

1: The Fort Wallace/Kit Carson/Fort Lyon Roads

Shortly after Fort Union, New Mexico was established in 1841, Lieutenant Colonel Edwin Sumner, the fort's commander, ordered Lieutenant John Pope to scout a better route along the Santa Fe Trail for military freight. The Granada-Fort Union Military Road ran for miles south from the Arkansas.

Fort Union 3 - A U. Army complex established in by Lt. Sumner , 1st U. Dragoons , in present day Mora County, New Mexico. Fort Union Quartermaster Storehouse Interior. Established on 26 Jul near two branches of the Santa Fe Trail on the site of a previous camp. Colonel Sumner, 9th Military Department Commander, established the post as a supply station on the Santa Fe Trail and principle quartermaster depot for military posts in the southwest. He also sought to remove his command from towns that he viewed as bad influences on the troops. On the 1st of August Colonel Joseph K. Mansfield , Cullum inspected the new post and found it garrisoned with three companies of troops; one company of infantry, one company of artillery and one company of Dragoons with a total of 3 officers and men present. He found the post in "a high state of discipline and every department of it in good order" but he was concerned that each company had only one officer present for duty and that there was a severe shortage of shoes, especially size 7, 8 and 9. Colonel Mansfield included both a plan of the fort and a sketch of the strategic location on the Santa Fe Trail. Cullum , ordered the construction of an additional earthworks fort across the creek from the original Fort Union. The new fort was built in a star shape and became known as the Star Fort. In construction began on a brick and adobe fort north of the Star Fort. The new post was designed by Captain John C. Farnsworth , the complex was said to be the largest fort west of the Mississippi at the time. Beyond the barracks were two corrals, a guard house, a bakery, stables, shops, and laundresses quarters. The post was engaged in conflicts during the U. Civil War that included Confederate forces and hostile Indians. Confederate forces under Major General Henry H. Sibley , , approached the fort in but were defeated in the battle of Battle of Glorieta Pass, Mar , forcing Sibley to retreat. Conflicts with raiding hostile Indian groups continued through the s including: The supply depot and arsenal were deactivated in and the fort was abandoned on 21 Feb leaving the post with a small caretaker detachment. The reservation reverted to the original owners on 1 Apr Current Status Must See!

2: Information about Fort Union National Monument which can be visited along the Santa Fe Trail route.

November 6, - New Mexico and Arizona citizens go to the polls to vote on whether to join the Union as one state. Although New Mexicans agree, Arizona voters reject the idea. New Mexico later became the 47th state and Arizona the 48th, both in

Buildings fell into disrepair; by , the fort was closed. In a preservation effort, the land, fort, and ruins of previous facilities became the Fort Union National Monument in , and today, visitors from all over the country come for the beautiful sights and fascinating history of the area. Permanent Attractions Visitors to the Fort Union National Monument can expect to find a variety of permanent offerings. No reservations are required. Visitors with limited time may choose to skip the Fort Tour in favor of the Fort Orientation. This program is perfect for history buffs visiting the park. Dressed in attire from the Civil War, trained individuals fire a nineteenth-century canon. This event is available only at certain times of the year; interested guests should contact Fort Union for more information. At different points each day, park rangers offer presentations about their areas of expertise. Each talk is 20 minutes long, and the schedule varies daily. For a specific schedule, guests are encouraged to visit the Visitor Center or call Fort Union. Educational Opportunities Fort Union is committed to providing educational opportunities to its young visitors. This professional development opportunity provides pre-service teachers with a teaching module that enhances their skills and increases their content knowledge. This program aims to educate to young people about the various lands managed by the BLM. Educational materials and fun booklets guide children through the historical and natural elements of Fort Union. This program gives young visitors the tools they need to become respectful visitors of national monuments, while also encouraging them to have fun. School groups looking for guided tours should call to make reservations. Special Events At Fort Union, a variety of special events are available to visitors throughout the year. Guest speakers, reenactments, and delicious food are offered during this event. Special tours and commemorative celebrations are available each year. Fort Union offers an updated event schedule on its website each year. However, visitors are encouraged to bring bottled water as well as snacks or a bagged lunch to fuel them during their trip. Next to the Visitor Center, guests can enjoy their food in the covered picnic pavilion.

3: Corridor Management Plan Location and Maps of the Santa Fe Trail

Note: Citations are based on reference standards. However, formatting rules can vary widely between applications and fields of interest or study. The specific requirements or preferences of your reviewing publisher, classroom teacher, institution or organization should be applied.

