

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic Santa Fe Place or Santa Fe or Lockridge "Home Farm"

and or common The Santa Fe Place Historic District (See Continuation sheet)

2. Location

street & number See Site Plan map and Verbal Boundary Description not for publication

city, town Kansas City vicinity of

state Missouri code 29 county Jackson code 095

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple Ownership (see continuation sheet)

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Office of Recorder of Deeds  
Jackson County Courthouse, Kansas City Annex

street & number 415 East 12th Street

city, town Kansas City state Missouri

6. Representation in Existing Surveys

Preliminary Inventory of Architecture &  
title Historic Sites has this property been determined eligible?  yes  no

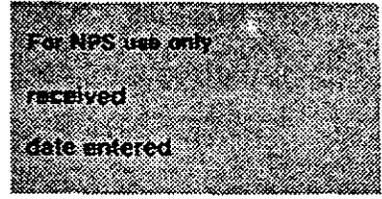
date November, 1974  federal  state  county  local

depository for survey records Landmarks Commission of Kansas City, Missouri

city, town Kansas City state Missouri

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THE SANTA FE PLACE

Continuation sheet HISTORIC DISTRICT

Item number 1

Page 1

The Santa Fe Place Historic District Nomination

In 1981 or 1982, the Santa Fe Neighborhood Historic District was submitted to the Office of the National Register of Historic Places. This nomination was returned for additional documentation and expansion.

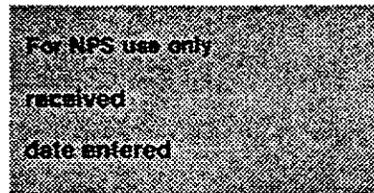
In late 1984, the City of Kansas City gave the Black Archives of Mid-America the opportunity to revise the original nomination and re-submit the Santa Fe Place Historic District for re-consideration for inclusion on the National Register of Historic Places.

The first phase of this process was a walk-through survey of the original district to ascertain whether or not the sites, as listed in the original nomination, still existed or had been altered. New construction was also noted. A new property owners list was developed. Then, extensive historical research took place. Based on new historical research, the District's boundaries were changed from those of the first nomination.

The preparers of this revised nomination relied extensively upon the architectural descriptions and architectural history of specific buildings compiled by Patricia Brown Glenn, under the auspices of the Historic Kansas City Foundation. The Foundation's architectural survey of the Santa Fe neighborhood provided the basis for much of the discussion in Item No. 7.

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Item number 4

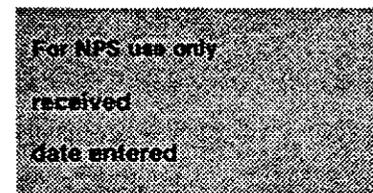
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Owners of Structures. (numbers refer to locations on site plan map).  
(Address in parenthesis denotes building owned within the district)

1. Norris, Sylvester & Wife  
& Hicks, Richard Lee  
2303 Vine Street (3400 E. 31st)  
Kansas City, Mo. 64108
2. Slaughter, Louis E. & Mary L.  
5227 Brookwood (3033 Indiana)  
Kansas City, Mo. 64133
3. Cooper, Esau & Minnie  
4430 Bellefontaine (3029 Indiana)  
Kansas City, Mo. 64130
4. Brockington, Phillip  
3019 Indiana  
Kansas City, Mo. 64128  
(3025 Indiana)
5. Brockington, Ferdinand D. & Wife  
3019 Indiana  
Kansas City, Mo. 64128
6. Hill, Clifford B. & WF  
3015 Indiana  
Kansas City, Mo. 64128
7. Butler, Ernest J., Sr. & Lee  
3415 E. 62nd Street  
Kansas City, Mo. 64130  
(3011 Indiana)
8. Ullmann, Leo C. & Jane E.  
1541 N.E. Englewood Rd. (3009 Indiana)  
Kansas City, Mo. 64118
9. Love, Otis L. & Wife  
3001 03 Indiana Ave.  
Kansas City, Mo. 64128
10. West, John L. & Lorene  
2947 Indiana  
Kansas City, Mo. 64128
11. Cox, Theodore C. & Page  
Beatrice V.  
2945 Indiana  
Kansas City, Mo. 64128
12. Dillard, Edw D. & Laura D.  
2941 Indiana  
Kansas City, Mo. 64128
13. Leake, William A. & Zelma  
2939 Indiana  
Kansas City, Mo. 64128
14. Gresham, Xenoph & Anna M.  
2937 Indiana  
Kansas City, Mo. 64128
15. Reed, Maxine  
2935 Indiana  
Kansas City, Mo. 64128
17. Hightower, Ann  
2929 Indiana  
Kansas City, Mo. 54128
18. Akridge, John N. & Bonita  
2927 Indiana  
Kansas City, Mo. 64128
19. Walker, Thomas  
2925 Indiana  
Kansas City, Mo. 64128
20. Hill, Albert F. & Genevieve  
2921 Indiana  
Kansas City, Mo. 64128
21. Moore, Nellie, et al.  
2917 Indiana  
Kansas City, Mo. 64128
22. Dean, Zenophon C. & Edna M.  
2915 Indiana  
Kansas City, Mo. 64128

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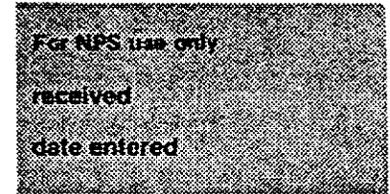
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|---|---|
| 23. Rescue Baptist Church<br>c/o Bland, Willie T.<br>4609 E. 39th St. (2847 Indiana)<br>Kansas City, Mo. 64106      | 36. Brown, Helen & Brown, LaFayette L.<br>2535 Chestnut (2729 Indiana)<br>Kansas City, Mo. 64127                                  |
| 24. Busch, Guy, Jr.<br>2843 Indiana<br>Kansas City, Mo. 64128   | 37. Isom, Wardell D. & Verona<br>Phillips, Rosalie<br>3901 Askew (2727 Indiana)<br>Kansas City, Mo. 64130                         |
| 25. K.C. Mo. Urban Homestead<br>Authority<br>306 E. 12th St., Suite 535<br>Kansas City, Mo. 64106<br>(2839 Indiana) | 38. Frazier, Richard & Deborah A.<br>2525 Indiana<br>Kansas City, Mo. 64128   |
| 28. Leone, Andrew S., et al.<br>c/o Mosley, Linda C.<br>2821 Indiana Avenue<br>Kansas City, Mo. 64128               | 39. Tombs, Norman C. & Helen M.<br>9516 Maywood (2721 Indiana)<br>Kansas City, Mo. 64134  |
| 29. Edmunds, Samuel & Mary<br>3014 S. Norton (2819 Indiana)<br>Independence, Mo. 64052                              | 40. Harriford, Ruby A.<br>2634 Benton (2717 Indiana)<br>Kansas City, Mo. 64127  |
| 30. Stevenson, James & Ophelia<br>2817 Indiana<br>Kansas City, Mo. 64128  | 41. Jones, Henry C. & Aquilla<br>2904 E. 52nd St. (2915 Indiana)<br>Kansas City, Mo. 64130  |
| 31. Scott, Robert L., et al.<br>3401 E. 28th Street<br>Kansas City, Mo. 64128                                       | 42. Copeland, Raleigh & Naomi<br>2713 Indiana<br>Kansas City, Mo. 64128   |
| 32. Dupree, Darwin D. & Donna J.<br>5423 Cleveland (2745-51 Indiana)<br>Kansas City, Mo. 64130                      | 43. Ford, Claude A. & Christine<br>3800 Bellefontaine (2711 Indiana)<br>Kansas City, Mo. 64128                                    |
| 33. Walker, Elizabeth & Hodges, Thelm<br>2743 Indiana<br>Kansas City, Mo. 64128                                     | 44. Strawn, Wilbur A. &<br>Gwendolyn H.<br>5131 Cambridge (3401 E. 27th St.)<br>Kansas City, Mo. 64129                            |
| 34. Howard, Theresa Jo<br>2741 Indiana<br>Kansas City, Mo. 64128  | 45. Hatcher, Luther & Thelma<br>c/o Frechin, Ernest C.<br>11800 E. 40th Terr.<br>Independence, Mo. 64052<br>(3349-55 E. 27th St.) |
| 35. Cooper, Hubert & Gladys M.<br>2731 Indiana<br>Kansas City, Mo. 64128  | 46. K.C. Mo. Urban Homestead<br>Authority<br>306 E. 12th St. (3307 E. 27th St.)<br>Kansas City, Mo. 64106                         |

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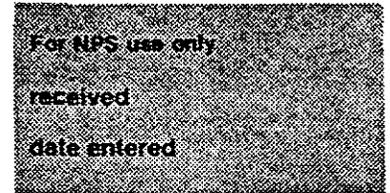
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| <p>47. Holtz, George &amp; Wife<br/>3305 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>48. Dixon, Arthur H.<br/>2626 Walrond (3303 E. 27th St.)<br/>Kansas City, Mo. 64127</p> <p>49. Thompson, Buford<br/>10711 Fuller (3241 E. 27th St.)<br/>Kansas City, Mo. 64134</p> <p>50. Kirtley, Eugene S. &amp; Betty<br/>3229 E. 27th St. (3239 E. 27th St.)<br/>Kansas City, Mo. 64127</p> <p>51. Boyd, Viola L.<br/>3237 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>52. Kidd, Gerald V. &amp; Sylvia L.<br/>3233 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>53. Anderson, Richard &amp; Bertha<br/>3231 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>54. Kirtley, Eugene S. &amp; Betty Jean<br/>3229 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>55. Davis, Odell &amp; Izola<br/>4238 Forest (3227 E. 27th St.)<br/>Kansas City, Mo. 64127</p> <p>56. Cosmetologist Assoc. of Greater KC<br/>3215 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>57. Smith, Harry L. &amp; Mattie E.<br/>3213 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>58. Collins, Monroe &amp; Lue Della<br/>3207 E. 27th St.<br/>Kansas City, Mo. 64127</p> | <p>59. Urban Homestead Authority<br/>306 E. 12th St., Suite 535 (3205 E. 27th)<br/>Kansas City, Mo. 64106</p> <p>60. Urban Homestead Authority<br/>Kansas City, Mo. 64106 (3203 E. 27th)</p> <p>61. D.P.I. Inc.<br/>P.O. Box 5130 (3201 E. 27th St.)<br/>Kansas City, Mo. 64132</p> <p>62. Holy Del Spiritual Temple &amp; Golden,<br/>Bernadetta L.<br/>2948 E. 28th (2711 Walrond)<br/>Kansas City, Mo. 64128<br/>Intrusion</p> <p>63. Green, James L/E<br/>c/o Black, Frank &amp; Rosemary<br/>3105 E. 27th St. (3107 E. 27th St.)<br/>Kansas City, Mo. 64127</p> <p>64. Black, Frank L. &amp; Rosemary<br/>3105 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>65. Black, Andrew L. &amp; Leola<br/>3103 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>66. Black, Andrew L &amp; Leola<br/>3103 E. 27th St. (3031 E. 27th St.)<br/>Kansas City, Mo. 64127</p> <p>67. Pike, Morris E. &amp; Ruth<br/>3027 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>68. Brenneman, H.E.<br/>c/o Brenneman, Richard<br/>5106 E. 27th St. (3023 E. 27th St.)<br/>Kansas City, Mo. 64127</p> <p>69. Cockrell, John Henry &amp; Velma H.<br/>3021 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>70. Harrington, Paris &amp; Alice<br/>3015 E. 27th St.<br/>Kansas City, Mo. 64127</p> |
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| <p>71. Harrington, Paris F. &amp; WF<br/>3015 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>72. Barnes, Grover B. &amp; Edith<br/>2627 Garfield (3011 E. 27th St.)<br/>Kansas City, Mo. 64127</p> <p>73. Harrington, Paris &amp; Alice<br/>3015 E. 27th St. (3009 E. 27th)<br/>Kansas City, Mo. 64127</p> <p>74. Daniels, Lawrence &amp; Alice<br/>3007 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>75. Armstrong, Major J. &amp; Wyetta<br/>3005 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>76. Herron, David E. &amp; Lee, Ethel<br/>3003 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>78. Holbert, George E.<br/>2913 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>79. Daniels, Graham Q. &amp; WF<br/>2911 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>80. Twenty Seventh St. Pl. Ltd.<br/>c/o Anthony, Audrey L.<br/>4106 Benton Blvd. (2907-09 E. 27th)<br/>Kansas City, Mo. 64130</p> <p>81. Lovett Place Ltd.<br/>Attn: Tom Cochran<br/>P.O. Box 693 (2903-05 E. 27th St.)<br/>Kansas City, Mo. 64141</p> <p>82. Lovett Place Ltd.<br/>Attn: Tom Cochran<br/>P.O. Box 693 (2701-03 Benton)<br/>Kansas City, Mo. 64141</p> <p>84. Benton Square Partnership<br/>c/o Bennett, Craig<br/>3100 Broadway (2761-63 E. 27th)</p> | <p>85. Lovett Place Ltd.<br/>Attn: Tom Cochran<br/>P.O. Box 693 (2757-59 E. 27th)<br/>Kansas City, Mo. 64111</p> <p>86. Wilkins, Tom &amp; Mary<br/>2723 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>87. Myers, Geneva Helan, et al.<br/>2721 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>88. Mathews, Jesse W. &amp; Alberta<br/>2717 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>89. Greyson, Peter, Jr.<br/>2901 E. Meyer Blvd. (2715 E. 27th St.)<br/>Kansas City, Mo. 64132</p> <p>90. Knotts, Tom<br/>Rt. 2 Box 44-1 (2711 E. 27th St.)<br/>Blue Springs, Mo. 64105</p> <p>91. Pegue, Raymond C. &amp; Lessie<br/>2709 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>92. Joyner, Johnny B. &amp; Sherman<br/>3805 E. 73rd (2707 E. 27th St.)<br/>Kansas City, Mo. 64132</p> <p>93. Graham, Willie &amp; Betty<br/>2703 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>94. Cropp, Lillian L. et al.<br/>116 E. Farmer (2701 E. 27th St.)<br/>Independence, Mo. 64050</p> <p>95. West, Robert F.<br/>2623 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>96. Griffin, Myra R.<br/>P.O. Box 4311, 2621 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>97. Wilson, Kathryn</p> |
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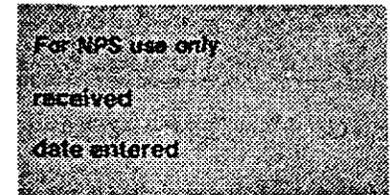
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| <p>98. Washington, Robert K. &amp; Joyce IM<br/>2617 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>99. Jacobs, Albert &amp; Jacobs, William<br/>143 E. Farmer (2615 E. 27th St.)<br/>Independence, Mo. 64050</p> <p>100. Mack, Paul, Jr. &amp; Townsend,<br/>Kathleen M.<br/>2611 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>101. Smith, Lemino &amp; Smith, J.B.<br/>2607 E. 27th St.<br/>Kansas City, Mo. 64127</p> <p>102. Simon, Toby<br/>621 E. 117th St. (2701-05 Prospect)<br/>Kansas City, Mo. 64131</p> <p>103. Roulette-Hill Stevenson<br/>American Legion Post 573<br/>2700 Prospect<br/>Kansas City, Mo. 64128</p> <p>104. Gross &amp; Hishaw Realty Corp.<br/>2704 Prospect<br/>Kansas City, Mo. 64128</p> <p>105. Hansen, Ralph E.<br/>2714 Prospect (2706 Prospect)<br/>Kansas City, Mo. 64128<br/>Intrusion</p> <p>106. Hansen, Ralph E. &amp; Dorothy<br/>2714 Prospect (2710 Prospect)<br/>Kansas City, Mo. 64128</p> <p>107. Gain, Leroy E. &amp; Alice<br/>c/o Hansen Hardwary &amp; Plbmg.<br/>2714 Prospect<br/>Kansas City, Mo. 64128</p> <p>108. Adams, Gladys, Stephenson<br/>2718 B Prospect (2718-20 Prospect)<br/>Kansas City, Mo. 64128</p> | <p>109. Social Action Community Twenty<br/>c/o Runnels, William<br/>5600 E. 98th Terr. (2722 Prospect)<br/>Kansas City, Mo. 64137</p> <p>112. First Church of Christ Holiness, U.S.A.<br/>2738 Prospect<br/>Kansas City, Mo. 64128</p> <p>113. Harris, Charles R. &amp; Vada M.<br/>2742 Prospect<br/>Kansas City, Mo. 64128</p> <p>114. Franchise Realty Inter Corp.<br/>Amf O'Hare Airport<br/>P.O. Box 66207 (2800-04 Prospect)<br/>Chicago, IL 60666<br/>Intrusion</p> <p>115. Patton, Rev. Arthur M. &amp; Ada<br/>4224 Washington (2812 Prospect)<br/>Kansas City, Mo. 64111</p> <p>116. Caruthers, Bertha L/E<br/>2818 Prospect (2816-2818 Prospect)<br/>Kansas City, Mo. 64128</p> <p>117. King, Oscar W. &amp; Opal L.<br/>5144 Lawn (2820-22 Prospect)<br/>Kansas City, Mo. 64130</p> <p>118. Lovett Place Limited<br/>Attn: Tom Cochran<br/>P.O. Box 693 (2826 Prospect)<br/>Kansas City, Mo. 64130</p> <p>119. Metropolitan AME Zion Church, Inc.<br/>2844 Prospect<br/>Kansas City, Mo. 64128<br/>Intrusion</p> <p>120. Metropolitan AME Zion Church, Inc.<br/>2844 Prospect<br/>Kansas City, Mo. 64128</p> <p>123. Clayton, Florine L.<br/>4925 Walrond (2908 Prospect)<br/>Kansas City, Mo. 64130</p> |
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| <p>124. Clayton, Florine L.<br/>4925 Walrond (2912 Prospect)<br/>Kansas City, Mo. 64130</p> <p>125. Kopp, George<br/>125 N.E. 43rd Terr. (2916 Prospect)<br/>Kansas City, Mo. 64116</p> <p>127. Corinthian Missionary Baptist<br/>Church, Inc.<br/>3540 Woodland (2928 Prospect)<br/>Kansas City, Mo. 64109</p> <p>128. Jones, Marion E.<br/>2642 A Brooklyn (3000 Prospect)<br/>Kansas City, Mo. 64127</p> <p>129. Kershenbaum, Leo<br/>4000 W. 58th St. (3012-18 Prospect)<br/>Shawnee Mission, KS 66205</p> <p>131. Gospel Mission Baptist Church,<br/>3019 Euclid (3030 Prospect)<br/>Kansas City, Mo. 64109</p> <p>135. Dixon, Chas. L. &amp; Rose<br/>2604 Prospect (3046-48 Prospect)<br/>Kansas City, Mo. 64127</p> <p>137. The Cleveland Home, Inc.<br/>c/o United Bank &amp; Trust Co.<br/>Versailles, KY 40383 (2600-06 E. 31st)</p> <p>138. Norman, Ruth<br/>3039 Prospect<br/>Kansas City, Mo. 64128</p> <p>139. Norman, Ruth<br/>3039 Prospect (3037 Prospect)<br/>Kansas City, Mo. 64128</p> <p>140. Henry Ross<br/>2940 Jackson (3033-35 Prospect)<br/>Kansas City, MO. 64128</p> <p>141. Boxly, Grady, Jr. &amp; Bosly, Gregory<br/>&amp; Boxly, Terrence<br/>4144 Monroe (3031 Prospect)<br/>Kansas City, Mo. 64128</p> | <p>142. Mason, Harold M. &amp; Dona S.<br/>121 N. Fairview (3027 A &amp; B Prospect)<br/>Liberty, Mo. 64068</p> <p>144. Williams, Narvell L. &amp; Kathleen N.<br/>&amp; 5301 Cleveland (3001-07 Prospect)<br/>144A Kansas City, Mo. 64130</p> <p>145. Land Clearance For Redevelopment Authori<br/>P.O. Box 26336 (2615-17 E. 30th)<br/>Kansas City, Mo. 64196</p> <p>146. Land Clearance for Redevelopment Authori<br/>P.O. Box 26336 (2619-21 E. 30th)<br/>Kansas City, Mo. 64196</p> <p>147. Harriford, Allen<br/>c/o Eleon Downs<br/>3909 Elmwood (2623-25 E. 30th St.)<br/>Kansas City, Mo. 64130</p> <p>148. Strother, Donald<br/>3004 Montgall<br/>Kansas City, Mo. 64128</p> <p>149. Grice, Rachel<br/>c/o Wren, Margaret<br/>3006 Montgall<br/>Kansas City, Mo. 64128</p> <p>150. Sanders, Prentice &amp; Silverene<br/>3008 Montgall<br/>Kansas City, Mo. 64128</p> <p>151. Stewart, Jarey N. &amp; Katie V.<br/>2704 E. 30th St. (3010 Montgall)<br/>Kansas City, Mo. 64128</p> <p>152. Seals, Charles M. &amp; Beverly<br/>3109 E. 11th (3012 Montgall)<br/>Kansas City, Mo. 64127</p> <p>153. Grady, Mary Lou<br/>3014 Montgall<br/>Kansas City, Mo. 64128</p> <p>154. Stewart, Jarey N. &amp; Katie<br/>2704 E. 30th (3024 Montgall)<br/>Kansas City, Mo. 64128</p> |
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155. Murray, Lindsay  
3028 Montgall  
Kansas City, Mo. 64128
156. Bethlehem Antioch Baptist Church  
3034 Montgall (3032-34 Montgall)  
Kansas City, Mo. 64128
157. Gibson, Elvis E.  
3338 Benton Blvd. (3038 Montgall)  
Kansas City, Mo. 64128
158. Schulein, Benji & H.N. et al.  
c/o Victor Schulen Co.  
7733 W. Biltmore (2610 E. 31st)  
St. Louis, Mo. 63105
159. Land Clearance for  
Redevelopment Authority  
P.O. Box 26336 (2616-20 E. 31st)  
Kansas City, Mo. 64196
160. Land Clearance for  
Redevelopment Authority  
P.O. Box 26336 (2618-20 E. 31st)  
Kansas City, Mo. 64196
161. Land Clearance for  
Redevelopment Authority  
P.O. Box 26336 (2706 E. 31st)  
Kansas City, Mo. 64196
163. James, Larry  
2700 E. 31st St. (2700-02 E. 31st)  
Kansas City, Mo. 64106
164. White, Booker T. & Mae Jessie  
3027 Montgall  
Kansas City, Mo. 64128
165. White, Ralph M. & Minerva W. et al.  
832 Upland St. (3025 Montgall)  
San Pedro, CA 90731
166. Lewis, Archie T. Sr.  
& Sylvia  
3023 Montgall  
Kansas City, Mo. 64128
169. Hart, James Eddie & WF  
3015 Montgall  
Kansas City, Mo. 64128
171. Frye, Effie E.  
3011 Montgall  
Kansas City, Mo. 64128
172. Carter, Henry T. & Margarita  
3009 Montgall  
Kansas City, Mo. 64128
173. Smith, Sterrling J. et al.  
3007 Montgall  
Kansas City, Mo. 64128
174. Land Clearance for  
Redevelopment Authority  
P.O. Box 26336 (3005 Montgall)  
Kansas City, Mo. 64196  
Intrusion
176. Carter, Dallas C., Jr.  
P.O. Box 7622 (2703 E. 30th)  
Kansas City, Mo. 64128
177. Martin, Charles Wesley  
& Lucille  
7119 Paseo (2709 E. 30th St.)  
Kansas City, Mo. 64132
191. Harden, Raymond E., et al  
3026 Chestnut  
Kansas City, Mo. 64128
192. French, Foya H. & Odessa  
2710 E. 31st St.  
Kansas City, Mo. 64128  
Intrusion

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193. Land Clearance For  
Redevelopment Authority  
P.O. Box 26336 (2720 E. 31st)  
Kansas City, Mo. 64196
194. Golden, Edward J., Sr.  
3342 Cypress (3042 Benton)  
Kansas City, Mo. 64128  
Intrusion
198. Land Clearance for  
Redevelopment Authority  
P.O. Box 26336 (2800 E. 31st)  
Kansas City, Mo. 64196
199. Land Clearance for  
P.O. Box 26336 (3029 Chestnut)  
Kansas City, Mo. 64196
200. The School District of K.C.Mo.  
1211 McGee (3004 Benton)  
Kansas City, Mo. 64106
202. Townsend, James & Stephens, Artmissie  
2903 Prospect (2901 Prospect)  
Kansas City, Mo. 64128
205. Land Clearance for  
Redevelopment Authority  
P.O. Box 26336 (2615 E. 29th)  
Kansas City, Mo. 64196
207. Burrows, Monroe L. & Darlene  
2630 E. 29th St. (2623 E. 29th)  
Kansas City, Mo. 64128
209. Tilford, Charles Willis  
2629 E. 29th St.  
Kansas City, Mo. 64128
210. Street, James S. & Mabel H.  
2635 E. 29th St.  
Kansas City, Mo. 64128
211. Collins, Titus N., Jr. &  
Hazel, Ernestine  
4245 Paseo (2637 E. 29th St.)  
Kansas City, Mo. 64110
212. Collins, Titus N., Jr. &  
Hazel, Ernestine  
4245 Paseo (2639 E. 29th)  
Kansas City, Mo. 64110
213. Gates, Ingrid D.  
2645 E. 29th St.  
Kansas City, Mo. 64128
214. Gates, Arzelia Faye  
2915 Victor (2651 E. 29th St.)  
Kansas City, Mo. 64128
215. Williams, John W., Jr. & Nadine  
2653 E. 29th St.  
Kansas City, Mo. 64128
216. St. Stephens Baptist Church  
1414 Truman Road (2900 Benton)  
Kansas City, Mo. 64106
217. Hughes, Leonard S. III & Alyissa C.  
2918 Benton Blvd.  
Kansas City, Mo. 64128
219. Taylor, Frank G. & Ardella  
2806 E. 30th St.  
Kansas City, Mo. 64128
220. Byers, Naleathon & Zella M.  
3444 E. 62nd St. (2800-02 E. 30th)  
Kansas City, Mo. 64130
221. Ricks, Vivian L.  
2724 E. 30th St. (2722-24 E. 30th St.)  
Kansas City, Mo. 64128
222. Lacy, Harold D. & Maude  
c/o Arthur Wilson  
2718 E. 30th St.  
Kansas City, Mo. 64128
223. Willis, Thomas  
New Brotherhood Bldg.  
756 Minnesota Avenue (2712-14 E. 30th)  
Kansas City, KS 66101

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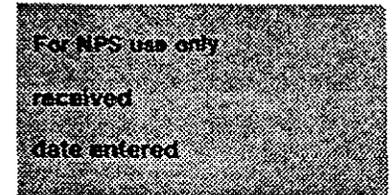
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|---|---|
| <p>224. Shine, James C. &amp; Mattie B.<br/>2708 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>225. Stewart, Jarey N. &amp; Katie V.<br/>2704 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>226. Stephens, Ludia T.<br/>2700 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>227. Smith, Lucy E., Jr.<br/>2530 Norton (2622 E. 30th)<br/>Kansas City, Mo. 64127</p> <p>228. Land Clearance for Re-<br/>development Authority of K.C.<br/>P.O. Box 26336<br/>Kansas City, Mo. 64196<br/>(2618-20 E. 30th St.)</p> <p>229. Land Clearance for Redevelopment<br/>Authority of K.C. Mo.<br/>P.O. Box 26336<br/>Kansas City, Mo. 64196<br/>(2614-16 E. 30th)</p> <p>230. Harriford, Allen<br/>Kansas City, Mo. 64106<br/>(2610-12 E. 30th St.)</p> <p>231. Land Clearance for Redevelopment<br/>Authority of Kansas City, Mo.<br/>P.O. Box 26336<br/>Kansas City, Mo. 64196<br/>(2606-08 E. 30th)</p> <p>234. Minnesota Mutual Life Inst.<br/>c/o Churchs Fried Chicken 178<br/>P.O. Box BH001 (2831 Prospect)<br/>San Antonio, TX 78284<br/>Intrusion</p> <p>235. Hurtt, Helen<br/>2611 Victor<br/>Kansas City, Mo. 64128</p> <p>236. DuPree, LeDaniel &amp; WF<br/>2615 Victor</p> | <p>237. Henderson, Carl<br/>2619 Victor<br/>Kansas City, Mo. 64128</p> <p>238. Owens, Andrew J. &amp; Marley L.<br/>2623 Victor<br/>Kansas City, Mo. 64128</p> <p>239. Maxie, Leo &amp; Ninetta &amp;<br/>Maxie, L.O. &amp; Marshall, J.M.<br/>2627 Victor<br/>Kansas City, Mo. 64128</p> <p>240. Alexander, Dwain &amp; Margaret E.<br/>2631 Victor<br/>Kansas City, Mo. 64128</p> <p>241. Falls, Jacob B.Jr. &amp; Hattie<br/>2635 Victor<br/>Kansas City, Mo. 64128</p> <p>242. Williams, Edna Mae<br/>2637 Victor<br/>Kansas City, Mo. 64128</p> <p>243. Furqan, Yahya, Zakia<br/>2641 Victor<br/>Kansas City, Mo. 64128</p> <p>244. Eubanks, Willone<br/>2647 Victor<br/>Kansas City, Mo. 64128</p> <p>245. Rowens, Marshall &amp; Lucille<br/>3025 Walrond (2651 Victor)<br/>Kansas City, Mo. 64128</p> <p>246. King Oscar &amp; Opal L.<br/>5144 Lawn (2836 Benton)<br/>Kansas City, Mo. 64130</p> <p>247. Santa Marie Dev. Corp.<br/>c/o Dixon Realty Co.<br/>2604 Prospect (2700-18 E. 29th)<br/>Kansas City, Mo. 64127<br/>Intrusion</p> <p>248. Santa Maria Assoc.<br/>2640 E. 29th (2644-50 E. 29th)<br/>Kansas City, Mo. 64116</p> |
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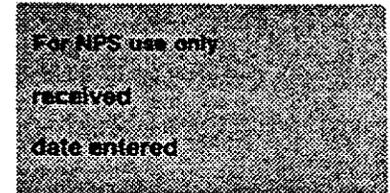
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| 249. | Jackson, Goldie, et al.<br>& Joslin, Nola C.<br>2632 E. 29th St.<br>Kansas City, Mo. 64128    | 263. | Ray Carter H. & Mary G.<br>2621 E. 28th (2625 E. 28th)<br>Kansas City, Mo. 64128                                       |
| 250. | Burrows, Monroe L. & Darline C.<br>2630 E. 29th St.<br>Kansas City, Mo. 64128                 | 265. | Haven of Rest Baptist Church &<br>Evangelistic Ctr.<br>2637 E. 28th St. (2633 E. 28th)<br>Kansas City, Mo. 64128       |
| 251. | Street, Jas. S. & Mabel<br>2635 E. 29th St. (2628 E. 29th)<br>Kansas City, Mo. 64128          | 266. | Haven of Rest Baptist Church<br>2637 E. 28th St.<br>Kansas City, Mo. 64128   |
| 252. | Seals, Charles M. & Beverly<br>3109 E. 11th St. (2624 E. 29th)<br>Kansas City, Mo. 64127      | 267. | Jordon, Joseph R.<br>2645 E. 28th St.<br>Kansas City, Mo. 64128  |
| 253. | Moore, Ora B. et al.<br>c/o McDowell, Ernestine<br>2616 E. 29th St.<br>Kansas City, Mo. 64128 | 269. | The New Horizons Assistance Corp.<br>1300 Locust, Suite 340 (2804 Benton Blvd.)<br>Kansas City, Mo. 64106<br>Intrusion |
| 254. | Bauchum, James A. & WF<br>2610 E. 29th St.<br>Kansas City, Mo. 64128                          | 270. | Wilson, Pauline F.<br>2810 Benton<br>Kansas City, Mo. 64128  |
| 255. | Cooper, Evans B.<br>5515 Prospect (2855 Prospect)<br>Kansas City, Mo. 64130<br>Intrusion      | 271. | Ellison, Alexander D. & Alice M.<br>2816 Benton Blvd.<br>Kansas City, Mo. 64128  |
| 256. | Murray, Lindsay & Vera<br>3028 Montgall (2823 Prospect)<br>Kansas City, Mo. 64128             | 272. | Scaggs, Edward W. & Patricia J.<br>2824 Benton Blvd.<br>Kansas City, Mo. 64128   |
| 257. | Universal Life Ins. Co.<br>480 Linden (2603 E. 28th)<br>Memphis, TN 38126<br>Intrusion        | 273. | Burrell, Henry G. & Mable M.<br>2650 Victor<br>Kansas City, Mo. 64128  |
| 259. | Williams, Charley & Ethel<br>& Williams, Ned<br>2611 E. 28th St.<br>Kansas City, Mo. 64128    | 274. | Brown, Fannie & Taylor W.M. &<br>Ramsey, Stephanie A.<br>2646 Victor<br>Kansas City, Mo. 64128                         |
| 261. | McShan, Taft & Estella<br>2617 E. 28th St.<br>Kansas City, Mo. 64128                          | 275. | Jones, Marion E. & Jones, Michael<br>2642 Victor<br>Kansas City, Mo. 64128   |
| 262. | Rav Carter H. & Mary Gravette   | 276. | Rogers, Jesse J. & Ethel<br>2640 Victor<br>Kansas City, Mo. 64128  |

