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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Coon Creek Crossing on the Santa Fe Trail (Wet Route)

other names/site number KHRI # 145-112; NPS Master Plan #103

2. Location

street & number 1.5 Miles Southwest of Garfield on US-56 Hwy not for publication

city or town Garfield vicinity

state Kansas code KS county Pawnee code 145 zip code 67529

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Patrick Zolner DSHPO 2-11-13
Signature of certifying official/Title Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register determined eligible for the National Register
- determined not eligible for the National Register removed from the National Register
- other (explain) _____

For Edson H. Beall 7.17.13
Signature of the Keeper Date of Action

5. Classification

Ownership of Property
 (Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property
 (Check only **one** box.)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
 (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	1	buildings
1	0	sites
0	0	structures
0	1	objects
1	2	Total

Name of related multiple property listing
 (Enter "N/A" if property is not part of a multiple property listing)

Historic Resources of the Santa Fe Trail (2012)

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

- TRANSPORTATION/road-related
- LANDSCAPE/natural feature
-
-
-
-
-

Current Functions
 (Enter categories from instructions.)

- AGRICULTURE/agricultural field
- LANDSCAPE/natural feature
-
-
-
-
-

7. Description

Architectural Classification
 (Enter categories from instructions.)

- N/A
-
-
-
-
-

Materials
 (Enter categories from instructions.)

- foundation: N/A
- walls: N/A
- N/A
- roof: N/A
- other: N/A
-

Narrative Description**Summary Paragraph**

Coon Creek Crossing is located along the Santa Fe Trail's Wet Route adjacent to US Highway 56 approximately 2.41 kilometers (1.5 miles) southwest of Garfield, Pawnee County, Kansas.¹ This 46.99-acre site consists of a narrow piece of property adjacent to US Highway 56 at its crossing over Coon Creek (Figure 1). It is situated in the southwest quarter of Section 12 and the southeast quarter of Section 11, Township 23 South, Range 18 West on the USGS 7.5' Rozel SE Quadrangle Map. At its north end, the property contains a trail crossing over Coon Creek characterized by five distinct cutdowns present along the creek's north bank. A clear depression, believed to be the remains of a trail-related dugout, is present as well and is recorded as archeological site 14PA366. A non-contributing stone marker, erected by the Wet/Dry Route Chapter of the Santa Fe Trail Association, is situated along an east-west fence line and field road at the property's northern margin. The southern portion of the property contains two areas of visible swales along with another crossing of Coon Creek evidenced by cutdowns on both sides of the waterway. A non-contributing barn is situated between the visible swales and the cutdowns on the west portion of the site. The crossings and swales that comprise the Coon Creek Crossing are examples of Transportation Sites (Trail Segment subtypes), as defined in the revised multiple property nomination.

Narrative Description*Landscape²*

This site lies within the Great Bend Lowland division of the Arkansas River Lowlands section of the Central Lowland province of the Interior Plains of North America.³ The Great Bend Lowland is an undulating plain of little relief extending in a 10-40 mile wide band along the great northerly bend of the Arkansas River from around Dodge City on the west through Great Bend and Wichita to Arkansas City on the east. It is a poorly drained area of sand dunes and sandy plains, among which are found salt marshes, ponds, and sloughs. The surface materials consist almost entirely of sands and gravels eroded from the Rocky Mountains during the Pleistocene and carried downstream by alluvial action of the Arkansas River, which flows through the area and to the east in a shallow channel bounded by a wide, flat, poorly drained river valley. The river is not confined to a single channel, but instead has a number of channels with intervening islands, which is a braided pattern characteristic of an aggrading or depositing stream. Most of the stream flow of the Arkansas is underground; water is usually only barely visible on the surface except during times of flooding.

The vegetation of the Great Bend Lowland in prehistoric and early historic times apparently consisted of sand prairie cut through by a thin band of floodplain forest or savanna along the Arkansas River and a few of its tributaries. Archeologist Waldo Wedel noted that the "low grass-grown banks" of the Arkansas upstream of the Little Arkansas seem to have been "largely treeless except for occasional cottonwoods" and in his view this was probably true for most of the region west and south of the main stream.⁴ The potential natural vegetation of the prairie mainly included big and little bluestem (*Andropogon gerardii* and *Schizachyrium scoparium*), sandreed (*Calamovilfa longifolia*), and switchgrass (*Panicum virgatum* L.), with the forested areas containing hackberry (*Celtis occidentalis*), cottonwood (*Populus deltoids*), willow (*Salix spp.*), and elm (*Ulmus spp.*) along with various shrubs and bushes.⁵ The trees declined markedly in terms of numbers of species and overall abundance as one moved from east to west. Tall trees, dense undergrowth, and many lianas were present in the extreme east, but the forests became narrower and lower westward, and often less dense, the ground

¹ The Fort Larned Military Road was coined by Dr. David Clapsaddle, Santa Fe Trail Historian and president of the Wet/Dry Route Chapter of the Santa Fe Trail Association.

² The following two paragraphs are adapted from standard language used in reports written by Kansas State Historical Society, Cultural Resources Division, Archeology Department.

³ W.E. Schoewe, "The Geography of Kansas, Part II: Physical Geography," *Transactions of the Kansas Academy of Science* 52, no. 3 (1949): 292-296.

⁴ Waldo R. Wedel, "An introduction to Kansas archeology," *Smithsonian Institution, Bureau of American Ethnology, Bulletin* (1959): 12.

⁵ A.W. Kuchler, "A New Vegetation Map of Kansas," *Ecology* 55, no. 3 (1974): 597.

covered by an impoverished version of bluestem prairie, creating a savanna effect. And due to the shifting sand bottom of the Arkansas River channel, timber was often absent for long stretches.

This site is relatively level, having an average elevation of 634 meters (2080 feet). Coon Creek is the primary organizing natural feature of this site. The creek enters the boundary at the west edge and meanders northeast, crossing into Section 12 where it bends to the southeast on its way to meet the Arkansas River to the south.

The property boundary encompasses 46.99 acres of land, comprising a narrow strip of relatively undisturbed pasture and wooded areas along the west side of US Highway 56. The property is comprised of gently rolling grassland and wooded areas, surrounding both sides of Coon Creek. The owners have made the southern portion available for visitation, with a marker, erected by the Wet/Dry Route Chapter of the Santa Fe Trail Association, and informal parking area situated along the edge of the highway.