Links to Old West Forts and Towns "His summers are spent in campaigning; his winters in getting his horse in condition for the next campaign. He has scarcely a mounted drill for in summer he must save his horse for active work, and in winter his horse is unfit for it. He is building posts, stables, cantonments, driving a team or cutting firewood. Dodge, writing in of the western cavalryman. Fort Adams is the only fort outside of Europe using the tenaille, a land defense feature. This site has a vocabulary of "Fort Terminology. Fort Alcatraz The History of Alcatraz, before and during the prison period. Alcatraz is usually defined as meaning "pelican" or "strange bird. Fort Arbuckle, OK A remote outpost in the middle of Indian Territory, this fort was established on April 19, , but was in operation for less than 20 years. Near the end of that two-decade period, Fort Arbuckle helped launch the legendary Chisholm Trail. In July it was a temporary camp, and on August 8, it was a permanent Fort. Fort Atkinson, Nebraska Established as the first U. Fort Bayard was home to hundreds of black soldiers, who fought Apaches with distinction and who participated in the chase for Geronimo. The commanding officer, Colonel Samuel D. Sturgis of the Sixth Cavalry, recommended to his superiors and urged that the post be abandoned and the troops be relocated at another point on the frontier with a better water supply. This site has the letters pertaining to the confusion on the frontier and the change in the sites. Seven original buildings are restored; two are small museums, and a third houses the county archives. Fort Belknap This historic fort was established on June 24, as one of a number of forts connecting the Red River and the Rio Grand for the protection of settlers moving west. Vrain, built the original fort on this site in to trade with plains Indians and trappers. Its Part in the not so Civil, Civil War. The privy on the prairie Fort Blair, Tx Just an historical marker remains of this "family fort," established in by C. Blair, to defend themselves and their belongings from the frequent Indian raids. The settlement consisted of twelve log cabins. Now a State Historic Park. Interactive maps, directions, etc. The adobe walls of various post buildings and the ruins of a Butterfield Stage Station are also here. Where the Overland Trail joins the Oregon Trail Fort Bridger, Wyoming Established as a trading post in in Western Wyoming by Jim Bridger, it became one of the main hubs of westward expansion Fort Buenaventura, Utah The site symbolizes a period of western history that was the transition from nomadic ways of the Indian tribes and trappers to the first permanent white settlers in the Great Basin. It is named for General John Buford of Gettysburg fame. The post was under a virtual state of siege during the Bozeman Trail War. Forts Union and Buford would co-exist for roughly a year. By August of , the fur post of Fort Union was purchased by the U. Fort Caspar, Wyoming The first permanent occupation at the Fort Caspar site was in , when Louis Guinard built a bridge and a trading post. Was in operation from Comanches visited the fort occasionally, even the kidnapped Cynthia Ann Parker disguising her Anglo features, the mother of the famous war chief, Quanah Parker. Fort Childs, Nebraska In , Congress mandated the construction of forts along the route to Oregon, including along the Platte River, which lead to the construction of Fort Childs, later re-named Fort Kearney. Army fort built in to provide protection for early settlers. It was abandoned ten years later, and today the ruins are preserved in a state of arrested decay. Fort Colville Established in , this fort located along the Colombia River continued to operate after the Oregon Territory was ceded to the US in Its main activity was supplying settlers, and miners coming into the Colville area. Fort Coon, Edwards County Kansas ". These few men could hold this place against twenty times their number as it was all earth and sod, with a heavy clay roof, and port-holes all around, and they could kill off the Indians about as fast as they would come up as long as their ammunition held out. Its primary function was to control Indian raiding and to protect the central portion of the Camino Real, a trail which stretched from northern Mexico to Taos, New Mexico. Fortifications were initially constructed at the turn of the century as part of the Endicott fortification plan. There were no outside windows even in the hospital. All the windows looked upon the parade ground. The floors were of dirt. In some rooms army blankets were fastened down

with wooden pegs for carpets. In one corner of each room was a large open fireplace. The legs of the bedsteads were in good-sized tins containing water to prevent large red ants from crawling upon the beds. As with most temporary posts of the time, it looked more like a village than a fort since the chances of a frontal attack were remote. In the mid-th century there was considerable concern among the settlers about the possibility of attacks by "hostiles. By spring the following year a stockade feet square had been completed. Fort Defiance was one of the last forts on the frontier incorporating a passive defense. They would also be less prone to a siege. Fort Des Moines In , it was recommended to establish a military post to protect the rights of the Sac Indians at the fork of the Raccoon and Des Moines rivers. The following year, Col. Stephen Kearney explored the area, and John C. Fremont was sent by the War Department in July to survey the river. The military garrison was then established. In , the word "Fort" was dropped and Des Moines was named the capital of Iowa. Dodge was established in It was a supply depot and base of operations against warring Plains Tribes. The site was an old camping ground for wagon trains near the western junction of the "Dry" and "Wet" routes of the Santa Fe trail. The first buildings were of sod and adobe although some of the troops lived in dugouts. It was established both to protect the overland mail route and to keep an eye on the Mormons. The fort continued to serve, with an average detachment of men, until its closure in September Remnants of the fort still exist. The fort was one of several that served to protect the area of Central Kansas and the Santa Fe Trail. This site served as a home station on the Butterfield Overland Dispatch stage route, offering food for the travelers and fresh stock for the stage. At this point the route followed the north side of the Smoky Hill River. Fillmore near Mesilla to insure the security of settlers and travelers to the area. Fillmore was abandoned and officially closed by the Union in Oct. Today there is no sign of it--no ruins, no remnants of primitive adobe buildings, no historical marker--only a "No Trespassing" sign. These posts, established in the late s, became the first line of a fortification system designed to prevent a hostile fleet from reaching such targets as the Bremerton Naval Yard and the cities of Seattle, Tacoma, Olympia and Everett. On the Santa Fe Trail To protect the stage and express lines and the pioneer settlers the United States government ordered the establishment of several military posts along the trails leading to the west. One of these fort was in the vicinity of Big Creek and the Smoky Hill river. This fort was named Fort Fletcher, the site of which was about fourteen miles southeast of Hays, Kansas. Government to guard the railroad against attack from Indians. Fort Garland Colorado was built in to protect the settlers of the area. Kit Carson was in residence from to Fort Gibson, OK A military post from , the original structures at the restored fort date from Highway in northeastern Armstrong County, Texas. It was named for Charles Goodnight, of the Goodnight-Loving Trail, who settled on a ranch near the site. Fort Griffin, TX Established as part of a new line of defense in , in response to outcries from settlers for more frontier protection during the federal reoccupation of Texas after the Civil War. Fort Griffin, Texas Fort Griffin once held command of the southern plains, saw the end of both the great herds of buffalo and those who hunted them, and was home to a rugged group of men. The fort was constructed in and deactivated in The Fort Hall Replica An excellent site! Lots of information and links to other sites. The Fort Ellsworth post office was discontinued on December 3, It was moved to the new site and reopened as the Fort Harker post office. Fort Hoskins, named for Lieutenant Charles Hoskins who had been killed in the battle of Monterey, Mexico ten years previously, is about twenty-two miles from Corvallis by now existing roads. Kearny was the first military post built to protect the Oregon Trail emigrants. The fort remained an important wayside throughout the emigration period.

