

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

FOR FEDERAL PROPERTIES

PH0671932

DATA SHEET

FOR NPS USE ONLY

RECEIVED JAN 24 1977

DATE ENTERED DEC 6 1977

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES - COMPLETE APPLICABLE SECTIONS

NAME

HISTORIC

11

35th Parallel Route

AND OR COMMON

Beale Camel Trail

LOCATION

STREET & NUMBER

Not applicable (Petrified Forest National Park)

NOT FOR PUBLICATION

CITY/TOWN

 VICINITY OF HolbrookCONGRESSIONAL DISTRICT
FourthSTATE
ArizonaCODE
04COUNTY
ApacheCODE
001

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDINGS	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> OTHER

AGENCY

REGIONAL HEADQUARTERS (If applicable)

Western Regional Office, National Park Service

STREET & NUMBER

450 Golden Gate Avenue - Box 36063

CITY/TOWN

San Francisco

STATE

California 94102

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE

REGISTRY OF DEEDS, ETC

Apache County Courthouse

STREET & NUMBER

None

CITY/TOWN

St. Johns

STATE

Arizona

REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY/TOWN

STATE

none or visible in photograph.) is
 Delimitation of resource (trail plus
 and begin - conforms to way
 to understand to be either a
 at roads - RR crossing - wa
 is acceptable - a should not

71932 DATA SHEET

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NATIONAL REGISTER FORMS
 APPLICABLE SECTIONS

(k) NOT FOR PUBLICATION
 FOURTH DISTRICT
 Solbrook Fourth
 COUNTY CODE
 Apache 001

PRESENT USE

<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> COMMERCIAL	<input checked="" type="checkbox"/> PARK
<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

ark Service

STATE
 California 94102

STATE
 Arizona

PREVIOUS

FEDERAL STATE COUNTY LOCAL

STATE

DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The 35th Parallel Route exists today as: (1) a long-abandoned wagon road; (2) a modern railroad; and (3) a modern highway. This nomination applies only to the remains of the wagon road within Petrified Forest National Park. The abandoned trace of the wagon road enters Petrified Forest National Park from Navajo Spring to the east, crossing the park boundary at the southeast corner of Section 36, T 20 N, R 24 E. The trail or road then courses southwesterly across the park for about six miles, leaving the park on the south side of Section 17, T 19 N, R 24 E, en route to the ruins of a stage station located outside the Park beside Lithodendron Wash.

The trail and wagon road exists as an eroded trough across the land, cut by the hooves of thousands of animals and the iron-rimmed wheels of many wagons and stagecoaches. Along its length through the park, a discernable difference in plant growth on the road differentiates it from the surrounding grassland.

The railroad and the modern highway are not considered part of this property.

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STATE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE
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 it from the surrounding grassland.

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B SIGNIFICANCE

PERIOD

PREHISTORIC
 1400-1499
 1500-1599
 1600-1699
 1700-1799
 1800-1899
 1900

ARCHEOLOGY PREHISTORIC
 ARCHEOLOGY HISTORIC
 AGRICULTURE
 ARCHITECTURE
 ART
 COMMERCE
 COMMUNICATIONS

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

COMMUNITY PLANNING
 CONSERVATION
 ECONOMICS
 EDUCATION
 ENGINEERING
 EXPLORATION SETTLEMENT
 INDUSTRY
 INVENTION

LANDSCAPE ARCHITECTURE
 LAW
 LITERATURE
 MILITARY
 MUSIC
 PHILOSOPHY
 POLITICS GOVERNMENT

RELIGION
 SCIENCE
 SCULPTURE
 SOCIAL HUMANITARIAN
 THEATER
 TRANSPORTATION
 OTHER (SPECIFY)

SPECIFIC DATES

BUILDER ARCHITECT

STATEMENT OF SIGNIFICANCE

The 35th Parallel Route is of regional significance in the categories of exploration/
 settlement and transportation. The 35th Parallel Route was pioneered in historic
 times by traders and trappers, explored and mapped by Army topographical engineers,
 developed into a wagon road by the Beale Camel expedition, surveyed for a railroad by
 a government survey party, used by a stagecoach line across northern Arizona, constructed
 as a railroad route roughly paralleling the wagon road, the wagon road portion later taken
 over by automobiles and upgraded through successive pavings and realignments to an automo-
 bile highway, and in recent years, reconstructed as a divided interstate highway. Thus,
 the route was a historically significant avenue of discovery, settlement, and transporta-
 tion. The 35th Parallel Route has been used by all forms of ground transportation and
 today forms a major traffic artery across the desert Southwest.

The first white Americans in the Southwestern United States were the traders and trappers
 who in the 1830's and 1840's developed a route between the Zuni villages in western
 New Mexico and the crossings of the Little Colorado River, near the present-day Arizona
 towns of Holbrook and Joseph City. Very likely, they were preceded by prehistoric Indians
 who, of course, left no written record.

After this region was acquired from Mexico in the Treaty of Guadalupe Hidalgo in 1848,
 the U.S. Government undertook exploration of its new acquisition, employing principally
 the U.S. Army's Corps of Topographical Engineers. In 1851, Captain Lorenzo Sitgreaves
 carried out a reconnaissance along this route, crossing northern Arizona from Albuquerque
 to the Colorado from September to December that year.

In 1853, Congress appropriated \$150,000 for six transcontinental railroad surveys, one
 of which, along the 35th Parallel, followed this route. In 1853 and 1854, 1st Lieutenant
 Amiel Weeks Whipple led an expedition across this route and surveyed it as the 35th
 Parallel Route. Whipple's survey was the detailed examination of the route which made it
 prominent, and it was published as Senate Executive Document 78 and House Executive
 Document 91, 33rd Congress, Second Session. (Volumes III and IV of the Pacific Railroad
 Surveys.)