Cutdowns and Swales

The northern portion of the property was addressed in a draft National Register nomination (prepared by the Urbana Group) in 1992 and much of the following discussion is drawn from that document. At the time of survey, five cutdowns were present along the northern margin of Coon Creek, but ruts were no longer visible on the south bank (Figure 2). The meandering stream appears to have eroded the stream bank and the ruts. Several abandoned stream channels are visible south of the crossing. The northern portion of the property is bounded to the east by the western margin of US Highway 56 and to the north by an east-west fence line. More recent human modification of the site includes the deposition of "historic garbage recent in nature" in the depression/dugout and the erection of a wooden commemorative sign on the property by the county historical group.⁶ The natural processes of weathering and erosion have also played a role in the modification of the site especially in terms of fluvial erosion.

The length of each cutdown was determined by the depressions in the landscape and by differential vegetative growth. From west to east, the five cutdowns measured: (1) 9.5 meters (31 feet) wide, 16.5 meters (54 feet) in length, and trending 135 degrees east of north; (2) 9.4 meters (30 feet) wide, 12.8 meters (41 feet) in length with two approaches trending 150 degrees and 190 degrees east of north respectively; (3) 15.7 meters (51 feet) wide, 15.6 meters (51 feet) in length with two approaches 181 degrees east of north; (4) 11.9 meters (39 feet) wide, 14.8 meters (48 feet) in length, and trending 135 degrees (442 feet) east of north; and two parallel approaches – 9.7 meters (31 feet) wide, 20.3 meters (65 feet) in length and (5) 12 meters (39 feet) wide and 20.3 meters (66 feet) in length respectively trending 256 degrees east of north.

The depression/dugout is adjacent to the third cutdown. The feature was created by an excavation into the creek bank. Although the excavated area was filled with trash at the time of field investigation, it appeared to be another trail-related cutdown trending 180 degrees east of north. However, previous investigations suggested that it represents the remains of a "pioneer dugout" and may be the "remains of a shallow pit" identified by Marc Simmons.⁷ Local historian Earl Monger suggests that this pit was either the site of a dugout hut or the place where soldiers buried, and later recovered, 102 ox yokes when their stock was stolen by American Indians.⁸

The southern portion of the property was investigated more recently. It contains two areas of intact swales, along with another more southerly crossing of Coon Creek (Figure 1). The swales are difficult to follow on the ground when vegetation is high, but can be clearly discerned under more favorable conditions. These swales are located south and adjacent to a farm road. The southern crossing is marked by a distinct cutdown/swale on the east side of the creek. While such features are less distinct on the west side, they can be clearly defined. An abandoned post-trail barn is present as well in the property's southern portion, but it is not a contributor to the nomination.

⁶ Kansas State Historical Society Archeological Survey File (14PA366).

⁷ Marc Simmons, *Following the Santa Fe Trail: A Guide for Modern Travelers*, 2nd ed. (Santa Fe: Ancient City Press, 1986), 109; Archeological Survey File (14PA366).

⁸ Archeological Survey File (14PA366). Monger does not specify a tribe.

While much of the land surrounding the property has been cultivated, the nominated area retains important physical evidence of Santa Fe Trail traffic in the form of two crossings over Coon Creek and two areas of intact swales. The qualities of feeling and association are present when the physical remains are viewed in light of the historic events and the physical cultural processes that produced them. A potential threat to the site is the continued use of the depression/dugout at the property's northern end for the purposes of trash deposition. This practice not only threatens the physical quality of the extant trail remains but also interferes with a full evaluation of the site's historic resources.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

- Transportation
- Commerce
- Military

Period of Significance

1821-1872

Significant Dates

1859

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Period of Significance (justification)

The period of significance begins in 1821 with the opening of the Santa Fe Trail as a trade route by the US government. The trail continued as a trade route until after the Civil War when the completion of the Union Pacific Eastern Division to Fort Harker in 1867 made wagon travel and trade to Santa Fe obsolete. The Fort Larned Military Road and a portion of the Wet Route continued to serve a military purpose until the Atchison, Topeka, & Santa Fe arrived in the area in 1872.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance

The Coon Creek Crossing on the Santa Fe Trail (Wet Route) is nationally significant as part of the *Historic Resources of the Santa Fe Trail* revised multiple property nomination under Criterion A for its association with transportation, commerce, and the military along the Santa Fe Trail and under Criterion D for its potential to yield information about the trail crossings and early military activities in central Kansas. The site, together with the surrounding landscape, retains a good degree of integrity in terms of location, setting, feeling, and association required for registration. Its period of significance begins with the initiation of commercial traffic over this segment of the trail in 1821 and ends in 1872 when the arrival of the railroad to Larned and Dodge City ended the necessity of the road. This site materially reflects important historic events outlined in the historic contexts: International Trade on the Mexican Road, 1821-1846; The Mexican-American War and the Santa Fe Trail, 1846-1848; Expanding National Trade on the Santa Fe Trail, 1848-1861; The Effects of the Civil War on the Santa Fe Trail, 1861-1865; and The Santa Fe Trail and the Railroad, 1865-1880, as well as the Santa Fe Trail in Kansas.

Narrative Statement of Significance

The Wet and Dry Routes of the Santa Fe Trail

In Pawnee County, the trail's years of use began with William Becknell's first expedition to Santa Fe in 1821 and ended when the Union Pacific Eastern Division (later known as the Kansas Pacific) reached Hays in the fall of 1867. During the early years of the trail's use, travelers proceeded along the north bank of the Arkansas River through this area between Pawnee Fork (present-day Larned) and Fort Atkinson (near present-day Dodge City). However, in July 1833, a caravan captained by Charles Bent and escorted by Captain William Wickliffe departed the Arkansas River valley near Pawnee Fork to travel an upland course.⁹ Wickliffe's trip was the first documented use of the dry route. According to trail historian Dr. David Clapsaddle, "it was from that date forward [that] traffic on the Santa Fe Trail alternated between the established road along the river and the road across the upland pioneered by Wycliffe [sic]."¹⁰ Subsequently, these alternating routes became known as the wet and the dry routes of the Santa Fe Trail. The nominated site is part of the Wet Route.