4: A History of Fort Union, Part Two | Interactive Santa Fe Trail | www.enganchecubano.com

The Atchison, Topeka and Santa Fe Railroad entered Colorado in 1858, and the railhead towns of Granada and West Las Animas became the shipping points, and the wagons still struck south on what was known as the Fort Union to Granada Road.

Subsequently, in the next decade, successive sections of the trail were lopped off as a series of prairie ports were established along the westward-building Union Pacific Railway Company, Eastern Division [later the Kansas Pacific]. On September 7, 1858, the U. S. Work progressed slowly along the north bank of the Kansas River with rail service reaching Junction City in June 1859. Freight, Mail, and passengers previously routed along the trail from the Missouri River through Council Grove were transported by rail to Junction City and thence by wagon and stagecoach over a military and stage route which ran westward to Fort Ellsworth [soon to be named Fort Harker] and then southwestward to Walnut Creek where it struck the main trunk of the Santa Fe Trail. Thus, overland traffic on the original route of the Santa Fe Trail east of Walnut Creek came to a halt. Superseding Junction City as the U. S. This new town only one-half mile from Fort Hays, became at once the new railhead and eastern terminus of the Santa Fe Trail. To accommodate traffic to the southwest a new mile road was laid out to Fort Dodge where it connected with the original road to Santa Fe. Consequently, overland traffic on the established route of the Santa Fe Trail east of Fort Dodge ceased. The following month the stage line moved its headquarters to Pond Creek Station, a Butterfield Overland Dispatch [BOD] stop established in 1858, 14 miles to the southwest. This was near Fort Wallace. Whatever the name, this road eliminated another significant section of the Santa Fe Trail, the stretch running westward for Fort Dodge to Fort Lyon. Sheridan, the railhead which received passengers, mail, and freight from the east; Fort Wallace, twelve miles southwest of Sheridan, which housed the post office established in 1858; [10] or Pond Creek Station. Actually, the stages ran only six days a week, departing each end of the line Monday through Saturday. However, troops dispatched from Fort Lyon four days previously were able to repulse the raiders without any losses. One Indian was reported killed and another wounded in the exchange. This station, kept by a Mr. Stickney, was attacked on August 25, 1858, but the Indians were driven off with no losses on either side. Being warned by a courier that Indians were in pursuit, the conductor turned the coach and raced back to the station. On August 28, 1858, a party of 25 to 30 Indians surrounded this station. After observing the stage company employees were prepared for the attack, the Indians left without incident. I had a suspicion the pictures were put there more to keep out the wind-of which there is an undue allowance of kind and quality in Colorado-than to embellish the room. A bright and cheery little place it was, with windows that commanded a view of the country for miles in every direction. Nevertheless, the Southern Overland officials armed their employees at company expense [22] and on December 5 requested Captain Penrose to assign troops to each of the stations between Fort Lyon and Cheyenne Wells. At that time only 24 men were available for duty at Fort Lyon. Consequently Penrose dispatched four men at Fort Lyon to escort stages southward and assigned three men at Fort Lyon to escort stages northward. Penrose informed his superiors: The Cheyenne Dog Soldiers were an exception, and they were slow to surrender their freedom. At Sheridan they ran off several hundred mules in May 1859, and the following month they raided a caravan near Fort Lyon. Fortunately, no lives were lost in any of the encounters. While a coach was en route to Well No. He was relieved of his driving duties and assigned to Well No. Shortly there after the station was closed. A Reporter for the Topeka Commonwealth, described the situation in the issue of August 4, 1858, Civil authorities are laughed at and disregarded, and crimes are rampant and predominant. Employing clerks by the score, these two firms operated mammoth wholesale operations disbursing goods to New Mexico by way of freight caravans operated by New Mexico merchants who found a ready market for their wool at the Sheridan railhead. Hunters by hundreds, with easy access to the railroad, made Sheridan their base of operations. Roaming the plains within a short radius of the railhead, they slaughtered buffalo by the thousands. Morehead Company of Leavenworth to conduct their wool, hide, and fur buying business. Among the civilians were a few individuals associated with the newly-built railroad station named Wallace located north of the post. A row of officers quarters lined the north side of the parade grounds, and soldiers were quartered in four barracks, two sod and