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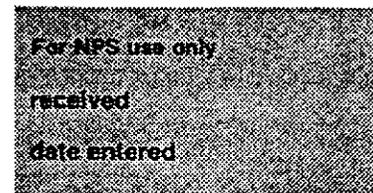
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| <p>277. Owens, Ethel C. &amp; Owens, Perry C.<br/>2638 Victor<br/>Kansas City, Mo. 64128</p> <p>278. Buckner, Dudley &amp; WF<br/>2634 Victor<br/>Kansas City, Mo. 64128</p> <p>279. Austin, Jesse &amp; WF<br/>2628 Victor<br/>Kansas City, Mo. 64128</p> <p>280. Byrd, David M. &amp; Vickie L.<br/>2624 Victor<br/>Kansas City, Mo. 64128</p> <p>281. Wilson, Jimmie &amp; Mary<br/>2620 Victor<br/>Kansas City, Mo. 64128</p> <p>282. Gregory, Isac &amp; Gayle K.<br/>2618 Victor<br/>Kansas City, Mo. 64128</p> <p>283. Urban Homestead Authority<br/>306 E. 12th St. Suite 535 (2614 Victor)<br/>Kansas City, Mo. 64106</p> <p>284. Harrison, Ruth<br/>2610 Victor<br/>Kansas City, Mo. 64128</p> <p>285. Smith, Rufus C. &amp; Smith,<br/>James R.<br/>2606 Victor<br/>Kansas City, Mo. 64128</p> <p>286. Murray, Lindsay &amp; Vera<br/>3028 Montgall (2600 Victor &amp; 2829 Prospect)<br/>Kansas City, Mo. 64128</p> <p>287. Brown, Ebenezer &amp; Mary<br/>c/o Hatcher, Lavonne C.<br/>4221 Hardesty (2603 Lockridge)<br/>Kansas City, Mo. 64130</p> <p>288. Hill, Thomas Virgil &amp; Lillian</p> | <p>289. Lemons, James M.<br/>2611 Lockridge<br/>Kansas City, Mo. 64128</p> <p>290. Abdelmalik, Sekou &amp; Adjua<br/>2615 Lockridge<br/>Kansas City, Mo. 64128</p> <p>291. Davis, Earmer M. &amp; James, Latonia<br/>2619 Lockridge<br/>Kansas City, Mo. 64128</p> <p>292. C.G.R. &amp; Co.<br/>c/o Carr, Bertha<br/>2623 Lockridge<br/>Kansas City, Mo. 64128</p> <p>296. Sweeney, Arthur L. &amp; Thelma<br/>2639 Lockridge<br/>Kansas City, Mo. 64128</p> <p>297. Pride, Ida Mae<br/>2643 Lockridge<br/>Kansas City, Mo. 64128</p> <p>298. Cooper, Emmanuel &amp; Carol R.<br/>c/o Martin, Edward<br/>2807 E. 24th (2645 Lockridge)<br/>Kansas City, Mo. 64128</p> <p>299. Little Red Schoolhouse, Inc.<br/>2649 Lockridge<br/>Kansas City, Mo. 64128</p> <p>300. St. Augustines Episcopal Church<br/>2732 Benton Blvd.<br/>Kansas City, Mo. 64128</p> <p>301. St. Augustines Episcopal Church<br/>2732 Benton Blvd. (2748 Benton)<br/>Kansas City, Mo. 64128<br/>Intrusion</p> <p>302. Gross, Isadore &amp; WF<br/>2648 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>303. Dukes, Samuel L. &amp; WF<br/>2644 E. 28th St.<br/>Kansas City, Mo. 64128</p> |
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| 304. Walters, Eurabell W.<br>& Shivers J. & Harrison, V.<br>2640 E. 28th St.<br>Kansas City, Mo. 64128  | 317. Benton Square Partnership<br>c/o Bennett, Craig<br>3100 Broadway (2724-26 Benton)<br>Kansas City, Mo. 64111     |
| 305. Washington, Ida & Washington, Wm. Geo.<br>2632 E. 28th St.<br>Kansas City, Mo. 64128               | 318. J & H Partnership, LTD.<br>3125 Swope Parkway (2660-62 Lockridge)<br>Kansas City, Mo. 64130                     |
| 306. Paige, Leroy Stachell & WF<br>2626 E. 28th St.<br>Kansas City, Mo. 64128                           | 319. Wayne, Olean<br>3512 N. 39th (2658 Lockridge)<br>Kansas City, Ks. 66104   |
| 307. Ricks, Ruben C. & Beulah<br>4135 Prospect (2620 E. 28th St.)<br>Kansas City, Mo. 64130             | 320. K.C. Mo. Urban Homestead Authority<br>306 E. 12th St. (Suite 535)<br>Kansas City, Mo. 64106<br>(2654 Lockridge) |
| 308. Williams, Eddie L.<br>2618 E. 28th St.<br>Kansas City, Mo. 64128                                   | 321. Gardner, Oliver S. & Queen<br>2650 Lockridge<br>Kansas City, Mo. 64128  |
| 309. Pruitt, Pinkie Lillie<br>2612 E. 28th St.<br>Kansas City, Mo. 64128                                | 322. Irvin, William H. & Martha<br>2646 Lockridge<br>Kansas City, Mo. 64128  |
| 310. Morris, Chas A. & WF<br>2610 E. 28th St.<br>Kansas City, Mo. 64128                                 | 323. Rhodes, William & Janie<br>2642 Lockridge<br>Kansas City, Mo. 64128   |
| 311. O'Neal, Inv. Co., Inc.<br>2611 Prospect (2600 E. 28th St.)<br>Kansas City, Mo. 64127<br>Intrusion  | 324. Foxx, Capitoria D.<br>2626 Lockridge (2638 Lockridge)<br>Kansas City, Mo. 64128                                 |
| 312. J & H Partnership Ltd.<br>3125 Swope Parkway (2704-06 Benton)<br>Kansas City, Mo. 64130            | 325. K.C. Mo. Urban Homesteading Authority<br>306 E. 12th St., Suite 535 (2654 Lockridge)<br>Kansas City, Mo. 64106  |
| 313. Lindsey, Jesse J.<br>2419 Vine (2708-10 Benton)<br>Kansas City, Mo. 64109                          | 326. Phillips, Richard E.<br>P.O. Box 17552 (2630 Lockridge)<br>Kansas City, Mo. 64130                               |
| 314. Evang Temple All Nations Church of God<br>in Christ<br>2712 Benton Blvd.<br>Kansas City, Mo. 64109 | 327. Foxx, Captoria D.<br>2626 Lockridge<br>Kansas City, Mo. 64128   |
| 316. Benton Investment Ltd.<br>401 1/2 Truman Road (2720-22 Benton)                                     | 328. Dawson, Joseph B. & Carrie<br>2622 Lockridge  |

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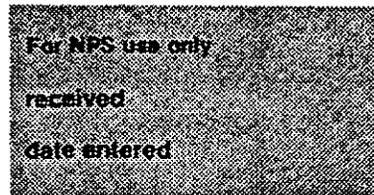
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| 329. Henry, Olden & Lorraine M.<br>2618 Lockridge<br>Kansas City, Mo. 64128             | 344. Sublett, Otis W. & Juanita<br>2932 Lockridge<br>Kansas City, Mo. 64128                                      |
| 330. Boswell, Cephas J., Jr.<br>& Alma<br>2614 Lockridge<br>Kansas City, Mo. 64128      | 345. Peeler, Mary Luise<br>2930 Lockridge<br>Kansas City, Mo. 64128  |
| 331. Benson, Lela & Nelson,<br>LaFonda Ruth<br>2610 Lockridge<br>Kansas City, Mo. 64128 | 346. Bell, Vivian A.<br>2926 Lockridge<br>Kansas City, Mo. 64128   |
| 332. Epps, James Sylvester Jr. & WF<br>2604 Lockridge<br>Kansas City, Mo. 64128         | 347. Rehab Loan Corp.<br>4617 Paseo (2922 Lockridge)<br>Kansas City, Mo. 64110                                   |
| 334. Humphreys, Chester M.<br>2717 Prospect<br>Kansas City, Mo. 64127                   | 348. Swann, Helen E. &<br>Grant, Marvelyn M.<br>2918 Lockridge<br>Kansas City, Mo. 64128                         |
| 335. Webb, Beatrice C. & Barner Frances<br>2958 Lockridge<br>Kansas City, Mo. 64128     | 349. Jackson, Jas W.<br>2916 Lockridge Intrusion<br>Kansas City, Mo. 64128<br>Intrusion                          |
| 336. Cole, John F. & Elma<br>2956 Lockridge<br>Kansas City, Mo. 64128                   | 350. Patton, Rev. Aruthur H & Ada<br>4224 Washington (2912-14 Lockridge)<br>Kansas City, Mo. 64111               |
| 338. Halliburton, J.C. & Ardelia<br>2952 Lockridge<br>Kansas City, Mo. 64128            | 351. Lovett Place Ltd.<br>Attn: Tom Cochran<br>P.O. Box 693 (2908 Lockridge)<br>Kansas City, Mo. 64141           |
| 339. Kendrick, Zollie & Armonda<br>2950 Lockridge<br>Kansas City, Mo. 64128             | 352. Benton Investment LTD<br>401 1/2 E. Truman (2725-27 Benton)<br>Kansas City, Mo. 64106                       |
| 340. King, Gertrude C., et al.<br>2948 Lockridge<br>Kansas City, Mo. 64128              | 353. Benton Square Partnership<br>c/o Bennett, Craig<br>3100 Broadway (2721-23 Benton)<br>Kansas City, Mo. 64111 |
| 341. Smith, Kathryn W.<br>2944 Lockridge<br>Kansas City, Mo. 64128                      | 354. Benton Square Partnership<br>c/o Bennett, Craig<br>3100 Broadway (2717 Benton)                              |
| 342. Moss, Henry A.<br>2940 Lockridge   |  |

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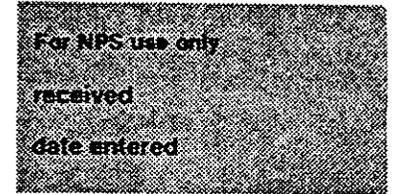
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| <p>355. King, Oscar &amp; Opal<br/>c/o MS Inc.<br/>P.O. Box 28065 (2713-15 Benton)<br/>Washington, D.C. 20038</p> <p>356. Martin, Chester<br/>4330 Benton Blvd. (2709-11 Benton)<br/>Kansas City, Mo. 64130</p> <p>357. Cameron, Jewel<br/>2705 Benton Blvd.<br/>Kansas City, Mo. 64128</p> <p>358. Holliday, Harold L. Jr.<br/>1102 Grand, Suite 222 (2741 Benton)<br/>Kansas City, Mo. 64106</p> <p>359. Benton Square Partnership<br/>c/o Bennett, Craig<br/>3100 Broadway (2737 Benton)<br/>Kansas City, Mo. 64111</p> <p>361. Benton Square Partnership<br/>c/o Bennett, Craig<br/>3100 Broadway (2903-05 Lockridge)<br/>Kansas City, Mo. 64111</p> <p>362. Beal, Hettye D.<br/>2907 Lockridge<br/>Kansas City, Mo. 64128</p> <p>363. Carter, Ernest &amp; Bess, Lavera E.<br/>2909 Lockridge<br/>Kansas City, Mo. 64128</p> <p>364. Taylor, Clarence A.<br/>2915 Lockridge<br/>Kansas City, Mo. 64128</p> <p>365. Ehinger, Robert S.<br/>4802 E. 12th St. (2919 Lockridge)<br/>Kansas City, Mo. 64127</p> <p>366. Smith, Lizzie Mae &amp; Hadley,<br/>Lula Renee<br/>2544 Wabash (2933 Lockridge)<br/>Kansas City, Mo. 64127</p> | <p>367. Groves, Georgia L.<br/>2935 Lockridge<br/>Kansas City, Mo. 64128</p> <p>368. Barnes, Finell &amp; Mildred<br/>2937 Lockridge<br/>Kansas City, Mo. 64128</p> <p>369. Stitt, Lula &amp; Williams, J.H. &amp;<br/>Williams, S.L. &amp; Lane, E.R.<br/>2939 Lockridge<br/>Kansas City, Mo. 64128</p> <p>370. Jackson, Chris James<br/>5531 Agnes (2941 Lockridge)<br/>Kansas City, Mo. 64130</p> <p>371. Halsey, Sharon Kathryn<br/>2943 Lockridge<br/>Kansas City,, Mo. 64128</p> <p>372. McGinnis, Elmer S., Jr. &amp; Elnora<br/>2945 Lockridge<br/>Kansas City, Mo. 64128</p> <p>373. Johnson, Peter A. &amp; Gwendolyn<br/>2947 Lockridge<br/>Kansas City, Mo. 64128<br/>Intrusion</p> <p>374. Malone, Dolly Rounds &amp; Mosby, Larry Euge<br/>2961 Lockridge<br/>Kansas City, Mo. 64128</p> <p>375. Williamson, Lillie M.<br/>2960 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>376. Dupree, Maurice &amp; Maridale<br/>2956 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>377. Henderson, Avray W., Jr. &amp; Jewel L.<br/>2954 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>379. Golden, Brenetta L.<br/>2948 E. 28th St.<br/>Kansas City, Mo. 64128</p> |
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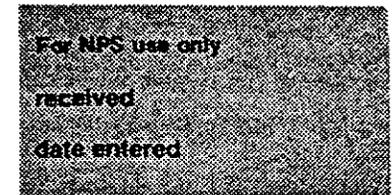
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| <p>381. Mason, Geo A. &amp; Corzena<br/>&amp; Bogan, Beverly Marie<br/>2942 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>382. Thursbey, Hermond<br/>2940 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>383. Wyatt, Elmer &amp; Vernice<br/>2938 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>384. Perry, George F. &amp; Alberta B.<br/>2934 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>385. Shivers, Isiah<br/>3745 Bellefontaine<br/>Kansas City, Mo. 64128<br/>(2922 E. 28th)</p> <p>386. Slaughter, Patricia J.<br/>2920 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>387. Tyler, Leroy H., &amp; Myra M.<br/>2916 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>388. Lovett Place Ltd.<br/>Attn: Tom Cochran<br/>P.O. Box 693 (2910-12 E. 28th St.)<br/>Kansas City, Mo. 64141<br/>Intrusion</p> <p>390. Lovett Place Ltd.<br/>Attn: Tom Cochran<br/>P.O. Box 693 (2749 Benton)<br/>Kansas City, Mo. 64141</p> <p>391. Benton Square Partnership<br/>c/o Bennett, Craig<br/>3100 Broadway (2745 Benton)<br/>Kansas City, Mo. 64111</p> <p>392. WGB Partnership<br/>c/o CMS Inc.<br/>P.O. Box 28065 (2809-11 Benton)<br/>Washington, D.C. 20038</p> | <p>393. Benton Square Partnership<br/>c/o Bennett, Craig<br/>3100 Broadway (2805-07 Benton)<br/>Kansas City, Mo. 64114</p> <p>394. Lovett Place Ltd.<br/>Attn: Tom Cochran<br/>P.O. Box 693 (2801 Benton)<br/>Kansas City, Mo. 64141</p> <p>395. Weaver, Marvelyn M.<br/>115 Woodbridge N<br/>Kansas City, Mo. 64145<br/>(2907-09 E. 28th)</p> <p>396. Weaver, Marvelyn M.<br/>115 Woodbridge Ln.<br/>Kansas City, Mo. 64145<br/>(2911-2913 E. 28th)</p> <p>397. Thompson, Roy &amp; Sallie &amp;<br/>Russell, Bernadette<br/>2915 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>398. Brown, Freddie L.<br/>2917 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>399. Stewart, Louis S. &amp; Laura D.<br/>2919 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>400. Brock, Lula Belle<br/>2925 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>401. Bell, Louis &amp; Sophia L.<br/>2927 E. 28th st.<br/>Kansas City, Mo. 64128</p> <p>402. Jackson, Annie Mae<br/>2931 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>403. Mitchell, Ora<br/>2931 E. 28th St. (2935 E. 28th)<br/>Kansas City, Mo. 64128</p> |
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THE SANTA FE PLACE

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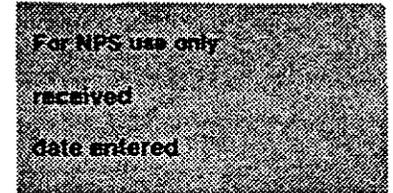
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| <p>404. Hadley, James H. &amp; Hadley, Alfre<br/>2937 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>405. Lee, Willetta<br/>c/o Knox Mabelle<br/>Box 7637 Station D (2941 E. 28th St.)<br/>Kansas City, Mo. 64128</p> <p>406. K.C. Mo. Urban Homestead Auth.<br/>306 E. 12th St., Suite 535 (2943 E. 28th)<br/>Kansas City, Mo. 64106</p> <p>407. Wyatt, Elmer &amp; Vernice<br/>2938 E. 28th St. (2945 E. 28th)<br/>Kansas City, Mo. 64128</p> <p>408. Jefferson, Lenora<br/>2947 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>409. Johns, George &amp; Pinkie<br/>2953 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>410. Isaiah, Lillie N.<br/>2955 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>411. Poole, Lynda<br/>2959 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>412. Washington, Erma<br/>c/o Rutt, James<br/>2827 Askew (2961 E. 28th)<br/>Kansas City, Mo. 64128</p> <p>413. Ware, Ellsworth Jr. &amp; Emma<br/>2958 Victor<br/>Kansas City, Mo. 64128</p> <p>414. Young, Henry L. &amp; Thelma<br/>2952 Victor<br/>Kansas City, Mo. 64128</p> | <p>415. Woodley, Norma Jean<br/>2950 Victor<br/>Kansas City, Mo. 64128</p> <p>416. Mezile, Harold S. &amp; Rhoda E.<br/>2948 Victor<br/>Kansas City, Mo. 64128</p> <p>417. James, Pearl<br/>2944 Victor<br/>Kansas City, Mo. 64128</p> <p>418. Boykin, Alonzo L &amp; WF<br/>2942 Victor<br/>Kansas City, Mo. 64128</p> <p>419. Willoughby, James &amp; Aliceteen<br/>2938 Victor<br/>Kansas City, Mo. 64128</p> <p>421. Willoughby, James &amp; Aliceteen<br/>2938 Victor (2930 Victor)<br/>Kansas City, Mo. 64128</p> <p>422. Caldwell, Walter W. Jr. &amp; WF<br/>2926 Victor<br/>Kansas City, Mo. 64128</p> <p>423. Belton, Gladys<br/>2922 Victor<br/>Kansas City, Mo. 64128</p> <p>424. Guess, Gracie L. &amp; McDonald Otis<br/>3607 E. 55th (2918 Victor)<br/>Kansas City, Mo. 64130</p> <p>425. Briscoe, Homer &amp; Corrine<br/>2914 Victor<br/>Kansas City, Mo. 64128</p> <p>426. St. Paul Presbyterian Church<br/>2910 Victor<br/>Kansas City, Mo. 64128</p> <p>427. Boyd, George H. &amp; WF et al.<br/>2835 Benton Blvd.<br/>Kansas City, Mo. 64128</p> |
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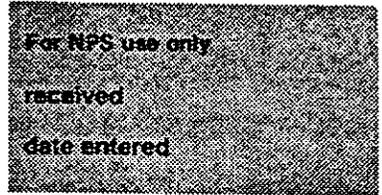
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| 428. Briscoe, Homer & Corrine<br>2914 Victor (2831 Benton)<br>Kansas City, Mo. 64128           | 441. Brooks, Kenneth C. & Marie<br>2958 E. 29th St.<br>Kansas City, Mo. 64128                   |
| 430. Gates, Ollie W. & Maureen<br>2919 Victor<br>Kansas City, Mo. 64128                        | 442. Diggs, Olus A. & Harriet<br>2954 E. 29th St.<br>Kansas City, Mo. 64128                     |
| 431. Ebenezer, A.M.E. Church<br>3808 Bursh Creek Blvd. (2921 Victor)<br>Kansas City, Mo. 64130 | 443. Walker, Wm. H. & Wf.<br>2950 E. 29th St.<br>Kansas City, Mo. 64128                         |
| 432. Bell, John R. Jr.<br>2923 Victor<br>Kansas City, Mo. 64128                                | 444. Carson, Oscar D. & Lula W.<br>2939 E. 29th St. (2946 E. 29th<br>Kansas City, Mo. 64128     |
| 433. Newby, Willie &<br>Goodman, H & White, Patricia<br>2925 Victor<br>Kansas City, Mo. 64128  | 445. Chappelle, Charles W. &<br>Fidelina, Octavia<br>2942 E. 29th St.<br>Kansas City, Mo. 64128 |
| 434. Kountz, Bobbie B.<br>2927 Victor<br>Kansas City, Mo. 64128                                | 446. Davis, Catherine A., et al.<br>2940 E. 29th St.<br>Kansas City, Mo. 64128                  |
| 435. Spivey, Ve Essa V.<br>2931 Victor<br>Kansas City, Mo. 64128                               | 447. Logan, Maryland & Ophelia<br>2932 E. 29th St.<br>Kansas City, Mo. 64128                    |
| 436. Miller, Lula M. &<br>Trunita, Ruth<br>2933 Victor<br>Kansas City, Mo. 64128               | 448. Moore, Sultan & Lucille W.<br>2928 E. 29th St.<br>Kansas City, Mo. 64128                   |
| 437. Lowrey, Theodore T. & Reton W.<br>2941 Victor<br>Kansas City, Mo. 64128                   | 449. Rucker, Wiley & Mattie V.<br>2924 E. 29th St.<br>Kansas City, Mo. 6428                     |
| 438. O'Neal, Louis P. & Pamela J.<br>2949 Victor<br>Kansas City, Mo. 64128                     | 450. Henderson, Lucille I.<br>2922 E. 29th St.<br>Kansas City, Mo. 64128                        |
| 439. McDaniel, Theodore & Semonia<br>2951 Victor<br>Kansas City, Mo. 64128                     | 451. Nolan, De Witt & Louise<br>2918 E. 29th St.<br>Kansas City, Mo. 64128                      |
| 440. Whittaker, Louise F.<br>2953 Victor<br>Kansas City, Mo. 64128                             | 452. Shipley, Lee F. & Delois E.<br>2914 E. 29th St.<br>Kansas City, Mo. 64128                  |
|  | 453. Shipley, Lee F. & Etha D.  |

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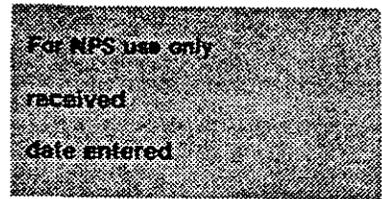
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|---|---|
| <p>454. GRIFLIN, L.C.<br/>2906 E. 29th (2906-08 E. 29th)<br/>Kansas City, Mo. 64128</p> <p>455. Metropolitan Missionary Baptist Church<br/>3100 E. 31st St. (2843 Benton)<br/>Kansas City, Mo. 64128<br/>Intrusion</p> <p>456. Gray, Jon R. &amp; Bennett, Angela M.<br/>2839 Benton<br/>Kansas City, Mo. 64128</p> <p>457. Alston, Carrie<br/>2915 Benton Blvd.<br/>Kansas City, Mo. 64128</p> <p>458. Gates, Ollie<br/>4700 Paseo (2901-05 E. 29th)<br/>Kansas City, Mo. 64110<br/>Intrusion</p> <p>459. Shipley, Etha D.<br/>c/o Kansas University Endowment Assoc<br/>Lawrence, Ks. 66045 (2909 E. 29th St.)</p> <p>460. McFee, Nathan &amp; Otemis<br/>c/o McFee, Nathaniel<br/>P.O. Box 1907 (2915 E. 29th)<br/>Milwaukee, WI 53201</p> <p>461. Turner, Hazel &amp; Williams, Wardell<br/>2917 E. 29th<br/>Kansas City, Mo. 64128</p> <p>462. Jordon, George &amp; Jamesetta<br/>7220 Richmond (2921 E. 29th)<br/>Kansas City, Mo. 64133</p> <p>463. Cody, Homer L. &amp; Barbara A.<br/>2923 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>464. Baheyadeen, Aasim A. &amp; Majeeda<br/>2925 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>465. Wright, John A. &amp; Fannie C.<br/>2929 E. 29th St.<br/>Kansas City, Mo. 64128</p> | <p>466. Jones, Alexander H. &amp; Janice L.<br/>2925 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>467. Carson, Lula W.<br/>2939 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>468. Stroud, Tollie E. and Hazel V.<br/>2626 Euclid (2941 E. 29th St.)<br/>Kansas City, Mo. 64127</p> <p>469. Thompson, Keith &amp; Novella<br/>2947 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>470. Gines, Patricia<br/>2949 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>471. Reynolds, Warren &amp; WF<br/>2955 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>472. Gault, Bernie &amp; French, Karen<br/>2958 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>473. Wilson, Alleen F.<br/>2954 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>474. Clay, Rhonda L.<br/>2948 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>475. Evans, Herod &amp; Clotheil<br/>2944 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>476. Hill, Luther L. &amp; Alice<br/>2940 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>477. Cole, Bertrand H &amp; Mary K.<br/>2938 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>478. Alexander, Gladys<br/>2934 E. 30th St.<br/>Kansas City, Mo. 64128</p> |
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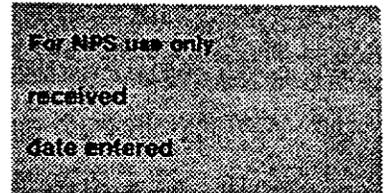
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| <p>479. Wheeler, Levi &amp; Lula Mae<br/>2932 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>480. Tollett, Forest P. &amp; Marian L.<br/>2930 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>481. Hill, Cornelius J.<br/>2928 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>482. Gardner, Isaac Jr.<br/>2926 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>483. Shaw, Tessie Fay Wormac<br/>2924 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>484. Brown, Evelyn E.<br/>c/o McGinnis, Callie F.<br/>2922 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>485. Ross, Emmett Floyd, Sr &amp;<br/>Newton, Pauline B.<br/>2920 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>486. Brown, Toledo M.<br/>2918 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>487. Pleasant Green Baptist Church Assoc.<br/>2910 E. 30th (2914 E. 30th)<br/>Kansas City, Mo. 64128</p> <p>488. Pleasant Green Baptist Church Assoc.<br/>2910 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>490. Wise Council House, Inc.<br/>3005 Benton<br/>Kansas City, Mo. 64128</p> <p>491. Banks, Patricia E. Porter<br/>3009 Benton Blvd.<br/>Kansas City, Mo. 64128</p> | <p>493. Blewett, Paul &amp; Louise<br/>3938 Benton Blvd. (3017 Benton)<br/>Kansas City, Mo. 64130</p> <p>494. Crawford, Willa Jean<br/>3021 Benton Blvd.<br/>Kansas City, Mo. 64128</p> <p>495. Locke, Aubrey F. &amp; Maple<br/>3025 Benton Blvd.<br/>Kansas City, Mo. 64128</p> <p>496. Booker, Anna Marie<br/>3029 Benton Blvd. (3029-31 Benton)<br/>Kansas City, Mo. 64128</p> <p>497. Spicer, Toby<br/>3035 Benton (3033-35 Benton)<br/>Kansas City, Mo. 64128</p> <p>498. Cushon, Opal<br/>4111 Benton (3037-39 Benton)<br/>Kansas City, Mo. 64128</p> <p>499. Campbell, Maxine<br/>3041 Benton Blvd.<br/>Kansas City, Mo. 64128</p> <p>500. Centennial Limosine, Inc.<br/>P.O. Box 4041 (2900 E. 31st)<br/>Overland Park, Kansas 66204</p> <p>501. Williams, Jimmie &amp; Edith<br/>3434 Bales (2910 E. 31st)<br/>Kansas City, Mo. 64128</p> <p>502. Sawoir, Henry W. &amp; Mildred<br/>2444 Norton (2918 E. 31st)<br/>Kansas City, Mo. 64127</p> <p>503. Sapp, O.J. &amp; Geneva<br/>3717 E. 26th (3044 Agnes)<br/>Kansas City, Mo. 64127</p> <p>504. Rieves, Erma B. &amp;<br/>Rieves, Mitchell, Jr.<br/>3034 Agnes (3040 Agnes)<br/>Kansas City, Mo. 64128</p> <p>505. Richardson, Courtney A. &amp; Millie<br/>3038 Agnes</p> |
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| 506. Rieves, Mitchell & WF<br>3034 Agnes<br>Kansas City, Mo. 64128   | 518. Trimble, Willie & Rosie<br>3005 Agnes<br>Kansas City, Mo. 64130  |
| 507. Brown, Oliver H & Kathlyn<br>c/O Rehabilitation Loan Co.<br>4617 Paseo (3032 Agnes)<br>Kansas City, Mo. 64110 | 519. Beck, Hubert E. & Essie<br>3007 Agnes<br>Kansas City, Mo. 64128  |
| 508. Andrews, Mary<br>3028 Agnes<br>Kansas City, Mo. 64128   | 520. Robins, Edward Henry<br>c/o Williams, Clara D., Guardian<br>4404 Mersington (3009 Agnes)<br>Kansas City, Mo. 64130 |
| 509. Dean, Marcella Smith<br>3838 Rainbow (3026 Agnes)<br>Kansas City, Ks. 66103                                   | 521. Shadlow, Joseph & Margaret<br>4327 E. 52nd St. (3011 Agnes)<br>Kansas City, Mo. 64130                              |
| 510. Haney, Geraldine<br>3022 Agnes<br>Kansas City, Mo. 64128  | 522. Cole, Elbert & Bernice<br>3013 Agnes<br>Kansas City, Mo. 64128   |
| 511. Holiday, Jerry D.<br>3016 Agnes (3018 Agnes)<br>Kansas City, Mo. 64128  | 523. Cole, Elbert & Bernice<br>3013 Agnes (3015 Agnes)<br>Kansas City, Mo. 64128  |
| 512. Holiday, Jerry D.<br>3016 Agnes<br>Kansas City, Mo. 64128   | 524. Smith, Anderson J. & Louella<br>3019 Agnes<br>Kansas City, Mo. 64128   |
| 513. Coleman, Fredericus & Margaret<br>3010 Agnes<br>Kansas City, Mo. 64128  | 525. Eley, Anna Lou<br>3021 Agnes<br>Kansas City, Mo. 64128   |
| 514. Pettiford, Wm R. Jr. & Bernice<br>2917 E. 30th St.<br>Kansas City, Mo. 64128                                  | 526. Smith, Lacy R. & Leona F.<br>3023 Agnes<br>Kansas City, Mo. 64128  |
| 515. Pettiford, William, Jr.<br>2917 E. 20th St. (2915 E. 30th)<br>Kansas City, Mo. 64128                          | 527. Johnson, Richard L. & Edna<br>3025 Agnes<br>Kansas City, Mo. 64128   |
| 516. Hudson, John W. & Wife, et al.<br>2911 E. 30th St.<br>Kansas City, Mo. 64128                                  | 531. Poindexter, Katherine<br>3010 E. 31st St.<br>Kansas City, Mo. 64128  |
| 517. Gardner, Isaac & Rosetta<br>3001 Agnes (3001- 03 Agnes)<br>Kansas City, Mo. 64128                             | 532. Duncan, Beulah Mae<br>3020 E. 31st St.<br>Kansas City, Mo. 64128   |

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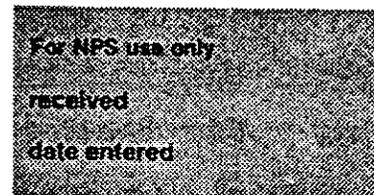
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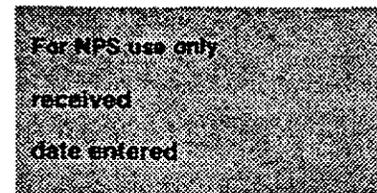
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533. Boxly, Gregory & Boxly, Terrence, Jr. & Boxly, Grady  
4144 Monroe (3018 E. 31st St.)  
Kansas City, Mo. 64130
534. Youngel, Booker T. & Rebecca  
3028 Bellefontaine  
Kansas City, Mo. 64128
535. Woodson, Iller L/E  
3026 Bellefontaine  
Kansas City, Mo. 64128
536. Aaron, Helen Marie  
1823 23rd. St. (3024 Bellefontaine)  
Des Moines, IA 50310
537. Smith, Locy R. & Leona F.  
3022 Bellefontaine  
Kansas City, Mo. 64128
538. Smith Locy R. & Leona F.  
3022 Bellefontaine (3020 Bellefontaine)  
Kansas City, Mo. 64128
539. Dixon, Rose E.  
4312 Benton Blvd. (3018 Bellefontaine)  
Kansas City, Mo. 64130
540. Overton, Elmer L.  
3016 Bellefontaine  
Kansas City, Mo. 64128
541. Barnes, Brooksie Lee  
2527 Prospect (3012 Bellefontaine)  
Kansas City, Mo. 64128
543. Hawkins, Sallie, Hawkins, Raymond L.  
3008 Bellefontaine  
Kansas City, Mo. 64128
544. Lowe, James H. & Ethel  
2227 Park (3006 Bellefontaine)  
Kansas City, Mo. 64127
545. Ford, Nathaniel & Shirley  
6640 Flora (3004 Bellefontaine)  
Kansas City, Mo. 64131
546. Bazadier, Marsden H. & Ruth  
3011 Bellefontaine (3002 Bellefontaine)  
Kansas City, Mo. 64128
547. Bazadier, Marsden H. & Ruth  
3011 Bellefontaine (3000 Bellefontaine)  
Kansas City, Mo. 64128
548. Foreman, Cleo J.  
3101 E. 30th St.  
Kansas City, Mo. 64128
549. Green, Vauncille & Harris, David L.  
3539 Bellefontaine (3103 E. 30th)  
Kansas City, Mo. 64128
550. K.C. Homesteading Authority  
306 E. 12th St. Room 535 (3109 E. 30th)  
Kansas City, Mo. 64106
551. Taylor, Nathaniel H.  
3111 E. 30th St.  
Kansas City, Mo. 64128
552. Bazadier, Marsden & Ruth E.  
3011 Bellefontaine (3009 Bellefontaine)  
Kansas City, Mo. 64128
553. Brazadier, Marsden & Ruth E.  
3011 Bellefontaine  
Kansas City, Mo. 64128
554. Bazadier, Marsden & Ruth E.  
3011 Bellefontaine (3015 Bellefontaine)  
Kansas City, Mo. 64128
555. Bazadier, Marsden & Ruth E.  
3011 Bellefontaine (3017 Bellefontaine)  
Kansas City, Mo. 64128
556. Jefferson, Lafelda & Don L.  
3019 Bellefontaine  
Kansas City, Mo. 64128
557. Pryor, Birdella L/E  
3023 Bellefontaine  
Kansas City, Mo. 64128
558. Metropolitan Missionary Baptist Church  
3100 E. 31st St. (3025 Bellefontaine)