Josiah Gregg, who traveled the trail in the 1830s and 1840s, authored the book *Commerce of the Prairies* that was published in 1844 along with his map of the trail. His map, which notes only the Dry Route (Figure 3), suggests this was the preferred route during the period he traveled the trail.¹¹ By the late 1840s, though, the government-escorted groups were following the Wet Route along the river, as noted by Susan Shelby Magoffin on July 11, 1846 in her diary. After a few days of camping at Pawnee Fork her group set out for Santa Fe, and she noted, "All the companies are before us, or rather they have taken a new road along the River."¹² During the Mexican-American War and into the 1850s, the Wet Route remained the preferred route for military detachments and supply wagons. Second Lt. William Whipple noted the following, in May 1852:

Between Pawnee Fork and Fort Atkinson there are, for about three-fourths of the distance, two routes—one known as the *river route*, the other as the *dry route*...The fork of the road is in a ravine, three and a half miles beyond Pawnee fork crossing...At ten miles from Fort Atkinson the dry route

⁹ Louise Barry, *The Beginning of the West: Annals of the Kansas Gateway to the American West, 1540-1854* (Topeka: Kansas State Historical Society, 1972), 233-34.

¹⁰ David Clapsaddle, "The Wet/Dry Routes of the Santa Fe Trail," Unpublished, n.d. [electronic transcription online]; available from <http://www.santafetrailresearch.com/research/wet-dry-routes-01a.html>; Internet; accessed 17 July 2012. The record notes two spellings of Wickliffe's name.

¹¹ Clapsaddle, "The Wet/Dry Routes;" Josiah Gregg, *The Commerce of the Prairies* (Chicago: R.R. Donnelly & Sons Co., 1926); "Map of the Indian Territory Northern Texas and New Mexico Showing the Great Western Plains," The University of Tulsa's website: <http://www.lib.utulsa.edu/speccoll/collections/maps/gregg/Gregg%20%20complete.jpg> (accessed 29 February 2012).

¹² Susan Shelby Magoffin, *Down the Santa Fe Trail and Into Mexico: The Diary of Susan Shelby Magoffin, 1846-1847*, ed. Stella M. Drumm (Lincoln, Nebraska and London: University of Nebraska Press, 1982), 47-48.

strikes into the valley of the river. By our computation, this route, which is near fifty miles long, saves in distance about ten or eleven miles—but the river route is certainly preferable, as it affords good grazing and an abundance of water.¹³

Traffic along the Dry Route, which was a somewhat shorter distance than the Wet Route, picked up again with the late 1850s rush to Colorado by many seeking gold. By this time, in 1859, what would later become Fort Larned was established along the Pawnee River, approximately eight miles southwest of Pawnee Fork. Fort Larned was seven miles north of the Wet Route of the Santa Fe Trail, and a military road developed connecting the fort to the trail. The Fort Larned Military Road, a name coined by trail historian Dr. David Clapsaddle, merged with the Wet Route just north of Coon Creek in Section 12 (Figure 4). The cutdowns and swales at this site then were used by travelers along the Wet Route and those traveling to and from Fort Larned.

Fort Larned was built to aid and protect those traveling the Santa Fe Trail, and “to provide a more centralized point for the distribution of annuities, as provided by treaty, to the [American] Indians.”¹⁴ The fort, which had originally been situated three miles east of its later permanent location, was first called “Camp on Pawnee Fork” and subsequently Camp Alert. The post served for many years as the agency for the Cheyenne and Arapaho Indians. The agency was discontinued in 1868, and the post was abandoned in 1878. Today, the National Park Service manages Fort Larned as a historic site.¹⁵

Coon Creek Crossing

The Fort Larned Military Road meets the Wet Route of the Santa Fe Trail near this crossing of Coon Creek in Pawnee County, Kansas. The nominated site contains remnants used by travelers along the Wet Route and those traveling to and from Fort Larned (Figure 5). The Wet Route was actively used by trail travelers from 1821 to 1867. The military road was in use during the years 1859 to circa 1872.

The Santa Fe Trail paralleled the northern bank of the Arkansas River for approximately 300 miles with only a few locations providing the opportunity for wagon crossing. In order to reach one of these known and suitable crossing points, traversing several smaller natural waterways, such as Coon Creek, was necessary. This crossing was relatively shallow with generally flat terrain, likely making this one of the less grueling crossings along the trail.

The Fort Larned Military Road was cut to provide access to the Wet Route and to link it with the Dry Route. Its association with the Santa Fe Trail is significant, since it connected Fort Larned and the soldiers stationed there to the Wet Route, allowing soldiers to aid and protect travelers along the trail. Even before 1859, when this military road linking the two routes was developed, the military tended to favor using the Wet Route, as evidenced by Susan Shelby Magoffin in 1846 and Second Lt. William Whipple in 1852. At the Coon Creek Crossing, the Dry and Wet routes were only about seven miles apart. With the routes relatively close, logistically, it made sense for suppliers of Fort Larned and other travelers to move to the Wet Route where water was much more abundant.

In June 1867 the Union Pacific Eastern Division Railroad (UPED) reached Fort Harker (in modern-day Ellis, Ellsworth County, Kansas). Santa Fe-bound freight was subsequently shipped to this point and hauled to Santa Fe, virtually ending the use of the Santa Fe Trail in Pawnee County and other points east of Fort Harker. The Fort Larned Military Road and the Wet Route west of the Coon Creek Crossing likely continued to function in a smaller capacity to transport goods from Fort Larned to Fort Dodge. A.H. Boyd, who operated a road ranch (established circa 1867) along the Dry Route approximately 10 miles east of this site, carried a contract

¹³ As quoted in Clapsaddle, “The Wet/Dry Routes.”

¹⁴ Robert W. Frazer, *Forts of the West: Military Forts and Presidios and Post Commonly called Forts West of the Mississippi River to 1898* (Norman: University of Oklahoma Press, 1965), 55. See also: Marvin H. Garfield, “The Military Post as a Factor in the Frontier Defense of Kansas, 1865-1869,” *The Kansas Historical Quarterly* 1 (November, 1931), 54.

¹⁵ Frazer, 55.

with the US government to haul supplies between the two forts.¹⁶ Further, that the two “wagon” roads were still in use in August 1871 is evident by the General Land Office survey maps and field notes from that month and year. The Atchison, Topeka & Santa Fe Railroad (ATSF) arrived in Larned and Dodge City in 1872; military freight could then be hauled from Fort Larned to Fort Dodge using this new transportation system. As in many areas through which the Santa Fe Trail passed, the road continued to be used for local traffic. US Highway 56 and the ATSF, which parallel this site to the south, generally follow the Wet Route from the line between sections 11 and 14 southwest to Edwards County.