two frame. The temporary quarters and hospital tents occupied by the families of noncommissioned officers gave the post an "unfinished, if not unsightly appearance. In , the town gained municipal status when a group of citizens filed for a city charter under the name of Pond City Land and Town Company. By December a population of was living in tents and eight frame buildings were under construction. Infantry was transferred from Fort Wallace to Kit Carson. In April the area south of Kit Carson was described by a Denver correspondent as: Such is plausible as the stages, traveling at the rate of four to six miles per hour, could cover the distance from Kit Carson to Fort Lyon in a single day. Evidently following the same route laid out by Wootton in , the freight road ran south from Kit Carson to a point a few miles north of the Big Sandy Station. From that location it departed southwest to a ranch on a stream identified by Ado Hunnius as Big Creek [present-day Gageby Creek]. Scott provided a fleeting glimpse of the route. Scott arrived by rail at Kit Carson on August 18, His observations of the countryside closely parallel those make of the terrain crossed by the stage route: The water is mostly alkali and bad of r stock. In the creeks there is only a waterhole here and there. At Carson they have bored 1, feet and have not got pure water yet. Scott Described the bridge as a "very common wooden affair. Consequently government freight was no longer dispatched from Kit Carson by wagons. Stage traffic and most civilian freight, however, continued to flow south from Kit Carson. In short order the southern Overland Company abandoned the original Las Animas location and moved its offices to the new place where it constructed a complex of stables and corrals within sight of an imposing water tower, engine house, and other railhead facilities.

5: Granada-Fort Union Military Road – Legends of America

The Santa Fe Railway crossed the Mora Valley in and ended the era of military freighting on the trail. Protection of the Santa Fe Trail and logistical support of troops in the region were indirectly related to the Indian wars, but the fort was also directly involved in them.

Such cartography belies the many variants of what Thomas Hart Benton called a highway between nations. There are several points at which an intersection developed, spawning numerous variants of the trail, sometimes operating at different periods, at other times simultaneously. One such place was present Larned, Kansas, where the trail evolved into five separate routes: Crossing the Kansas River at three different locations, they proceeded on to merge with the established route of the Santa Fe Trail at three separate junctions. The first expedition to use this road was that of Captain William Wickliffe in May 1841. Surveyed by a party under the command of Colonel Stephen W. Kearny, the military road replicated the course followed by Wickliffe for its first 29 miles before veering southeast to follow the border of western Missouri to the site later occupied by New Santa Fe and then southward to Fort Gibson. Such was the route taken by Captain Phillip St. George Cooke and his First Dragoons in their celebrated escort of an American and Mexican caravan in 1846. Subsequently, the road experienced heavy traffic, both troop movements and freight shipments, during the first two years of the Mexican War. The length of the road was calculated by Private Ben Wiley at 50 miles. Brevet Major Henry L. In the following year, at the outbreak of the Mexican War, the route used by Kearny saw extensive use by both military and civilian traffic. Lowe put the distance between Fort Leavenworth and the Soldier Creek at 86 miles. The road was heavily utilized in when Brevet Colonel Edwin V. Several articles in *Wagon Tracks* have discussed these better-known routes. One crossed the Arkansas west of present Dodge City at various points commonly called the Cimarron Crossing and sometimes the Middle Crossing and angled southwest approximately 60 miles from present Ingalls to what became known as Wagonbed Spring south of present Ulysses. It was also known as the Cimarron Desert, Jornada, or Jornada del Muerto because of the frequent lack of surface water. The other, usually called Upper Crossing, crossed the Arkansas west of present Lakin, proceeded south through Bear Creek Pass about 40 miles to join the other route at Wagonbed Spring. There were occasional variations on these two routes Seeking a better route than the dry jornada, Aubry left the regular route of the Santa Fe Trail near Cold Spring in search of a better-watered road to the Arkansas. In the subsequent fall, he made a second such exploration, this time locating "an excellent wagon road, well supplied with water and grass. Later, it saw increased traffic with the establishment of a mail route between Fort Aubrey established in and Camp Nichols in the present Oklahoma panhandle. A post office was opened at the post in the following month. However, the Cimarron Route still claimed most of the traffic as it did following the change of the mail route in 1850. The Santa Fe Trail was also a trail of communication catering to the postal needs of frontier America. At that point, freight, mail, and passengers formerly transported from the Kansas City area through Council Grove on the established Santa Fe Trail were thence dispatched from Junction City on a former military and stage route to strike the established Santa Fe Trail at Walnut Creek in present Barton County, Kansas. This mile route which became known as the Fort Riley-Fort Larned Road was the first of four such roads which emanated from Union Pacific railheads to connect with the Santa Fe Trail at various points. From the Kit Carson railhead two roads issued: Both roads, the stage and the freight, measured 55 miles. Though apparently never used, it was followed by a similar route used as early as 1841, perhaps the same road observed by Major Richard I. Dodge during his survey of a road between Forts Union and Lyon in 1846. The length of the route from West Las Animas was 55 miles. This writer finds it remarkable that these above-mentioned roads have received but little notice. Hopefully, this study will challenge Santa Fe Trail enthusiasts to recognize that the trade route was far more than a single line across the countryside, that it was a constellation of roads, constantly changing to meet the traveling needs of the commercial, postal, and military entities of the nineteenth century.