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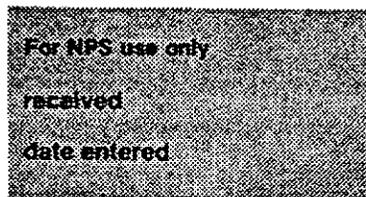
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| <p>559. Metropolitan Missionary<br/>Baptist Church<br/>3100 E. 31st St.<br/>Kansas City, Mo. 64128</p> <p>560. Walker, Chester A. Jr. &amp; Wife<br/>3036 Walrond<br/>Kansas City, Mo. 64128</p> <p>561. Dodd, John A. &amp; Sarah<br/>4001 Benton Blvd. (3034 Walrond)<br/>Kansas City, Mo. 64130</p> <p>562. Coleman, Nathaniel &amp; Velma<br/>3032 Walrond<br/>Kansas City, Mo. 64128</p> <p>563. Lyons, Henrietta, et al.<br/>3030 Walrond<br/>Kansas City, Mo. 64128</p> <p>564. Greene, Melvin E. &amp; Mary<br/>4331 Indiana (3028 Walrond)<br/>Kansas City, Mo. 64130</p> <p>565. Burr, Florestine &amp; Clarence<br/>3026 Walrond<br/>Kansas City, Mo. 64128</p> <p>566. Lee, Goldia W. &amp;<br/>Cox, Juanita M.<br/>3020 Walrond (3022 Walrond)<br/>Kansas City, Mo. 64128</p> <p>567. Cox, Thomas &amp; Juanita<br/>3020 Walrond<br/>Kansas City, Mo. 64128</p> <p>568. Fight, Jimmy Leroy<br/>3018 Walrond<br/>Kansas City, Mo. 64128</p> <p>569. Clemmons, Audia<br/>3016 Walrond<br/>Kansas City, Mo. 64128</p> <p>570. Gandy, Cecil B.<br/>3014 Walrond<br/>Kansas City, Mo. 64128</p> | <p>571. Ezell, Alex S. &amp; Matilda<br/>3010 Walrond<br/>Kansas City, Mo. 64128</p> <p>572. Land Trust<br/>City Hall (3119 E. 30th)<br/>Kansas City, Mo. 64106</p> <p>574. Land Trust<br/>City Hall (3115 E. 30th)<br/>Kansas City, Mo. 64106</p> <p>575. Larkin, Sterling L.<br/>10514 E. 35th (3201 E. 30th)<br/>Independence, Mo. 64052</p> <p>576. Herd, Rose Lee<br/>8633 E. 57th Terr. (3203 E. 30th)<br/>Kansas City, Mo. 64129</p> <p>577. Young, John<br/>3028 Bellefontaine (3205 E. 30th St.)<br/>Kansas City, Mo. 64128</p> <p>578. Young, Rebecca<br/>3028 Bellefontaine (3209 E. 30th St.)<br/>Kansas City, Mo. 64128</p> <p>579. Walker, Sandra V. &amp; Walker,<br/>Ardelia H.<br/>3215 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>580. Dysart, Lo E. &amp; Carrie<br/>3217 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>582. Saxton, Louis Earl<br/>3221 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>583. Elston, Michael &amp; Elston<br/>Douglas &amp; Elston, Willie J.<br/>3008 College<br/>Kansas City, Mo. 64128</p> <p>584. Turnage, John<br/>3010 College<br/>Kansas City, Mo. 64128</p> |
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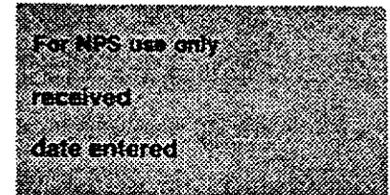
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| 585. Childress, Robert M. & Mamie<br>3012 College<br>Kansas City, Mo. 64128                           | 597. Rowens, Marshall & Lucille<br>3025 Walrond<br>Kansas City, Mo. 64128                          |
| 586. Cox, Willa Belle<br>3014 College<br>Kansas City, Mo. 64128                                       | 598. Penerman, Robert James<br>3023 Walrond<br>Kansas City, Mo. 64128                              |
| 587. Wilson Alonzo & Alma B.<br>3016 College<br>Kansas City, Mo. 64128                                | 599. James, Joan<br>3021 Walrond<br>Kansas City, Mo. 64128   |
| 588. Johnson, John H. Jr. & Hilda<br>3218 E. 30th Terr. (3220 E. 30th Terr)<br>Kansas City, Mo. 64128 | 600. Paschall, Howard C., Jr.<br>& Will, Etto M.<br>3019 Walrond Ave.<br>Kansas City, Mo. 64128    |
| 589. Johnson, John H. Jr. & Wife<br>3218 E. 30th Terr.<br>Kansas City, Mo. 64128                      | 601. Jenkins, Johnnie A. & Anna Belle<br>3017 Walrond<br>Kansas City, Mo. 64128                    |
| 590. Walker, Mary E.<br>3216 E. 30th Terr.<br>Kansas City, Mo. 64128                                  | 602. Butler, Leon & Lulu M.<br>3015 Walrond<br>Kansas City, Mo. 64128                              |
| 591. Williams, Burr Walter & Emma<br>3211 E. 30th Terr. (3214 E. 30th Terr)<br>Kansas City, Mo. 64128 | 603. Williams, Fay G.<br>3011 Walrond<br>Kansas City, Mo. 64128                                    |
| 592. Woods, Hughetta Leota<br>3212 E. 30th Terr.<br>Kansas City, Mo. 64128                            | 604. Scott, Vernon<br>3200 E. 31st St.<br>Kansas City, Mo. 64128                                   |
| 593. Hayes, Gladys<br>3217 E. 30th Terr. (3210 E. 30th Terr)<br>Kansas City, Mo. 64128                | 606. Taylor, Estella<br>3037 Walrond<br>Kansas City, Mo. 64128                                     |
| 594. Williams, Samuel J. & Juanita<br>3208 E. 30th Terr.<br>Kansas City, Mo. 64128                    | 607. Hampton, Charles<br>3035 Walrond<br>Kansas City, Mo. 64128                                    |
| 595. Randle, Leonard B.<br>8415 Lydia (3029 Walrond)<br>Kansas City, Mo. 64131                        | 608. Williams, Warren D.<br>3207 E. 30th Terr.<br>Kansas City, Mo. 64128                           |
| 596. Canton, Lloyd & Wife<br>3027 Walrond<br>Kansas City, Mo. 64128                                   | 609. Williams, Burr W. & Emma<br>3211 E. 30th Terr. (3209 E. 30th Terr.)<br>Kansas City, Mo. 64128 |

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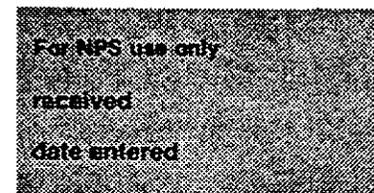
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|---|---|
| <p>610. Hayes, John &amp; Wife<br/>3217 E. 30th Terr. (3211 E. 30th Terr)<br/>Kansas City, Mo. 64128</p> <p>611. Williams, Burr W. &amp; Emma<br/>3211 E. 30th Terr. (3215 E. 20th Terr)<br/>Kansas City, Mo. 64128<br/>Intrusion</p> <p>612. Hayes, John &amp; WF<br/>3217 E. 30th Terr.<br/>Kansas City, Mo. 64128</p> <p>613. Lee, Robert &amp; Jennie M.<br/>3219 E. 30th Terr.<br/>Kansas City, Mo. 64128</p> <p>614. Wilkins, Mary B.<br/>4011 Garfield (3221 E. 30th Terr)<br/>Kansas City, Mo. 64130</p> <p>615. Fields, Doris J.<br/>3220 E. 31st St.<br/>Kansas City, Mo. 64128</p> <p>616. Gumbel, Elton J. &amp; Wilma M.<br/>3218 E. 31st St.<br/>Kansas City, Mo. 64128</p> <p>617. Jackson, Leon J.<br/>3216 E. 31st St.<br/>Kansas City, Mo. 64128</p> <p>618. Hickman, Cecil O &amp; Erie<br/>3214 E. 31st St.<br/>Kansas City, Mo. 64128</p> <p>619. Nichols, Bernice &amp; Nichols,<br/>Tonya Paulette<br/>3212 E. 31st St.<br/>Kansas City, Mo. 64128</p> <p>620. McAllister, Amazair<br/>&amp; McAllister, James<br/>3210 E. 31st St.<br/>Kansas City, Mo. 64128</p> | <p>621. Harrison, Florence L. &amp;<br/>Thompson, Radney, et al.<br/>3208 E. 31st St.<br/>Kansas City, Mo. 64128</p> <p>622. Hunt, James R. &amp; Willa M.<br/>3311 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>623. Laurel Bank of K.C.<br/>3330 Troost (3307 E. 30th)<br/>Kansas City, Mo. 64109</p> <p>624. Robins, Carl &amp; Jackson, Mary<br/>3303 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>625. Conaway, Aggie L.<br/>3011 College<br/>Kansas City, Mo. 64128</p> <p>626. Watson, William &amp; Floy Lee<br/>3015 College<br/>Kansas City, Mo. 64128</p> <p>627. Stewart, Gladys<br/>2704 E. 30th (3019 College)<br/>Kansas City, Mo. 64128</p> <p>629. Harper, Joseph &amp; Dollie<br/>3023 College<br/>Kansas City, Mo. 64128</p> <p>630. Harper, Joseph &amp; Dollie Mae<br/>3032 College (3027 College)<br/>Kansas City, Mo. 64128</p> <p>631. Brown, Vivian &amp; Edna<br/>3033 College (3031 College)<br/>Kansas City, Mo.</p> <p>632. Brown, Kay<br/>3033 College<br/>Kansas City, Mo. 64128</p> |
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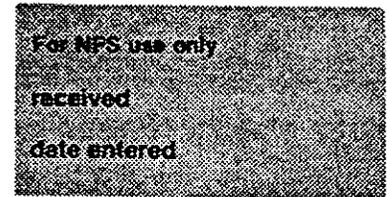
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| <p>633. White, Henry L. &amp; Mary<br/>3037 College<br/>Kansas City, Mo. 64128</p> <p>634. Ross, Hurshel &amp; Lorine<br/>3039 College<br/>Kansas City, Mo. 64128</p> <p>635. Standfield, Velma Gooding<br/>3041 College<br/>Kansas City, Mo. 64128</p> <p>636. Moore, Dorothy M.<br/>3043 College<br/>Kansas City, Mo. 64128</p> <p>637. Quarles, Leo Sr. &amp; Doris Y.<br/>3047 College<br/>Kansas City, Mo. 64128</p> <p>638. Fitchett, Frenchell Smith<br/>3049 College<br/>Kansas City, Mo. 64128</p> <p>639. Robinson, Walter B. &amp; Ida M.<br/>406 Poplar Dr. (3310 E. 31st)<br/>Kansas City, Mo. 64118</p> <p>640. Grace's Grocery Store<br/>3044 Indiana<br/>Kansas City, Mo. 64128<br/>Intrusion</p> <p>641. Wesley, Inez Gunnels<br/>6800 Prospect (3030-40 Indiana)<br/>Kansas City, Mo. 64132</p> <p>642. Hughes, Lloyd G &amp; Jeanne<br/>3028 Indiana<br/>Kansas City, Mo 64128</p> <p>643. Wright, Bessie<br/>3026 Indiana<br/>Kansas City, Mo. 64128</p> <p>644. Pitts, Luella<br/>301 Shute (3024 Indiana)<br/>Fort Scott, Ks. 66701</p> | <p>645. Stevenson, Gary<br/>4200 E. 63rd St. (3022 Indiana)<br/>Kansas City, Mo. 64130</p> <p>647. Bell, Stanley<br/>2916 E. 33rd St. (3018 Indiana)<br/>Kansas City, Mo. 64128</p> <p>649. Wright, Frank L. Jr. &amp; Bernice<br/>5409 Myrtle (3319 E. 30th)<br/>Kansas City, Mo. 64130</p> <p>650. Kelly, Roosevelt<br/>7318 Richmond (3317 E. 30th)<br/>Kansas City, Mo. 64133</p> <p>651. Peeples, Stanley L. &amp; Judy<br/>3205 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>652. Manuel, Isiah &amp; Mittie B.<br/>3209 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>653. Allen, Wendell L. &amp; Audrey<br/>3217 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>655. Latimer, Miller R. et al.<br/>3221 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>656. Banks, Isaiah &amp; Wife<br/>3225 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>657. Toles, Nathan<br/>3227 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>658. Allen, John L. &amp; Hertha L.<br/>3235 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>659. Ellis, Robert A. &amp; Marjorie H.<br/>3239 E. 29th St.<br/>Kansas City, Mo. 64128</p> |
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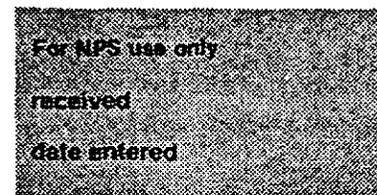
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|---|---|
| <p>660. Barber, Genevieve &amp; Baker, Esther<br/>3241 E. 29th St.<br/>Kansas City, Mo. 64128</p> <p>661. Rosser, Simpson Memorial CME Church<br/>2908 Indiana<br/>Kansas City, Mo. 64128</p> <p>662. Davis, Mary Francis<br/>2942 Indiana<br/>Kansas City, Mo. 64128<br/>Intrusion</p> <p>663. Henry, Franklin R. &amp; Jewel<br/>3240 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>664. Walker, James A. &amp; Winona T.<br/>3236 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>665. Williams, J.D. &amp; Ida May<br/>3232 E. 30th St. (3230-32 E. 30th)<br/>Kansas City, Mo. 64128</p> <p>666. Morgan, Gladys<br/>3228 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>667. Tate, Velma M.<br/>3224 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>668. Johnson, Henry &amp; Mary<br/>3220 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>669. Spawlding, Kenneth A. &amp; Alexis G.<br/>3216 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>670. Kilker, Robert L, Jr.<br/>P.O. Box 3114 (3210-12 E. 30th)<br/>Kansas City, Mo. 64141</p> <p>673. Ross, George A. &amp; Betts, Beth Ann<br/>3200 E. 30th St.<br/>Kansas City, Mo. 64128</p> <p>674. Oakley, Chas. W. &amp; Margaret</p> | <p>675. Salaam, Sulaiman Z. &amp; Ibtihaj N.<br/>3209 Victor<br/>Kansas City, Mo. 64128</p> <p>676. Waterhouse, James W. &amp; Vernal, Baker<br/>3215 Victor<br/>Kansas City, Mo. 64128</p> <p>677. Johnson, Clifford J. &amp; Alice F.<br/>3226 Victor (3217 Victor)<br/>Kansas City, Mo. 64128</p> <p>678. Bryan, William H. &amp; Claudia L.<br/>3221 Victor<br/>Kansas City, Mo. 64128</p> <p>679. Knight, Florence L. &amp; Wright, Robert B<br/>3225 Victor<br/>Kansas City, Mo. 64128</p> <p>680. Johnson, Clifford &amp; Alice<br/>3226 Victor (3229 Victor)<br/>Kansas City, Mo. 64128</p> <p>681. Owens, James P. &amp; Helen G.<br/>3233 Victor<br/>Kansas City, Mo. 64128</p> <p>682. Walden, Nellie<br/>c/o Walden, Janell E.<br/>2509 22nd N.E. (3239 Victor)<br/>Washington, D.C. 20018</p> <p>683. Lea, Richard &amp; Gracie<br/>4136 Springfield (3245 Victor)<br/>Kansas City, Ks. 66103</p> <p>684. Cooper, Sherman C. &amp; Flossie M.<br/>3247 Victor<br/>Kansas City, Mo. 64128</p> <p>685. Ward, Harold L. &amp; Brenda<br/>3249 Victor<br/>Kansas City, Mo. 64128</p> <p>686. Lea, Richard &amp; Gracie<br/>4136 Springfield (3251 Victor)<br/>Kansas City, Ks. 66103</p> <p>687. Nix, Robert E. &amp; Leontine</p> |
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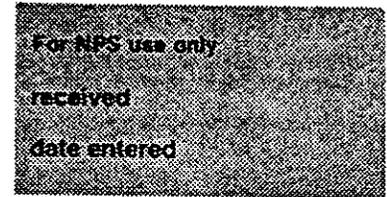
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| 688. Griffin, Utah & Mildred W.<br>2838 Indiana<br>Kansas City, Mo. 64128                             | 700. Richardson, Raymond & WF<br>3200 E. 29th St.<br>Kansas City, Mo. 64128                        |
| 689. Landtrust, No. K81-1179<br>3253 E. 29th St.<br>Kansas City, Mo. 64128                            | 701. Abrams, Richard A. II<br>3201 E. 28th St.<br>Kansas City, Mo. 64128                           |
| 690. Chism, Lilie<br>3248 E. 29th St.<br>Kansas City, Mo. 64128                                       | 702. Daniel, Brenda Sue &<br>Blackshear, Dorothy Mae<br>3203 E. 28th St.<br>Kansas City, Mo. 64128 |
| 691. Hightower, Gerald A. & Odie<br>3246 E. 29th St.<br>Kansas City, Mo. 64128                        | 703. Hill, Jessie M.<br>3207 E. 28th St.<br>Kansas City, Mo. 64128                                 |
| 692. Adams, James & Rubye L.<br>3236 E. 29th St.<br>Kansas City, Mo. 64128                            | 704. Miller, Johnny L. & Shirley<br>3211 E. 28th St.<br>Kansas City, Mo. 64128                     |
| 693. Lowe, Lawrence & Rosemary &<br>White, James Edward<br>3232 E. 29th St.<br>Kansas City, Mo. 64128 | 705. Hasley, Robert & Mary<br>3215 E. 28th St.<br>Kansas City, Mo. 64128                           |
| 694. Booker, Catherine A.<br>3228 E. 29th St.<br>Kansas City, Mo. 64128                               | 706. Colbert, Richard L. & Thelma G.<br>2120 Linwood (3217 E. 28th St.)<br>Kansas City, Mo. 64109  |
| 695. Chappelle, E.E. & Thelma D.<br>3224 E. 29th St.<br>Kansas City, Mo. 64128                        | 707. Freeman, Mrs. Ida<br>3219 E. 28th St.<br>Kansas City, Mo. 64128                               |
| 696. Vester, Henry & Wife<br>3220 E. 29th St.<br>Kansas City, Mo. 64128                               | 708. Ricks, Mary B. & Mitchell, Louisa<br>3221 E. 28th St.<br>Kansas City, Mo. 64128               |
| 697. Johnson, William K., Jr.<br>3216 E. 29th St.<br>Kansas City, Mo. 64128                           | 709. Williams, Clarence & Irene<br>3225 E. 28th St.<br>Kansas City, Mo. 64128                      |
| 698. Watson, Betty J.<br>3206 E. 29th St.<br>Kansas City, Mo. 64128                                   | 710. Forster, Charles & Marion<br>3227 E. 28th St.<br>Kansas City, Mo. 64128                       |
| 699. Whitley, Cecil E. Jr.<br>3204 E. 29th St.<br>Kansas City, Mo. 64128                              | 711. Thomas, Gilbert & Jimmie Marie<br>3132 Lister (3229 E. 28th)<br>Kansas City, Mo. 64130        |

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| <p>712. Taylor, Birdie Marie<br/>6614 Bellefontaine (3233 E. 28th)<br/>Kansas City, Mo. 64128</p> <p>713. Collins, Monroe Jr. &amp; Catherine<br/>3235 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>714. Simmons, Clarence E. &amp; Evelyn<br/>3227 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>715. Smith, Willie Lee &amp; Augusta<br/>3239 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>716. Price, Harry &amp; Jessie<br/>3241 E. 28th St.<br/>Kansas City, Mo. 64128<br/>Intrusion.</p> <p>717. Historic K.C. Foundation<br/>20 W. 9th St. (3245 E. 28th St.)<br/>Kansas City, Mo. 64105</p> <p>718. Bass, Jesse &amp; Marie E.<br/>3247 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>719. Parker, Roberta E.<br/>3249 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>720. Watson, Willie<br/>3251 E. 28th St.<br/>Kansas City, Mo. 64128</p> <p>721. Holmes, Ora Lee &amp; Holmes,<br/>Benjamin, et al.<br/>2812 Indiana<br/>Kansas City, Mo. 64128</p> <p>722. Wilson, James &amp; Christine<br/>2814 Indiana<br/>Kansas City, Mo. 64128</p> <p>723. Jones, Marian Valentine<br/>3250 Victor<br/>Kansas City, Mo. 64128</p> | <p>724. Vaughn, Velman &amp; Jeanett<br/>3248 Victor<br/>Kansas City, Mo. 64128</p> <p>725. Owens, Welbert &amp; Mary Jo<br/>3244 Victor<br/>Kansas City, Mo. 64128</p> <p>726. Jamison, Willie R. &amp; Mamie<br/>3240 Victor<br/>Kansas City, Mo. 64128</p> <p>727. Riley, Russell &amp; Jessie<br/>3236 Victor<br/>Kansas City, Mo. 64128</p> <p>728. Johnson, Clifford &amp; Alice<br/>3226 Victor (3234 Victor)<br/>Kansas City, Mo. 64128</p> <p>729. Fanniel, Russell &amp; Yvette Lydia<br/>3230 Victor<br/>Kansas City, Mo. 64128</p> <p>731. Hood, Alice Faye<br/>3226 Victor<br/>Kansas City, Mo. 64128</p> <p>732. Jones, Garrett &amp; Jessie L.<br/>3222 Victor<br/>Kansas City, Mo. 64128</p> <p>733. Smith, Faith Bennett<br/>3218 Victor<br/>Kansas City, Mo. 64128</p> <p>734. McLain, Mildred Oliver<br/>3102 Looney St. (3216 Victor)<br/>Shreveport, LA. 71103</p> <p>735. Williams, Earl &amp; Wife<br/>3212 Victor<br/>Kansas City, Mo. 64128</p> <p>736. Harris, Curtis &amp; Jessie Mae<br/>3210 Victor<br/>Kansas City, Mo. 64128</p> <p>737. Shelton, Willard &amp; Charlotte<br/>3206 Victor</p> |
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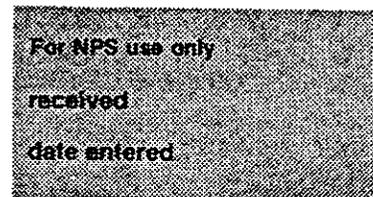
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| <p>738. Edmunds, Samuel &amp; Mary O<br/>3014 S. Norton (3201 Lockridge)<br/>Independence, Mo. 64052</p>                           | <p>751. Foster, Jean E.<br/>3245 Lockridge<br/>Kansas City, Mo. 64128</p>   |
| <p>739. Vaughn, Joseph F.<br/>3205 Lockridge<br/>Kansas City, Mo. 64128</p>  | <p>752. Hist. K.C. Foundation<br/>20 W. 9th Street, #450<br/>Kansas City, Mo. 64105<br/>(3249 Lockridge)</p>      |
| <p>740. Weatherly, Millicent<br/>3211 Lockridge<br/>Kansas City, Mo. 64128</p>   | <p>753. Hicks, Sammy &amp; Jessie<br/>3253 Lockridge<br/>Kansas City, Mo. 64128</p>                               |
| <p>741. Brewer, Leonard R. &amp; Harriett E<br/>3213 Lockridge<br/>Kansas City, Mo. 64128</p>                                      | <p>754. Jackson, Aurilla &amp;<br/>Jackson, Lonnie, Jr., et al.<br/>3257 Lockridge<br/>Kansas City, Mo. 64128</p> |
| <p>742. Guinn, Rochel, M. &amp;<br/>Guinn, Barbara Ann<br/>3217 Lockridge<br/>Kansas City, Mo. 64128</p>                           | <p>755. Roy O'Dell<br/>c/o Johnson, Alfonso<br/>2732 Indiana<br/>Kansas City, Mo. 64128</p>                       |
| <p>743. Wheat, Alan D.<br/>3219 Lockridge<br/>Kansas City, Mo. 64128</p>   | <p>756. Davis, Henry L.<br/>4122 E. 31st St. (2734 Indiana)<br/>Kansas City, Mo. 64128</p>                        |
| <p>744. Glenn, Thelma S., et al.<br/>3223 Lockridge<br/>Kansas City, Mo. 64128</p>   | <p>757. White, George Courtney &amp; Mary Lou<br/>2750 Indiana<br/>Kansas City, Mo. 64128</p>                     |
| <p>745. Wheat, James W. &amp; Emogene D.<br/>c/o Tombs, Norman C.<br/>9516 Maywood (3225 Lockridge)<br/>Kansas City, Mo. 64134</p> | <p>758. Lewis, Eugene &amp; Ruthie<br/>3250 E. 28th St.<br/>Kansas City, Mo. 64128</p>                            |
| <p>746. Gerald, Marion &amp; Vernetta<br/>3227 Lockridge<br/>Kansas City, Mo. 64128</p>  | <p>759. Lyle, Eugene, Jr. &amp; Winifred<br/>3248 E. 28th St.<br/>Kansas City, Mo. 64128</p>                      |
| <p>747. Goss, John C.<br/>3233 Lockridge<br/>Kansas City, Mo. 64128</p>  | <p>760. Greer, Eddie<br/>3246 E. 28th St.<br/>Kansas City, Mo. 64128</p>  |
| <p>748. Love, Nathaniel O &amp; Georgia L/E<br/>3235 Lockridge<br/>Kansas City, Mo. 64128</p>                                      | <p>761. Dean, Joicy M.<br/>3244 E. 28th St.<br/>Kansas City, Mo. 54128</p>  |
| <p>749. Anderson, Booker T. &amp; Sadie<br/>3239 Lockridge</p>   | <p>762. Hunter, Claude G. &amp; Charleen C.<br/>3240 E. 28th St.</p>  |

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HISTORIC DISTRICT

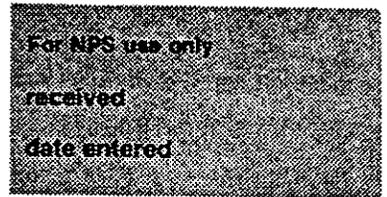
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|---|---|
| 763. Weathers, Marshall Jr., & Rosa Lee<br>3238 E. 28th St.<br>Kansas City, Mo. 64128 | 776. McDaniels, Howard<br>2706 Indiana Ave.<br>Kansas City, Mo. 64127                       |
| 764. Youngman, Clinton J., Jr. & Evelyn<br>3236 E. 28th St.<br>Kansas City, Mo. 64128 | 777. Tyler, Ernestine & William J.<br>2710 Indiana (2708 Indiana)<br>Kansas City, Mo. 64128 |
| 765. Terry, Patricia<br>3234 E. 28th St.<br>Kansas City, Mo. 64128                    | 778. Williams, Melvin L. & Jewel D.<br>2710 Indiana<br>Kansas City, Mo. 64128               |
| 766. Byrd, Alonza L. & Jemima L.<br>3232 E. 28th St.<br>Kansas City, Mo. 64128        | 779. Swar, James A. & Nettie<br>2712 Indiana<br>Kansas City, Mo. 64128                      |
| 767. Mason, Catherine<br>3226 E. 28th St.<br>Kansas City, Mo. 64128                   | 780. Edmonds, Warren & Wife<br>2714 Indiana<br>Kansas City, Mo. 64128                       |
| 768. Tate, Doyle V. & Estella<br>3224 E. 28th St.<br>Kansas City, Mo. 64128           | 781. Hill, Glasco<br>3256 Lockridge<br>Kansas City, Mo. 64128                               |
| 769. Parker, Grover & Irene H.<br>3222 E. 28th St.<br>Kansas City, Mo. 64128          | 782. Garrett, Blanche &<br>McHudson, Norma Jean<br>3252 Lockridge<br>Kansas City, Mo. 64128 |
| 770. Nichols, Eugene & Daisy Lee<br>3220 E. 28th St.<br>Kansas City, Mo. 64128        | 783. Powell, Clarence, Sr. & Capitola<br>3248 Lockridge<br>Kansas City, Mo. 64128           |
| 771. Klice, Arrington B. & Wife<br>3216 E. 28th St.<br>Kansas City, Mo. 64128         | 784. Roberson, Marva J.<br>3244 Lockridge<br>Kansas City, Mo. 64128                         |
| 772. Cheatham, Leroy Theopolas<br>3212 E. 28th St.<br>Kansas City, Mo. 64128          | 785. Smocks, Theodore J. & Wife<br>3242 Lockridge<br>Kansas City, Mo. 64128                 |
| 773. Green, Barbara Jean<br>3208 E. 28th St.<br>Kansas City, Mo. 64128                | 786. Woodson, John H. & Eula Mae<br>3240 Lockridge<br>Kansas City, Mo. 64128                |
| 774. Ward, Jesse W. & Kathryn F.<br>3204 E. 28th St.<br>Kansas City, Mo. 64128        | 787. Thompson, Charles A. & Daisy M<br>3236 Lockridge<br>Kansas City, Mo. 64128             |
| 775. Armsted, Clifford A. & Bertha<br>3200 E. 28th St.                                | 788. Burge, Eddie J. & James, Cordia Mae<br>3234 Lockridge                                  |

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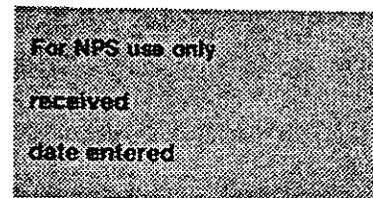
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- 789. Finley, George H. & Agee, Carmelita  
3230 Lockridge  
Kansas City, Mo. 64128
  
- 790. Housing Authority of K.C. Mo.  
299 Paseo (3228 Lockridge)  
Kansas City, Mo. 64106
  
- 791. Lindsey, Willa L.  
3226 Lockridge  
Kansas City, Mo. 64128
  
- 792. Kind, Bessie  
3222 Lockridge  
Kansas City, Mo. 64128
  
- 793. Burgett, Weart & Wife  
3220 Lockridge  
Kansas City, Mo. 64128
  
- 794. Wheat, James W. & Emogene D.  
c/o Tombs, Norman C.  
9516 Maywood (3216 Lockridge)  
Kansas City, Mo. 64134
  
- 795. Thurman, Howard & Pauline  
3214 Lockridge  
Kansas City, Mo. 64128
  
- 796. Wafer, Willie G. & Mildred  
c/o Terry, Velma  
3210 Lockridge  
Kansas City, Mo. 64128
  
- 797. Celestine, Ronnie Mae  
9815 Wheeling (3208 Lockridge)  
Kansas City, Mo. 64132
  
- 798. Webster, Thomas A. & Fern &  
Cameron, Carolyn Z.  
3204 Lockridge  
Kansas City, Mo. 64128
  
- 799. Mariah, Walker AME Church  
2704 Linwood Blvd. (3200 Lockridge)  
Kansas City, Mo. 64128

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Owners of vacant lots (numbers refer to locations on site plan map).