Potential to Yield Information

Archeological prospection, geophysical survey, and metal detector survey of similar trail segments and crossings have been shown to reveal associated artifact assemblages, sometimes buried and sometimes not, that can inform on the use of the trail and its secondary routes during their periods of significance. Though no such surveys have been undertaken at this particular location, there is every reason to believe that the presence of such an assemblage is possible. These swales and their contributing land area have the potential to yield important information to understanding the use and nature of the Fort Larned Military Road and the Wet Route through Pawnee County, including patterns of use and change over time, evolving trade patterns, and cultural interactions. Study of the remnant trail swales, the crossing, and potential archeological features can provide valuable insight into the evolving patterns of historic development in this area. This site likely contains data which may be vital to any wider study of the 19th-century trade, military patterns, and economic development. Further investigation could address key questions regarding trade and transportation variability and change. Excavation could also provide additional social data including better estimates of the frequency of use during various phases of history, the role played by the military, various ethnic and social groups, and the nature of trail users, material culture and the production, distribution, and consumption of commodities.¹⁷

¹⁶ David K. Clapsaddle, *A. H. Boyd: Entrepreneur of the Prairie* (Larned: Larned Tiller and Toiler, n.d.), 14.

¹⁷ Kansas State Historical Society, *Historic Resources of the Santa Fe Trail Multiple Property Documentation Form (Revised)*. August 2012, F117. Citation covers paragraph.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Clapsaddle, David K. A. H. *Boyd: Entrepreneur of the Prairie*. Larned, Kansas: Larned Tiller and Toiler, n.d.

Garfield, Marvin H. "The Military Post as a Factor in the Frontier Defense of Kansas, 1865-1869." *The Kansas Historical Quarterly* 1 (November, 1931): 50-62.

Frazer, Robert W. *Forts of the West: Military Forts and Presidios and Posts Commonly Called Forts West of the Mississippi River to 1898*. Norman: University of Oklahoma Press, 1965.

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Kuchler, A.W. "A New Vegetation Map of Kansas," *Ecology* 55, no. 3 (1974): 597.

Magoffin, Susan Shelby. *Down the Santa Fe Trail and Into Mexico: The Diary of Susan Shelby Magoffin, 1846-1847*. Edited by Stella M. Drumm. Lincoln, Nebraska and London: University of Nebraska Press, 1982.

Oliva, Leo E. *Fort Larned: Guardian of the Santa Fe Trail*. Topeka: Kansas State Historical Society, 1982.

Schoewe, W.E. "The Geography of Kansas, Part II: Physical Geography," *Transactions of the Kansas Academy of Science* 52, no. 3 (1949): 292-296.

Simmons, Marc. *Following the Santa Fe Trail: A Guide for Modern Travelers*. 2nd ed. Santa Fe: Ancient City Press, 1986.

United States Department of the Interior/National Park Service. *Santa Fe National Historic Trail: Comprehensive Management and Use Plan*. Washington DC: US Government Printing Office, 1990.

Wedel, Waldo R. "An Introduction to Kansas Archeology," *Smithsonian Institution, Bureau of American Ethnology, Bulletin* (1959): 12.

Coon Creek Crossing on the Santa Fe Trail (Wet Route)
Name of Property

Pawnee County, Kansas
County and State

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been requested)
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: Kansas Historical Society

Historic Resources Survey Number (if assigned): _____
N/A

10. Geographical Data

Acreage of Property 46.99 acres
(Do not include previously listed resource acreage.)

Latitude/Longitude Coordinates

Map Datum: WGS84

See attached Boundary Map for additional coordinates; letters correspond to map.

A: 38.065363,-99.258960 C: 38.060808,-99.263963
B: 38.063535,-99.258992 D: 38.058428,-99.262167

Verbal Boundary Description (Describe the boundaries of the property.)

Commencing at the point of intersection of the western margin of US Highway 56 and the southern boundary of Section 11, proceed northeast along the western margin of the highway for approximately 1050 meters to a field road at the half-section line of Section 12. Continue west for approximately 420 meters along a field road to the western edge of the section. Proceed south along the section line for approximately 200 meters, and then proceed southeast along the fence line for approximately 400 meters. Turn south for approximately 280 meters, and then approximately 100 meters east along the south section line of Section 11 to the beginning point along US Highway 56.

Boundary Justification (Explain why the boundaries were selected.)

The site encloses an area of approximately 0.19km² (46.99 acres). The boundaries of the site are largely determined by the natural and man-made features of the surrounding landscape. US Highway 56 forms the eastern boundary, with the other boundaries chosen by the limits of relatively undisturbed pastures containing intact trail-related features.

11. Form Prepared By

name/title Original nomination prepared by the URBANA Group (1992); revised by: KSHS Staff
organization Kansas State Historical Society date June 2012
street & number 6425 SW 6th Ave telephone 785-272-8681
city or town Topeka state KS zip code 66615-1099
e-mail cultural_resources@kshs.org

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Name of Property: Coon Creek Crossing on the Santa Fe Trail (Wet Route)
City or Vicinity: Garfield vicinity
County, State: Pawnee County, KS
Photographer(s): Laura Groves (LG) & Amanda K. Loughlin (AL)
Date(s) Photographed: 1 November 2011 (LG) & 10 July 2012 (AL)

Description of Photograph(s) and number:

- 1 of 5:** View looking east-northeast at intact swales visible on south side of Coon Creek (LG).
- 2 of 5:** View looking east-northeast along prominent cutdown on south side of creek (AL).
- 3 of 5:** View looking southwest across cutdown (with trees) on north side of creek (AL).
- 4 of 5:** View looking east at condition of creek (AL).
- 5 of 5:** View looking west-southwest along cutdown on north side of creek (AL).