6: Directions - Fort Union National Monument (U.S. National Park Service)

Fort Wise/Lyon served as an important military link on the Santa Fe Trail between Fort Leavenworth, Kansas and Fort Union in New Mexico. Due to its location in the Arkansas River flood plain and subsequent flooding, the fort was moved to its present location east of Las Animas in

A History of Fort Union by T. They include various American Indian groups of several different tribes, Spanish explorers and settlers, New Mexicans both travelling through the area and using it for grazing for both sheep and cattle, Frenchmen seeking riches in Santa Fe and New Mexico, Americans benefitting from trade with New Mexico, an army of invasion, civilian and military personnel associated with the three Fort Unions and the Santa Fe Trail, and ranchers. The reason for the existence of Fort Union arises from the Santa Fe Trail, whose ruts radiate north and south of the Forts. Indeed the area has long been an area traversed by people. Perhaps the earliest travellers were Pueblo Indians who travelled east over the Sangre de Cristo Mountains and down along the Mora River, out to the plains to hunt buffalo and trade with the plains tribes. A pueblo type structure has been found along the Mora River near Watrous which dates to circa indicating that at least one Indian dwelling was nearby. The Jicarilla Apache claimed the Fort Union area as their homeland from about 1700. It is probable his expedition on the way out, passed within one hundred miles of Fort Union, and it is generally accepted that on his return to Mexico, he followed close to the future course of the Cimarron branch of the Santa Fe Trail, possibly passing within ten miles of the future site of the fort. In 1806, the first recorded group of Frenchmen, led by Paul and Pierre Mallet encountered the people of New Mexico when they arrived at Picuris Pueblo, after a journey across the great plains from the present-day site of Kansas City. Their arrival at Picuris indicates a journey up the Mora River valley and over the mountains to Picuris. The junction of two rivers about seven miles south of the site of the fort was well known to New Mexicans and travellers on the trail. The area had been used by New Mexicans to graze cattle and sheep on the extensive grasslands during the summers. The joining of the Mora and Sapello Rivers and surrounding area became known as La Junta, or the junction. This lush area between the rivers provided both wood and grass for grazing of animals, plentiful water, and a meeting place for caravans heading east on the Trail. Perhaps because of these qualities and the surrounding terrain, it also became the juncture, heading west, of the Mountain and Cimarron branches of the Santa Fe Trail. As trade between New Mexico and the United States matured, nationalistic tendencies of the United States became more evident. The election of President James K. Polk in 1845 assured the annexation of Texas and the Mexican War. On the 12th, Kearny and the lead elements of the Army reached a flat table land in the valley of Wolf Creek, where they camped that night. This campsite, called Los Pozos was within a mile of where the first Fort Union would be located. One Officer wrote at the time, that the whole of Northeastern New Mexico was in revolt except for Las Vegas, only because of the military force stationed there. The New Mexican patriots were crushed by the American military forces and an uneasy peace settled over the area with American volunteer forces stationed in Taos, Las Vegas, and Santa Fe among other towns. The attention of the military was then turned to the various tribes of Indians who not only raided New Mexican settlements and their cattle and sheep herds, but also caravans on the Santa Fe Trail. Increasing pressure by westward movement of the United States, in turn, caused dislocation of tribes from their traditional homelands. Hunting grounds and food gathering activities were severely restricted and in order to survive, food was taken from any available sources. Resentment at the loss of their homelands and the long-time practice of capture of Indians for slavery, also added to the motivation of raiding. Active campaigns were conducted against the Ute, Apache, and Navajo Nations without much success. With the end of the Mexican War in 1848 and the Treaty of Guadalupe Hidalgo, New Mexico became an American territory and the Army found that maintaining soldiers in the new territory was expensive. Fort Union was established in July, 1841, several miles north of the junction of the two main branches of the Santa Fe Trail. Several reasons are commonly given for its establishment including a desire on the part of the new district commander, Colonel Edwin V. Problems with Comanche, Ute, and Jicarilla Apache tribesmen along the southern-most reaches of the Trail constituted another reason for a post away from the Sangre de Cristos and out on the Great Plains. From such a point, troops could more