- |  |  |
|--|--|
| <p>16. Jones, John A.<br/>4218 Portland Ave.<br/>Minneapolis, Mn 55407<br/>(2931 Indiana)</p> <p>26. Gaines, Edwina Wilkes<br/>3305 Delavan<br/>Kansas City, Ks. 66104</p> <p>27. Guyton, Johnnie &amp; Christine<br/>2829 Indiana<br/>Kansas City, Mo. 64128<br/>(2825 Indiana)</p> <p>77. Greene, Merle O.<br/>4331 Indiana<br/>Kansas City, Missouri 64130<br/>(2917 E. 27th)</p> <p>83. Benton Square Partnership<br/>c/o Bennett Craig<br/>3100 Broadway<br/>Kansas City, Mo. 64111<br/>(2700-02 Benton)</p> <p>110. First Church of Christ Holiness U.S.A.<br/>2738 Prospect<br/>Kansas City, Mo. 64128<br/>(2730 Prospect)</p> <p>111. First Church of Christ Holiness U.S.A.<br/>2738 Prospect<br/>Kansas City, Mo. 64128<br/>(2732 Prospect)</p> <p>121. Gardner, Issac &amp; Rosetta<br/>3001 Agnes<br/>Kansas City, Mo. 64128<br/>(2900 Prospect)</p> <p>122. Gardner, Isaac &amp; Rosetta<br/>3001 Agnes<br/>Kansas City, Mo. 64128<br/>(2904 Prospect)</p> <p>126. Townsend, James<br/>3214 Montgall<br/>Kansas City, Mo. 64109<br/>(2920 Prospect)</p> | <p>130. Gospel Mission Baptist Church,<br/>Inc.<br/>3019 Euclid<br/>Kansas City, Mo. 64109</p> <p>132. Federal Deposit Insurance<br/>Corp.<br/>P.O. Box 1343<br/>Shawnee Mission, Ks. 66222<br/>(3036 Prospect)</p> <p>133. Federal Deposit Insurance<br/>Corp.<br/>P.O. Box 1343<br/>Shawnee Mission, Ks. 66222<br/>(3038-40 Prospect)</p> <p>134. Federal Deposit Insurance<br/>Corp.<br/>P.O. Box 1343<br/>Shawnee Mission, Ks. 66222<br/>(3042-44 Prospect)</p> <p>136. Summit Properties<br/>41 W. 52nd ST.<br/>Kansas City, Mo. 64112<br/>(2608 E. 31st St.)</p> <p>143. Youth Enterprises, Inc.<br/>2117 E. 39th St.<br/>Kansas City, Mo. 64109<br/>(3007-3027 Prospect)</p> <p>162. Land Clearance for Redevelop-<br/>ment Authority<br/>P.O. Box 26336<br/>Kansas City, Mo. 64196<br/>(2704 E. 31st St.)</p> <p>167. Johnson, Calvin V.<br/>2511 College<br/>Kansas City, Mo. 64127<br/>(3021 Montgall)</p> |
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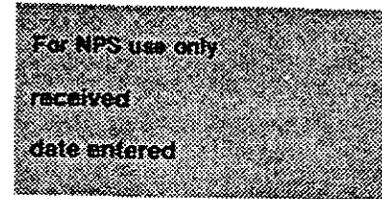
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|---|--|
| <p>168. Williams, Narvell L. Sr.<br/>         &amp; Shivers, Isiah<br/>         3000 Prospect<br/>         Kansas City, Mo. 64128<br/>         (3000 Chestnut)</p> <p>170. Williams, Narvell L. Sr,<br/>         &amp; Shivers, Isiah<br/>         3000 Prospect<br/>         Kansas City, Mo. 64128<br/>         (3013 Montgall)</p> <p>175. Perkins, Elizabeth L. Est.<br/>         % McDonald, Jean<br/>         Kansas City, Mo. 64106<br/>         (2701 E. 30th)</p> <p>178. Foster, Abigal<br/>         c/o Garner, George<br/>         2512 Swope Pky<br/>         Kansas City, Mo. 64130<br/>         (3000 Chestnut)</p> <p>179. Same owner as #178<br/>         (3002 Chestnut)</p> <p>180. Same owner as #178<br/>         (3004 Chestnut)</p> <p>181. Williams, Narvell L. Sr.<br/>         &amp; Shivers Isiah<br/>         3001 Prospect<br/>         Kansas City, Mo. 64128<br/>         (3006 Chestnut)</p> <p>182. Same owners as #181<br/>         (3008 Chestnut)</p> <p>183. Land Clearance for Redevelopment<br/>         Authority<br/>         P.O. Box 26336<br/>         Kansas City, Mo. 64196<br/>         (3010 Chestnut)</p> <p>184. Same owner as #181<br/>         (3012 Chestnut)</p> <p>185. Same owner as #181<br/>         (3014 Chestnut)</p> <p>186. Same owner as #181</p> | <p>187. Bates, Thurman M. Jr.<br/>         2116 Vine<br/>         Kansas City, Mo. 64108<br/>         (3018 Chestnut)</p> <p>188. Bates, Thurman M. Jr.<br/>         2116 Vine<br/>         Kansas City, Mo. 64108<br/>         (3020 Chestnut)</p> <p>189. Land Clearance for Redevelopment<br/>         Authority<br/>         P.O. Box 26336<br/>         Kansas City, Mo. 64196<br/>         (3022 Chestnut)</p> <p>190. Harden, Raymond E. &amp; Cordie M.<br/>         3026 Chestnut<br/>         Kansas City, Mo. 64128<br/>         (3024 Chestnut)</p> <p>195. Smith, J.L. &amp; Sanuels, W.S.<br/>         c/o Bill Howery, Atty.</p> <p>195. Smith, J. L. &amp; Samuels, W. S.<br/>         (2816 E. 31st)</p> <p>196. Witherspoon-Drey Tire Co.<br/>         (2804 E. 31st)</p> <p>197. Same owner as # 189<br/>         (2802 E. 31st)</p> <p>201. Same owner as # 189<br/>         (2915 Prospect)</p> <p>203. Williams, Narvell &amp; Shivers, Isiah<br/>         3001 Prospect<br/>         Kansas City, Mo. 64128<br/>         (2607-09 E. 29th)</p> <p>204. Givens, William Vernon<br/>         1241 Meadow Lake Pky.<br/>         Kansas City, Mo. 64128<br/>         (2611 E. 29th)</p> <p>206. Morris, L.P. &amp; Imogene C.<br/>         400 N.E. 76 Terrace Lot 76<br/>         Kansas City, Mo. 64128<br/>         (2619-21 E. 29th)</p> |
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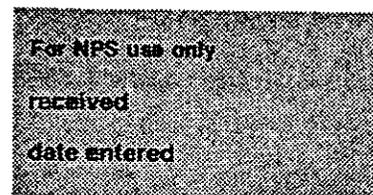
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- |   |  |
|---|--|
| <p>208. Williams, Narvell &amp; Shivers, Isiah<br/>3001 Prospect<br/>Kansas City, Mo. 64128<br/>(2625-27 E. 29th)</p> <p>218. The Pleasant Green Baptist Church<br/>2910 E. 30th Street<br/>Kansas City, Mo. 64128<br/>(2920 Benton)</p> <p>232. Cooper, Evans B.<br/>5515 Prospect<br/>Kansas City, Mo. 64130<br/>(2947 Prospect)</p> <p>233. Same owner as #232<br/>(2941-43 Prospect)<br/>Buildings, Lockridge home soon<br/>to be demolished.</p> <p>258. Universal Life Ins. Co.<br/>480 Linden Ave.<br/>Memphis, Tenn. 38126<br/>(2605 E. 28th)</p> <p>260. Williams, Charley &amp; Ethel<br/>2611 E. 28th Street<br/>Kansas City, Mo. 64128<br/>(2615 E. 28th)</p> <p>264. Haven of Rest Baptist Church<br/>&amp; Evangelistic Center<br/>2637 E. 28th<br/>Kansas City, Mo. 64128<br/>(Lot 8)</p> <p>268. Same owner as #264<br/>(2649 E. 28th)</p> <p>293. Land Trust<br/>K-81-1170<br/>Kansas City, Mo. 64109<br/>(2627 Lockridge)</p> <p>294. Land Trust<br/>K-81-710<br/>Kansas City, Mo. 64109<br/>(2631 Lockridge)</p> <p>295. Kilbert, Florence<br/>2772 E. 75th St. Apt. 5N So.<br/>Chicago, Il. 60649</p> | <p>315. Benton Investment Ltd.<br/>401 1/2 E. Truman Rd.<br/>Kansas City, Mo. 64106<br/>(2718 Benton)</p> <p>333. Henry, Olden &amp; Lorraine M.<br/>2618 Lockridge<br/>Kansas City, Mo. 64128<br/>(2600 Lockridge)</p> <p>337. Cole, John F. &amp; Elma O.<br/>2956 Lockridge<br/>Kansas City, Mo. 64128<br/>(2954 Lockridge)</p> <p>343. Land Trust<br/>K-82-1438<br/>Kansas City, Mo. 64106<br/>(2918 Lockridge)</p> <p>360. Land Trust<br/>Kansas City, Mo. 64106<br/>(2731-33 Benton)</p> <p>378. Davis, Alfred W. Jr. &amp; Marilyn R.<br/>1321 Regal No. 339<br/>Richardson, Tx.<br/>(2952 E. 28th)</p> <p>380. Davis, Alfred W. Jr.<br/>2952 E. 28th<br/>Kansas City, Mo. 64128<br/>(2944 E. 28th)</p> <p>389. Scavuzzo, Carl &amp; Joseph<br/>11408 Holly Ct.<br/>Kansas City, Mo. 64114<br/>(2751-53 Benton)</p> <p>420. Willoughby, James &amp; Alicetea<br/>2938 Victor<br/>Kansas City, Mo. 64128<br/>(2934 Victor)</p> <p>489. Wise Council House, Inc.<br/>3005 Benton<br/>Kansas City, Mo. 64128<br/>(3001 Benton)</p> |
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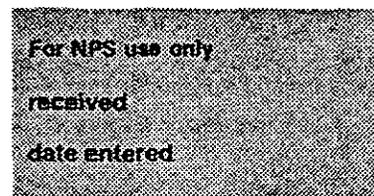
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|--|---|
| 528. Savvoir, Henry<br>2444 Norton<br>Kansas City, Mo. 64127<br>(3027 Agnes)                           | 671. Young, John<br>3028 Bellefontaine<br>Kansas City, Mo. 64128<br>(3208 E. 30th)                |
| 529. Savvoir, Henry<br>2444 Norton<br>Kansas City, Mo. 64127<br>(3000-02 E. 31st St.)                  | 672. Larkin, Sterling Long<br>10514 E. 35th St.<br>Independence, Mo. 64052<br>(3204-08 E. 30th)   |
| 530. Savvoir, Henry<br>2444 Norton<br>Kansas City, Mo. 64127<br>(3008 E. 31st)                         | 730. Johnson, Alice & Johnson, Clifford<br>3226 Victor<br>Kansas City, Mo. 64128<br>(3228 Victor) |
| 542. Land Trust<br>Kansas City, Mo. 64106<br>(3010 Bellefontaine)                                      | 750. Holmes, Sylvester<br>3314 E. Meyer Blvd.<br>Kansas City, Mo. 64132<br>(3243 Lockridge)       |
| 573. Land Trust<br>K-78-776<br>Kansas City, Mo. 64106<br>(3117 E. 30th St.)                            |   |
| 581. Land Trust<br>Kansas City, Mo. 64106<br>(3219 E. 30th St.)  |   |
| 605. Scott, Vernon<br>3200 E. 31st<br>Kansas City, Mo. 64128<br>(3039 Walrond)                         |   |
| 628. Harper, Joseph & Dollie<br>3023 College<br>Kansas City, Mo. 64128<br>(3021 College)               |   |
| 646. Blackwell, Orville E. & Flora<br>5810 E. 95th Terrace<br>Kansas City, Mo. 64134<br>(3020 Indiana) |   |
| 648. Land Trust<br>K 82-928<br>Kansas City, Mo. 64106  |   |
| 654. Reed, James C. & Dimples M.<br>6713 College   |   |

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2. Santa Fe Area Plan  
April 1977  
City Development Department of Kansas City Local  
Kansas City Missouri
3. Kansas City  
1979  
The Kansas City Chapter of the American Institute of Architects Local  
Kansas City Missouri
4. Kansas City: A Place in Time  
Landmarks Commission of Kansas City, Missouri Local  
Kansas City Missouri
5. Missouri State Historical Society  
1979 and 1981  
Department of Natural Resources Local  
Jefferson City Missouri

## 7. Description

### Condition

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

### Check one

unaltered  
 altered

### Check one

original site  
 moved date \_\_\_\_\_

### Describe the present and original (if known) physical appearance

The Santa Fe Place Historic District is a residential area which covers 160 acres in a northeast Kansas City "inner city" neighborhood. It is bounded by four thoroughfares: the southern side of 27th Street on the north; the northern side of 31st Street on the south; the west side of Prospect Avenue, extending 138 feet back from the street curbing; and, the east side of Indiana Avenue, extending 138 feet back from the street curbing (see site plan).

Situated on slightly elevated land which gently slopes downward, in all directions, from a low rise at 30th Street and Prospect Avenue, the Santa Fe area originally was prairie land. The Santa Fe Trail cut a diagonal path from the northeast to the southwest. Chosen for its distance from the rugged terrain of the Missouri River bluffs and for its relatively level and well-drained soil, it served as the Lockridge family farm until the Civil War. With the exception of the area between 30th Street and 31st Street, it, as a whole, remained in the Lockridge family until 1902 when residential development began.

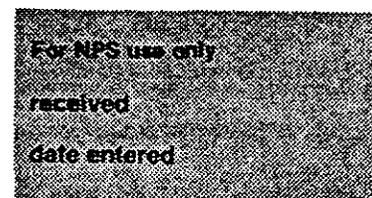
In 1833, a mill and distillery existed on the property but were removed in 1835 when Jones Lockridge purchased the land. He built a log house which the family lived in until the early 1850s. At that time, his son, Thomas Lockridge constructed a house of lumber and "burned" brick and a sawmill. These structures no longer exist and no descriptions survive.

In 1890, Thomas' son, Charles Lockridge, built a three-story brick Victorian Queen Anne Style house at the northeast corner of Prospect Avenue and 30th Street (site 232, pictures 32 and 33). The house set the precedent for the area's large, gracious homes. In 1926, a three-story brick hotel was built flush with the west, or front, facade. The house's interior is completely gutted. The structure is soon to be demolished to provide space for commercial development.

The Santa Fe District was platted in 1897 in a rectangular grid with a wide boulevard (Benton Boulevard) transecting the western third of the district from north to south. The rectangular plat appears to be unique within the older portions of the greater metropolitan area. It contains within itself two streets, Victor and Lockridge, which do not appear elsewhere in the City. The original residential development of the District basically occurred between 1902 and 1925, and remains relatively intact. Of the District's 799 sites, only 23 represent intrusions and 77 indicate vacant lots. This degree of historical and architectural integrity is rare within the context of Kansas City's inner city neighborhood.

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Among the 699 contributing structures there exists a high degree of architectural cohesiveness. When this is combined with a shared heritage, a visual and emotional sense of the neighborhood as a unique entity is created. Looking down block after block of similar styles and building materials, one infers that in this neighborhood there is a consensus on what constitutes a "proper" life.

The buildings are primarily of frame construction with various veneers of brick, cut stone, clapboard and wood shingle. Of the 699 significant structures, 170 of them are of a Bungalow or Bungalowoid style. Three Hundred-seventy are of the Shirtwaist Style or some slight modification of it. There are a few residences which reflect High Styles; these are located along Benton Boulevard, which is the widest and most gracious avenue within the area (see, the "Architectural Types" site plan).

Housing construction peaked twice: in 1902-1910 and 1921 (see, the "Historic Development Phase" site plan). Between these two peaks, developers built four and six unit apartment buildings. The majority of these are along Benton Boulevard and East 30th Street. A second, smaller apartment boom occurred in the 1960s when two more apartment buildings, 12 and 30 units, respectively, were built. These two represent the most significant construction to have occurred in the neighborhood since 1925.

In 1925, the Santa Fe District was an exclusive, prestigious community. Its row upon row of Shirtwaist and Bungalow homes with a "sprinkling" of high style dwellings--all uniformly set back 30 feet from the curbing--brought order and harmony to streetscapes laced in the greenery of oak and elm trees.

The Bungalow style emanates from California and the Arts and Crafts Movement in the early 1900s. Buildings based on this design are generally one and one-half story structures with a standard floor plan of five rooms and a bath on the first floor. Their roof lines generally fan out to form a broad angle and create attic dormers which can be finished for additional living space. Interior oak trim, oak floors, and a gas fireplace flanked by oak bookcases add a sense of craftsmanship and minimize the assembly line features. Easily modified, this style could be elaborated upon to personalize the house.

In the Santa Fe District, Bungalows range from the economical and modest frame and stone houses of the 3000 block of Walrond and of the 3200 block of East 31st Street (picture 50) to those which are more elaborate. The majority of these bungalows were designed from pattern books and were usually constructed by contractors.

Sites 224 and 225 (picture 46), on East 30th Street, communicate how the use of materials and colors can break up the redundancy of the design. Built in 1907, site 225 is a frame and brick structure with Stick style

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brackets supporting wide eaves. Painted areas reflect colors from the brick. However, in site 224, built in 1921, the use of stone provides color contrast and presents a textured appearance as opposed to site 225's smooth surface.

Another interesting elaboration on this simple design is demonstrated in site 441 (picture 11). At 2958 East 29th Street, it was built by local contractor, W. S. Wymore. Its use of broken course rock-faced stone, and dormers with projecting rafters and decorative balustrade, as well as the smaller, elliptical dormer in the middle, creates a sense of individuality.

Drawing inspiration from the Bungalow Style is the Shirtwaist Style. Basically, a box shape, it is a larger variation of the Bungalow. A vernacular design, Kansas City builders gave it unique local construction and decorative details. Its name derives from contrasting materials used in the lower and upper stories; hence, it resembles a woman's dress by that name. Subject to many pattern variations, typical stylistic elements include: two and one-half stories; stone or brick veneers on the first level with wood shingles or clapboard covering the second and third stories. The main roof, usually a bellcast gable, is finished off with a horizontal molding forming a pediment. The pediment is often carved with one or more windows placed within it such as shown in site 429 (picture 53). Many projecting elements, such as porticos and dormers, can break up the box shape, such as in site 267 (picture 21).

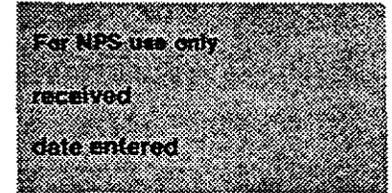
In the District, the majority of the Shirtwaist structures reflect pattern book designs. Simple designs, such as presented in the streetscapes of the 2600 block of East 27th Street (sites 94-98, picture 31) and in the 2900 block of East 29th Street (sites 451-453, picture 4). They share common building materials and design such as the cylindrical rock-faced stone piers on their front porches.

Through variations on the pattern, other structures gained unique, structural personalities. Two good examples of this are, site 245 (picture 9) and site 267 (picture 21). Constructed in 1905 at 2651 Victor, site 245 gracefully "steps down" to the street. The brick piers of the front porch support a second-story balcony framed by a decorative wooden balustrade. The dormers with bellcast, pedimental gables, with decorative gable ends and quarreled windows, face north, south, east and west. The gradated rise from street level to the central entrance gives the structure distinction.

Another variation of the Shirtwaist is site 267 (picture 21) at 2645 East 28th Street. Designed by local architect, N. W. Dible, it was constructed in 1909. Although basic stylistic elements are there, the

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porch, with six fluted Ionic columns, wraps around the north and east facades. Heavy molded braces support the broad eaves of the bellcast hip roof. Gabled dormers, with Palladian windows and with rich molding in the gable ends, face north, east and west. Juxtaposition of stucco and stone creates texture and adds to the visual richness of the site.

There are a few examples of architectural High Styles in the Santa Fe District. They are usually located on Benton Boulevard which is an expansive corridor lined with large shade trees (picture 29). One such structure is site 428 at 2831 Benton Boulevard (picture 7). A rare and picturesque example of the Colonial Revival Style in the neighborhood, it was constructed in 1923. In contrast to the Colonial prototype, some architectural features, such as the inordinately large portico with fluted columns and composite capitals are out of proportion with the rest of the house. This is further emphasized by its asymmetrical disposition on the facade and its 18th century swan's neck pediment. Still, the structure speaks to the developers' desire for refinement.

In keeping with this modification of the traditional styles is site 300 (picture 60) at 2732 Benton Boulevard. Constructed in 1910, its Eclectic style is the creation of a prominent local architectural firm of Sanneman, Abt & Van Trump. A variety of styles are well integrated. Elements of the Queen Anne style can be seen in the textured contrast of wall surfaces, leaded glass windows, molded chimneys, and classical detailing. Eastern Stick style elements appear in the asymmetrical massing of the structure and the decorative "stickwork" in the gable ends and extensive veranda.

Two blocks south of this site is 2900-04 Benton Boulevard (site 216, picture 58). It presents a beautifully proportioned, Georgian Revival Style residence. Constructed in 1910 by local architects, Shepard and Farrar, the facade's symmetry is highlighted by exterior chimneys on either end. Classical detailing is evidenced in the dentiled cornice of the gable roof and the shallow entrance portico with its segmental pediment and Doric columns. The fenestration on the first two floors is accented by a flat arch lintel with a pronounced keystone while delicate tracery highlights dormer sashes.

High Styles appear in other areas of the District. One example of this is the Spanish Colonial Revival Style residence at 3239 Victor (site 632, picture 16). This was a style which J. C. Nichols and his Country Club Plaza helped to popularize in Kansas City during the 1920s and 1930s. This modest residence, designed by G. Dwehla, was built in 1926 for a police lieutenant. Its low pitched hip red tile roof, accented by decorative carved modillions, its arched windows, and its pronounced hooded and bracketed doorway gave the house a unique identity among a row of Shirtwaist styled houses.

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While not the only structures which represent the High Styles, these provide indications of the larger and more spacious homes in the area. The residential exclusiveness of the neighborhood is intruded upon by the presence of apartment buildings. Predominantly of the Classical Vernacular Style, they were built after World War I and are primarily located on the south and north ends of Benton Boulevard as well as on East 30th Street.

Those on the south side of the 2600 block of East 30th Street (sites 145-147, picture 47) are the oldest apartment buildings in the district. Constructed around 1900, they provide a unified streetscape of the local interpretation of the Victorian Vernacular. Their simplicity of design and texture provide an interesting contrast to those they face directly across the street (picture 45). Sites 228-229 represent the basic Classical Vernacular Revival Style with triple porticos and the embellishment of classical ornamentation on the cornice. Similar types of structures appear along Benton Boulevard (pictures, 35 and 57).

The public buildings of the Santa Fe neighborhood are generally impressive structures which reflect their functions. The D. A. Holmes School (site 200, picture 43) is the only school in the District. Constructed in 1904, it is an example of the Renaissance Revival Style. It is a large, symmetrically disposed mass with shallow projections. A plain brick veneer is enlivened by brick quoins and a smooth stone string course differentiates the ground story. The imposing rusticated arched entrance further defines the important function of the building.

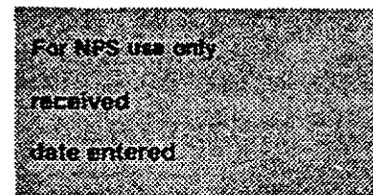
Ten churches serve the Santa Fe neighborhood. They include sites: 23, 112, 120, 156, 198, 266, 300-301, 426, 488 and 661. Only four of them are contemporaneous to the residential development and exist in structures specifically designed to function as a church. The remainder are housed in former residential and commercial buildings whose interiors have been altered to meet the needs of a congregation.

The Metropolitan A. M. E. Zion Church (site 120, pictures 2 and 59) was, in 1906, the Prospect Avenue Congregational Church. Its eclecticism anchors the eastern, end corridor of Victor. Designed by Rudolf Markgraf, it is of native limestone with ocular openings, undulating parapet and elaborately sculpted and mused stone columns and portal. It provides strong contrast to the Shirtwaist homes along Victor. Although it stands in disuse and deterioration, it remains the most impressive structure on Prospect Avenue for several blocks. The A. M. E. Church utilizes a contemporary, commercial style, one-story brick building just to the north.

One block west, at the corner of Benton Boulevard and Victor, is Saint Paul's Presbyterian Church (site 426, picture 18). This is representative of the Modified Neo-Classical Revival Style. It was constructed in 1925

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to be the First Church of Christ. Its symmetry and monumental proportions are accented by the front facade. This facade is characterized by its colossal portico, flanked by colossal pilasters and surmounted by enriched entablature.

One block south of Saint Paul's is the Pleasant Green Baptist Church site 488, picture 56). As discussed in Section 8, it is of the Late Gothic Revival Style. Its harmonious massing and simple silhouette compliment the larger and more gracious residences along Benton Boulevard.

To the east of these churches is the C. M. E. St. Paul's Lutheran Church at 2908 Indiana (site 661). It is a three story brick structure of Vernacular Style. A local architect, C. B. Sloan, constructed this modest structure in 1925. Its appearance is similar to many of the commercial structures in the area.

Commercial development reflected the general growth of the Santa Fe District in 1913-28 and later in 1960-76. Excluded from Santa Fe Place, itself, businesses were established along Prospect Avenue, 31st Street and the southeast corner of Benton Boulevard (pictures 34, 35, and 51). Generally, these are one and two-story brick buildings with flat roofs which are hidden behind simple brick parapets. It is common for them to be rowed together and to share walls. Large plate glass windows usually flank their recessed entrances. The tallest commercial structure is a three-story brick building (site 131) at 3030 Prospect Avenue. Many of these buildings are in disuse with their openings boarded over. These boarded-over commercial structures greatly detract from the District. There are 23 other sites which are considered intrusions. Eight of them face Prospect Avenue and are sites such as, Church's Fried Chicken and a car wash. The other intrusions are principally contemporary ranch-style houses, such as site 455 (picture 42), or multiple-unit apartment buildings such as sites 247 and 248.

Seventy-seven vacant lots are within the District. Some have been used as extended yards or as playground space, such as site 245 (picture 22). Others, such as a row of vacant lots along the west side of Chestnut Street, appear as derelict as the lots in picture 37.

Some restoration and development is currently underway. A for-profit development group is preparing ground for a shopping center on a lot, just outside the District's boundaries, on the southwest corner of Prospect and 31st Street. It also plans to restore six apartment buildings on East 30th Street (sites 145-147 and 229-231, pictures 45 and 47). Although the majority of the structures are in fair to good condition, there is a scattering of vacant homes and poorly maintained homes. The Historic Kansas City Foundation, through the restoration of 2725 Indiana (site 38, picture 44) is demonstrating the viability and the resiliency of this historic district.

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The historic district includes the following significant structures (numbers refer to location on the site plan map):

1. 3400 E. 31st Street, c. 1913, Commercial, 2 story brick and frame structure with flat roof. Plate glass display windows run along first floor; entrance is angled south-west corner.
2. 3033 Indiana Avenue, East Side Day Nursery, c. 1907, Bungalow, 1 1/2 story frame structure with gable roof. Front porch enclosed by asbestos siding.
3. 3029 Indiana Avenue, c. 1906, Bungalow, 1 1/2 story frame structure with gable roof. Original porch posts and balustrade replaced.
4. 3025 Indiana Avenue, c. 1906, Shirtwaist, 2 1/2 story stone and frame structure with gable roof. Modest classical detailing.
5. 3019 Indiana Avenue, c. 1907, Vernacular, 2 story stone and frame structure with gable roof. L-shaped structure with gable roof extending into shed roof over porch in south west bay.
6. 3015 Indiana Avenue, Matilda A. Pitcher Residence, c. 1907, Bungalow, 1 1/2 story stone and frame structure with Drop roof. Central wall corners on north, south and west.
7. 3011 Indiana Avenue, c. 1906, Bungalow, 1 1/2 story frame structure with gable roof.
8. 3009 Indiana Avenue, c. 1906, Bungalow, 1 1/2 story frame structure with gable roof. Original porch piers and balustrade replaced.
9. 3001-3003 Indiana Avenue, 1928, Vernacular, 2 story brick apartments with double porticos flanking entrance with shallow Spanish tile hip roof concealing flat roof.
10. 2947 Indiana Avenue, 1922, Shirtwaist, 2 1/2 story frame and stone structure with bellcast hip roof.
11. 2945 Indiana Avenue, 1922, Bungalow, 1 1/2 story frame and brick structure with gable roof. Central wall dormer with gable roof.
12. 2941 Indiana Avenue, 1912, Bungalow, 1 1/2 story frame and brick structure with gable roof. Central wall dormer with gable roof.
13. 2939 Indiana Avenue, 1922, Bungalow, 1 1/2 story frame structure with gable roof. Central wall dormer with bracketed gable roof. Original porch posts replaced.
14. 2937 Indiana Avenue, 1922, Bungalow, 1 1/2 story frame and stone structure with gable roof.
15. 2935 Indiana Avenue, c. 1907, Bungalow, 1 1/2 story brick and frame structure with gable roof.
17. 2929 Indiana Avenue, 1922, Bungalow, 1 1/2 story brick and frame structure with gable roof. Decorative imbricated wood shingles in apex of gable end west.
18. 2927 Indiana Avenue, 1922, Bungalow, 1 1/2 story structure with gable roof. Central wall dormer with gable roof. Decorative barge board in gable ends.
19. 2925 Indiana Avenue, 1922, Bungalow, 1 1/2 story frame structure with gable roof.

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20. 2921 Indiana Avenue, c. 1922, Bungalow, 1 1/2 story brick and frame structure with gable roof. Central wall dormer with gable roof. Front porch enclosed by screens.
21. 2917 Indiana Avenue, Bradley W. Stout Residence, c. 1926, Bungalow, 1 1/2 story frame structure with with hip roof. Front porch enclosed by screening, entrance on side of porch with fluted columns.
22. 2915 Indiana Avenue, 1926, Bungalow, 1 1/2 story frame structure with gable roof extending into shed roof over front porch. Attached basement garage in west facade.
23. 2847 Indiana Avenue, Rescue Baptist Church, c. 1912, Commercial, 2 story brick structure with flat roof. Three entrances in west facade. Display window partially covered by brick.
24. 2843 Indiana Avenue, 1929, Bungalow, 1 1/2 story frame structure with gable roof. Staggered gable roof; bracketed eaves with exposed rafters.
25. 2839 Indiana Avenue, c. 1942, Vernacular, 2 story frame structure with gable roof. Structure is T-shaped.
28. 2821 Indiana Avenue, 1922, Shirtwaist, 2 1/2 story frame structure with hip roof. Hip porch roof with decorative gable. Stucco on first floor; deep eaves with exposed rafters.
29. 2819 Indiana Avenue, 1922, Shirtwaist, 2 1/2 story frame structure with hipped gable roof. Hip porch roof with central hipped gable. Original porch balustrade replaced. Exposed rafters under deep eaves, stucco on first floor.
30. 2817 Indiana Avenue, c. 1906, Bungalow, 2 story frame structure with gable roof.
31. 3401 E. 28th Street, 1909, Bungalow, 1 1/2 story frame residence with gable roof.
32. 2745-51 Indiana Avenue, c. 1910, Commercial, 2 story brick structure with flat roof. Decorative patterned brick parapet hides flat roof. Four entrances and display windows on first floor. Three recessed tripartite bays with wrought iron balustrades on second floor.
33. 2743 Indiana Avenue, c. 1906, Bungalow, 2 story frame structure with cross gable roof. Original porch posts and balustrade replaced.
34. 2741 Indiana Avenue, c. 1906, Bungalow, 1 1/2 story frame structure with cross gable roof. Original porch posts and balustrade replaced.
35. 2731 Indiana Avenue, c. 1908, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof. Dentiled molding under deep eaves.
36. 2729 Indiana Avenue, c. 1908, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable roof. Original stone porch wall replaced.
37. 2727 Indiana Avenue, Charles M. Williams (arch.), 1924, Modified Prairie Style, 2 story frame structure with hip roof.
38. 2725 Indiana Avenue, George A. Neil Residence, c. 1906, Queen Anne, Eastlake, 2 1/2 story frame structure with hip, gable roof. Imbricated roof shingles and upper sash of windows with border of small square lights. Profusion of Eastlake ornamentation. Imbricated shingles in gable apex west facade; asymmetrical composition.

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39. 2721 Indiana Avenue, c. 1906, Bungalow, 1 1/2 story brick and frame structure with gable roof. Rusticated brick quions on corners and rusticated porch posts.
40. 2717 Indiana Avenue, 1908, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof. Rusticated brick quoins and proch piers.
41. 2715 Indiana Avenue, 1908, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof.
42. 2713 Indiana Avenue, c. 1906, Vernacular, 1 1/2 stroy frame structure with cross gable roof. Original porch posts and balustraces replaced.
43. 2711 Indiana Avenue, 1908, Vernacular, 2 story brick and frame structure with gable and flat roof. Second story porch with two entrances underneath.
44. 3401 E. 27th Street, Commercial, 1910, 2 story brick structure with first floor boarded over.
45. 3349-55 E. 27th Street, Edwards & Sunderland, c. 1910, Commercial, 2 story brick structure with flat roof. Plate glass windows on first floor.
46. 3307 E. 27th Street, c. 1910, Vernacular, 1 1/2 story frame residence with cross gable roof. Modest classical detailing. Garage in basement level.
47. 3305 E. 27th Street, c. 1907, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof.
48. 3303 E. 27th Street, c. 1907, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof.
49. 3241 E. 27th Street, c. 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
50. 3239 E. 27th Street, c. 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof. Original porch balustrade replaced.
51. 3237 E. 27th Street, c. 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof. Original porch posts and balustrades replaced.
52. 3233 E. 27th Street, John H. Howell Residence, c. 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
53. 3231 E. 27th Street, c. 1906, Bungalow, 1 1/2 story frame residence with bellcast gable roof. Front proch enclosed with jalousie windows.
54. 3229 E. 27th Street, c. 1907, Bungalow, 1 1/2 story frame residence with bellcast gable roof. Front porch enclosed by brick.
55. 3227 E. 27th Street, c. 1906, Bungalow 1 1/2 story frame residence with bellcast hip roof.
56. 3215 E. 27th Street, c. 1907, Cottage, 1 1/2 story frame and brick residence with bellcast gambrel roof. Gable porch roof north.
57. 3213 E. 27th Street, c. 1907, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
58. 3207 E. 27th Street, c. 1907, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof.
59. 3205 E. 27th Street, 1907, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof.
60. 3203 E. 27th Street, c. 1907, Shirtwaist, 2 1/2 story frame and brick residence with hip roof.
61. 3201 E. 27th Street, Albert Rodier Residence, 1913, Bungalow, 1 1/2 story frame residence with bellcast hip roof.

