarks on the trail, this was the last major point of reference for traders going west. It was so named because it looked like a covered wagon being pulled by oxen.



### 2 Lucien Maxwell House in Rayado

Started by Lucien Maxwell in 1848, the town of Rayado was the point where the Mountain Route and two of its side trails rejoined. The army rented buildings at Rayado in the early 1850s to help protect this part of the Mountain Route.

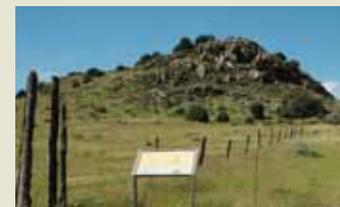


### 4 Rock Crossing of the Canadian River

The rock crossing is less than 10 miles from Springer and was an important crossing used to avoid the deep canyons of the Canadian River.



The Mountain Route and the Cimarron Route of the Santa Fe Trail diverged just south of Fort Union. The choice of routes heading east was made at Watrous. The Cimarron Route did not significantly reduce the time to traverse the trail but it presented a smoother route.



### 5 Point of Rocks

Used as a landmark for traders heading west, Point of Rocks had a fine spring. This outcropping was a popular campsite for various Indian buffalo hunting parties and Santa Fe Trail caravans traveling the Cimarron Route.



### 3 Cimarron

Cimarron was an important stop for wagon trains on the Mountain Route. Many buildings, such as the courthouse, jail, stagecoach office, and a gambling house, still remain from that era. The town square and well are pictured above.



### 6 McNeess Crossing

Located alongside the North Canadian River, McNeess Crossing was a popular camping site. This site is believed to be the location where, in 1831, the Fourth of July was celebrated for the first time in the New Mexico Territory.



# Trail Sites to the West

Rested and resupplied at Fort Union, traders headed west into the last 130 miles of the long and arduous trip to Santa Fe. They reached the trading post at Watrous first and then the small town of Las Vegas, a town founded as a trail stop in 1835. One

of the best known landmarks on the trail was Starvation Peak, visible for miles. Arrival at Kozlowski's Stage Station near the ruins at Pecos meant the wagon trains were just days away from Santa Fe.



Look for this sign to trace the route of the Santa Fe National Historic Trail.

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For maps and further information, please visit:

- **Fort Union National Historic Site:** [www.nps.gov/foun](http://www.nps.gov/foun)
- **Town of Las Vegas, New Mexico:** [www.lasvegasmexico.com](http://www.lasvegasmexico.com)
- **Las Vegas, New Mexico, Citizens' Committee for Historic Preservation:** <http://lasvegasmcchp.com>
- **Pecos National Historical Park:** [www.nps.gov/peco](http://www.nps.gov/peco)
- **Information on the Santa Fe Trail:** [www.santafetrail.org](http://www.santafetrail.org)
- [www.nps.gov/safe](http://www.nps.gov/safe)



Courtesy Pueblo City-County Library District

## Eyewitness

It was unusual for women to travel the trail. The hardships of disease, stampedes, fires, Indian attacks, storms, and drought made the trip unappealing to most women. But one woman who loved the adventure was **Marion Sloan Russell**. Born in Illinois in 1845, she made five round trips. She married an officer stationed at Fort Union and later in life wrote a memoir, *Land of Enchantment*, filled with fond memories of travel on the trail. She died at the age of 92.



### 1 Watrous Store (Doolittle Ranch house)

Samuel Watrous opened a trading store here in 1849 and made his home in this structure. This store catered to Santa Fe Trail traders until the very end of the trail era. The town was originally known as La Junta and was renamed Watrous when the railroad reached the town.



### 3 Kearny Gap

Here, in 1821, Captain Ignacio Gallego met trader William Becknell's party from Missouri. Mexican independence from Spain two months earlier allowed Governor Facundo Melgares to welcome Becknell and thus open the Santa Fe Trail to legal international commerce between Mexico and the United States.



### 4 Starvation Peak

Also known as Bernal Hill, this peak was a landmark for Santa Fe Trail traders. Bernal Spring offered water to traders and for a time there was a stage station nearby.



### 2 Las Vegas, New Mexico

It was from the top of the flat-roofed adobe structure, between numbers 210-218 on the north side of the plaza that Brigadier General Stephen Watts Kearny claimed the New Mexico territory for the United States in 1846.



### 5 San Miguel del Vado

This church was part of the first Hispanic settlement on the trail. Western bound caravans crossed the Pecos River nearby and the crossing point served as a port of entry and campsite for traders headed to Santa Fe.



### 6 Kozlowski's Stage Station

Now part of Pecos National Historical Park, this trading ranch and stage station was known for its excellent food. It also figured in the Civil War battle at Glorieta Pass.



# Trail Sites to the East

Heading east, traders had a decision to make at Watrous whether to take the flatter but drier Cimarron Route or head north along the shorter, rugged Mountain Route. If they went north they could rest and resupply at Fort Union before the

climb through Raton Pass. At the fort were wheelwrights to fix broken wagon wheels, blacksmiths to mend tools and axles, and a sutler's store stocked with essential supplies and hardware.