readily patrol the area and react to trouble in a more timely manner than had been the case. The one thing the Americans got with the Treaty of Guadalupe Hidalgo that they did not want was the Indian problems of the Southwest. Ill-prepared to deal with the tribes either militarily or diplomatically, relations with practically every tribe in the area took a decided downhill turn. The sporadic raiding of New Mexican settlements and herds that had characterized the stormy coexistence of Mexicans and Indians prior to Anglo rule swelled to alarming proportions by attacks on wagon trains plying the Santa Fe Trail, once considered unusual occurrences, increased as the Southern Plains Tribes grew increasingly resentful. Two of the more famous of these incidents took place within the immediate area of where Fort Union was to be built. From their new base of operations, troops stationed or marshalled at Fort Union spent much of the time engaged in active and aggressive campaigning against the Comanche, Jicarilla Apache, Navajo, and Ute people. But Fort Union, from the beginning, performed another function that would take on increasing importance with time. The massive amount of supplies for the army in the Southwest came from eastern depots at Fort Leavenworth and St. Louis, were shipped across the plains on the Santa Fe Trail by contract, and off-loaded and stored at the Fort Union depot facilities. From this point requisitions for the other posts in the Territory were filled and shipped. Except for a brief period in the mid-1840s, the quartermaster and ordnance supply activities would remain at Fort Union until the railroad thrust deep into New Mexico some thirty years later. The first Fort Union had been constructed by troop labor with indigenous materials. The results, predictably, proved to be false economy, and the extensive post began to disintegrate as soon as it was completed. Troops took to sleeping on the parade ground during fair weather. Ordnance and Quartermaster officers complained of inadequate shelter for their stores. As the Civil War approached, it was clear to everyone that improvements had to be made. Secession and Civil War reached far west. Regular officers discussed, then debated the political issues; finally breaking into rival factions. Suspicion and mistrust permeated the army, far from the momentous activities then taking place. When Southern sympathizers suggested turning Fort Union, its depot supplies, and troops over to the Confederacy, William R. Shoemaker, Ordnance Depot commander, entrenched his storehouses and prepared charges to blow everything into oblivion, issuing an invitation to the would-be rebels to try something. When war finally broke out in April, 1861, New Mexico provided no safe haven for the rebels. Though numerous officers resigned their commissions to head south, Fort Union and the rest of the Territory remained in Union hands. By late 1861, however, a brigade of Texas Confederates were preparing the southwest expansion of the rebel nation. Their plans included the occupation of the Colorado gold fields and, possibly, expansion to the west coast. If enemy artillery could have been placed on the commanding edge of the mesa just west of the post, even the most inadequate gunners would have had a field day. The Fort Union garrison prepared to move about one mile to the east, across Wolf Creek, to a position less vulnerable to rebel artillery. During the war years, some 3,000 New Mexicans, mostly Hispanic, served in several regiments of infantry and cavalry raised for Federal service. Fort Union acted as a recruit depot and training camp for many of these troops. Native New Mexicans had always been a common sight around Fort Union, but it was at this point they assumed a major role. Despite extreme ethnic and racial prejudice against them, they formed a major part of the Southwest defense operation, enjoying a number of significant military successes. One of their accomplishments was the hurried construction of the second Fort Union. To defend against a conventional foe, the second fort better fit the dictionary definition of the word. Built for a force of troops, it was deemed sufficient to stop anything the rebels could throw at it. Its frenzied construction, obviously, was done under conditions rife with suspense and anxiety. The work force consisted largely of New Mexico volunteer troops who worked round the clock in four-hour shifts. By the time the Rebels began advancing up the Rio Grande in January of 1862, the second fort earthwork was largely ready. Canby, commanding Federal forces in New Mexico, gathered a force of about 3,000 men from the few regular troops remaining in the territory and the New Mexico Volunteer regiments. Defeated at Valverde in February, 1862, Canby pulled his force into Fort Craig while the Rebels sidestepped him and continued their drive north. The defensive earthwork fort was never used for its anticipated purpose. In March, 1862, a force made up of a regiment of Colorado troops, U. S. Regular infantry and cavalry, departed Fort Union with the intention of meeting the Rebels nearer Santa Fe. A two-day engagement in and around Glorieta Pass resulted in the destruction of the Confederate supply train and forced their abandonment of the campaign.

By summer, , Civil War action in New Mexico was over. Military activity in the Southwest, however, was not over. Almost concurrent with the Rebel defeat came Indian warfare of unprecedented proportions. To the south Apache bands attempted to halt travel on stage and mail routes. To the west, the Navajos aggressively struck at outsider intrusions. Military escort or trains consisting of armed men were considered requisites for making the trip, and, for a brief period, regular escort service was instituted by cooperating units from Fort Union and Fort Larned, Kansas. Military activity and military supply grew, and the Fort Union Depot began its zenith years. The earthwork, with its damp subterranean quarters, proved no better than the first fort. Many troops encamped under canvas outside the earthwork. Several structures were also constructed in the immediate area, and some of the buildings at the original post remained in use. Three separate areas were planned: Work began first on the depot as hundreds of civilian laborers descended on the site to quarry stone, haul and cut lumber, and make untold numbers of adobe bricks. During the construction period the various functions at Fort Union operated at unprecedented levels of activity from makeshift facilities. In the Southern Plains exploded in savage warfare that continued without let-up until Chivington in November, , only served to intensify the resolve of the Plains tribes. In the midst of all of this the Confederacy crumbled and the huge Federal armies began the mustering-out process. The remaining 50, man Regular Army responded to Congressional priorities and was doled out to reconstruction duty in the South. Not until did regular troops return to duty in the Southwest. The arrival of the 3rd Cavalry, 37th Infantry, and 57th U. Fort Union-based units participated in the winter campaign, attacking a Comanche village at Soldier Spring in present western Oklahoma on Christmas Day. Overshadowed by the better-known Washita battle of George A. The "peace" that followed was a temporary situation. By the early s the Comanches and Kiowas longed for the old life and began to roam. The inevitable clashes, killings, and raiding occurred, and the army was directed to solve the problem.

7: Fort Union, New Mexico – Protecting the Santa Fe Trail – Legends of America

A History of Fort Union by T. J. Sperry & Harry C. Myers The general area encompassing Fort Union National Monument has been used historically by travelers along what would become the Santa Fe Trail.