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63. 3107 E. 27th Street, 1908, Bungalow, 1 1/2 story brick residence with bellcast gable roof. Front porch enclosed by screens.
64. 3105 E. 27th Street, c. 1908, Bungalow, 1 1/2 story stone residence with bellcast gable roof.
65. 3103 E. 27th Street, c. 1910, Bungalow, 1 1/2 story frame residence with gable roof.
66. 3031 E. 27th Street, 1910, Bungalow, 1 1/2 story frame and brick residence with gable roof.
67. 3027 E. 27th Street, 1910, Bungalow, 1 1/2 story frame residence with gable roof.
68. 3023 E. 27th Street, 1910, Bungalow, 1 1/2 story frame and brick residence with gable roof. Shed dormer on north.
69. 3021 E. 27th Street, John Worthing (arch.), c. 1910, Bungalow, 1 1/2 story brick residence with bellcast hip roof. Original porch balustrade replaced.
70. 3017 E. 27th Street, 1910, Bungalow, 1 1/2 story brick residence with gable roof. Shed roof dormer on north.
71. 3015 E. 27th Street, c. 1907, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Front porch screened in.
72. 3011 E. 27th Street, c. 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
73. 3009 E. 27th Street, c. 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof. Secondary entrance on north facade.
74. 3007 E. 27th Street, c. 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof. Pedimented and 'peaked' gable over porch
75. 3005 E. 27th Street, c. 1916, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Bracketed eaves.
76. 3003 E. 27th Street, c. 1906, Shirtwaist, 2 1/2 story frame, brick and stone residence with gable roof. Original porch balustrade replaced.
78. 2913 E. 27th Street, c. 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
79. 2911 E. 27th Street, c. 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof. Front porch extends around west side of house. Modest classical detailing.
80. 2907-09 E. 27th Street, 1917, Vernacular Classical Revival, 3 story brick apartment with flat roof. Modest classical detailing.
81. 2903-05 E. 27th Street, 1917, Vernacular Classical Revival, 3 story brick apartment with flat roof. Modest classical detailing.
82. 2701-03 Benton Boulevard, 1916, Vernacular Classical Revival, 3 story brick apartment with triple porticos flanking entrance.
84. 2761-63 E. 27th Street, 1921, Vernacular Classical Revival, 3 story brick apartment with flat roof. Large false cornice on north facade.
85. 2757-59 E. 27th Street, 1921, Vernacular Classical Revival, 3 story brick apartment with flat roof.
86. 2723 E. 27th Street, c. 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof.
87. 2721 E. 27th Street, c. 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof.

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88. 2717 E. 27th Street, c. 1909, Shirtwaist, 2 1/2 story frame and stone residence with gable roof.
89. 2715 E. 27th Street, c. 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof. Palladian window grouping with blendfan light in dormer gable north.
90. 2711 E. 27th Street, c. 1909, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
91. 2709 E. 27th Street, c. 1909 Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
92. 2707 E. 27th Street, c. 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof. Steep gable dormer with Palladian-like window on north facade.
93. 2703 E. 27th Street, c. 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Gable ends of roof face east and west.
94. 2701 E. 27th Street, c. 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
95. 2623 E. 27th Street, 1908, Cottage, 1 1/2 story frame residence with gambrel roof. Modest classical detailing.
96. 2621 E. 27th Street, 1908, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Pedimented gable end to north.
97. 2619 E. 27th Street, 1908, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Cylindrical rock-faced stone piers on front porch.
98. 2617 E. 27th Street, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof. Front porch enclosed jalousie windows.
99. 2615 E. 27th Street, 1908, Cottage, 1 1/2 story frame residence with gambrel modest classical detailing.
100. 2611 E. 27th Street, 1908, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof.
101. 2607 E. 27th Street, 1908, Shirtwaist, 2 1/2 story frame and stone residence bellcast hip roof. Modest classical detailing.
102. 2701-05 Prospect Avenue, 1912/1922, J.B. Tarbet (arch.), Commercial. Original single story 1912 brick structure in SW corner of intersection now surfaced with stucco. Adjacent buildings to south constructed in 1924. Central building shares party wall with its neighbors to N & S.
103. 2700 Prospect Avenue, The American Legion, 1909 Edgar C. Faris (Arch.), Commercial, 2 story brick structure with parapet wall rising above enriched entablature.
104. 2704 Prospect Avenue, Gross Hishaw Realty Corporation, 1907, Commercial, Single story brick structure surfaced with plywood and brick veneer. Display windows enclosed, recessed entrance.
106. 2710 Prospect Avenue, c. 1896, Modified Shirtwaist, 2 1/2 story brick and frame structure. Modest classical detailing.
107. 2714 Prospect Avenue, c. 1897, Commercial, One story brick and concrete block structure.
108. 2718-20 Prospect Avenue, The Prospect Apartments, 1908, Vernacular Classical Revival, 2-story brick apartments with duple porticos flanking entrance.

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109. 2722 Prospect Avenue, c. 1895, Vernacular Classical Revival, 2 1/2 story stone and frame structure with two story centrally located wood portico.
112. 2738 Prospect Avenue, First Church of Christ Holiness U.S.A./ Lawrence A. Jones & Sons Funeral Chapel, c. 1898, Vernacular Classical Revival, 2 1/2 story limestone structure with high, multiple roofs, classical detailing.
113. 2742 Prospect Avenue, c. 1915-1920, Commercial, one story brick structure with shaped parapet hiding flat roof.
115. 2812 Prospect Avenue, 1913, Vernacular Classical Revival, 3 story brick apartment with triple porticos flanking entrance.
116. 2816-18 Prospect Avenue, 1913, Vernacular Classical Revival, 3 story brick apartment with triple porticos flanking entrance.
117. 2820-22 Prospect Avenue, 1913, Vernacular Classical Revival, 3 story brick apartment with triple porticos flanking entrance.
118. 2826 Prospect Avenue, 1912, Vernacular Classical Revival, 3 story brick apartment with triple porticos flanking entrance.
120. 2844 Prospect Avenue, Metropolitan A.M.E. Zion Church, Prospect Avenue Congregational Church, Rudolf Markgrat (arch.), c. 1906, Eclectic, 2 story structure built of native limestone. Undulating parapet and elaborately sculpted and carved stone columns and portal.
123. 2908 Prospect Avenue, c. 1889, Modified Shirtwaist, 2 1/2 story brick structure with gable roof and two story front porch. Arched brick headers embellish fenestration.
124. 2912 Prospect Avenue, c. 1898, Shirtwaist, 2 1/2 story stone and frame structure with gable roof. Asbestos shingle on upper 1 1/2 stories.
125. 2916 Prospect Avenue, c. 1891, Modified Shirtwaist, 2 1/2 story brick structure with intersecting roof lines of hip and gable dormers. Small pedimented gablet and apex of hip.
127. 2928 Prospect Avenue, c. 1907, Commercial, 1 story brick structure with flat roof hidden behind simple brick parapet. Plate glass windows running across front have been boarded over.
128. 3000 Prospect Avenue, c. 1900, Contemporary, 1 story brick structure with flat roof. Smooth walls, and rounded corners on N.E. Aluminum cornice rounds N.E. corner. Extensively remodelled.
131. 3030 Prospect Avenue, 1916, Commercial, 3 story brick structure with flat roof behind boomtown roof line. Large plate glass window flanks recessed entrance.
135. 3046-48 Prospect Avenue, 31st Street Market, c. 1900, commercial, 2 story brick structure with flat roof behind patterned brick parapet. Decorative wood cornice and rock face stone lugsills and lintels embellish facade.
137. 2600-06 E. 31st Street, c. 1911, Commercial, 1 story frame structure with flat roof. Plate glass windows boarded up.
138. 3039 Prospect Avenue, Southside Cleaners, c. 1900, Commercial, 2 story brick structure with flat roof behind patterned brick parapet; and 1 story brick structure with flat roof to south. Two story structure altered to include jalousie windows and entrance.

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139. 3037 Prospect Avenue, c. 1900, Commercial, 2 story brick structure with flat roof behind decorative stone cornice and brick parapet wall. Newly constructed brick exterior and shake shingle hip roof first floor.
140. 3033-35 Prospect Avenue, see No. 141. Share walls
141. 3031 Prospect Avenue, Boxly's Auto Repair, c. 1909, Spanish Colonial Revival, 1 story brick structure with flat roof behind hipped red tile roof. Recessed 3 car garage.
142. 3027 A and 3027 B Prospect Avenue, Sweets and Things Bakery and Candy House, c. 1898, Commercial, 2 story brick structure with flat roof behind parapet wall. Shake shingle hip roof shelters entrances and plate glass windows first floor.
144. 3007 Prospect Avenue, Midtown Instant Printers, c. 1920, Commercial, 1 story brick structure with flat roof behind simple patterned brick parapet. Plate glass display windows filled in with cement blocks. Party wall with 3001 Prospect.
- 144a. 3001 Prospect Avenue, 1923, Commercial, 2 story brick structure with flat roof behind patterned brick parapet. Plate glass display windows are boarded over leaving only glass transoms. Party wall with 3007 Prospect.
145. 2615-17 E. 30th Street, c. 1900, Victorian Vernacular, 2 story brick apartments with flat roof. Same as 2623-25 and 2619-21 E. 30th Street.
146. 2619-21 E. 30th Street, c. 1900, Victorian Vernacular, 2 story brick apartments with flat roof. Same as 2623-25 and 2615-17 E. 30th Street.
147. 2623-25 E. 30th Street, c. 1900, Victorian Vernacular, 2 story brick apartment built with flat roof. Two tiered porch on north-east corner of north facade. Patterned brick parapet on north wall.
148. 3004 Montgall Avenue, c. 1900, Bungalow, 1 1/2 story brick and frame structure with cross gambrel roof. Modest classical detailing.
149. 3006 Montgall Avenue, c. 1900, Bungalow, 1 1/2 story brick and frame structure with cross gambrel roof. Original porch posts replaced.
150. 3008 Montgall Avenue, c. 1900, Bungalow, 1 1/2 story brick and frame structure with cross gable roof. Original porch post replaced.
151. 3010 Montgall Avenue, c. 1900, Bungalow, 1 1/2 story brick and frame structure with cross gambrel roof. Modest classical detailing.
152. 3012 Montgall Avenue, c. 1900, Bungalow, 1 1/2 story brick and frame structure with cross gable roof. Modest classical details.
153. 3014 Montgall Avenue, c. 1900, Bungalow, 1 1/2 story brick and frame structure with cross gable roof. Original porch posts replaced.
154. 3024 Montgall Avenue, c. 1904, Shirtwaist, 2 1/2 story brick and frame structure with jerkin head gable roof.
155. 3028 Montgall Avenue, c. 1904, Shirtwaist, 2 1/2 story brick and frame structure with jerkin head gable roof. Two story projecting bay and exterior stair case on North side.
156. 3032-3034 Montgall Avenue, Bethlehem Baptist Church, c. 1904, Vernacular Classic Revival, 2 story brick structure with flat roof. Massive architrave and parapet hide roof. Supported by massive engaged pilasters. Classical engaged columns support hood molding above main entrance.
157. 3038 Montgall Avenue, c. 1922, Bungalow, 1 1/2 story frame structure with gable roof. Modified classical detailing.

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158. 2610 E. 31st Street, c. 1906, Commercial, 2 story frame structure to west, one story frame structure to east. Share party walls; plate glass windows all along first floors.
- 159-160. 2616-20 E. 31st Street, c. 1902, Commercial, 2 story brick structure with flat roof. Plate glass windows front first floors; share party walls.
161. 2706 E. 31st Street, c. 1929, Commercial, 1 story cement block and frame structure with flat roof. Plate glass windows filled in.
163. 2700-02 E. 31st Street, c. 1915, Commercial, 1 story brick structure with flat roof. Plate glass windows covered. Heavy cornice runs along roof line.
164. 3027 Montgall Avenue, c. 1904, Shirtwaist, 2 1/2 story brick and frame structure with bellcast gable roof. Modest classical detailing. Carved modillions line eaves, fish scale shingles in gable end.
165. 3025 Montgall Avenue, Harry D. Vinton Residence, c. 1904, Shirtwaist, 2 1/2 story brick and frame structure with bellcast gable roof. Original porch piers and balustrade replaced.
166. 3023 Montgall Avenue, c. 1905, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof. Three dormers in roof of facade. Modest classical detailing.
169. 3015 Montgall Avenue, Elisha S. Horn Residence, c. 1904, Modified Shirtwaist, 2 story limestone structure with bellcast gable roof. Original stone piers support modest dentiled cornice of porch roof. Unusual random stone veneer provides visual interest.
171. 3011 Montgall Avenue, William H. Gilwee Residence, c. 1902, Bungalow, 1 1/2 story frame structure with hip roof. Original clapboard, classical battered columns, modest cornice and random butt shingles in gable end all reminiscent of original modest detailing.
172. 3009 Montgall Avenue, c. 1902, Bungalow, 1 1/2 story brick and frame structure with gable roof. Modest classical detailing.
173. 3007 Montgall Avenue, c. 1904, Bungalow, 1 1/2 story brick and frame structure with gable roof.
176. 2703 E. 30th Street, c. 1901, Bungalow, 1 1/2 story frame structure with truncated hip roof. Gable dormers face north, east and west.
177. 2709 E. 30th Street, c. 1901, Bungalow, 1 1/2 story frame structure with hip roof. Gable dormers on east, west and north. Modest classical detailing.
191. 3026 Chestnut Avenue, c. 1906, Bungalow, 1 1/2 story frame structure with gable roof. Original porch posts and balustrade replaced.
193. 2710 E. 31st Street, c. 1903, Shirtwaist, 2 1/2 story frame and brick structure with bellcast hip roof. Fishscale shingles on hip dormers, south facade. Front porch enclosed by jalousie windows.
198. 2800 E. 31st Street, House of Faith, c. 1911, Commercial, 1 story brick structure with flat roof. Plate glass display windows.
199. 3029 Chestnut Avenue, c. 1917, Bungalow, 1 1/2 story frame structure with bellcast gable roof. Modest classical detailing.
200. 3004 Benton Blvd., D.A. Holmes School, c. 1904, Renaissance Revival, 3 story brick structure with modified hip roof. Characteristic of Roman-Tuscan made of Renaissance Revival. Large symmetrically disposed cubic mass with modest projections. Second story window with tabernacle frame above imposing restituted arched entrance in central projecting bay serves as central focal point.

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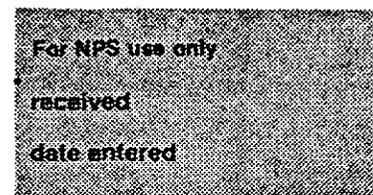
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202. 2901 Prospect Avenue, Jimmy's Steak House, 1912, S.B. Tarbet (arch.), Commercial, Single Story brick structure with shallow red tile hip roof situated below parapet wall. Non-original brick surfacing on West facade.
205. 2615 E. 29th Street, 1914, Vernacular Classical Revival, 3 story brick apartment with triple porticos flanking entrance.
207. 2623 E. 29th Street, Louis Bernhardt Residence, 1921, Vernacular, 2 story frame and stone residence with flat tar and gravel roof.
209. 2629 E. 29th Street, Walter Lloyd Morrow Residence, c. 1904, Shirtwaist, 2 1/2 story frame and stone residence; classical detailing and carved stucco plaque inset into facade.
210. 2635 E. 29th Street, 1908, Shirtwaist, 2 1/2 story brick residence with classical detailing.
211. 2637 E. 29th Street, Fred H. Haback, c. 1904, Modified Shirtwaist, 2 1/2 story stone residence.
212. 2639 E. 29th Street, Frank J. Jackson, c. 1906, Modified Shirtwaist, 2 1/2 story brick residence. Georgian Revival Style elements embellish the facade.
213. 2645 E. 29th Street, c. 1906, Modified Shirtwaist, 2 1/2 story brick residence with modest classical detailing.
214. 2651 E. 29th Street, c. 1906, Shirtwaist, 2 1/2 story frame and stone residence. Wood shingles cover upper floors.
215. 2653 E. 29th Street, John M. Martin Residence, 1908, Modified Shirtwaist, 2 1/2 story brick residence.
216. 2900 Benton Boulevard, 1910, Shepard & Farrar (arch.), Georgian Revival Style, 2 1/2 story brick residence with gable roof. Extensive classical detailing; original porch to south completely enclosed with separate entrance on east. Brick carriage house to northeast.
217. 2918 Benton Boulevard, Thomas A. Brongham Residence, 1905, Modified Shirtwaist, 2 1/2 story stone and brick structure with hip roof; classical detailing and carved stucco plaques inset into facade.
219. 2806 E. 30th Street, Emanuel W. Hoffman Residence, c. 1911, Shirtwaist, 2 1/2 story frame and stone residence with hip roof. Stucco and timber surfacing on upper floor.
220. 2800-02 E. 30th Street, c. 1905, Modified Colonial Revival, 2 story stuccoed frame house with hip roof. Two entrances on south facade.
221. 2722-24 E. 30th Street, c. 1926, Modified Mission Style, 2 story brick apartment with double portico flanking entrance. Low pitch red tile hip roof.
222. 2718 E. 30th Street, c. 1922, Modified Prairie Style, 2 story stuccoed frame and brick residence with low pitch hip roof.
223. 2712-14 E. 30th Street, c. 1923, Vernacular Classical Revival, 3 story brick apartment with triple porticos flanking entrance.
224. 2708 E. 30th Street, c. 1921, Bungalow, 1 1/2 story frame and stone residence with cross gable roof. Stick style brackets support wide eaves.
225. 2704 E. 30th Street, c. 1907, Bungalow 1 1/2 story wood shingle frame and brick residence with cross gable roof. Stick style brackets support wide eaves.
226. 2700 E. 30th Street, c. 1905, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof. Stick style brackets support wide eaves.

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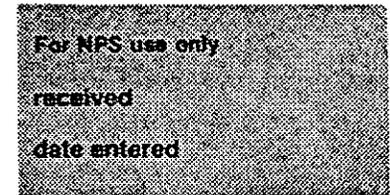
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227. 2622 E. 30th Street, c. 1905, Shirtwaist, 2 1/2 story wood shingled frame and brick residence with bellcast gable roof.
228. 2618-20 E. 30th Street, 1915, Vernacular Classical Revival, 3 story brick apartment with triple porticos flanking entrance.
229. 2614-16 E. 30th Street, 1914, Vernacular Classical Revival, 3 story brick apartment with triple porticos flanking entrance.
230. 2610-12 E. 30th Street, 1914, Vernacular Classical Revival, 2 story brick apartment with double porticos flanking entrance.
231. 2606-08 E. 30th Street, 1914, Vernacular Classical Revival, 2 story brick apartment with double porticos flanking entrances.
235. 2611 Victor, c. 1904, Shirtwaist, 2 1/2 story wood shingled frame residence with bellcast hip roof. Front porch enclosed by screens.
236. 2615 Victor, c. 1904, Modified Shirtwaist, 2 1/2 story frame and brick residence with gable roof. Porch extends along east facade of house.
237. 2619 Victor, c. 1902, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof.
238. 2623 Victor, c. 1903, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Large carved brackets support principal gable; carved plaque inset into north facade.
239. 2627 Victor, c. 1903, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof.
240. 2631 Victor, c. 1904, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof. Rusticated brick porch piers support shallow hip porch roof. Modest classical detailing.
241. 2635 Victor, c. 1903, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof. Rusticated brick porch piers support shallow hip porch roof.
242. 2637 Victor, 1910, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof.
243. 2641 Victor, 1911, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Clapboard covers upper floors.
244. 2647 Victor, George E. Morgan Residence, c. 1904, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof. Clapboard covers upper stories.
245. 2651 Victor, 1905, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof. Wood shingles cover upper floors; classical detailing embellishes facade.
246. 2836 Benton Boulevard, c. 1906, Modified Shirtwaist, 2 1/2 story stone residence with red tile bellcast hip roof. Original front porch completely enclosed.
249. 2632 E. 29th Street, c. 1904, Shirtwaist, 2 1/2 story frame and stone residence; upper floors covered with clapboard.
250. 2639 E. 29th Street, Frank R. Sholler Residence, c. 1902, Modified Shirtwaist, 2 1/2 story brick residence; original porch columns and balustrade replaced by wrought iron.
251. 2628 E. 29th Street, c. 1903, Shirtwaist, 2 1/2 story stone, brick and frame residence.

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252. 2624 E. 29th Street, John W. Fischer Residence, c. 1902, Shirtwaist, 2 1/2 story frame and brick residence. Clapboard siding and carved placque provide visual interest.
253. 2616 E. 29th Street, William E. Woods Residence, 1905, Modified Shirtwaist, 2 1/2 story stone residence with classical detailing.
254. 2610 E. 29th Street, c. 1904, Modified Shirtwaist, 2 1/2 story stone residence with classical detailing. 1 1/2 story stone garage to north.
256. 2823 Prospect Avenue, Ray's Body and Fender Works, c. 1920-5, Commercial, single story brick with cross gable roof.
259. 2611 E. 28th Street, James A. Rose Residence, c. 1902, Modified Shirtwaist, 2 1/2 story brick residence with cross gable roof. Exclusive use of brick on both first and second stories.
261. 2617 E. 28th Street, c. 1902, Modified Shirtwaist, 2 1/2 story brick residence with cross gable roof. Exclusive use of brick on both first and second stories.
262. 2621 E. 28th Street, 1910, Shirtwaist, 2 1/2 story frame and stone residence with gable roof.
263. 2625 E. 28th Street, Santa Fe Day Care Center, 1910, Shirtwaist, 2 1/2 story frame and stone structure with bellcast gable roof. Fishscale shingles in apex north gable end.
265. 2633 E. 28th Street, 1910, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Pedimented gable end, deep eaves.
266. 2637 E. 28th Street, Haven of Rest Baptist Church, N.W. Dible (arch.), 1909, Shirtwaist, 2 1/2 story frame and stone residence with gable roof; shed roof dormer on north facade.
267. 2645 E. 28th Street, N.W. Dible (arch.), 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof. Classical detailing abundant. Decorative wood balustrade on porch roof.
270. 2810 Benton Boulevard, Frank S. Rea Residence, 1913, Frank S. Rea (arch.), Modified Prairie Style, 2 story stuccoed frame and stone structure, built by prominent local architect as his own residence, with shallow hip roof.
271. 2816 Benton Boulevard, Walter M. Davis Residence, 1907, Vernacular Classical Revival, 2 1/2 story stone residence with gable roof and wooden shingles filling gable ends.
272. 2824 Benton Boulevard, George R. Chambers Residence, c. 1905, Shirtwaist, 2 1/2 story brick residence with bellcast hip roof and extensive classical detailing. 1 1/2 story brick carriage house to northeast.
273. 2650 Victor, 1910, John H. Moore (arch.), Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Imbricated shingles fill south gable end.
274. 2646 Victor, James G. Smart Residence, c. 1905, Shirtwaist, 2 1/2 story brick with bellcast hip roof. Exterior accented by classical detailing.
275. 2642 Victor, Edwin Gordon Residence, c. 1904, Shirtwaist, 2 1/2 story brick residence with bellcast hip roof. Rusticated brick piers support shallow hip roof; modest classical detailing.
276. 2640 Victor, Frank S. Buttweilder Residence, 1905, Shirtwaist 2 1/2 story frame and stone residence with bellcast gable roof. Window in gable end on south facade with projecting entablature and flanking attached Doric columns.
277. 2638 Victor, c. 1910, Shirtwaist, 2 1/2 story stone and frame residence with

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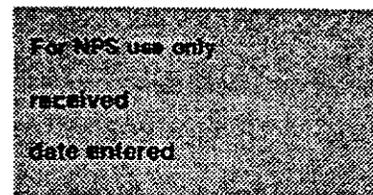
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278. 2634 Victor, 1907, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof.
279. 2628 Victor, 1912, Shirtwaist, 2 1/2 story stuccoed frame and stone residence with gable roof. Carved modillions line eaves of principal and porch gable.
280. 2624 Victor, c. 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
281. 2620 Victor, c. 1904, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof.
282. 2618 Victor, William C. Rose Residence, c. 1904, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof.
283. 2614 Victor, c. 1904, Shirtwaist, 2 1/2 story brick and stone residence with bellcast hip roof.
284. 2610 Victor, c. 1904, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof.
285. 2606 Victor, 1909, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Classical and Stick style detailing embellish facade.
286. 2600 Victor-2829 Prospect, 1916, Modified Prairie Style, 2 story stuccoed frame and brick residence with shallow hip roof.
287. 2603 Lockridge, c. 1909, Shirtwaist, 2 1/2 story stone and frame structure with gable roof and weatherboard siding.
288. 2607 Lockridge, c. 1910, Shirtwaist, 2 1/2 story stone and frame structure with gable roof and clapboard siding. Front porch enclosed by screens.
289. 2611 Lockridge, R. T. Herrick Residence, Edgar P. Madorie, 1908, Shirtwaist, 2 1/2/ story stone and frame residence with gable roof. Coupled Stick Style brackets located under eaves; jalousie windows enclose porch.
290. 2615 Lockridge, c. 1905, Shirtwaist, 2 1/2 story stone and frame residence with hipped gable roof. Carved modillions accent eaves.
291. 2619 Lockridge, c. 1905, Shirtwaist, 2 1/2 story stone and frame residence with bellcast hip roof. Brackets under eaves.
292. 2623 Lockridge, c. 1906, Shirtwaist, 2 1/2 story stone and frame residence with bellcast hip roof.
296. 2639 Lockridge, 1909, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof. Shallow hip roof over porch with central gablet.
297. 2643 Lockridge, The Elegante, c. 1907, Shirtwaist, 2 1/2 story stone and frame residence with bellcast hip roof. Classical embellishments; traceried and leaded glass.
298. 2645 Lockridge, c. 1907, Shirtwaist, 2 1/2 story stone and frame residence with bellcast hip roof. Embellished roof dormers and leaded glass.
299. 2649 Lockridge, The Little Red School House, Senneman & Van Trump, architects, 1910, Eclectic, 2 1/2 story brick residence with half timbering and decorative stone detailing. Cross gable roof. 2 story carriage house to west.
300. 2732 Benton Boulevard, J.H. Foresman Residence, 1910, Sanneman, Apt & Van Trump (arch.), Eclectic, 2 1/2 story brick, frame and stucco residence, Green English tile gable roof. Pergola supported by Doric columns leads from west facade to 1 1/2 story brick carriage house.

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302. 2648 E. 28th Street, Monroe Brown Residence, 1908, Modified Colonial Revival, 2 1/2 story frame and stone residence with gable roof. Pedimented projecting pavillion with coupled colossal columns on south facade.
303. 2644 E. 28th Street, Jacob Hebel Residence, 1908, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Two gable dormers south facade.
304. 2640 E. 28th Street, 1907, Modified Shirtwaist, 2 1/2 story limestone residence with red tile, bellcast hip roof. Exclusive use of stone on first and second stories.
305. 2632 E. 28th Street, Crow & Nelson (arch.), 1908, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Stick work in gable apexes. Gable dormer on roof South.
306. 2626 E. 28th Street, William A. Brannock Residence, Smith & Bois (arch.), 1910, Shirtwaist, 2 1/2 story frame and brick residence with gable roof. Three shed roof dormers in south side of gable roof Wooden arches between piers on proch. (Home of Satchel Paige)
307. 2620 E. 28th Street, c. 1906, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof.
308. 2618 E. 28th Street, c. 1904, Shirtwaist, 2 1/2 story brick and frame residence with bellcast hip roof.
309. 2612 E. 28th Street, c. 1903, Shirtwaist, 2 1/2 story frame and stone residence with cross gable roof. Modest classical detailing. Shingle Style, curved shingled wall surface in apex south gable end.
310. 2610 E. 28th Street, c. 1903, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof. Palladian window in apex of gable end south.
312. 2704-06 Benton Boulevard, 1921, Vernacular Classical Revival, 3 story brick apartment with straight front.
313. 2708-10 Benton Boulevard, 1921, Vernacular Classical Revival, 3 story brick apartment with straight front.
314. 2712 Benton Boulevard, 1912, H. I. Goddard (arch.), Vernacular, 2 1/2 story brick residence with red tile gable roof. Variant of Kansas City Shirtwaist style house.
316. 2720-22 Benton Boulevard, 1918, Vernacular Classic Revival, 3 story brick apartment with straight front.
317. 2724-26 Benton Boulevard, 1918, Vernacular Classic Revival, 3 story brick apartment with straight front.
318. 2660-62 Lockridge, c. 1918, Vernacular Classic Revival, 3 story brick apartment with classical entablature and detailing.
319. 2658 Lockridge, c. 1921, Vernacular Classic Revival, 3 story brick apartment with classical entablature and detailing.
320. 2654 Lockridge, Samuel P. Woods Residence, c. 1905, Shirtwaist, 2 1/2 story stone and frame residence with bellcast hip roof.
321. 2650 Lockridge, George G. Moore Residence, Owen & Payson (arch.), 1910, Modified Tudor, 2 1/2 story brick and frame residence. Stuccoed exterior with gable roof.
322. 2646 Lockridge, c. 1908, Shirtwaist, 2 1/2 story brick and frame residence with bellcast gable roof. Porch extends across south and east facade of house.

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323. 2642 Lockridge, c. 1907, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof. Carved modillions under eaves and decorative bargeboard trim. Coupled classical columns support front porch.
324. 2638 Lockridge, c. 1906, Shirtwaist 2 1/2 story stone and frame residence with bellcast hip roof. Random butt shingles cover upper floors.
325. 2634 Lockridge, Morris Licktig Residence, c. 1907, Shirtwaist, 2 1/2 story stone and frame residence with pedimented bellcast gable roof. Porch extends along north facade.
326. 2630 Lockridge, c. 1906, Shirtwaist, 2 1/2 story stone and frame residence with bellcast hip roof.
327. 2626 Lockridge, Louis B. Lebrecht Residence, c. 1906, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof. Front porch enclosed.
328. 2622 Lockridge, c. 1905, Shirtwaist, 2 1/2 story stone and frame residence with hip roof. Carved modillions under eaves.
329. 2618 Lockridge, c. 1905, Shirtwaist, 2 1/2 story stone and frame residence with gable roof. Carved modillions under eaves, eyelid dormer, faces south, classical piers support porch roof.
330. 2614 Lockridge, c. 1905, Shirtwaist, 2 1/2 story stone and frame residence with cross gable roof. Dentil molding accents cornice.
331. 2610 Lockridge, c. 1905, Shirtwaist 2 1/2 story stone and frame structure with bellcast hip roof. Front porch enclosed.
332. 2604 Lockridge, c. 1909, Shirtwaist, 2 1/2 story stone and frame structure with gable roof and wood shingle siding.
334. 2717 Prospect Avenue, Shine Parlour, 1924, Commercial. Single story brick structure surface with plywood on principal facade. Originally housed Western Union Tel. Co. and Semon-Mahony Beauty Parlour.
335. 2958 Lockridge, R. K. Frye Residence, 1909, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof.
336. 2956 Lockridge, 1909, Shirtwaist, 2 1/2 story stone, brick and frame residence with bellcast gable roof.
338. 2952 Lockridge, c. 1907, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof.
339. 2950 Lockridge, c. 1907, Bungalow, 1 1/2 story stone and frame residence with bellcast gable roof. Classical columns support porch roof; balconied dormers on south facade.
340. 2948 Lockridge, Richard F. Westfall Residence, 1908, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof.
341. 2944 Lockridge, Louis H. Stanart Residence, 1921, Bungalow, single story stone and frame structure with gable roof.
342. 2940 Lockridge, c. 1907, Shirtwaist, 2 1/2 story brick and frame residence with bellcast gable roof. Wrought iron posts replace original porch columns.
344. 2932 Lockridge, c. 1907, Shirtwaist 2 1/2 story stone and frame residence with bellcast gable roof. Imbricated shingles fill gable end.
345. 2930 Lockridge, c. 1907, Shirtwaist, 2 1/2 story brick and frame residence with bellcast gable roof.