From August 1857 to January 1858, an expedition to establish a wagon road from Fort
 Defiance to California followed Whipple's route. It was headed by a civilian (and ex-Navy
 Officer) named Edward Fitzgerald Beale, and although Beale's survey was not as important
 as Whipple's, it became equally famous due to the fact that Beale's party employed camels
 which the U.S. Army imported to Texas for experimentation in the Southwest. References to
 the 35th Parallel Route as the "Beale Camel Trail" commemorate Beale's passage and his
 work clearing a wagon road, although Beale's party neither pioneered the trail nor was the
 first to survey it.

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DEC 6 1977

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The trail was used by others in intervening years, including wagon freighters, emigrants, and stagecoaches. Between 1800 and 1884, the Atlantic and Pacific Railroad constructed its Western Division along this route between Albuquerque and Needles, forming part of yet another transcontinental railroad route and proving the feasibility of Whipple's route. In the 1890's, this division of the A & P was absorbed by the Atchison, Topeka and Santa Fe Railway, and today comprises part of one of the main transcontinental lines of the Santa Fe railway system.

The 35th Parallel Route across northern Arizona continued to accommodate occasional wagons, and in the early 20th Century automobiles began to use it. Thus, it evolved into U.S. 66 (Interstate 40) along basically the same route, although engineering requirements of modern highway construction have altered the route in many locations. In Petrified Forest, part of the old wagon road remains intact, roughly parallel to the modern highway and the tracks of the railroad. This nomination applies to the wagon road remains of this route, and a space of 50 feet on either side of the route, except where the modern highway crosses it. There are no structural or building remains associated with the route within Petrified Forest National Park.

The railroad and the modern highway are not subject to this nomination.

The railroad exists as a modern main line of the Atchison, Topeka and Santa Fe, and is owned and operated by that company, therefore, not within the scope of National Park Service responsibility under the provisions of Executive Order 11593. The present Santa Fe right-of-way, tracks and structures represent a thoroughly modern railroad plant which is the result of evolutionary processes in railroad technology, and in its present form is ineligible for the National Register under the fifty year restriction in National Register criteria.

Interstate Highway 40 is in a status similar to that of the railroad, not subject to National Park Service responsibility or authority in terms of historic preservation, and in its present form a thoroughly modern divided highway which represents the result of evolutionary processes in highway design, in its present form ineligible for the National Register under the fifty year restriction in National Register criteria.

BELOW
STRUCTURE
RELIGION
SCIENCE
SCULPTURE
SOCIAL/HUMANITARIAN
THEATER
TRANSPORTATION
OTHER SPECIFIC

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MAJOR BIBLIOGRAPHICAL REFERENCES

- Thos. E. Farrow, History of Arizona, Vol. I. Phoenix, 1915. Pp. 263-8.
 Harlan D. Fowler, Trails to California. Stanford: Stanford Univ. Press, 1950.
 H. Craig Miner, The St. Louis-San Francisco Transcontinental Railroad: The 35th Parallel Project, 1853-1890. Lawrence: Univ. of Kansas Press, 1972.
 Edward S. Wallace, The Great Reconnaissance. Boston: Little, Brown & Co., 1955.
 Pp. 138-161; 247-266.

(Additional available sources not cited; the literature is extensive)

GEOGRAPHICAL DATA

ACRAGE OF NOMINATED PROPERTY 57.8

UTM REFERENCES

Western Rectangle, 50

SW	A	1, 2	6, 0, 8, 1, 2, 0	3, 9, 7, 8, 0, 1, 0	SE	B	1, 2	16, 0, 8, 5, 7, 5	3, 8, 17, 8, 10, 0, 0
NE	C	1, 2	6, 1, 3, 5, 6, 0	3, 8, 8, 3, 1, 2, 5	NW	D	1, 2	13, 1, 3, 1, 4, 0	3, 8, 18, 3, 13, 5, 0
		ZONE	EASTING	NORTHING			ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION The trail angles into the park headed northwesterly, then turns and leaves the park headed west-southwesterly; the boundary consists of a strip or "right-of-way" which extends fifty feet on either side of the trail, excluding the highway right-of-ways which cross it and the Park Headquarters complex built over a portion of it. The UTM coordinates cover two rectangles which identify its geographic location, but are not its boundary.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

FORM PREPARED BY

NAME TITLE

Gordon Chappell, Regional Historian

ORGANIZATION

National Park Service, Western Regional Office

DATE

September 17, 1976

STREET NUMBER

450 Golden Gate Avenue - Box 36063

TELEPHONE

(415) 556-4165

CITY OR TOWN

San Francisco

STATE

California 94102

CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11595, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and in evaluate its significance. The evaluated level of significance is National State Local

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

12-17-76

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DATE

12/17/76

ATTEST

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PAGE 1

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Form No. 10-300a
(Rev. 10-74)

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9. Major Bibliographical References

CONTINUATION SHEET

ITEM NUMBER 9. PAGE

Rufus K. Wyllys, Arizona: The History of a Frontier State. Phoenix: Hobson &
Herr, 1950, Pp. 115-116.

10. Geographical Data

UTM References

Eastern Rectangle

SW : 12/6/13/140 38/82/900

NW : 12/6/13/410 38/83/300

NE : 12/6/15/260 38/83/300

SE : 12/6/15/260 38/82/900