Astride the southern end of the Mountain Branch of the Santa Fe Trail near the point where it merged with the southern terminus of the Cimarron Cutoff, the post was one of the most important of a string established in New Mexico and southern Arizona in the area acquired from Mexico in the Mexican War. It protected the Santa Fe Trail, on which it was a resting place and refitting point and a stopping point for Independence, Missouri – Santa Fe mail coaches; was the major Army supply depot in the Southwest; served as a transportation center for civilian wagon freighters carrying military supplies; and provided a base for campaigns that penetrated the homeland of the Apache, Ute, Navajo, Kiowa, and Comanche. Also, in a phase of history extraneous to this volume, the fort played a strong role in repelling the Confederate invasion of New Mexico from Texas in 1862; it was the prime staging area and logistical base and supported the force of Colorado Volunteers that won a victory over the southerners at the Battle of Glorieta Pass, New Mexico in March, 1862. Three different Fort Unions existed over the years. The first, a shabby collection of log buildings, was erected in 1821, only five years after the U.S. The second post, begun in 1841 in preparation for the Confederate thrust from the south, was located across the creek from the first. A massive earthwork fort in a star shape, it had ditches, parapets, and bombproofs. Work continued intermittently until June, 1846, by which time the need for the fortification had passed. The last fort, a large complex of adobe structures in the Territorial architectural style, was begun in 1847 and finished in 1850. It was situated in the same area as the star fort, except for the arsenal, built on the site of the first fort. Probably the most dramatic duty of the garrison, particularly at the time of Indian uprisings, was furnishing escorts and other protection for the Santa Fe Trail. Travel over it was risky, for it passed through Kiowa and Comanche country, but it had the advantage of being shorter than the Mountain Branch. The Civil War years were the most critical time on the trail because of the Confederate threat of invasion and attacks on trail caravans, the critical need to assure a continuous flow of provisions to Union forces in New Mexico, and the mounting Indian menace occasioned partly by the withdrawal of Regular troops and their replacement by Volunteers. Nevertheless the fort – employing escorts, temporary posts, and full-scale offensive campaigns – kept the trail open. Over it, until the Santa Fe Railway arrived in the region in 1870, surged long tandem freight wagons, pulled by yoke teams, carrying military supplies to the fort for distribution to posts all over the Southwest. The heavy concentration of troops in New Mexico and Arizona were scattered at far flung posts. The land was not rich enough to feed this army, and almost all provisions had to be hauled over the Santa Fe Trail from Fort Leavenworth, Kansas. The need for a depot in eastern New Mexico to receive and distribute supplies and ordnance was clear. Civilian companies performed under contract virtually all military freighting on the trail. The freight was unloaded at Fort Union, repacked, and assigned as needed to other posts. When wagons or entire trains contained shipments for one fort only, they often continued directly to their destination. Large scale military freighting, dominated by Russell, Majors, and Waddell, continued until 1866, when the railroad moved west into Kansas. Each railhead town thereafter served briefly as the port of embarkation for freight wagons. After the rails reached Denver in 1870, wagons continued to move supplies over the Mountain Branch of the trail between Pueblo and Fort Union. The Santa Fe Railway crossed the Mora Valley in 1877 and ended the era of military freighting on the trail. Protection of the Santa Fe Trail and logistical support of troops in the region were indirectly related to the Indian wars, but the fort was also directly involved in them. The nomadic tribes of New Mexico had long fought the Spaniards and Mexicans. Now they fought the Americans, who were overrunning their lands, killing off their game, or passing over transcontinental trails on their way to the California goldfields. Fort Union, New Mexico From 1821 until 1877, in major offensives or patrol-type actions, sometimes meeting the enemy and sometimes not, Fort Union troops were usually in the field, skirmishing with Indians. Notable campaigns in which the garrison took part before the Civil War were those against the Jicarilla Apache, in 1821; the Utes, in 1841, in southern Colorado, then part of New Mexico Territory; and in the Kiowa and Comanche menacing the eastern borders of New

Mexico. The tribes seized the opportunity offered by the Confederate attack on New Mexico to step up their raiding. Fort Union Regulars, who replaced the Volunteers after the Civil War, along with troops from other New Mexico posts, took part in the final wars against the southern Plains tribes: Rising sharply and starkly from the plains, the history-shrouded adobe ruins of Fort Union, stabilized to arrest erosion, are reminders of a vanished frontier. Adjacent to this post was the massive star fort Ruins of the arsenal from the complex lie across the valley to the west, on the same site as the original log fort , most traces of which have long since disappeared. Exceptional trail ruts of the Santa Fe Trail are readily identifiable in the vicinity and may be followed for miles. A museum and a visitor center interpret the history of the fort, and a self-guiding tour leads through the remains.

8: Fort Union (3) - FortWiki Historic U.S. and Canadian Forts

Fort Lyon Road During the first four decades of its 60 year tenure, the Santa Fe Trail was repeatedly shortened as its eastern terminus was moved westward from the original Missouri River landing at Franklin to Fort Osage, Independence, Westport, and finally Fort Leavenworth.