Old San Miguel del Vado



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- **Pecos National Historical Park:**  
[www.nps.gov/peco](http://www.nps.gov/peco)
- **Fort Union National Monument:**  
[www.nps.gov/foun](http://www.nps.gov/foun)
- **Information about the Santa Fe Trail:**  
[www.santafetrail.org](http://www.santafetrail.org)  
[www.nps.gov/safe](http://www.nps.gov/safe)
- **Las Vegas, New Mexico, Citizens' Committee for Historic Preservation:**  
<http://lasvegasmnchp.com>



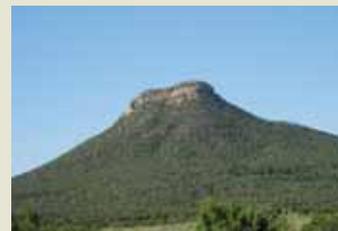
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### 6 Fort Union National Monument

Three forts were constructed on this site, the most recent built in 1863. It protected the western end of the trail and maintained well-supplied warehouses for both military units and private caravans reaching the fort from the east.



# Pecos and the Santa Fe Trail

The low spot on the horizon before you is Glorieta Pass with Glorieta Mesa to your left and the Sangre de Cristo Mountains to your right. For centuries people used this natural corridor for travel and trade. In the nineteenth century it was the route of the Santa Fe Trail, a trade route between Franklin, Missouri, and Santa Fe, New Mexico. The

trail was actively used from 1821 until the railroad came through in 1880. Present-day New Mexico Highway 63 follows its path. The building across the parking lot was once Kozlowski's Stage Station, one of the final rest stops before the much-anticipated end of the 900-mile journey.



## Fresh Fish Dinner

Perhaps the most famous owner of the building to your left was **Martin Kozlowski**, a Polish immigrant who purchased the 600-acre ranch located along the Santa Fe Trail in 1861. Kozlowski's Stage Station was a highlight for traders along the trail because meals often included freshly caught brown trout from Glorieta Creek. Kozlowski successfully ran the stage station until 1880 when the Atchison, Topeka, and Santa Fe Railroad completed its maiden run to Santa Fe, making the Santa Fe Trail obsolete.



## Cowboy Entrepreneur

Tex Austin purchased Kozlowski's ranch in 1924 envisioning a summer recreational ranch with customers coming from the East by train. Austin's customers paid \$125 per week to round up cattle and stay in his newly constructed guesthouse. Eventually the ranch was purchased by Texas oilman Colonel E.E. "Buddy" Fogelson and his wife, actress Greer Garson Fogelson.





# Trail Sites to the West

Just a few days more and the arduous 900-mile journey would end. When the traders reached the outskirts of Santa Fe, they stopped to “rub up” from their dusty trail clothes to their best Sunday suits for the triumphant entry into town. There was

much excitement when the traders arrived at the plaza. Townsfolk rushed to purchase long-awaited goods such as cotton and silk fabrics and American-made firearms and hardware.



Arrival of the Caravan at Santa Fe from Josiah Gregg's *Commerce of the Prairies*



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Courtesy the Oklahoma Historical Society

## Eyewitness

One of the most famous accounts of travel on the trail was written by a sickly young man from Missouri who joined a caravan in 1831, bound for Santa Fe. His health restored, **Josiah Gregg** ultimately made the trip eight times and became a Santa Fe trader engaging in trade between the United States and Mexico. Written in 1844, his book, *Commerce of the Prairies*, details the adventures of a trail crossing and life in Santa Fe before the outbreak of the Mexican War.



### 1 Battle of Glorieta Pass Monuments

These monuments honor those who fell in the Battle of Glorieta Pass in March 1862. Built by the Texas Division of the United Daughters of the Confederacy in 1939, and Colorado's State Historical Society in 1993, the monuments are located along New Mexico Highway 50.



### 2 Johnson's Ranch site (Cañoncito Church)

A trading ranch and stage station on the Santa Fe Trail, this ranch played a part in the Civil War Battle of Glorieta Pass. In March 1862 Confederate forces used it as their headquarters. Nothing remains of this ranch today, but the area called Cañoncito is located on the site.



### 3 Wagon Sculpture at Museum Hill

Artist Reynaldo "Sonny" Rivera, in collaboration with landscape architect Richard Borkovetz, created this life-sized depiction in bronze of "Journey's End" at Museum Hill in Santa Fe. It is located on Camino Lejo on the original route of the Santa Fe Trail.



### 4 Amelia White Park

This small park is located at the intersection of the Santa Fe Trail and Camino Corrales. Faint trail ruts can be seen in the park.



### 5 Santa Fe Plaza

At the plaza, traders unloaded and sold their goods. They celebrated their successful arrival after the 900-mile journey. Traders next traveled the trail back to Missouri with Mexican and New Mexican goods to sell in eastern markets.



### 6 Palace of the Governors

Built in 1610 this adobe structure served as the seat of government in New Mexico for 300 years. In 1846 General Stephen Watts Kearny raised the U.S. flag over the palace and took up temporary residence inside. It now houses the New Mexico History Museum.