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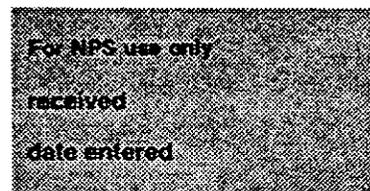
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346. 2926 Lockridge, 1909, Modified Shirtwaist, 2 1/2 story frame residence with shingled exterior with bellcast gable roof.
347. 2922 Lockridge, William H. Ross Residence, c. 1907, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable roof. Clapboard covers upper floors.
348. 2918 Lockridge, George H. Meyer Residence, 1912, Shirtwaist, 2 1/2 story stone and frame residence with gable roof. Stuccoed exterior and enclosed front porch.
350. 2912-14 Lockridge, 1917, Vernacular Classical Revival. 3 story brick apartment with classical entablature and detailing.
351. 2908 Lockridge, c. 1917, Vernacular Classical Revival, 3 story brick apartment with classical entablature and detailing.
352. 2725-27 Benton Boulevard, 1916, Vernacular Classical Revival, 3 story brick apartment with triple porticos flanking entrance.
353. 2721-23 Benton Boulevard, 1916, Vernacular Classical Revival, 3 story brick apartment with triple porticos flanking entrance.
354. 2717 Benton Boulevard, 1916 Vernacular Classical Revival, 3 story brick apartment with triple porticos flanking entrance.
355. 2713-15 Benton Boulevard, 1916, Vernacular Classical Revival, 3 story brick apartment with triple porticos flanking entrance.
356. 2709-11 Benton Boulevard, 1916, Vernacular Classical Revival 3 story brick apartment with triple porticos flanking entrance.
357. 2705 Benton Boulevard, 1916, Vernacular Classical Revival, 3 story brick apartment with triple porticos flanking entrance.
358. 2741 Benton Boulevard, c. 1916, Vernacular Classical Revival, 3 story brick apartment with straight front.
359. 2737 Benton Boulevard, 1916, Vernacular Classical Revival, 3 story brick apartment with straight front.
361. 2903-5 Lockridge, c. 1916, Vernacular Classical Revival, 3 story brick apartment with classical entablature and detailing.
362. 2907 Lockridge, c. 1909, Shirtwaist, 2 1/2 story stone, brick and frame residence with bellcast gable roof.
363. 2909 Lockridge, J. S. Lucas (arch.), c. 1906, Bungaloid, 1 1/2 story frame residence with gable roof. First floor stuccoed, weatherboard covers upper story.
364. 2915 Lockridge, 1916, Shirtwaist, 2 1/2 story brick and frame residence with gable roof with decorative bargeboard trim. Brackets under eaves.
365. 2919 Lockridge, Edward H. Robbins Residence, c. 1907, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable roof. Clapboard covers upper floors; Palladian window in north gable end.
366. 2933 Lockridge, 1903, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof. Clapboard covers upper floors.
367. 2935 Lockridge, 1910 Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof.
368. 2937 Lockridge, Elias L. Pound Residence, Henthorn & Ferguson Brothers (arch.), 1909, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable roof.

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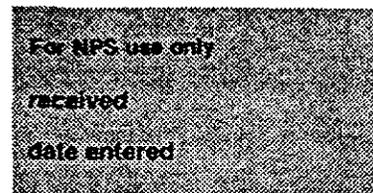
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369. 2939 Lockridge, c. 1909, Shirtwaist, 2 1/2 story brick and frame residence with bellcast gable roof. Traceried windows in gable end.
370. 2941 Lockridge, c. 1909, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof.
371. 2943 Lockridge, c. 1916, Shirtwaist, 2 1/2 story stone and frame residence with gable roof. Brackets under eaves and exposed rafters.
372. 2945 Lockridge, c. 1907, Modified Shirtwaist, 2 1/2 story brick structure with bellcast hip roof.
374. 2961 Lockridge, c. 1908, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof. Wood shingles and clapboard cover upper floors.
375. 2960 E. 28th Street, 1910, Shirtwaist 2 1/2 story frame and stone residence with bellcast gable roof.
376. 2956 E. 28th Street, c. 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Front porch enclosed by jalousie windows. Bow window crosses second floor.
377. 2954 E. 28th Street, 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Dentiled cornices throughout.
379. 2948 E. 28th Street, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
381. 2942 E. 28th Street, 1909, Shirtwaist, 2 1/2 story frame and brick residence with gable roof. Brackets support deep eaves.
382. 2940 E. 28th Street, 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Pedimented gable ends.
383. 2938 E. 28th Street, William E. Griffin Residence, c. 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Pedimented gable ends.
384. 2934 E. 28th Street, 1909, Bungalow, 1 1/2 story frame and stone residence with gable roof.
385. 2922 E. 28th Street, c. 1940, Vernacular Classic Revival, 3 story brick residence with flat roof.
386. 2920 E. 28th Street, Joseph H. Graham Residence, 1910, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
387. 2916 E. 28th Street, c. 1907, Vernacular, 2 story stone residence with bellcast gable roof. Original porch posts and railings replaced.
388. 2910-12 E. 28th Street, c. 1916, Vernacular Classical Revival, 3 story brick apartment with flat roof. Heavy entablature.
390. 2749 Benton Boulevard, c. 1916, Vernacular Classical Revival, 3 story brick apartment with straight front.
391. 2745 Benton Boulevard, c. 1916, Vernacular Classical Revival, 3 story brick apartment with straight front.
392. 2809-11 Benton Boulevard, 1917, Vernacular Classical Revival, 3 story brick apartment with straight front.
393. 2805-07 Benton Boulevard, 1917, Vernacular Classical Revival, 3 story brick apartment with straight front.
394. 2801 Benton Boulevard, 1917, Vernacular Classical Revival, 3 story brick apartment with straight front.

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395. 2907-09 E. 28th Street, 1917, Vernacular Classical Revival, 3 story brick apartment with flat roof.
396. 2911-13 E. 28th Street, 1917, Vernacular Classical Revival, 3 story brick apartment with flat roof.
397. 2915 E. 28th Street, 1910, Shirtwaist 2 1/2 story frame and stone residence with bellcast gable roof.
398. 2917 E. 28th Street, Albert J. Hakan Residence, 1923, Bungalow, 1 1/2 story frame structure with gable roof.
399. 2919 E. 28th Street, Wendell O. Lenhart Residence, 1923, Bungalow, 1 1/2 story frame structure with gable roof.
400. 2925 E. 28th Street, c. 1921, Bungalow, 1 1/2 story frame residence with gable roof.
401. 2927 E. 28th Street, Dan H. Kelcher Residence, c. 1921, Bungalow, 1 1/2 story frame structure with gable roof. Stick Style elements in gable end.
402. 2931 E. 28th Street, 1909, Bungaloid, 1 1/2 story frame and brick residence with gable roof. Stick Style elements in gable end.
403. 2935 E. 28th Street, 1909, Bungaloid, 1 1/2 story frame and brick residence with gable roof.
404. 2937 E. 28th Street, 1909, Bungaloid, 1 1/2 story frame and brick residence with gable roof.
405. 2941 E. 28th Street, 1912, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Stick Style elements abundant.
406. 2943 E. 28th Street, c. 1912, Modified Shirtwaist, 2 1/2 story frame with gable roof. Exclusive use of stucco on exterior walls.
407. 2945 E. 28th Street, Napoleon W. Dible Residence, 1912, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Large brackets support deep eaves.
408. 2947 E. 28th Street, John Reynard Residence, 1911, Bungaloid, 1 1/2 story frame and brick structure with steep gable roof. Unusually broad structure for bungaloid style.
409. 2953 E. 28th Street, Patrick J. O'Donnell Residence, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
410. 2955 E. 28th Street, c. 1908, Shirtwaist 2 1/2 story frame and stone residence with bellcast gable roof.
411. 2959 E. 28th Street, 1909, Shirtwaist 2 1/2 story frame and brick residence with bellcast hip roof. Tripartite window second floor north facade.
412. 2961 E. 28th Street, c. 1909, Shirtwaist, 2 1/2 story frame and brick residence with gable roof.
413. 2958 Victor, Joseph T. McGrew Residence, 1908, Bungaloid, 1 1/2 story stone residence with gable roof. Battlemented dormers face south.
414. 2952 Victor, Isacc Landman Residence, 1913, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
415. 2950 Victor, W. I. Morley (arch.), 1909, Shirtwaist, 2 1/2 story frame and brick residence with gable roof. Clapboard covers second floor; stucco and half timbering fill gable end of principal gable and porch roof.

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416. 2948 Victor, 1908 Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Wood shingles cover upper floors.
417. 2944 Victor, c. 1907, Shirtwaist, 2 1/2 story frame and brick residence with gable roof. Clapboard covers upper floors, addition of rectangular projecting bay on second story of east facade.
418. 2942 Victor, c. 1907, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Clapboard covers upper floors.
419. 2938 Victor, c. 1907, Shirtwaist, 2 1/2 story frame and brick residence with gable roof.
421. 2930 Victor, c. 1907, Shirtwaist, 2 1/2 story frame and brick residence with gable roof. Classical columns support front porch roof.
422. 2926 Victor, c. 1907, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Wooden shingles cover upper floors; classical columns support front porch roof.
423. 2922 Victor, c. 1907, Shirtwaist, 2 1/2 story frame and brick residence with gable roof. Classical columns support front porch roof.
424. 2918 Victor, c. 1907, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Classical columns support front porch roof.
425. 2914 Victor, c. 1907, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof. Battered Doric columns support front porch roof.
426. 2910 Victor, St. Paul's Presbyterian Church, c. 1925, Modified Neo-Classical Revival, 2 story brick structure with gable roof. Colossal portico frames entrance on south facade.
427. 2835 Benton Boulevard, c. 1914, Shirtwaist, 2 story frame and brick residence with hip roof.
428. 2831 Benton Boulevard, J. C. Zeigler Residence, c. 1923, Colonial Revival Style, 2 story stuccoed frame structure with hip roof and classically detailed entrance portico and large double decker porch.
429. 2915 Victor, c. 1907, Shirtwaist 2 1/2 story stone and asbestos shingle with gable roof.
431. 2921 Victor, c. 1908, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Clapboard covers upper floors; Stick Style brackets.
432. 2923 Victor, 1908, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof.
433. 2925 Victor, 1907, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Clapboard covers upper floors.
434. 2927 Victor, 1907, Shirtwaist, 2 1/2 story frame and stone residence with hip roof.
435. 2931 Victor, 1908, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof. Abundance of classical detailing embellishes facade.
436. 2933 Victor, c. 1909, Shirtwaist 2 1/2 story frame and stone residence with pedimented gable roof.
437. 2941 Victor, c. 1909, Shirtwaist, 2 1/2 story frame and stone residence with cross gable roof. Influence of Elizabethan Style in combination Stucco and half timbering.

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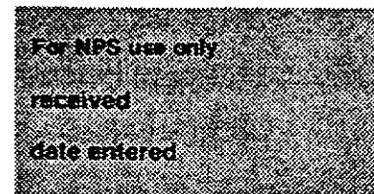
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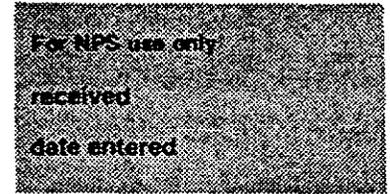
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- 438. 2949 Victor, 1909, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Decorative appliqued wood on facade.
- 439. 2951 Victor, 1910, Shirtwaist, 2 1/2 story frame and stone residence with pedimented gable roof. Decorative projecting window in north gable end.
- 440. 2953 Victor, 1920 Bungalowoid, 1 1/2 story frame and stone residence with gable roof.
- 441. 2958 E. 29th Street, Chester L. Jones Residence, 1909, Bungalowoid, 1 1/2 story frame residence with gable roof.
- 442. 2954 E. 29th Street, Ilus M. Lee Residence, 1910, Shirtwaist, 2 1/2 story frame and stone residence with gable roof.
- 443. 2950 E. 29th Street, Charles F. Fowler Residence, 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof.
- 444. 2946 E. 29th Street, Joel R. Thorn Residence, c. 1909, Shirtwaist, 2 1/2 story wood shingled frame and stone residence with gable roof. Stick Style elements embellish the facade.
- 445. 2942 E. 29th Street, 1909, Shirtwaist, 2 1/2 wood shingled frame and stone residence with gable roof.
- 446. 2940 E. 29th Street, 1909, Modified Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Stuccoed exterior with Stick Style elements.
- 447. 2932 E. 29th Street, Alfred M. Seymour Residence, 1908, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof. Wood shingles cover upper floors.
- 448. 2928 E. 29th Street, c. 1907, Shirtwaist, 2 1/2 story frame and brick residence with gable roof.
- 449. 2924 E. 29th Street, 1906, Shirtwaist, 2 1/2 story frame and stone construction with bellcast gable roof.
- 450. 2922 E. 29th Street, 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof. Classical detailing evident in coupled porch columns and turned balustrade.
- 451. 2918 E. 29th Street, 1906, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof.
- 452. 2914 E. 29th Street, 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
- 453. 2910 E. 29th Street, 1906, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Wood shingles cover upper floors.
- 454. 2906-08 E. 29th Street, 1923, Modified Shirtwaist, 2 story brick residence with red tile hip roof. Additions of second story porch and enclosure of first floor porch.
- 456. 2938 Benton Boulevard, 1909, Edgar Ferris (arch.), Modified Shirtwaist, 2 1/2 story brick residence hip roof and stone detailing.
- 457. 2915 Benton Boulevard, Howard N. Tabibian Residence, c. 1905, Shirtwaist, 2 1/2 story wood shingled frame and stone construction with gable roof. Stick Style brackets support eaves.
- 459. 2909 E. 29th Street, 1906, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof.

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460. 2915 E. 29th Street, 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
461. 2917 E. 29th Street, 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
462. 2921 E. 29th Street, 1906, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof.
463. 2923 E. 29th Street, 1906, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof and modest classical detailing.
464. 2925 E. 29th Street, c. 1907, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof. Embellishments include classical detailing and gable within principal gable
465. 2929 E. 29th Street, Frederick M. Seymour Residence, c. 1910, Shirtwaist, 2 1/2 story frame and stone residence with gable roof.
466. 2935 E. 29th Street, Hal C. Cole Residence, c. 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Palladian-like window fills north gable end.
467. 2939 E. 29th Street, c. 1910, Shirtwaist, 2 1/2 story frame and stone residence with gable roof.
468. 2941 E. 29th Street, 1906 Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
469. 2947 E. 29th Street, c. 1908, Shirtwaist, frame and stone with bellcast gable roof.
470. 2949 E. 29th Street, c. 1909, Shirtwaist, 2 1/2 story frame and stone residence. Classical elements embellish exterior.
471. 2955 E. 29th Street, 1910, Modified Prairie Style, 2 story stuccoed frame and stone residence with hip roof.
472. 2958 E. 30th Street, 1915, Modified Prairie Style, 2 story stuccoed frame and brick residence with shallow hip roof.
473. 2954 E. 30th Street, 1910, Shirtwaist, 2 1/2 story frame and stone residence with gable roof.
474. 2948 E. 30th Street, William K. Thompson Residence, c. 1911, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
475. 2944 E. 30th Street, c. 1906, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Stick Style brackets support gable roof sheltering the porch.
476. 2940 E. 30th Street, 1909, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
477. 2938 E. 30th Street, 1915, Modified Prairie Style, 2 story stuccoed frame and brick residence with shallow hip roof.
478. 2934 E. 30th Street, c. 1916, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof. Upper floors sheathed with wooden clapboard.
479. 2932 E. 30th Street, Charles J. Bowers Residence, 1921, Bungalow, 1 1/2 story frame and brick residence with gable roof. Applied Arts and Crafts ornament.
480. 2930 E. 30th Street, Laurence D. Walker Residence, 1921, Shirtwaist, 2 1/2 story stuccoed frame and stone residence with bellcast hip roof.
481. 2928 E. 30th Street, Earl E. Woodson Residence, 1921, Bungalow, 1 1/2 story frame and stone residence with gable roof. Applied Arts and Crafts ornament.

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482. 2926 E. 30th Street, George D. Noland Residence, 1921, Shirtwaist, 2 1/2 story stuccoed frame and brick residence with bellcast hip roof.
483. 2924 E. 30th Street, Michael J. Nevins Residence, 1921, Bungalow, 1 1/2 story stuccoed frame and stone residence with gable roof. Decorated bargeboard trim and projecting rafters.
484. 2922 E. 30th Street, Hubert H. Griffith Residence, 1921, Bungalow, 1 1/2 story stuccoed frame and stone residence. Decorated bargeboard trim and projecting rafters with gable.
485. 2920 E. 30th Street, John H. Anderson Residence, 1921, Shirtwaist, 2 1/2 story stuccoed frame and stone residence with bellcast hip roof.
486. 2918 E. 30th Street, c. 1907, Shirtwaist, 2 1/2 story frame and brick structure with bellcast hip roof. Carved plaque decorates south facade.
487. 2914 E. 30th Street, Rev. Albert W. Linquist Residence, 1922, Modified Prairie Style, 2 story stuccoed frame and brick residence with low hip roof.
488. 2910 E. 30th Street, Pleasant Green Baptist Church, 1924, H.E. Ecklund (arch.), Modified Late Gothic Revival, 2 story brick structure with English tile gable roof.
490. 3005 Benton Boulevard, Wise Council House, 1908, Shirtwaist, 2 1/2 story stone and frame structure with cross bellcast gable roof. Front porch continues around south side with an addition to second floor built over porch extension.
491. 3009 Benton Boulevard, 1911, Shirtwaist, 2 1/2 story stone and frame structure with cross bellcast gable roof.
492. 3015 Benton Boulevard, c. 1902, Modified Shirtwaist, 2 1/2 story brick structure with bellcast gable roof. Exclusive use of brick veneer. Carved wood modillions under deep eaves and patterned brick work accenting fenestration and decorate structure.
493. 3017 Benton Boulevard, c. 1915, Shirtwaist, 2 1/2 story stone and frame structure with hip roof. Large classical balconied entry portico and two hipped dormers on facade vary appearance of structure.
494. 3021 Benton Boulevard, c. 1902, Modified Shirtwaist, 2 1/2 story brick structure with bellcast gable roof. Exclusive use of brick veneer. Decorative dentil work emphasize pedimented gable end on west.
495. 3025 Benton Boulevard, c. 1902, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof. Front porch enclosed by screening.
496. 3029-31 Benton Boulevard, 1923, Vernacular Classical Revival, 2 story brick apartments with shallow hip roof. Double porticos flank entrance. Classical porch piers.
497. 3033-35 Benton Boulevard, 1923, Vernacular Classical Revival, 2 story brick apartments with shallow hip roof. Double porticos flank entrance. Classical porch piers.
498. 3037-39 Benton Boulevard, 1923, Vernacular Classical Revival, 2 story brick apartments with shallow hip roof, double porticos flank entrance, classical porch piers.

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499. 3041 Benton Boulevard, Maxine's Cafe, c. 1932, Modified Spanish Colonial Revival, 1 story brick commercial structure with flat roof behind modified gable roof. Large plate glass display windows flank entrance. Red Spanish tiles on gable roof. Decorated with carved finials.
500. 2900 E. 31st Street, c. 1926, Spanish Colonial Revival, 2 story brick commercial structure with flat roof. Partial red tile hip roof. Plate glass display windows first floor.
501. 2910 E. 31st Street, 1925, Commercial, 1 story brick structure with flat roof. Plate glass display windows.
502. 2918 E. 31st Street, c. 1911, Commercial, 2 story brick structure with flat roof. All windows boarded over.
503. 3044 Agnes Avenue, c. 1905, Shirtwaist, 2 1/2 story brick and frame structure with bellcast gable roof. Unusual wall treatment with stucco on first floor and brick veneer on second floor and 1/2.
504. 3040 Agnes Avenue, c. 1905, Shirtwaist, 2 1/2 story brick and shingle structure with bellcast hip roof. Front porch enclosed by screening.
505. 3038 Agnes Avenue, c. 1905, Bungalow, 1 1/2 story brick and frame structure with gable roof. Tripartite oriel in gabled and end east facade.
506. 3034 Agnes Avenue, c. 1906, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof. Decorative tracery in dormer windows. Patterned brick work in porch railing.
507. 3032 Agnes Avenue, c. 1904, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof. Original porch balustrade replaced.
508. 3028 Agnes Avenue, c. 1904, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof. Original clapboard and porch posts remain.
509. 3026 Agnes Avenue, c. 1904, Bungalow, 1 1/2 story brick and frame structure with gable roof.
510. 3022 Agnes Avenue, c. 1905, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof. Original porch railings replaced.
511. 3018 Agnes Avenue, c. 1905, Shirtwaist, 2 1/2 story brick and frame structure with bellcast gable roof. Battered porch piers.
512. 3016 Agnes Avenue, c. 1905, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof. Original porch posts and balustrade replaced.
513. 3010 Agnes Avenue, 1908, Bungalow, 1 1/2 story frame structure with hip roof. Original porch posts and railing replaced.
514. 2917 E. 30th Street, c. 1909, Shirtwaist, 2 1/2 story frame and brick structure with gable roof. Exposed rafters under deep eaves.
515. 2915 E. 30th Street, 1909, Shirtwaist, 2 1/2 story frame and brick structure with hip roof. Exposed rafters under deep eaves.
516. 2911 E. 30th Street, William E. Crawford Residence, c. 1910, Shirtwaist, 2 1/2 story frame and brick structure with bellcast hip roof. Perforated gable end on porch.
517. 3001-3003 Agnes Avenue, c. 1905, Vernacular, 2 story brick apartments with flat roof. Two, two tiered verandas on the east facade. Patterned brick parapet.

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518. 3005 Agnes Avenue, c. 1904, Bungalow, 1 1/2 story frame structure with bellcast gable roof. Original porch posts replaced.
519. 3007 Agnes Avenue, c. 1904, Shirtwaist, 2 1/2 story brick and frame structure with hip roof. Modest classical details.
520. 3009 Agnes Avenue, c. 1904, Shirtwaist, 2 1/2 story brick and frame structure with bellcast gable roof. Original porch posts and railings replaced. Secondary entrance and enclosed staircase to second floor on south.
521. 3011 Agnes Avenue, c. 1904, Shirtwaist, 2 1/2 story brick and frame structure with hip roof. Original porch posts replaced.
522. 3013 Agnes Avenue, Maud B. English Residence, c. 1904, Bungalow, 1 1/2 story brick and frame structure with gable roof. Original porch posts and balustrade replaced. Random butt shingles in gable ends west facade.
523. 3015 Agnes Avenue, c. 1905, Shirtwaist, 2 1/2 story brick and frame structure with hip roof. Original porch posts and balustrade replaced.
524. 3019 Agnes Avenue, c. 1904, Shirtwaist, 2 1/2 story brick and frame structure with gable roof. Usual plan enriched by additional gable on west facade and cornices accented by dentiled moldings.
525. 3021 Agnes Avenue, c. 1904, Shirtwaist, 2 1/2 story brick and frame structure with hip roof. Dormer windows have wood tracery in upper sash. Original porch posts and balustrade replaced.
526. 3023 Agnes Avenue, c. 1904, Shirtwaist, 2 1/2 story brick and frame structure with bellcast gable roof. Three sided oriel window on second floor of the west facade. Original porch piers and balustrade replaced.
527. 3025 Agnes Avenue, c. 1904, Bungalow, 1 1/2 story brick and frame structure with gable roof. Three sided oriel window in center of facade. Original porch posts and balustrade replaced.
531. 3010 E. 31st Street, c. 1921, Bungalow, 1 1/2 story frame structure with gable roof. Original porch posts and balustrade replaced.
532. 3020 E. 31st Street, c. 1904, Vernacular Georgian Revival, 2 1/2 story frame structure with gable roof. Palladian window above front porch. Board & Batton wall treatment in natural wood. Original porch posts and balustrade replaced.
533. 3018 E. 31st Street, c. 1921, Commercial, 1 story frame and brick structure with flat roof. Two full story garages and an entrance on south facade.
534. 3028 Bellefontaine Avenue, Bert H. Nelson Residence, c. 1905, Bungalow, 1 1/2 story frame structure with hip and gable roof. Gable dormers on east, north and south alter normal hip roof line. Original porch piers and balustrade replaced. Walt Disney's Home, National Register of Historic Places Property.
535. 3026 Bellefontaine Avenue, George H. English Residence, c. 1908, Vernacular, 2 story brick and frame structure with gable roof. Overly large dormers added to north and south alter original appearance. Modest classical detailing.
536. 3024 Bellefontaine Avenue, c. 1907, Bungalow, 1 1/2 story stone and frame structure with gable roof. Original porch posts and balustrades replaced.
537. 3022 Bellefontaine Avenue, Charles G. Byers Residence, 1904, Bungalow, 1 1/2 story frame structure with gable roof. Modest classical details.

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538. 3020 Bellefontaine Avenue, c. 1934, Bungalow, 1 1/2 story frame structure with gable roof. Modest Victorian ornamentation.
539. 3018 Bellefontaine Avenue, c. 1912, Modified Prairie Style, 2 story frame structure with low pitched hip roof. Modest classical detailing.
540. 3016 Bellefontaine Avenue, 1908, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof.
541. 3012 Bellefontaine Avenue, c. 1906, Modified Shirtwaist, 2 1/2 story frame structure with bellcast gable roof. Exclusive use of materials on all floors. Exterior stairway to second floor.
543. 3008 Bellefontaine Avenue, Arthur Wilhite Residence, c. 1910, Vernacular, 2 story frame structure with gable roof. Modest classical detailing.
544. 3006 Bellefontaine Avenue, c. 1905, Bungalow, 1 story frame structure with hip roof. Front porch enclosed by addition of screens.
545. 3004 Bellefontaine Avenue, c. 1905, Vernacular, 1 1/2 story frame structure with gable roof. Classical porch columns. Original porch balustrade replaced.
546. 3002 Bellefontaine Avenue, c. 1908, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof. Original porch posts and balustrade replaced. Pedimented gable end on porch roof.
547. 3000 Bellefontaine Avenue, c. 1904, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable roof. Tripartite oriel on north facade. Pedimented gable end on north.
548. 3101 E. 30th Street, c. 1906, Shirtwaist, 2 story frame and brick structure with cross gable roof.
549. 3103 E. 30th Street, c. 1906, Shirtwaist, 2 story frame and brick structure with cross gable roof.
550. 3109 E. 30th Street, c. 1906, Bungalow, 1 1/2 story frame and brick structure with gable roof. Pedimented gable roof on porch.
551. 3311 E. 30th Street, Frank H. McMahon Residence, c. 1906, Shirtwaist, 2 1/2 story frame and brick structure with bellcast gable roof. Fish scale shingles in apex of gable ends.
552. 3009 Bellefontaine Avenue, The Robert Hodges Residence, 1904, Bungalow, 1 1/2 story brick and frame structure with gable roof. Modest Stick Style characteristics seen in exposed rafters and brackets under deep eaves.
553. 3011 Bellefontaine Avenue, c. 1910, Bungalow, 2 story brick and frame structure with gabled hip roof. Addition of hipped dormers almost obscures original Bungalow configuration. Original porch piers replaced. Main entrance on east facade located in recessed bay.
554. 3015 Bellefontaine Avenue, c. 1907, Vernacular Classical Revival, 1 1/2 story frame structure with salt box roof. Two gabled dormers face south.
555. 3017 Bellefontaine Avenue, c. 1904, Bungalow, 1 1/2 story frame structure with gable roof. Decorative stick work in gable end of porch roof. Original porch balustrade replaced.
556. 3019 Bellefontaine Avenue, c. 1917, Bungalow, 1 1/2 story frame structure with gable roof. Original porch piers and balustrade replaced.
557. 3023 Bellefontaine Avenue, c. 1909 Bungalow, 1 1/2 story frame structure with gable roof. Original porch posts and balustrade replaced.
558. 3025 Bellefontaine Avenue, c. 1905, Bungalow, 1 1/2 story frame structure with bellcast gable roof. Roof line altered with addition of overly large dormers

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559. 3100 E. 31st Street, c. 1927, Vernacular, 1 story brick structure with flat roof. Massive building punctuated by transomed windows and pilasters.
560. 3036 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame structure with gable roof. Central wall dormer with gable roof.
561. 3034 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame structure with gable roof extending into shed roof over porch.
562. 3032 Walrond Avenue, c. 1914, Bungalow, 1 1/2 story frame structure with gable roof. Central wall dormer with gable roof.
563. 3030 Walrond Avenue, c. 1914, Bungalow, 1 1/2 story frame structure with gable roof extending into shed roof over porch.
564. 3028 Walrond Avenue, c. 1914, Bungalow, 1 1/2 story frame structure with gable roof. Central wall dormer with gable roof.
565. 3026 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame structure with gable roof.
566. 3022 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame structure with gable roof. Central wall dormer with gable roof.
567. 3020 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame structure with gable roof that extends into a shed roof over porch.
568. 3018 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame structure with gable roof. Central wall dormer with gable roof.
569. 3016 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame structure with gable roof extending into shed roof over porch.
570. 3014 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame structure with gable roof. Original porch posts and balustrade replaced.
571. 3010 Walrond Avenue, c. 1921, Bungalow, 1 1/2 story frame structure with gable roof. All wall surfaces of stucco.
572. 3119 E. 30th Street, 1911, Shirtwaist, 2 1/2 story frame and stone structure with bellcast gable roof. Fish scale shingles in apex of porch gable end and abundance of dentil molding.
574. 3115 E. 30th Street, c. 1908, Shirtwaist, 2 1/2 story frame and stone structure with bellcast hip roof. Original clapboard intact.
575. 3201 E. 30th Street, 1910, Shirtwaist, 2 1/2 story frame and stone structure with hip roof. Original clapboard, and fish scale shingles in apex of porch gable end.
576. 3203 E. 30th Street, c. 1910, Shirtwaist, 2 1/2 story frame and stone structure with bellcast hip roof. Screening encloses porch.
577. 3205 E. 30th Street, c. 1907, Shirtwaist, 2 1/2 story frame and stone structure with bellcast hip roof.
578. 3209 E. 30th Street, c. 1907, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof.
579. 3215 E. 30th Street, c. 1909, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable roof. Tripartite oriel on north facade.
580. 3217 E. 30th Street, c. 1909, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable roof. Fish scale shingles in apex of gable ends.
582. 3221 E. 30th Street, c. 1909, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable roof. Palladian window in apex of gable end. Tripartite oriel on west facade.

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583. 3008 College Avenue, c. 1909, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable roof. Pedimented gable end with dentils under deep eaves and projecting bay northeast on east facade are variations on Shirtwaist style.
584. 3010 College Avenue, c. 1909, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable roof. Shirtwaist style enriched with Tripartite oriel window in east facade, pedimented gable with deep eaves, with dentil moldings.
585. 3012 College Avenue, c. 1909, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable roof. Gable end of roof is located on the side of the house, shed roof shelters front porch. Tracery in gable dormer and second story windows east facade.
586. 3014 College Avenue, c. 1909, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable roof. Pedimented gable end, projecting bay second story on east facade and dentil moldings enliven Shirtwaist style.
587. 3016 College Avenue, c. 1909, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable roof. Tripartite oriel and Palladian window in pedimented gable end on east facade add decorative accents.
588. 3220 E. 30th Terrace, c. 1909, Bungalow, 1 1/2 story frame and brick structure with gable roof. Exposed rafters and brackets under deep eaves. Front porch enclosed by screens.
589. 3218 E. 30th Terrace, c. 1909, Bungalow, 1 1/2 story frame structure with hip roof. Front porch enclosed by screens.
590. 3216 E. 30th Terrace, c. 1909, Bungalow, 1 1/2 story frame structure with gable roof. Front porch being enclosed by screening.
591. 3214 E. 30th Terrace, c. 1909, Bungalow, 1 1/2 story frame structure with gable roof. Half of front porch enclosed by screens.
592. 3212 E. 30th Terrace, c. 1909, Bungalow, 1 1/2 story frame structure with hip roof. Front porch partially enclosed by jalousie windows.
593. 3210 E. 30th Terrace, c. 1909, Bungalow, 1 1/2 story frame structure with gable roof. Original porch posts and balustrade replaced.
594. 3208 E. 30th Terrace, c. 1909, Bungalow, 1 1/2 story frame structure with hip roof. Original porch posts and balustrade replaced.
595. 3029 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame and brick structure with gable roof.
596. 3027 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame structure with gable roof. Central wall dormer with gable roof.
597. 3025 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame structure with gable roof. Central wall dormer with gable roof and random butt shingles in apex of gable.
598. 3023 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame structure with gable roof. Central wall dormer with gable roof on facade.
599. 3021 Walrond Avenue, 1914, Bungalow, 1 1/2 story brick and frame structure with gable roof. Central wall dormer with gable roof on east.
600. 3019 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame and brick structure with gable roof. Central wall dormer with gable roof and random butt shingles in gable end.