The Trail lies north of the river while the Byway crosses both the river and the Trail in Lamar and east of Granada. The greatest distance between the route and the Byway is about eight miles, which occurs between the Hole-in-the-Rock site and Trinidad on Highway 160. The boundaries of the Byway corridor are illustrated on the first map. These include all currently developed interpretive sites and other locations designated by the National Park Service as "high potential" sites, except for the Spanish Peaks which are approximately 50 miles from the Byway. Most of the corridor is readily visible from the Byway. The exceptions to this are when trees along the Arkansas River or the varied topography occasionally block views. Along much of the Byway, vistas extend well beyond the designated corridor boundaries. On clear days, which is the predominate weather in southeast Colorado, distances of 75 miles or greater can be seen from high points along the Byway, particularly along Highway 160. Beyond the boundaries of the narrowly-defined corridor are areas which were influenced in the past by proximity to the Trail and which are impacted today by the nearby presence of the Byway. For lack of better terminology, these areas are considered to be in the influence zone of the Byway. These counties contain historic and archaeological resources dating from the Trail era. The cutoff is named after Santa Fe Trail freight carrier Francis Aubry; Cimarron Route - a short section of the original route also known as the Dry Route of the Santa Fe trail, southeast of the Mountain Route; Site of the Sand Creek Massacre - the site of a Cheyenne camp where Black Kettle and his followers were attacked on November 29, by a military unit with hundred men under the command of John Chivington; Highway of Legends - A Colorado Scenic and Historic Byway running through historic mining towns, Native American lands and early farm settlements between Trinidad and Walsenburg; Stonewall Valley - a valley west of Trinidad where the ranch and grave site of Marian Sloan Russell are located. Russell traveled the Trail five times and her memoirs documenting life along the Santa Fe Trail were published in the book, *The Land of Enchantment*; Great Plains Reservoirs - established recreation site 15 miles south of Eads with five lakes which support hunting, fishing, and boating activities. Facilities include boat ramps and rest rooms. The reservoirs have approximately 100,000 visitors per year. Plans are underway to designate the site as a state park; Picture Canyon - a well preserved site of Native American petroglyphs including a prehistoric calendar; Cokedale National Historic District - a historic mining camp located in Reilly Canyon along the Highway of Legends approximately seven miles west of Trinidad; Morley Mining Camp Site - a mining camp used between 1870 and 1880 which is visible from Raton Pass; Apishpa State Wildlife Area - a 7,000 acre hunting area located 17 miles north of Tyrone with no facilities at present; Vogel Canyon and Picket Wire Canyonlands - canyon lands accessible to the public where hiking, biking, picnicking and equestrian uses are permitted. Picket Wire contains Native American rock art, the largest documented dinosaur tracksite in North America, partial remains of the Dolores Mission and Cemetery, and the site of the Rourke Ranch which was founded in 1840; and, Spanish Peaks, a high potential site according to the National Park Service. Camp Granada was known as "The Gateway to Colorado" during the 1850s. It was a stopover along the Santa Fe Trail and was officially founded in 1850 and named in honor of a former Spanish kingdom by unknown persons. After losing a bid to become the county seat to Lamar, in the late 1850s, Granada became a ghost town. With the building of Camp Amache in 1864, Granada became a boom town once again. Ludlow Massacre Site - Site of coal mining massacre of 1891. Located off I-70 at Exit 160. Top Land Use The vast majority of the land through which the Byway passes is undeveloped, and used for agriculture. Along the Highway 50 portion, water from the Arkansas River is used to irrigate crops including corn, beans, milo, onions, melons, wheat, grass hay, and a variety of other types of produce and grains. Several cattle feed lots are interspersed among the cultivated fields along the Byway. Dry-land cattle ranching is the primary land use along the Highway portion. Urban development is largely limited to the six municipalities along the Byway, the largest of which is Trinidad with an estimated population of 9,000 persons.

The next largest are Lamar with a population of about 8, and La Junta with just over 8, Las Animas is significantly smaller with fewer than 3, residents. The remaining two municipalities, Holly and Granada, have populations under 1, Several very small, unincorporated communities are also located along the Byway. These include Hasty, Timpas, Thatcher and Model. These communities consist of a mix of residential structures, some of which are dilapidated and abandoned. Only minimal commercial services are offered in these communities. Top Land Ownership Governmental agencies own sites along the Byway which are at least partially within the Corridor as shown on Map 1. These include five Federally-owned and managed sites: In addition, the State School Trust owns parcels scattered throughout Colorado and the influence zone. These generally square tracts are shown on Map 1. Other than the sites mentioned above, land along the Byway and in the corridor is privately owned. The Burlington Northern and Santa Fe Railway owns the railroad and adjacent right-of-way in the corridor. Agricultural lands are typically divided into large parcels under single ownership. Smaller holdings have been to some degree absorbed by the expansion of corporate farming and ranching. Top Maps Three maps are attached. The first illustrates corridor boundaries and public lands as well as cities and towns, highways, the Mountain Route of the Santa Fe Trail and topography. The second map shows all interpretive sites, camping and picnic area, museums and other key visitor services. This map can be used in promotional materials in the future since it is more comprehensive than the maps now available to visitors. On the third map , sites identified as having high potential according to the National Park Service are shown. Since several of these sites are located on private property and are not currently accessible to the public, these were not included on the second map, which was designed for future use by visitors.

Santa Fe Trail Ruts. Fort Union National Monument. Getting There. Fort Union National Monument is located in the Northeastern portion of the state of New Mexico. 8 miles off of Interstate 1 on State Highway NM

The first fort was built in 1821 and is completely gone. The third fort was abandoned in 1846. The ruts are well-marked and can be seen with the naked eye. The visitor center contains several exhibits about the fort and a film about the Santa Fe Trail. Kids have an opportunity to fill in a workbook on the fort as they visit the ruins to earn a Junior Ranger badge. The trail is very flat, and the trail itself is handicapped accessible. Road of Trail Name: Santa Fe Trail State: We are National Park passport holders, so we always visit National Parks near where we are travelling. Book on Wagon Road or Trail: From the Santa Fe Trail Association website: Good basic history of the Trail and a survey of the sites along the Trail. Southwest Parks and Monuments Association, An exciting story of Spanish exploration and heritage of the Trail. University of Nebraska Press, A Classic of the Trail written by an 18-year-old newlywed. University of New Mexico Press, A well-written general survey history of the Trail. Modern county road maps with the Trail route marked on them. From the National Park Service website: New Mexican and American traders joined in two-way enterprises that carried fabrics, cutlery and other manufactured goods west from Missouri; bullion, furs, and mules east from Santa Fe. This commerce across the plains welded Missouri and New Mexico together through economic interdependence, trading and financial partnerships. By the time of the Mexican-American War New Mexico was already strongly attached to the United States by commerce and familiarities. In large measure, the military conquest of Mexico after the Mexican War and subsequent Mexican Cession formalized an already established union. To post a log for this Waymark the poster must have a picture of either themselves, GPSr, or mascot. People in the picture with information about the waymark are preferred. If the waymarker can not be in the picture a picture of their GPSr or mascot will qualify. There are no exceptions to this rule. Pictures must be of high quality no cell phone pics Search for

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