Property Owner:

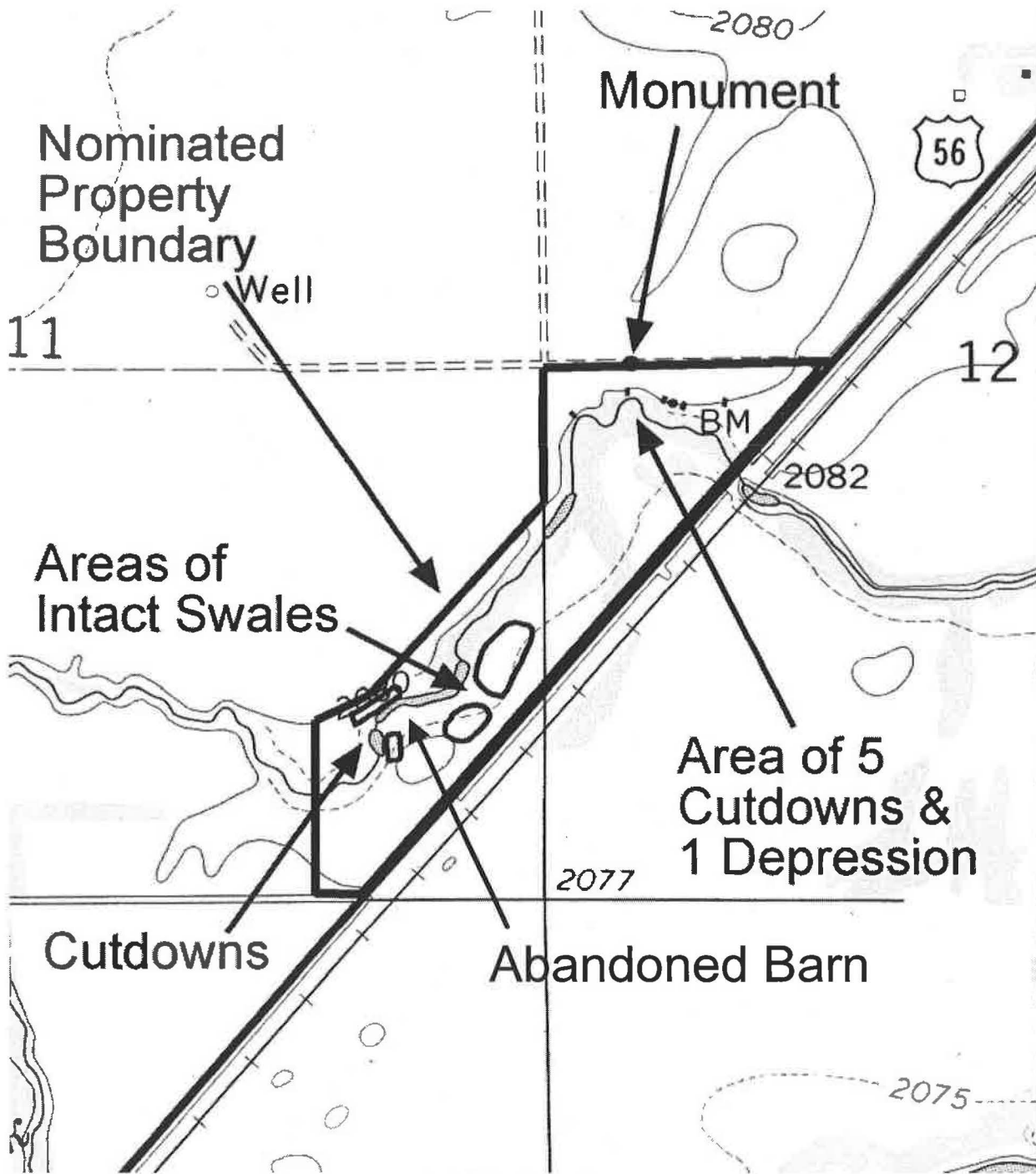
(Complete this item at the request of the SHPO or FPO.)

name On file with SHPO.
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

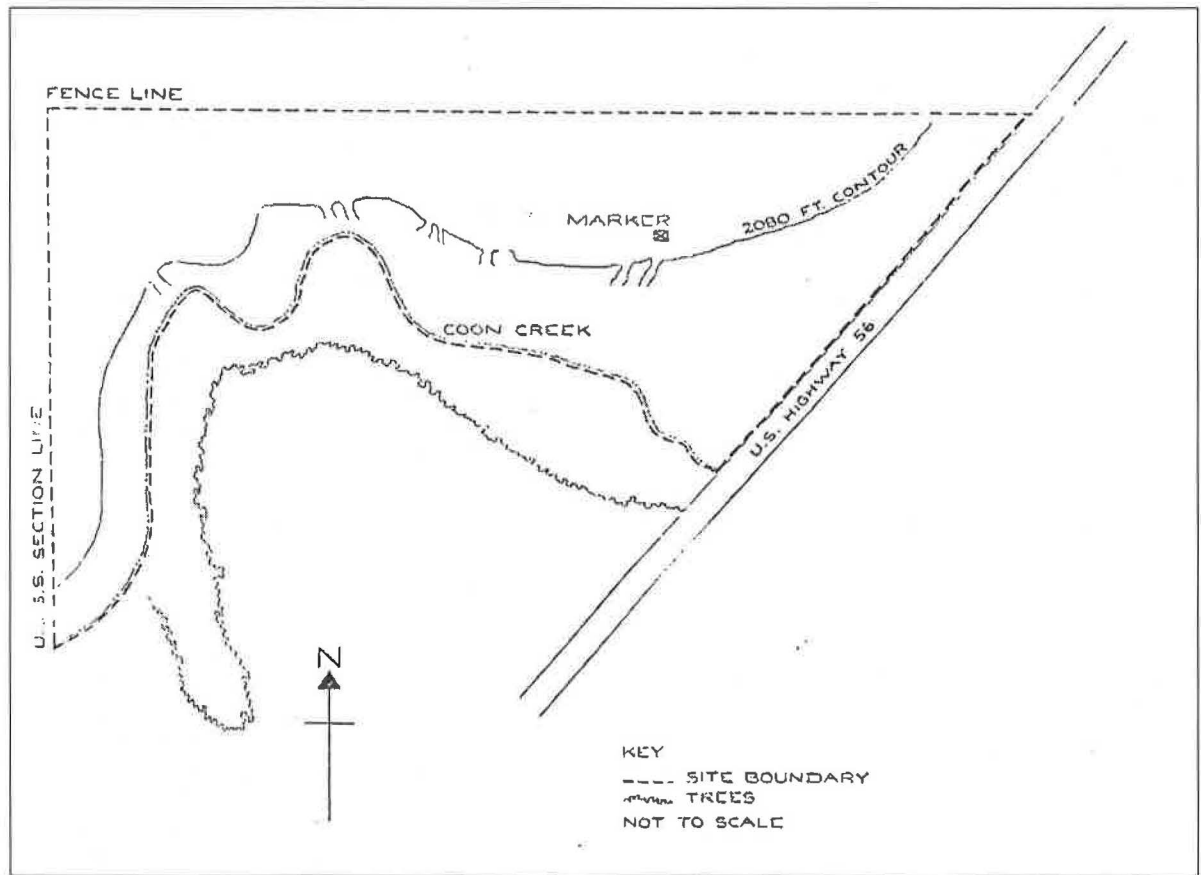
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Figure 1.