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601. 3017 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame structure with gable roof. Central wall dormer with gable roof.
602. 3015 Walrond Avenue, 1914, Bungalow, 1 1/2 story structure with gable roof. Central wall dormer with gable roof on west facade.
603. 3011 Walrond Avenue, 1914, Bungalow, 1 1/2 story brick and frame structure with gable roof. Random butt shingles in gable end.
604. 3200 E. 31st Street, c. 1916, Commercial, 1 story frame structure with boomtown roof. Entrance and garage on facade.
606. 3037 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame structure with gable roof. Random butt shingles in apex of gable end.
607. 3035 Walrond Avenue, 1914, Bungalow, 1 1/2 story frame structure with gable roof. Jalousie windows enclose front porch.
608. 3207 E. 30th Terrace, c. 1909, Bungalow, 1 1/2 story frame structure with hip roof. Front porch enclosed by screens. Second story windows boarded.
609. 3209 E. 30th Terrace, c. 1909, Bungalow, 1 1/2 story frame structure with gable roof.
610. 3211 E. 30th Terrace, c. 1909, Bungalow, 1 1/2 story frame structure with hip roof.
611. 3215 E. 30th Terrace, c. 1909, Bungalow, 1 1/2 story frame structure with gable roof. Original porch removed.
612. 3217 E. 30th Terrace, c. 1909, Bungalow, 1 1/2 story frame structure with hip roof.
613. 3219 E. 30th Terrace, c. 1909, Bungalow, 1 1/2 story frame structure with hip roof. Original clapboard siding.
614. 3221 E. 30th Terrace, c. 1909, Bungalow, 1 1/2 story frame structure with gable roof.
615. 3220 E. 31st Street, c. 1909, Bungalow, 1 1/2 story frame structure with gable roof. Original porch balustrade replaced. Exposed rafters.
616. 3218 E. 31st Street, c. 1909, Bungalow, 1 1/2 story frame structure with gable roof. Original porch removed.
617. 3216 E. 31st Street, c. 1909, Bungalow, 1 1/2 story frame structure with gable roof.
618. 3214 E. 31st Street, c. 1909, Bungalow, 1 1/2 story frame structure with gable roof.
619. 3212 E. 31st Street, c. 1909, Bungalow, 1 1/2 story frame structure with gable roof.
620. 3210 E. 31st Street, c. 1909, Bungalow, 1 1/2 story frame structure with gable roof. Original porch replaced.
621. 3208 E. 31st Street, c. 1909, Bungalow, 1 1/2 story frame structure with gable roof. Front porch enclosed by screens.
622. 3311 E. 30th Street, 1909, Shirtwaist, 2 1/2 story frame and brick structure with bellcast gable roof. Palladian window in gable end and fishscale shingles.
623. 3307 E. 30th Street, c. 1905, Shirtwaist, 2 1/2 story stone or frame structure with bellcast gable roof. Fishscale shingles in apex of pedimented
624. 3303 E. 30th Street, c. 1905, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable dormer. Deep bracketed eaves. Original porch posts and balustrade replaced.
625. 3011 College Avenue, c. 1906, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof. Trefoil in coupled dormer window on west facade.

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626. 3015 College Avenue, c. 1906, Shirtwaist, 2 1/2 story brick and frame structure with bellcast gable roof. Gable ends with deep returns and decorative tracery in windows of gable apex enliven this Shirtwaist.
627. 3019 College Avenue, c. 1906, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof.
629. 3023 College Avenue, c. 1906, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof.
630. 3027 College Avenue, c. 1906, Shirtwaist, 2 1/2 story brick and frame structure with bellcast gable roof.
631. 3031 College Avenue, c. 1906, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof.
632. 3033 College Avenue, c. 1906, Shirtwaist 2 1/2 story brick and frame structure with bellcast hip roof.
633. 3037 College Avenue, c. 1906, Shirtwaist, 2 1/2 story stone and frame structure with bellcast gable roof.
634. 3039 College Avenue, c. 1905, Shirtwaist, 2 1/2 story stone and frame structure with bellcast hip roof.
635. 3041 College Avenue, c. 1905, Shirtwaist, 2 1/2 story brick and frame structure with bellcast gable roof.
636. 3043 College Avenue, c. 1905, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof. Secondary entrance added in 1939.
637. 3047 College Avenue, c. 1905, Shirtwaist, 2 1/2 story brick and frame structure with bellcast gable roof. Front porch altered by addition of screening. Imbricated shingles on principal and porch gable ends on west facade.
638. 3049 College Avenue, c. 1906, Shirtwaist, 2 1/2 story brick and frame structure with bellcast hip roof. Front porch enclosed with screening.
639. 3310 E. 31st Street, c. 1910, Vernacular, 1 story frame structure with gable roof.
641. 3030-40 Indiana Avenue, c. 1926, Commercial, 1 story brick structure with flat roof. All fenestration boarded up.
642. 3028 Indiana Avenue, c. 1908, Bungalow, 1 1/2 story frame residence with gable roof. Stick style elements seen in exposed brackets under deep eaves.
643. 3026 Indiana Avenue, c. 1908, Bungalow, 1 1/2 story frame residence with hip roof. Original porch rail replaced.
644. 3024 Indiana Avenue, 1908, Bungalow, 1 1/2 story frame residence with gable roof. Original porch posts and rail replaced.
645. 3022 Indiana Avenue, 1910, Bungalow 1 1/2 story frame residence with gable roof.
647. 3018 Indiana Avenue, c. 1911, Bungalow, 1 1/2 story frame residence with gable roof. Original porch posts and balustrade replaced.
649. 3319 E. 30th Street, c. 1923, Eclectic, 3 story brick apartments with flat roof. Triple story porticos flank entrance. Stone and brick parapet hides flat roof.
650. 3317 E. 30th Street, c. 1909, Vernacular Classical Revival, 2 story brick apartments with flat roof. Two tiered porticos with fluted Corinthian columns supporting an enriched entablature, flank entrance. Stone quoins punctuate corners.

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651. 3205 E. 29th Street, 1909, Gilchrist and Gilchrist (arch.), Shirtwaist, 2 1/2 story frame and stone residence with gable roof.
652. 3209 E. 29th Street, 1910, Gilchrist & Gilchrist (arch.), Shirtwaist, 2 1/2 story frame residence with gable roof. Stuccoed first floor; original porch posts and balustrade replaced by wrought iron.
653. 3217 E. 29th Street, c. 1909, Modified Mission Style, 2 story stuccoed frame with bellcast hip roof.
655. 3221 E. 29th Street, c. 1906, Shirtwaist, 2 story wood shingled frame and stone residence with bellcast cross gambrel. Palladian window in south gable end.
656. 3225 E. 29th Street, Melville M. Bennett Residence, 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Gable within principal gable and second gable within porch roof.
657. 3227 E. 29th Street, Bert J. Larkin Residence, 1919, Bungalow, 1 1/2 story frame residence with gable roof. Exposed rafters beneath all eaves.
658. 3235 E. 29th Street, Chester S. Landes Residence, 1912, C. E. Shepard (arch.), Bungalow, 1 1/2 story frame residence with gable roof. Designed in Cape Cod Colonial Style, classical decorative elements employed.
659. 3239 E. 29th Street, 1922, Vernacular Cottage, 1 story frame residence with gable roof. Brick porch wall to north.
660. 3241 E. 29th Street, 1915, Bungalow, 1 1/2 story stuccoed frame and stone residence with gable roof.
661. 2908 Indiana Avenue, Rosser Simpson, C.M.E. Church, St. Paul's Lutheran Church, 1925, C.B. Sloan (arch.), Vernacular, 3 story brick construction with gable roof.
663. 3240 E. 30th Street, c. 1911, Modified Prairie Style, 2 story brick residence with bellcast hip roof.
664. 3236 E. 30th Street, William O. Synnamon Residence, 1911, Shirtwaist, 2 1/2 story wood shingled frame and brick residence with bellcast hip roof.
665. 3230 E. 30th Street, 1913, Shepard and Farrar (arch.), Modified Prairie Style, 2 story stuccoed frame residence with shallow hip roof.
666. 3228 E. 30th Street, 1922, Modified Colonial Revival, 2 story stuccoed frame apartment with shallow hip roof. Second story balcony appears to be later addition.
667. 3224 E. 30th Street, Leslie R. McCleary Residence, 1911, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
668. 3220 E. 30th Street, c. 1922, Vernacular Cottage, 2 story frame residence with bellcast hipped gambrel.
669. 3216 E. 30th Street, 1915, Modified Prairie Style, 2 story stuccoed frame and brick residence with shallow hip roof.
670. 3210-12 E. 30th Street, 1922, Vernacular Classical Revival, 3 story brick apartment with straight front.
673. 3200 E. 30th Street, 1916, Modified Prairie Style, frame and brick residence with shallow hip roof. Coupled posts support porch roof.

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674. 3207 Victor, Edgar Cook Residence, 1920, Modified Prairie Style, 2 story frame residence with shallow hip roof. Stuccoed exterior walls. Enclosed porch inset with semi-circular screens.
675. 3209 Victor, 1908, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof.
676. 3215 Victor, c. 1907, Bungalow, 1 1/2 story frame and stone residence with gable roof. Stuccoed exterior walls; dormer on north facade expanded into screened in room.
677. 3217 Victor, 1915, Bungalow, 1 1/2 story frame residence with stuccoed exterior. Stick Style brackets support eaves.
678. 3221 Victor, Clyde F. Mack Residence, Clyde F. Mack (arch.), 1908, Modified Tudor, 2 1/2 story frame structure with gable roof. Stucco and half timber sheath walls.
679. 3225 Victor, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
680. 3229 Victor, 1909, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Imbricated shingles cover upper floors; stucco and half-timbering fill gable ends.
681. 3233 Victor, Owen and Paysen (arch.), 1912, Bungalow, 1 1/2 story frame and brick residence with gable roof. Stucco and half-timber fill gable ends.
682. 3239 Victor, W.M. Meyers Residence, 1926, Spanish Colonial Revival, 2 story brick structure with red tile hip roof. Elaborately carved stucco ornament in arches above windows; hooded and bracketed doorway surround.
683. 3245 Victor, 1907, Vernacular Cottage, 2 story frame and brick residence with gambrel roof.
684. 3247 Victor, 1908, Edgar P. Madorie (arch.), Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
685. 3249 Victor, 1908, Edgar P. Madorie (arch.), Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
686. 3251 Victor, 1908, Edgar P. Madorie (arch.), Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof.
687. 2836 Indiana Avenue, 1907, Vernacular Cottage, 2 story frame and brick residence with gambrel roof.
688. 2838 Indiana Avenue, 1907, Modified Prairie Style, 2 story frame and brick residence with shallow hip roof.
689. 3253 E. 29th Street, c. 1908, Shirtwaist, 2 1/2 story frame and brick residence with gable roof. Enclosed front porch. Very poor condition.
690. 3248 E. 29th Street, c. 1907, Vernacular Cottage, 2 1/2 story frame and brick residence with bellcast cross gambrel roof.
691. 3246 E. 29th Street, c. 1907, Bungalow, 1 1/2 story wood shingled frame and brick residence with gable roof.
692. 3236 E. 29th Street, 1909, Harry Drake (arch.), Modified Shirtwaist, 2 1/2 story stone residence with bellcast hip roof. Two story stuccoed bay faced east.

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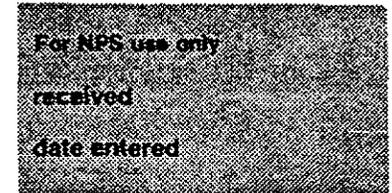
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693. 3232 E. 29th Street, c. 1909, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof. First floor porch enclosed by jalousie windows; addition of second story porch.
694. 3228 E. 29th Street, 1908, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof.
695. 3224 E. 29th Street, c. 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof. Clapboard covers upper stories; sunburst in south gable end of porch gable.
696. 3220 E. 29th Street, c. 1906, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
697. 3216 E. 29th Street, 1905, Bungaloid, 1 1/2 story stuccoed frame and stone residence with gable roof.
698. 3206 E. 29th Street, c. 1906, Bungaloid, 1 1/2 story frame residence with gable roof. Conversion of central south roof dormer into exterior second story screened porch.
699. 3204 E. 29th Street, Otto A. Knaul Residence, 1909, Bungaloid, 2 1/2 story frame residence with gable roof.
700. 3200 E. 29th Street, c. 1908, Modified Shirtwaist, 2 1/2 story frame residence with gable roof; Stick Style exterior embellishments.
701. 3201 E. 28th Street, 1909, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Brackets support deep eaves.
702. 3203 E. 28th Street, 1908, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof.
703. 3207 E. 28th Street, 1908, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof.
704. 3211 E. 28th Street, Alois Bobenreith Residence, 1921, Bungalow, 1 1/2 story frame and brick residence with cross gable roof.
705. 3215 E. 28th Street, 1908, Shirtwaist, 2 1/2 story frame and brick residence with gable roof.
706. 3217 E. 28th Street, 1908, Bungalow, 1 1/2 story frame and brick residence with gable roof.
707. 3219 E. 28th Street, 1908, Bungalow, 1 1/2 story frame and brick structure with gable roof.
708. 3221 E. 28th Street, 1908, Bungaloid, 1 1/2 story frame and brick residence with gable roof. Decorative stick work in north gable end.
709. 3225 E. 28th Street, 1908, Bungalow, 1 1/2 story frame and brick residence with gable roof.
710. 3227 E. 28th Street, 1908, Bungaloid, 1 1/2 story frame and brick residence with gable roof.
711. 3229 E. 28th Street, George V. Mentel Residence, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
712. 3233 E. 28th Street, John H. Moore (arch.), c. 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof. Large shed roof dormers face east and west.
713. 3235 E. 28th Street, John H. Moore Residence, John H. Moore (arch.), c. 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.

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714. 3237 E. 28th Street, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
715. 3239 E. 28th Street, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof. Gablet on porch roof.
716. 3241 E. 28th Street, c. 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof. Original porch posts and balustrades replaced.
717. 3245 E. 28th Street, John H. Moore (arch.), 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Fish scale shingles in north pedimented gable end.
718. 3247 E. 28th Street, John H. Moore (arch.), 1909, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof. Pedimented gable ends, broad shed dormer in north side of roof.
719. 3249 E. 28th Street, John H. Moore (arch.), c. 1909, Shirtwaist, 2 1/2 story frame and brick residence with gable roof. Front porch enclosed by storm windows.
720. 3251 E. 28th Street, John H. Moore (arch.), 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Addition of shed dormer without windows spanning roof length of west facade.
721. 2812 Indiana Avenue, 1910, John H. Moore (arch.), Bungalow, 1 1/2 story frame and stone residence with bellcast gable roof.
722. 2814 Indiana Avenue, 1908, Bungalow, 1 1/2 story frame and stone residence with gable roof.
723. 3250 Victor, 1910, Bungalow, 1 1/2 story frame and stone residence with gable roof. Wood shingle and clapboard covers exterior walls.
724. 3248 Victor, 1910, Bungalow, 1 1/2 story frame and stone residence with gable roof. Wood shingles fill south gable end; brackets under eaves.
725. 3244 Victor, 1910, Bungalow, 1 1/2 story frame and stone residence with shallow hip roof.
726. 3240 Victor, c. 1910, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof.
727. 3236 Victor, 1908, Shirtwaist, 2 1/2 story frame and stone residence with bellcast pedimented gable roof.
728. 3234 Victor, 1908, Shirtwaist, 2 1/2 story stuccoed frame residence with gable roof. Stick Style brackets support eaves.
729. 3230 Victor, 1908, Shirtwaist, 2 1/2 story frame and stone residence with gable roof. Stick Style brackets support eaves; stucco and half timber fill gable ends.
731. 3226 Victor, c. 1909, Shirtwaist, 2 1/2 story frame and brick residence with gable roof. Wood shingles cover upper floors; Stick Style brackets support eaves.
732. 3222 Victor, 1908, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof. Wood shingles cover upper floors.
733. 3218 Victor, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
734. 3216 Victor, 1908, Shirtwaist 2 1/2 story frame and stone residence with gable roof. Exposed rafters under gable; enclosed front porch.
735. 3212 Victor, Edgar P. Madorie (arch.), 1908, Shirtwaist, 2 story frame residence with bellcast cross gable. Stuccoed exterior walls.
736. 3210 Victor, c. 1909, Shirtwaist, 2 1/2 story frame and brick residence with

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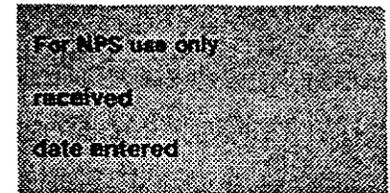
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737. 3206 Victor, 1910, Modified Prairie Style, 2 story frame structure with shallow hip roof. Stucco and wood shingles cover walls; principal entrance sheltered by wood lattice.
738. 3201 Lockridge, 1909, Shirtwaist, 2 1/2 story brick and frame residence with gable roof. Wood shingles cover upper floors.
739. 3205 Lockridge, c. 1906, Shirtwaist, 2 1/2 story brick and frame residence with bellcast gable roof.
740. 3211 Lockridge, Charles B. Hithorn Residence, 1908, Shirtwaist, 2 1/2 story brick and frame structure with bellcast gable roof. Palladian-like window in north gable end; shingles in porch gable.
741. 3213 Lockridge, c. 1907, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof. Palladian-like window in north gable end; shingles in porch gable.
742. 3217 Lockridge, c. 1908, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof.
743. 3219 Lockridge, 1908, Shirtwaist, 2 1/2 story stone and frame residence with bellcast hip roof.
744. 3223 Lockridge, 1908, Shirtwaist, 2 1/2 story brick and frame residence with bellcast hip roof.
745. 3225 Lockridge, c. 1912, Bungalow, 1 1/2 story stone and frame residence with gable roof. Gabled dormer with decorative barge board faces north.
746. 3227 Lockridge, Seph E. Atteberry Residence, 1908, Shirtwaist, 2 1/2 story brick and frame structure with bellcast gable roof.
747. 3233 Lockridge, c. 1906, Shirtwaist, 2 1/2 story brick and frame residence with bellcast gable roof.
748. 3235 Lockridge, c. 1907, Shirtwaist, 2 1/2 story brick and frame residence with bellcast gable roof. Coupled dormers face north.
749. 3239 Lockridge, c. 1907, Shirtwaist 2 1/2 story brick and frame residence with bellcast gable roof. Coupled dormers face north.
751. 3245 Lockridge, c. 1907, Shirtwaist, 2 1/2 story brick and frame residence with bellcast hip roof. Front porch enclosed by screens.
752. 3249 Lockridge, c. 1907, Shirtaist, 2 1/2 story stone and frame residence with bellcast hip roof.
753. 3253 Lockridge, c. 1907, Shirtwaist, 2 1/2 story stone and frame residence with bellcast hip roof.
754. 3257 Lockridge, c. 1907, Shirtwaist, 2 1/2 story stone and frame residence with bellcast hip roof.
755. 2732 Indiana Avenue, 1909, Bungalow, 1 1/2 story frame residence with gable roof.
756. 2734 Indiana Avenue, 1908, Bungalow, 1 1/2 story frame residence with gable roof.
757. 2750 Indiana Avenue, 1908, Bungalow, 1 1/1 story frame and stone residence with bellcast gable roof.
758. 3250 E. 28th Street, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
759. 3248 E. 28th Street, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.

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760. 3246 E. 28th Street, c. 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
761. 3244 E. 28th Street, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof. Original porch posts replaced.
762. 3240 E. 28th Street, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
763. 3238 E. 28th Street, Martin Heimbrook Residence, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof. Fish scale shingles in pedimented gable ends.
764. 3236 E. 28th Street, Audrey E. Sharp Residence, c. 1909, Shirtwaist, 2 1/2 story frame and stone residence with bellcast gable roof. Shed roof dormer with gablet south facade.
765. 3234 E. 28th Street, 1909, Bungalow, 1 1/2 story frame and brick residence with bellcast cross gable roof. Original porch balustrade replaced.
766. 3232 E. 28th Street, c. 1907, Bungalow, 1 1/2 story frame and brick residence with cross bellcast gable roof.
767. 3226 E. 28th Street, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
768. 3224 E. 28th Street, 1907, Shirtwaist, 2 1/2 story frame and stone residence with bellcast hip roof. Front porch enclosed by screens.
769. 3222 E. 28th Street, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast gable roof.
770. 3220 E. 28th Street, c. 1908, Vernacular, 2 1/2 story frame residence with bellcast gable roof. Central wall dormer with pedimented bellcast gable roof south facade; front porch screened in.
771. 3216 E. 28th Street, 1907, Bungalow, 1 1/2 story frame residence with hip roof. Front porch enclosed by screen.
772. 3212 E. 28th Street, 1908, Bungalow, 1 1/2 story frame and stone residence with bellcast gable roof.
773. 3208 E. 28th Street, Fannie M. Patton Residence, 1908, Shirtwaist, 2 1/2 story frame and brick residence with bellcast hip roof.
774. 3204 E. 28th Street, c. 1907, Bungalow, 1 1/2 story frame and brick residence with cross gable roof.
775. 3200 E. 28th Street, Hugh H. Hughes Residence, 1922, Bungalow, 1 1/2 story frame residence with gable roof.
776. 2706 Indiana Avenue, 1909, C.B. Sloan (arch.), Bungalow, 1 1/2 story frame and brick residence with bellcast gable roof.
777. 2708 Indiana Avenue, 1909, C.B. Sloan (arch.), Bungalow, 1 1/2 story frame and brick residence with bellcast gable roof.
778. 2710 Indiana Avenue, 1909, C.B. Sloan (arch.), Bungalow, 1 1/2 story frame and brick residence with bellcast gable roof.
779. 2712 Indiana Avenue, 1909, C.B. Sloan (arch.), Bungalow, 1 1/2 story frame and stone residence with bellcast gable roof.
780. 2714 Indiana Avenue, 1909, C.B. Sloan (arch.), Bungalow, 1 1/2 story frame and stone residence with bellcast gable roof.

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781. 3256 Lockridge, c. 1907, Shirtwaist, 2 1/2 story stone and frame residence with bellcast hip roof.
782. 3252 Lockridge, c. 1907, Shirtwaist, 2 1/2 story brick and frame residence with bellcast hip roof.
783. 3248 Lockridge, c. 1907, Shirtwaist, 2 1/2 story stone and frame residence with bellcast hip roof.
784. 3244 Lockridge, c. 1902, Shirtwaist, 2 1/2 story brick and frame residence with bellcast hip roof.
785. 3242 Lockridge, 1910, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof.
786. 3240 Lockridge, c. 1907, Shirtwaist, 2 1/2 story stone and frame residence with bellcast hip roof.
787. 3236 Lockridge, c. 1907, Shirtwaist, 2 1/2 story brick and frame residence with bellcast hip roof.
788. 3234 Lockridge, c. 1907, Shirtwaist, 2 1/2 story brick and frame residence with bellcast hip roof.
789. 3230 Lockridge, c. 1901, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof.
790. 3228 Lockridge, Daniel C. Howell Residence, c. 1907, Shirtwaist, 2 1/2 story brick and frame structure with bellcast gable roof. Clapboard and shingles cover upper floors.
791. 3226 Lockridge, c. 1906, Shirtwaist, 2 1/2 story brick and frame residence with bellcast gable roof.
792. 3222 Lockridge, c. 1907, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof.
793. 3220 Lockridge, c. 1907, Shirtwaist, 2 1/2 story brick and frame residence with bellcast hip roof. Clapboard covers upper floors.
794. 3216 Lockridge, c. 1907, Shirtwaist, 2 1/2 story stone and frame residence with bellcast gable roof.
795. 3214 Lockridge, Levi L. Hannah Residence, c. 1905, Shirtwaist, 2 1/2 story brick and frame residence with bellcast hip roof.
796. 3210 Lockridge, c. 1907, Shirtwaist, 2 1/2 story brick and frame with bellcast hip roof.
797. 3208 Lockridge, c. 1909, Shirtwaist, 2 1/2 story brick and frame residence with bellcast gable roof.
798. 3204 Lockridge, 1922, Bungalow, single story brick residence with gable roof. Brackets support eaves.
799. 3200 Lockridge, 1909, Shirtwaist, 2 1/2 story brick and frame residence with gable roof. Wood shingles cover upper floors.

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Nonconforming intrusions detracting from the integrity of the district (numbers refer to location on site plan map).

62. 2711 Walrond Avenue, Kelly Bros. Asphalt & Construction Co., Inc., c. 1976, one story concrete commercial structure with stucco surfacing.
105. 2706 Prospect Avenue, c. 1953, Commercial, one story brick structure with decorative brick and stone parapet hiding roof. Display windows covered over.
114. 2800-04 Prosopect Avenue, McDonald's, 1966, Contemporary, single story brick and glass structure with mansard roof.
119. 2844 Prospect Avenue, Metropolitan A.M.E. Zion Church, Commercial, one story brick structure.
129. 3012-18 Prospect Avenue, c. 1939, Commercial, 1 story brick structure with flat roof behind boomtown roof line. Plate glass windows boarded.
174. 3005 Montgall Avenue, c. 1960's, Bungalow Style with half timber entrance.
192. 2710 E. 31st Street, 1959, Commercial, 1 story cement block structure with flat roof. South facade broken by four garage doors.
194. 3042 Benton Boulevard, Amoco, post 1950, Contemporary, 1 story brick and aluminum structure with gable roof.
234. 2831 Prospect Avenue, Church's Fried Chicken, 1970, Commercial, single story sheet glass and brick structure on concrete slab foundation.
247. 2700-18 E. 29th Street, Santa Fe Apartment, c. 1971, Vernacular Commercial, two 3 story apartment units composed primarily of brick, stuccoed frame, and wood shingle. Mansardesque roof covers two thirds of building.
248. 2644-50 E. 29th Street, same as 2700-18 E. 29th Street (#247)
255. 2855 Prospect Avenue, 1974, Contemporary, single story car wash composed of concrete blocks with sheltering Mansardesque roof.
257. 2603 E. 28th Street, Universal Life Insurance Company, c. 1967, commercial, 1 story brick and glass structure with flat roof. Plate glass windows fenestration north facade on either side of entrance.
269. 2804 Benton Boulevard, c. 1982, Contemporary, 2 story apartment, clapboard.
301. 2748 Benton Boulevard, St. Augustine of Hippo Parish Church, 1960, Vernacular, Round, patterned brick structure with poured concrete foundation; single bay on east facade within which sculpture is suspended.
311. 2600 E. 28th Street, Sinclair Oil, c. 1965, Commercial, 1 story frame and glass structure with shed roof.
349. 2916 Lockridge, c. 1951, Contemporary tract-style Bungalow, single story frame residence with gable roof.
373. 2947 Lockridge, c. 1914, Bungalow, 2 story frame residence with gable roof. Significantly altered by additions to second story and south facade.
430. 2915 Victor, Tennis Court attached to site No. 429.
455. 2843 Benton Boulevard, 1968, Contemporary Split level, 1 1/2 story brick and frame residence.
458. 2901-05 E. 29th Street, 1965, Commercial, 3 story brick and glass apartment building.
640. 3044 Indiana Avenue, Grace's Store & parking lot, c. 1970, Commercial, 1 story brick. Front facade glass plate windows.
662. 2942 Indiana Avenue, 1965, Suburban Ranch Style, 1 story frame and stone residence.

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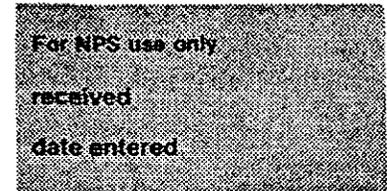
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Vacant lots included in historic district (numbers refer to location on the site plan map).

- 16. 2931 Indiana Avenue
- 26. Btwn 2835-37 Indiana
- 27. 2825 Indiana
- 77. 2917 E. 27th
- 83. 2700-02 Benton
- 110. 2730 Prospect Ave.
- 111. 2732 Prospect Ave.
- 121. 2900 Prospect
- 122. 2904 Prospect
- 126. 2920 Prospect
- 130. 3018 Prospect
- 132. 3036 Prospect Avenue
- 133. 3038-40 Prospect Avenue
- 134. 3042-44 Prospect Avenue
- 136. 2603 E. 31st Street
- 143. Btwn 3007-3027 Prospect Ave.
- 162. 2704 E. 31st St.
- 167. 3021 Montgall
- 168. 3017-19 Montgall Ave.
- 170. 3013 Montgall
- 175. 2701 E. 30th
- 178. 3000 Chestnut Ave.
- 179. 3002 Chestnut Ave.
- 180. 3004 Chestnut Ave.
- 181. 3006 Chestnut Ave.
- 182. 3008 Chestnut Ave.
- 183. 3010 Chestnut Ave.
- 184. 3012 Chestnut Ave.
- 185. 3014 Chestnut Ave.
- 186. 3016 Chestnut Ave.
- 187. 3018 Chestnut Ave.
- 188. 3020 Chestnut Ave.
- 189. 3022 Chestnut Ave.
- 190. 3024 Chestnut Ave.
- 195. 2816 E. 31st St.
- 196. 2804 E. 31st St.
- 197. 2802 E. 31st St.
- 201. 2915 Prospect.
- 203. 2607-09 E. 29th
- 204. 2611 E. 29th
- 206. 2619-21 E. 29th St.
- 208. 2625-27 E. 29th St.
- 218. 2920 Benton Blvd.
- 232. 2947 Prospect
- 233. 2941-2943 Prospect

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- 258. 2605 E. 28th
- 260. 2615 E. 28th
- 264. Btwn 2625 & 2633 E. 28th St. (Lot 8)
- 268. 2649 E. 28th St.
- 293. 2627 Lockridge
- 294. 2631 Lockridge
- 295. 2635 Lockridge.
- 315. 2718 Benton Blvd.
- 333. 2600 Lockridge
- 337. 2954 Lockridge
- 343. 2938 Lockridge
- 360. 2731-33 Benton Blvd.
- 378. 2952 E. 28th
- 380. 2944 E. 28th
- 389. 2751-53 Benton Blvd.
- 420. 2934 Victor
- 489. 3001 Benton Blvd.
- 528. 3027 Agnes
- 529. 3000-02 E. 31st Street
- 530. 3008 E. 31st St.
- 542. 3010 Bellefontaine
- 573. 3117 E. 30th St.
- 581. 3219 E. 30th St.
- 605. 3039 Walrond
- 628. 3021 College
- 646. 3020 Indiana
- 648. 3016 Indiana
- 654. 3219 E. 29th
- 671. 3208 E. 30th Street
- 672. 3204-06 E. 30th Street
- 730. 3228 Victor
- 750. 3243 Lockridge

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input checked="" type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** 1890–Present      **Builder/Architect** Multiple

**Statement of Significance (in one paragraph)**

The Santa Fe Place Historic District is eligible for inclusion in the National Register of Historic Places under Criteria A and C. Its residential development between 1883 and 1930, and its exceptional importance to Kansas City's Black community from 1931 to the present, make a substantial contribution to a better understanding of the broader patterns of Kansas City's historical development and to the historical development of the Black Civil Rights Movement. Further, this district is a significant entity in that it provides an inner city area with a stable physical identity. Its physical setting and its architectural cohesiveness, with a high concentration of Shirtwaist and Bungalow-style structures, distinguish it from its surrounding neighborhoods. Its areas of significance are: community planning; architecture; and social and humanitarian.

COMMUNITY PLANNING AND ARCHITECTURE

Platted in 1897, Santa Fe Place is one of the first planned neighborhoods in Kansas City and the only one which has retained a significant degree of architectural integrity. Its development reflects Kansas City's turn-of-the-century concern with, and argument over, the City-Beautiful Movement, and with the Progressives' desire to bring social order to city expansion. Its architectural styles reflect a transformation in the image of the middle class home which took place between 1875 and 1915. During this period, the emphasis on the house structure and design shifts from being a reflection of individual and family uniqueness to being a reflection of a scientifically managed and socially ordered community. The reoccurrence of buildings of similar size and style lend not only to the sense of an orderly, physical continuity but also to the sense of shared heritage and to the feeling of "neighborhood".

SOCIAL AND HUMANITARIAN

Santa Fe Place became the first major residential neighborhood in Kansas City where upper and middle class Blacks found a totally residential area in which to live and which reflected their educational and economic background. Black migration into this district marked the first geographical separation of upper and middle class Blacks from working and lower class Blacks. Its integration is of exceptional importance to the history of the Black Civil Rights Movement in Kansas City and in Missouri. Black public sentiment toward the District emanates from the success of integration struggles and from a sense of satisfaction which Blacks took into moving into homes which architecturally spoke of accomplishment. Today, Kansas City's Black political, business, and religious leaders still dominate the neighborhood.

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HISTORICAL BACKGROUND

As Santa Fe Place contributed to the settlement of Jackson County, to the development of the Santa Fe trade and to the development of Kansas City, the following information is provided in order to better place this District within an appropriate historical context.

Kansas City grew from the establishment of a French trading post at the base of the Missouri River bluffs in 1821. The success of the town's development rested upon its location at the junction of the Missouri and Kaw rivers; its expansion depended upon the basis of trade with and the provision of services to those who migrated into the Missouri River Valley and on westward into Oregon, California, and New Mexico. Accelerating this development was the presence of the Santa Fe Trail which cut diagonally southwest across Jackson County as it reached from Independence to the Westport landing.<sup>1</sup> The trade must have been lucrative for those located along the trail; for in 1831, one caravan alone consisted of 100 wagons and 200 people. The chief articles for export to Santa Fe included cotton fabric, notions, groceries, and whiskey.<sup>2</sup> Along the Trail's path was the property which would become the Santa Fe Place Historic District.

Across the district, the trail cut from the northeast to the southwest and made it valuable property.<sup>3</sup> Another factor which contributed to the value of the property was its location far back from the Missouri River and its high, rugged bluffs. Unlike the original part of Kansas City which was built along the Missouri River and on steep bluffs cut by deep ravines, Santa Fe Place possessed a gradual elevation and a fairly level terrain. This topography made it more desirable for settlement and for agriculture.

John Thornton, in 1827, became the first person to file claim on a portion of the area; in 1833, Solomon Allen purchased the remainder from the State of Missouri. Thornton took advantage of his location and established a grain mill and distillery which served those people on the Santa Fe Trail and those in the Westport and Kansas City areas. In 1835, Thornton and Allen sold this particular property to Jones and Rachael Lockridge.<sup>4</sup> Coming from Bath County, Kentucky, the Lockridges brought their five children and slaves with them. Typical of many Southerners who moved into Jackson County, the Lockridges avoided the river bluffs and selected 520 acres of prairie land suitable for farming. The mill and distillery were removed.

Shortly after this, in September of 1836, Jones Lockridge died and left 520 acres and a lot in Westport to his wife and children. From 1836 to the early 1850s, the known history of Santa Fe Place is essentially confined to a series of real estate transactions among Rachael Lockridge and her adult children.