Coon Creek Crossing on the Santa Fe Trail (Wet Route).
Visible Santa Fe Trail-Related Features at the Coon Creek Crossing, USGS 7.5' Rozel SE Quadrangle Map.

Figure 2.



Coon Creek Crossing on the Santa Fe Trail (Wet Route).
1992 Sketch Map of the Northern Portion of the Coon Creek Crossing Property,
Showing the Locations of Five Cutdowns.

Figure 3.

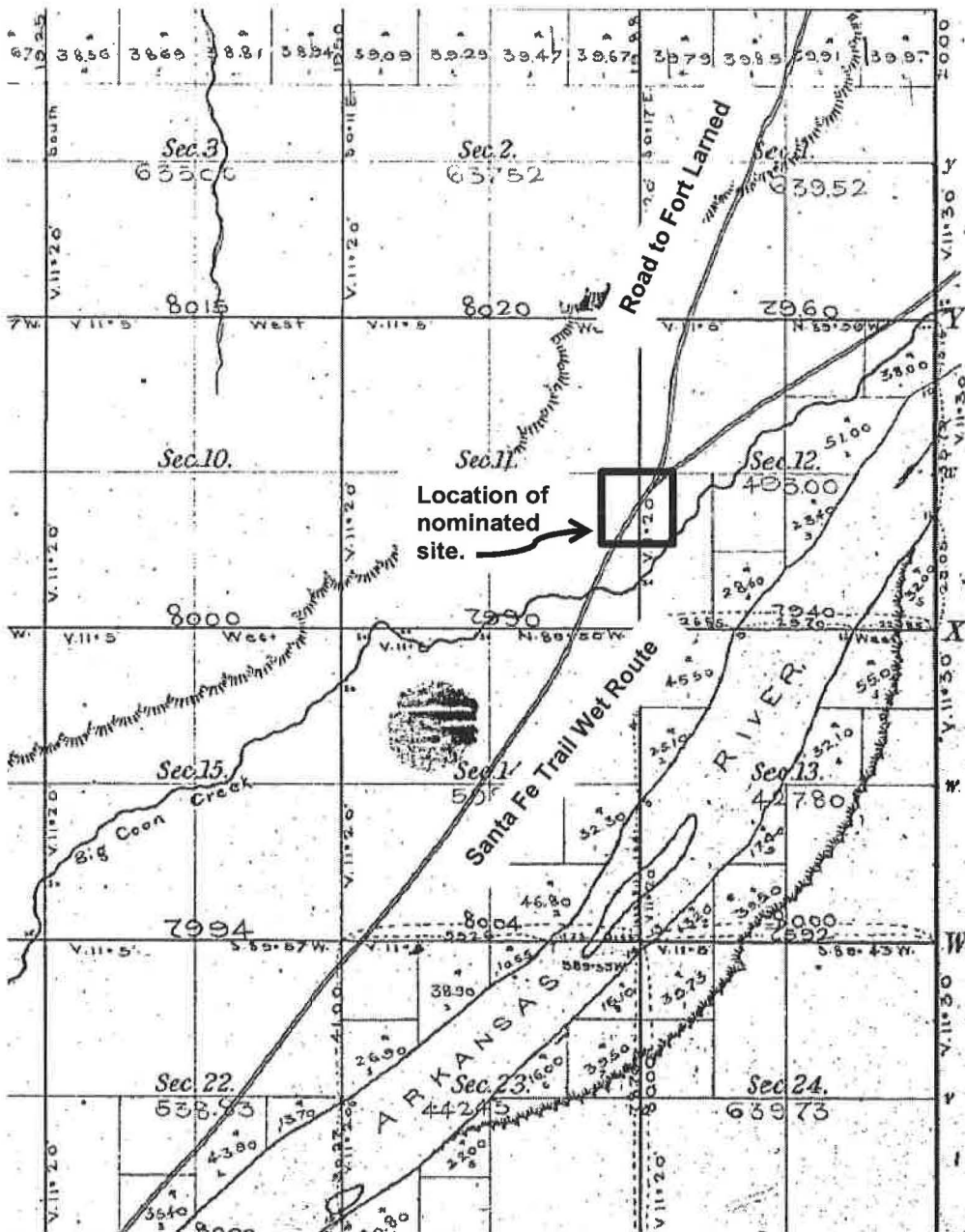


Coon Creek Crossing on the Santa Fe Trail (Wet Route).
Detail of "Map of the Indian Territory Northern Texas and New Mexico Showing the Great Western Plains."
Red box indicates approximate area around the nominated site.

Josiah Gregg.
1844.

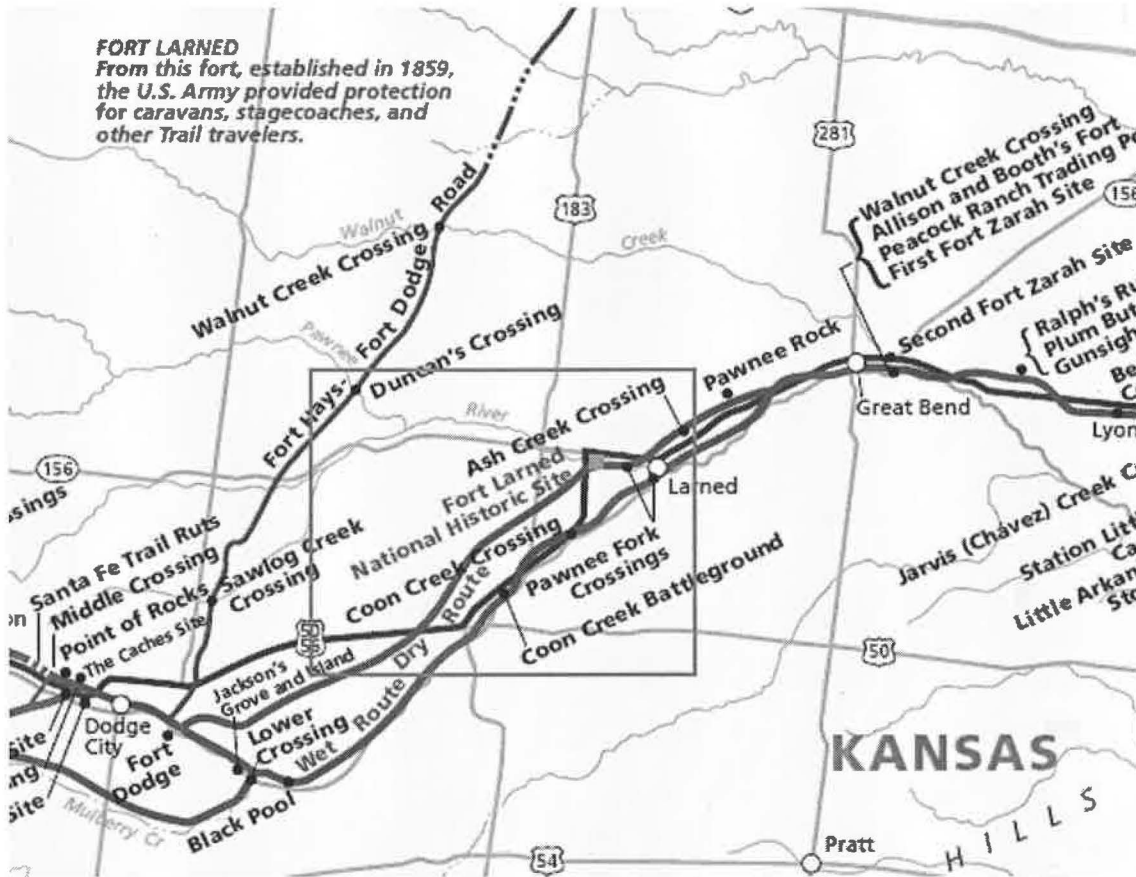
The University of Tulsa's website:
<http://www.lib.utulsa.edu/speccoll/collections/maps/gregg/Gregg%20%20complete.jpg>
(accessed 29 February 2012).

Figure 4.



Coon Creek Crossing on the Santa Fe Trail (Wet Route).
General Land Office 1871 Survey Map.

Figure 5.



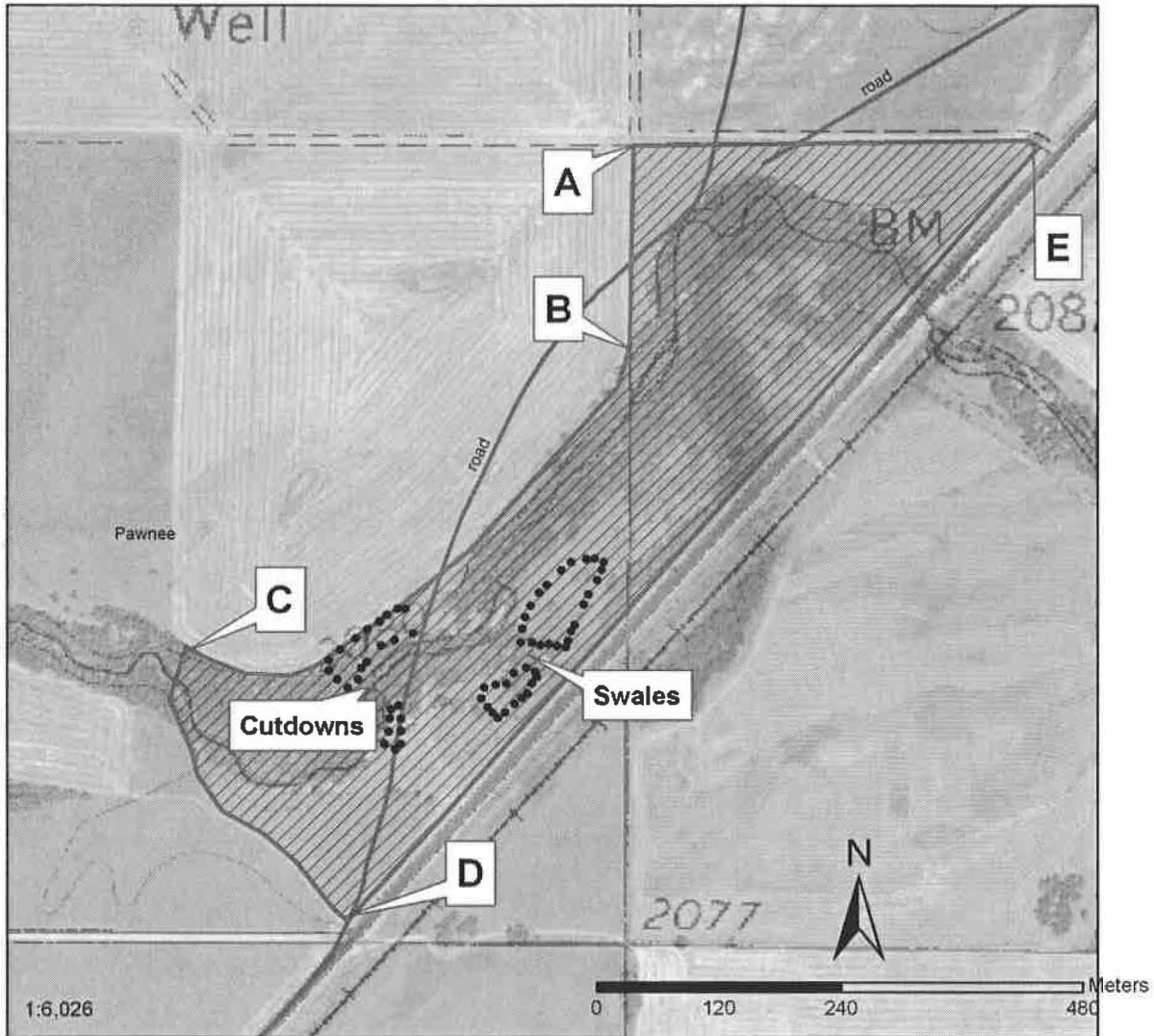
Coon Creek Crossing on the Santa Fe Trail (Wet Route).
Santa Fe National Historic Trail brochure, National Park Service Official Map and Guide.
Box indicates approximate area around the nominated site.

Photograph Key.



Numbers correspond to photograph log.

Boundary Map.



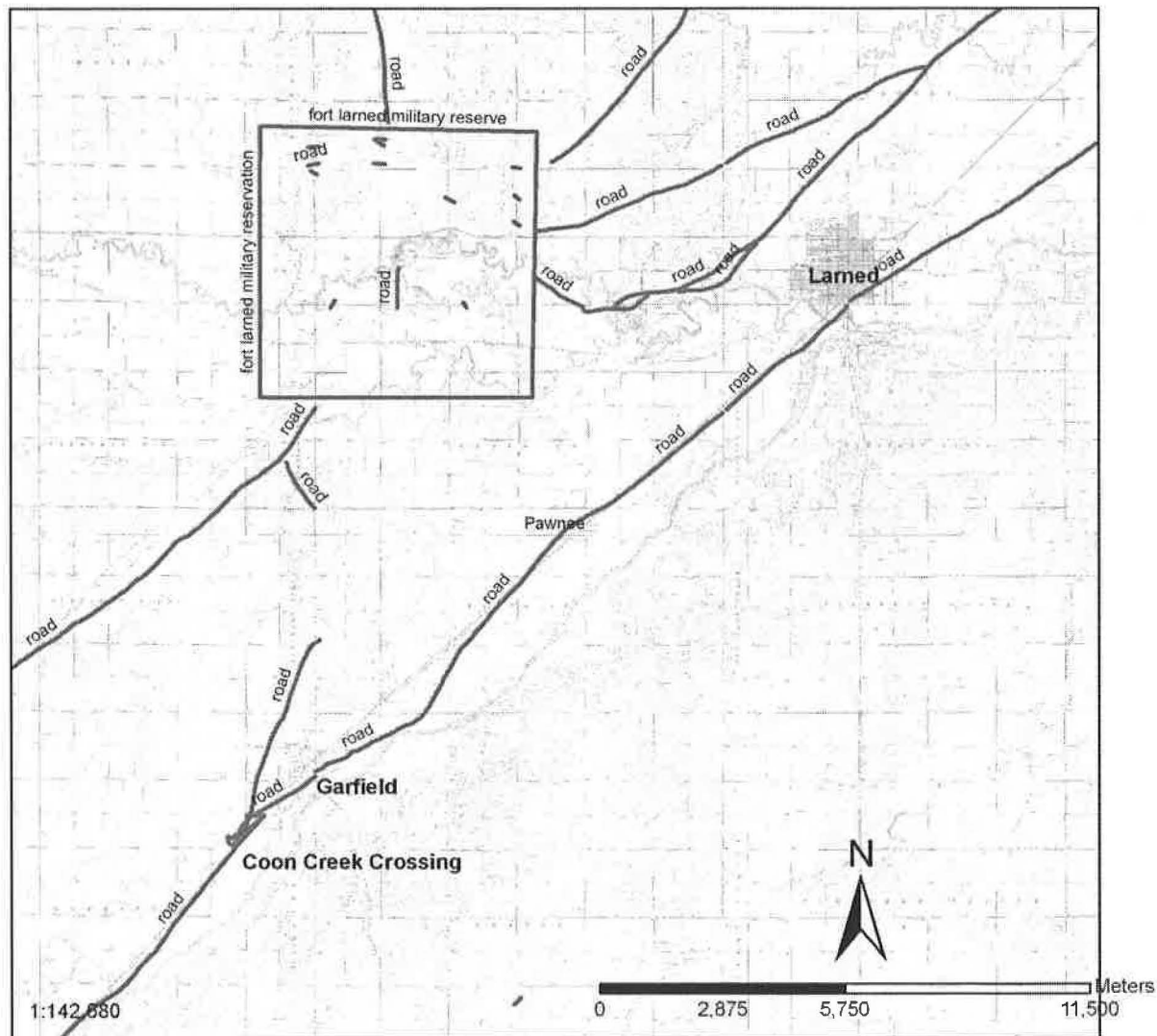
Coon Creek Crossing and the Ft Larned Military Road/Wet Route
Garfield vicinity, Pawnee County, Kansas
Showing GLO survey lines.

Site Boundary Coordinates (Datum = WGS84)

- A: 38.065363, -99.258960
- B: 38.063535, -99.258992
- C: 38.060808, -99.263963
- D: 38.058428, -99.262167
- E: 38.065372, -99.254464

Total area: 46.99 acres (0.19sqkm)

Contextual Map.



Coon Creek Crossing and the Ft Larned Military Road/Wet Route
Garfield vicinity, Pawnee County, Kansas
Showing GLO survey lines.











UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Coon Creek Crossing on the Santa Fe Trail (Wet Route)
NAME:

MULTIPLE Santa Fe Trail MPS
NAME:

STATE & COUNTY: KANSAS, Pawnee

DATE RECEIVED: 5/31/13 DATE OF PENDING LIST: 6/18/13
DATE OF 16TH DAY: 7/03/13 DATE OF 45TH DAY: 7/17/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000493

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 7.17.13 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

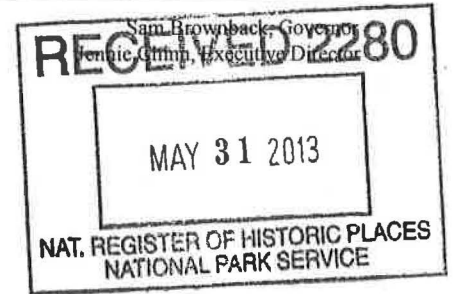
REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

Kansas Historical Society



May 28, 2013

Carol Shull
National Register of Historic Places
National Park Service
1201 Eye Street, N. W.
8th Floor (MS 2280)
Washington, DC 20005

Dear Ms. Shull:

We are pleased to submit for your consideration the following new National Register nominations:

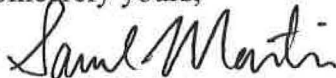
- Sawlog Creek Crossing on the Fort Hays-Fort Dodge Road – Ford County
- Santa Fe Trail – Ford County Segment 2
- Coon Creek Crossing on the Santa Fe Trail – Pawnee County
- Pawnee Fork Crossing and Boyd's Ranch Site – Pawnee County
- Santa Fe Trail – Grant County Segment 1 – Grant County
- Santa Fe Trail – Kearny County Segment 1 – Kearny County
- Indian Mound – Lakin, Kearny County
- Finney County Point of Rocks – Finney County
- Trail Park & Trail Park DAR Marker – Douglas County

This enclosed nomination is an amendment:

- Santa Fe Trail – Rice County Segment 1 – Rice County (Amended Nomination)

Please do not hesitate to contact me if you have any questions. I may be reached at 785-272-8681 ext. 216 or smartin@kshs.org.

Sincerely yours,



Sarah J. Martin
National Register Coordinator

Enclosures