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Rachael stayed on the "home farm" which is the nomenclature the Lockridge family used in reference to what would locally be known as Santa Fe. She farmed the land with her children and five slaves. In 1850 and 1851, she sold the "home farm" to her youngest son, Thomas J. Lockridge; she lived with his family until her death in 1862 or 1863.

Between 1850 and 1860, Thomas Lockridge extended the farm's boundaries north to 17th Street, south to 31st Street, east to Indiana and west to Brooklyn. He did this through purchasing much of his father's original holdings from his mother and his siblings.<sup>8</sup> The family continued to live on the farm in a log house until Thomas burned brick and sawed lumber for a new home. He actively engaged in real estate speculation and established a sawmill and lumber business. Reputedly, he cut all the local walnut timber and sold the lumber to builders in Westport and Kansas City. Capitalizing on the growth of the city, Lockridge constructed the first public hall in Kansas City at 5th and Main Streets. Known as Lockridge Hall, it was the first building in Kansas City to use kerosene lighting in place of candlelight. He further supported the spiritual development of the young community by donating all building materials for the First Christian Church at 12th and Main Streets.<sup>10</sup>

By 1860, he was married, had one child, owned eight slaves, and possessed real estate valued at \$27,240.<sup>11</sup> His reputation as a "monied interest" in Kansas City grew as did his political views as a "stalwart Democrat."<sup>12</sup> His success seemed to parallel the success of Kansas City which had been chartered in 1853 and whose population had increased from 500 in 1850 to 4,000 in 1859.<sup>13</sup>

The success and prosperity of both could not withstand the dissension created by the Civil War. As a recognized Confederate sympathizer, Thomas Lockridge and his family lost influence over local concerns as the Union Army and Northern sympathizers rapidly took control of the City. Starting in 1860 and continuing through 1865, Thomas Lockridge sold off much of his father's original farm.<sup>14</sup> An explanation for this relinquishment of the farm might be found in Order No. 7 which heavily taxed the property of Confederate sympathizers.

As the farm diminished, so did the Lockridge family. As with many families, the Civil War brought tragedy. During the war, Lockridge's mother, Rachael, died; a nephew he had helped to raise was killed as was his older brother, John. By the end of the war, only Thomas and one other sibling, Dudley S., survived; and, Dudley had returned to Kentucky long before the outbreak of the war. It continued with Thomas Lockridge's death on January 9, 1868 at the age of 39;<sup>15</sup> his wife died four months later after having given birth to their second child.

Thomas Lockridge's will left his estate to his children and their future heirs; all property and buildings could be sold with the exception of the "home farm". The "home farm" could never be sold, only transferred from one Lockridge heir to another. At his death in 1868, the "home farm" consisted of the present-day

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Santa Fe Place Historic District with one exception -- the land between 30th and 31st Streets which Lockridge had sold during the Civil War. Raised by their maternal grandparents, Charles Lockridge and Nannie Lockridge would eventually contest their father's will, stating that he was not of sound mind at the time of his death, and that the will was forged.<sup>16</sup> After several court battles, they succeeded in having the will revoked, and they developed the Santa Fe Neighborhood.<sup>17</sup>

COMMUNITY PLANNING AND ARCHITECTURE

In 1893, the Lockridge siblings set about to develop an exclusive residential neighborhood on the "home farm"; it was to be called Santa Fe Place. Their project would be the first local attempt to legally regulate architectural features, to exclude commercial structures, to encourage a middle and upper class homeowner, and to purposefully include areas for a park and boulevard.<sup>18</sup> All of this was to be done through a covenant which pre-dated Kansas City's first zoning law (1921) by 13 years.<sup>19</sup>

Spearheading the project were many of Kansas City's most important business and civic leaders. They were: Nannie Lockridge's husband, Victor Bell, who was president of Long-Bell Lumber Company; August Meyer, who was president of Kansas City Consolidated and Refining Company, as well as the "father" of Kansas City's boulevard system; Henry Brent, who was president of Fidelity Savings Trust; and Charles Lockridge, who organized the Commercial Bank and developed real estate throughout the city.<sup>20</sup> Together, they combined the necessary resources for a large housing project. They possessed real estate, building materials, capital, and a plan. To organize these resources, they formed the Bell Investment Company in 1901.<sup>21</sup>

They developed the Santa Fe Place at the same time Kansas City was undergoing transformation from a frontier boom town to a more culturally and politically complex urban center. At the heart of this transformation was the attempt to regulate the city's growth -- to create order out of chaotic speculation and political opportunism -- through judicious planning and legislative enforcement. At the heart of this issue and the argument over it, was the City-Beautiful Movement.<sup>22</sup> Santa Fe Place reflects the reform and beautification struggles. The common denominator among these events was August Meyer.

To understand the significance of Santa Fe Place and what its developers accomplished, one must put it in the context of Kansas City's antebellum history. At the time of the Civil War, Kansas City's growth was steady, but the town remained basically a frontier town. Its business district clustered along the Missouri River levee. Businesses and residential areas were mixed.<sup>23</sup> The town only extended to 20th Street which marked McGee's Addition. Building styles reflected "...builders' memories of structures elsewhere..." and pattern books.<sup>24</sup>

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The most fashionable district to live in was Pearl Street Hill (between Walnut Street and Grand Avenue), but even here homes and businesses set side by side.<sup>25</sup> There was little organization either to the town's government or to its physical layout; it reflected the extreme individualism of similar frontier towns of the far west. The city's expansion ended with the outbreak of the Civil War. As the population declined, so did property values, and buildings deteriorated.<sup>26</sup>

This situation did not reverse until the late 1860s and the 1870s when westward expansion, the railroads, stockyards, wholesale firms and small manufacturers infused Eastern capital into the city's economy. By 1867, population statistics estimated 28,000 people.<sup>27</sup> By 1880, there were 65,000 people; by 1900, there were 163,000.<sup>28</sup> Pressure for more public services and for continued economic growth resulted in an organized government, booster organizations, public schools, libraries, fire and police departments, and a city waterworks.<sup>29</sup>

Real estate speculation soared along with the population figures. In 1880, there were 5 million real estate transactions, and eight years later, there were 88 million transactions.<sup>30</sup> Much of this business was conducted with absentee landlords; many of them Easterners who sought quick returns on investments. Few were concerned with an aesthetically pleasing environment; prosperity seemed sufficient in and of itself.<sup>31</sup> However, by 1890, the bubble burst, property values dropped, and over 7,000 vacant homes existed in the city.<sup>32</sup>

During the boom and prior to the panic, the demand for quality housing gave rise to more architecturally sophisticated buildings. High Victorian and Queen Anne styles, as well as the revival of classical styles, began to appear in neighborhoods such as Quality Hill (1870s and 1880s) and Hyde Park (1890s-1910s).<sup>33</sup> Still, these areas were sporadic developments in that the quality control for housing depended not upon a formal plan or legal covenants, but upon the ability of homeowners to afford real estate already surrounded by fine housing and upon peer group pressure by those who already lived there.

From the mid-1880s through the 1920s, Kansas Citians began to evaluate the growth of their city and to measure its success not only in economic terms but in view of the quality of life. As in other communities concerned with typically Progressive issues, Kansas City developed strategies to improve the quality of urban living and bring social and moral order to what in the past seemed to be rapid and chaotic development.<sup>34</sup> In many ways, this all came under the rubric of the City-Beautiful Movement.

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The City-Beautiful Movement was fundamentally important to Kansas City for it remade an ugly boom town. It demolished slums and unified and zoned the city by creating connecting boulevards which enhanced and utilized the topography to define natural demarcations among commercial and industrial sections.<sup>35</sup> The creation of boulevards and recreational parks came to represent public harmony, health, and a "higher" awareness of civilization.<sup>36</sup> At the center of controversy over the project's public expenditures and declarations of eminent domain was August Meyer. Meyer familiarized himself with the ideas of Frederick Law Olmstead, wrote cities throughout the world about planning, and travelled throughout Europe seeking knowledge of city planning.<sup>37</sup>

Meyer told Kansas Citians that the growth and improvement of the city had to be symmetrical in order for it to be satisfactory.<sup>38</sup> This observation he brought to the planning of Santa Fe Place. The "home farm" was platted in 1897 in a rectangular grid<sup>39</sup> with a broad boulevard (Benton Boulevard) transecting it from North to South. This original plat remains unaltered, and Victor and Lockridge streets are still unique to Santa Fe Place.

The developers intended to force adherence to their vision of an orderly, symmetrical neighborhood by use of a covenant. The covenant encumbered homeowners: (1) to build a home in excess of \$4,000; (2) to build 30 feet from the curbing; (3) to build only one structure per 50-foot front; and (4) to keep any outbuildings at least 100 feet from any street. The covenant further forbade the construction of apartments and set aside the lots facing Benton Boulevard for a park which was later offered to the city.<sup>40</sup>

With the old Lockridge home gone and traces of the Santa Fe Trail removed by the new plat, the first residence to be built on the old "home farm" was Charles Lockridge's home at 2941 Prospect Avenue (site 232, pictures 32 and 33).<sup>41</sup> Constructed in 1890, it set the precedent for large and gracious homes; by its scale, plan and massing, it characterized the local interpretation of the Victorian Queen Anne Style.

Additional construction had to wait upon the revocation of Thomas Lockridge's will, the formation of the Bell Investment Company, and the development of the legal covenant. Residential construction finally began in 1902 and peaked twice in the area; from 1901 to 1910 and from the end of World War I to about 1921.

While residential construction represented a wide variety of architectural styles, the majority of the residences were developer-built, single-family homes whose designs were lifted from the area builder's pattern books. Popular local designs were based upon the Bungalow Style and a modified and larger version of it which, locally, is referred to as the Shirtwaist Style. Over 540 of the district's sites represent these two styles.

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At the turn of the century, these basic styles came to represent for one local developer, "...a well ordered home...a stable neighborhood...a refining influence on the family...orderliness and cleanliness...secured by planning..."<sup>42</sup> A realtor summed up the transformation occurring in Kansas City's architecture from the late 1890s through the 1930s by saying, "The old type of architecture with jigsaw balconies and towers everywhere gave way to (one) quite pleasing and refreshing in its simplicity."<sup>43</sup>

This transformation paralleled a nationwide change in the concept of middle class housing. The exuberant, highly individualized designs of irregular shapes and ornamental contrasts gave way to more restrained and simplified dwellings which were more scientifically organized. The 20th century model home stressed function and standardization and shared visual similarities with its neighbors in order to create a harmonious and equalitarian community.<sup>44</sup>

The repetitious appearance of bungalows and shirtwaist structures communicate harmony and equalitarian values within the Santa Fe neighborhood. Shirtwaist-styled houses line Victor and East 27th Streets (pictures 20 and 31). They front each other and infer a feeling of consensus about life. In the same fashion, bungalows reoccur along the 2900 block of East 28th Street (picture 55) and the 3200 block of East 31st Street (picture 50). Both of these styles lent themselves to modifications which personalized the residence to an individual's income and taste.

Coming out of the Arts and Crafts movement, the Bungalow provided a way to dignify housing for the laborer as well as for the lawyer at a modest cost. Generally, it was one and one-half story with a standard floor plan of five rooms and a bath on the first floor; attic space under the dormers could be finished. It was wired for electricity and a "modern" kitchen. Interior oak trim, oak floors and a gas fireplace flanked by oak bookcases were to lend dignity not only to the structure but to its owner. The house seemed to be a simple response to the increased demand for housing. Its interior ornamentation gave a sense of craftsmanship which minimized the style's assembly line features.<sup>45</sup>

Over 170 of Santa Fe's structures are of the Bungalow style. They range from the economical and modest frame and stone houses of the 3000 block of Walrond and the 3200 block of East 31st Street (picture 50), to those which were more elaborate. The majority of these bungalows were designed from pattern books and were usually constructed by contractors.

The larger and more spacious bungalows provided elaborations of the basic design by local architects and builders. Site 658, 3235 East 29th Street (picture 17), was the work of the prolific local architect, C. E. Shepard. This 1912 modified bungalow adopted the stylistic elements of the Cape Cod Colonial house. The symmetry, central entrance, steepgable roof, and end

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chimneys speak for its individuality. The wide balconied dormer and the supporting Doric columns of the extended roof porch lend to its Colonial appearance.

Another modification of the Bungalow style, which reflects its diversity, is site 413, 2958 Victor (picture 1). This 1908 structure demonstrates how materials could alter the appearance of the simple bungalow. The rough-hewn stone and battlemented dormers provide mass as well as the impression of security and prosperity for its owner.

Locally, the Bungalow Style provided inspiration for homes for those who desired more space -- the Shirtwaist Style. The Shirtwaist is basically a larger bungalow house. Although a vernacular design which can be found throughout the Midwest, Kansas City designers gave it unique construction and decorative details. Subject to many pattern variations, typical stylistic elements include: two and one-half stories; stone or brick facing on the first story with wood shingles or clapboard covering the second and third stories. The name comes from this contrast in materials which resembles a woman's shirtwaist dress. The main roof is usually a bellcast gable which is finished off with a horizontal molding forming a pediment. The pediment is often carved with one or more windows placed within it.<sup>46</sup>

The Shirtwaist house is a basic box shape which is often broken by projecting elements. Its plan is generally asymmetrical. Usually, there are three or four bedrooms and one full bath. Stained woodwork and decorative wood-beamed ceilings are common features.<sup>47</sup> Adding to these elements are fireplaces and stained or cut-glass windows.

Over 370 of Santa Fe's structures are based on this design or some modified form. Like the Bungalow, this reoccurrence of style contributes to the architectural cohesiveness and the sense of "neighborhood". The variations include the relatively modest designs as illustrated in the homes in the 2900 block of East 29th Street (picture 4) and those in the 2600 block of East 27th Street (picture 31). The more ornate and complex variations are seen in 2445 East 28th Street (site 267, picture 21) and 2651 Victor (site 245, picture 9).

These two predominant styles visually embodied the Santa Fe developers' goals for an orderly, harmonious, and aesthetically pleasing community. Supplementing these goals and the stability of the neighborhood was the development of schools and churches. By 1904, Benton School (site 200, picture 43; now known as D. A. Holmes School) set firmly at the south end of Benton Boulevard; it was built two years after the major housing construction start. The three-story, Renaissance Revival-styled building, with its symmetrically disposed cubic mass, visually projects the value placed upon a solid education.

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This visual commitment to the community's emphasis on learning, order and morality is paralleled in the construction of four churches. The Congregationalists, Baptists, Church of Christ, and Lutherans all built churches in response to the residential development between 1906 and 1925. Two of these structures sit on either end of the neighborhood while the other two sit a block apart, in the middle of Santa Fe Place, on Benton Boulevard. These churches, particularly the Prospect Avenue Congregational Church (now the Metropolitan A.M.E. Zion Church, site 120, picture 59) and the Pleasant Green Baptist Church (site 488, picture 56), visually serve as constant reminders to the residents' responsibility to a higher Being.

Designed by architect Rudolf Markgraf and constructed in 1906, the Congregational Church sets on Prospect and, in all of its eclectic mass, stares down Victor Street (picture 2). The native limestone, ocular openings, undulating parapet, and elaborately sculpted and mused stone columns and portal, infer God's omniscience and permanence.

The next street east, and two blocks south, the Baptists constructed a two-story, brick, Late Gothic Revival-style church in 1924. Pleasant Green Baptist Church (site 488, picture 56) serves as the cornerstone for Benton Boulevard and East 30th Street. Its corner tower, steep roof, and cross at the apex of the south facade's pediment rise to meet the sky in a lighter and less "solemn" manner than does the Congregational Church.

The original concepts of Santa Fe's developers seemed to be in place by 1910; an exclusive residential area which reflected order, refinement, and harmony. However, several events occurred which modified Bell's and Meyers' original dream for a spacious boulevard, an open park, and a neighborhood free of apartments and commercial structures. First, the planners could not directly control the construction and styles of the buildings between 30th and 31st Streets. This parcel of land had been sold during the Civil War by Thomas Lockridge. It was developed during the same period and the structures maintained architectural continuity with those to the north. However, they were spaced closer together. Apartments were constructed (picture 47) as were simple, two-story brick commercial structures along Prospect (picture 34) and the north side of 31st Street (picture 51).

Secondly, there were the deaths of three of the major planners: August Meyer, in 1905; Victor Bell, around 1906; and Charles Lockridge in 1925.<sup>48</sup> Without their influence and tenacious personal commitment to the plan, the vision gradually lost focus. Bell's wife and son held to the original vision, but time and economic circumstances diminished the original scope and purpose.

In 1905, as the Santa Fe homes were being built, William Rockhill Nelson started the development of another fine residential area further southwest, called the Rockhill area.<sup>49</sup> Three years later, in 1908, J. C. Nichols began

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a suburban development to create a "...high class district on scientific lines..." in an area which would become the Country Club Plaza and Crestwood.<sup>50</sup> These developments drew off many of the upper income buyers which the Santa Fe developers had hoped to attract.

Along with these events was the City's refusal to accept the open park area along Benton Boulevard into its park system. Citing financial inability to maintain the area, the city left the developers holding prime real estate property with taxes based on the value of the adjacent, fine homes.

This, combined with World War I and the subsequent demand for housing, resulted in the construction of apartment buildings. With most construction materials going to the military, residential construction could not keep pace with the demand.<sup>51</sup> After the War, apartment buildings seemed to provide a quick solution to a need. The Bell family sold Benton Boulevard lots for the rental units.<sup>52</sup> Residential homeowners unsuccessfully tried to enforce the covenant and halt their construction.<sup>53</sup> By 1916 and 1917, three-story buildings set on either end of the Boulevard (sites 82, 352-357, picture 57 and sites 496-499, picture 35).

Of the Vernacular Classical Revival style, these were not high rise apartment buildings. They were large, cubic symmetrical masses, and their front facades presented a view of three-story porticos with decorative woodworks. This seemed to be a design effort, which reached back to the galleries of the City's antebellum homes, in order to provide a commercial venture with the qualities of an individual home.<sup>54</sup>

Although out of keeping with the original vision, these developments did not keep Santa Fe from being a prestigious neighborhood. The 1930s depression and the competition from Nichols' Country Club Plaza development further challenged the original desire for exclusive homeowners. Nichols' development attracted many of Santa Fe's original homeowners.<sup>55</sup> The depression of the 1930s also had a profound effect in that many families found it difficult to maintain their houses, thus lessening the property values and the neighborhood's prestige.<sup>56</sup> In the 1930s, another issue surfaced: racism.

SOCIAL/HUMANITARIAN

The chronic racism of the city's metropolitan area became more blatant in the 1930s as Kansas City's Black citizens sought more and better housing. The issue of racism and housing came to a head in the Santa Fe neighborhood. While this episode is outside of the National Register's age criteria, it should be considered as a theme which has exceptional significance, not only to the Santa Fe area, but to all of Kansas City. The Santa Fe neighborhood became the first major residential area in Kansas City where middle and upper class Blacks found a totally residential area in which to live and an area which reflected

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their educational and economic background.<sup>57</sup> It was the first time the Black community challenged the legality of racist, restrictive covenants in Missouri's Supreme Court; and, it represents the only early Black middle class neighborhood to have survived with a great degree of architectural integrity.

Missouri's heritage as a slave state and the bitter feuds and conflicts experienced during the Civil War surfaced in the city's black/white relations. Racism expressed itself through behavior patterns and the physical segregation of the White and Black communities. From 1870 to the 1930s, in keeping with national historic trends, black/white relations in the city became increasingly strident; there developed a rigorous and systematic pattern of discrimination and segregation. Nowhere was this more evident than in housing. The chronic shortage of not only "decent" housing but of any housing spoke to the fact that real estate agents, White community councils and banks did all in their power to prevent Blacks from buying or renting property in any but the traditional areas of Black and/or slum housing.<sup>58</sup> Whites refused to accept even the wealthiest<sup>59</sup> and most highly educated Blacks into the social life of the broader community.

Prior to the Santa Fe development, the majority of Kansas City's Black population<sup>60</sup> lived just east and south of "downtown" and on the river bottoms. While Santa Fe Place was being built, Blacks, as a result of pressure from a growing population, began to move out of the west bottoms and south along State Line Road and southeast between Troost and Woodland. For most, this represented a transition from one dilapidated area to another. Once-large homes shrunk in status and spaciousness as Blacks partitioned them in an effort to accommodate to the chronic housing shortage by keeping more people under one roof than was found either acceptable or comfortable by the White community. Also, at this time, a small middle-class, Black neighborhood, known as the "Negro Quality Hill", developed east of Troost and south of 13th Street. Slums and crime hemmed in this area; later demolition removed evidence of its existence.<sup>61</sup>

In the 1920s and 1930s, racial problems intensified. Between 1920 and 1930, the Black population increased 25.6 percent, which was 2 percent more than the increase experienced by the total population.<sup>62</sup> This created pressure for more and better housing for the Black population and became a major social problem for Kansas City.<sup>63</sup> Gradually, Black families moved south but always within the poorer, more deteriorated areas. After World War I, Santa Fe Place began to feel this pressure but realtors maintained "understood" barriers. Santa Fe remained a White neighborhood with a few Black servants who lived over coach houses. To secure the neighborhood, homeowners agreed to an additional covenant in 1931: no real estate could be sold, given, or rented to Blacks for 30 years.<sup>64</sup>

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Unable to live there legally, Blacks migrated around the Santa Fe neighborhood. By World War II, Prospect Avenue had become a main artery for traffic, and Blacks lived on its west side as well as on the northern boundary of the district. Confronting this, the Santa Fe residents reinforced their restrictive covenant in 1947.<sup>65</sup>

World War II compounded the problems within the Black ghetto. The war brought thousands of Blacks from the South to work in the war industries; however, jobs were not plentiful and the housing shortage reached a crisis.<sup>66</sup> By 1950, the Black community was desperate; they had not only lost ground in housing but also in city employment and per capita income.<sup>67</sup> Where they previously focused their political attention on educational issues and on police treatment of Blacks, they now, for the first time, challenged the legality of the racist, restrictive covenants placed on property ownership.

Pressure to expand housing opportunities came not only from the sheer numbers of those in need but also from a slowly growing middle class which wanted comfortable houses and large yards which other substantial citizens could have.<sup>68</sup> Santa Fe Place, which was surrounded on two sides by the Black community, seemed a prime target, close at hand and with its spacious, upper middle class White homes and large yards. All that stood in their way were the restrictive covenants.

With a series of lawsuits originating in St. Louis, Missouri, the United States Supreme Court issued, in 1948, a decision against restrictive covenants based on race.<sup>69</sup> This did not automatically spell the end to segregation in the Santa Fe neighborhood. However, the city's expansion to the southwest, the depression, and the inferences of the 1931 covenant had already contributed to the decline in the status of the Santa Fe area.<sup>70</sup> Many of the wealthy owners were gone; primarily, the elderly remained.

With the Federal court's revocation of the restrictive covenant, middle and upper class Black families began trying to move into the neighborhood. The first family purchased property in early 1948, but did not move in because of fear of eviction. Finally, they moved in December of 1948; the following day they received a court summons. After 28 separate lawsuits between 1948 and 1950, four of which went to the Missouri Supreme Court, the family was able to remain in the neighborhood.<sup>71</sup> Between 1949 and 1953, Blacks moved into Santa Fe Place four times faster<sup>72</sup> than into any other area of Kansas City where Blacks could purchase property.

The migration of the Black families into the area occurred with relative peace. There were threats of violence, but no real violence occurred.<sup>73</sup> One scholar believes this was because of the cultural and educational backgrounds of the Blacks. Many came from the rural Midwest. In 1956, the predominant occupations were: educators, physicians, pharmacists, ministers, and lawyers. There were more Blacks with university degrees than Whites.<sup>74</sup>

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Although there was minimal violence, resentment, anger and fear were present. While many Whites generally avoided their Black neighbors and described "...Negroes (coming) down Victor Street like a black cloud," others felt no disturbance and claimed that the Blacks were of a higher class than most Blacks and of many of their White neighbors.<sup>75</sup>

However, violence did occur in 1952 when the Kansas City School District converted Benton School (site 200, picture 43) to a Black school. Black children had been attending Booker T. Washington School, which was three-fourths of a mile from the neighborhood. By 1952, B. T. Washington was filled to twice its capacity. Over 500 White families tried to stop integration of the school. In 1953, the day school was to open, an arsonist's fire destroyed part of the Benton School building. It would not be reopened until the following year. When it did reopen, the School's name was changed to D. A. Holmes School, after a Black Baptist scholar.<sup>76</sup>

The Blacks were very conscious of the long history of the neighborhood's exclusive nature and sought to maintain it through the maintenance of their property.<sup>77</sup> Still, 1956 saw the conversion of a few of the larger, old residences into multiple rental units. Clubs and a Santa Fe Community Council were formed to help maintain the neighborhood's residential identity. The neighborhood still boasts the addresses of many of the city's Black political, business, and religious leaders. The neighborhood retains its image and its memory as a successful bid for Black equality and access to White society's material manifestations of self-worth and social acceptance.

Despite the significant deviations from the original design for the district, Santa Fe Place has always maintained its identity and character as a unique neighborhood. The original Santa Fe developers' vision, conscientious planning, and construction ensured the homogeneity of buildings and streetscapes. Over the years, a keen awareness of this area's unique history, the environment created by this sense of heritage, and the refined architectural cohesiveness has aided the preservation of the generated pride in the neighborhood.

Additionally, the presence of well-known and nationally-acclaimed people has strengthened the area's identity. Movie-maker and entrepreneur, Walt Disney, lived with his family and worked at 3028 Bellefontaine (site 534, picture 41). Baseball Hall of Fame player, Satchel Paige, lived at 2626 East 28th Street (site 306, picture 40).

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- <sup>12</sup>Whitney, p. 671.
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<sup>14</sup>Union Abstract and Guarantee Company, p. 8-9.

<sup>15</sup>Ibid, p. 10.

<sup>16</sup>Ibid, p. 12.

<sup>17</sup>Ibid, pp. 13-16, pp. 41-44.

<sup>18</sup>Union Abstract and Guarantee Company, p. 44

<sup>19</sup>Ehrlich, p. 71.

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<sup>22</sup>Haskell and Fowler, p. 71.

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<sup>24</sup>Ibid, p. 13.

<sup>25</sup>Haskell and Fowler, p. 34.

<sup>26</sup>Ehrlich, p. 17.

<sup>27</sup>Ibid, p. 19.

<sup>28</sup>Haskell and Fowler, pp. 71 and 89.

<sup>29</sup>Ehrlich, p. 35.

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<sup>31</sup>Cowherd Fletcher, Experiences and Observations of a Long-time Kansas City  
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<sup>32</sup>Ibid. p. 6.

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<sup>33</sup>Ehrlich, pp. 36 and 43.

<sup>34</sup>Ibid, pp. 35, 54-58.

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William H. Wilson, The City Beautiful Movement in Kansas City (Columbia, Mo.: University of Missouri Press, 1964).

<sup>35</sup>Wilson, p. XVIII.

<sup>36</sup>Edgar Kaufmann, Jr., ed. The Rise of American Architecture (New York: Praeger Publishers, 1970), p. 51.

<sup>37</sup>Wilson, pp. 34-35.

<sup>38</sup>Ibid, p. 52.

<sup>39</sup>Jewel Freeman, Santa Fe Place, A Study of Minority Movement in Kansas City, Missouri. Unpublished Master's Thesis, Department of Social Work, University of Kansas, Lawrence, Kansas, 1939, p. 9.

<sup>40</sup>Union Abstract and Guarantee Company, p. 44.

<sup>41</sup>This site was severely altered in 1926 when the three-story, brick Hotel Byron was built flush with the west facade of the house. Later, the Hotel became a laundromat and the Lockridge house was gutted. Currently, it is scheduled for demolition to create space for commercial development.

<sup>43</sup>Fletcher, p. 6.

<sup>44</sup>Gwendolyn Wright, Moralism and the Model Home: Domestic and Cultural Conflict in Chicago, 1873-1913 (Chicago: The University of Chicago Press, 1980, p. 3.

<sup>45</sup>Douglas Bukowski, "We'll Build a Bungalow..." Chicago, Vol. 34, No. 1, January, 1985, pp. 84-86.

<sup>46</sup>Joan Michalak, "A Lesson in Style: The 'Shirtwaist' House." Historic Kansas City News, Vol. 3, No. 4, February-March, 1979, pp. 10-11.

<sup>47</sup>Ibid, p. 10.

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- <sup>48</sup>Kansas City Star, December 1, 1905  
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Freeman, p. 10  
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Kansas City Times, December 31, 1942.
- <sup>49</sup>Ehrlich, p. 72.
- <sup>50</sup>Ibid, p. 64.
- <sup>51</sup>Fletcher, p. 7.
- <sup>52</sup>Freeman, pp. 12-13.
- <sup>53</sup>Ibid, p. 13.
- <sup>54</sup>Ehrlich, p. 70.
- <sup>55</sup>Freeman, p. 14.
- <sup>56</sup>Ibid, p. 14.
- <sup>57</sup>Ibid, p. 3.
- <sup>58</sup>Theodore A. Brown and Lyle W. Dorsett, K.C.: A History of Kansas City, Missouri (Boulder, Colorado: Pruett Publishing Co., 1978), pp.47-48, 256.
- <sup>59</sup>Ibid, p. 184.
- <sup>60</sup>Freeman, pp. 3, 32.
- <sup>61</sup>Brown, p. 96.
- <sup>62</sup>Freeman, p. 16.
- <sup>63</sup>Ibid, p. 16.
- <sup>64</sup>Union Abstract and Guarantee Company, p. 72.
- <sup>65</sup>Freeman, p. 15.
- <sup>66</sup>Brown, p. 225.
- <sup>67</sup>Ibid, pp. 255-256.
- <sup>68</sup>Ibid, p. 185.

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<sup>69</sup>Freeman, pp. 17-18.

<sup>70</sup>Ibid, pp. 3, 16.

<sup>71</sup>Freeman, pp. 17-18.

<sup>72</sup>Ibid, p. 23.

<sup>73</sup>Ibid, p. 4.

<sup>74</sup>Ibid, pp. 33, 35.

<sup>75</sup>Ibid, pp. 43, 47.

<sup>76</sup>Ibid, pp. 19-21.

<sup>77</sup>Ibid, p. 50.

# 9. Major Bibliographical References

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# 10. Geographical Data

Acreage of nominated property 160 acres  
Quadrangle name Kansas City

Quadrangle scale 1:24,000

UTM References

A 

1	5	3	6	5	3	2	0	4	3	2	6	7	0	0
Zone			Easting				Northing							

B 

1	5	3	6	5	2	8	10	4	3	2	5	6	4	10
Zone		Easting				Northing								

C 

1	5	3	6	6	2	6	0	4	3	2	6	5	2	0
Zone			Easting				Northing							

D 

1	5	3	6	6	2	6	0	4	3	2	5	4	6	0
Zone		Easting				Northing								

E 

Zone			Easting				Northing							

F 

Zone		Easting				Northing								

G 

Zone			Easting				Northing							

H 

Zone		Easting				Northing								

Verbal boundary description and justification

See Verbal Boundary Description on Continuation Sheet.

List all states and counties for properties overlapping state or county boundaries

state code county code

state code county code

# 11. Form Prepared By

name/title 1. Priscilla Jackson-Evans, History Consultant

organization Black Archives of Mid-America date May 22, 1985

street & number 2033 Vine Street telephone 816-361-6932

city or town Kansas City state Missouri

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature *Frederick A. Brunner*

Frederick A. Brunner, Ph.D., P.E., Department of Natural Resources, Director and title State Historic Preservation Officer date *Apr 7 1986*

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

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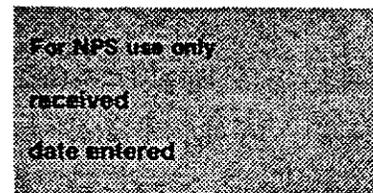
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VERBAL BOUNDARY DESCRIPTION

The Santa Fe Place Historic District is composed of the area encompassed by the following boundaries. Beginning at a point at the outside edge of the street curbing, 138 feet east of the southeast corner of E. 27th Street and S. Indiana, go south approximately 78 feet to the middle of E. 28th Street; thence turning west, continue approximately 120 feet along the center of E. 28th Street; thence turning south, continue approximately 100 feet; thence, turning east continue approximately 120 feet; thence, turning south, continue approximately 2482 feet to a point at the outside edge of the street curbing, 138 feet east of the northeast corner of E. 31st Street and S. Indiana; thence, turning west, continue approximately 2940 feet along the outside curb line of E. 31st Street to a point at the outside street curbing, 138 feet west of the northwest corner of E. 31st Street and Prospect; thence, turning north, continue approximately 2660 feet to a point at the outside street curbing, 138 feet west of the southwest corner of 27th Street and Prospect; thence, turning east, continue approximately 2940 feet along the outside curb line of E. 27th Street to the point of origin.

BOUNDARY JUSTIFICATION:

As explained in sections 7 and 8, the boundaries for the Santa Fe Place Historic District are justified by historical development and by the architectural continuity of building types and building materials. These boundaries define a unique inner city neighborhood in Kansas City.

The District's boundaries, in the early- to mid-1800s, formed the cornerstone of the Lockridge Family farm. As such, the area contributed to the development of the Santa Fe trade and to the development of Jackson County, Kansas City, Missouri and Westport.

From 1890 to approximately 1930, the vast majority of the District's area was part of one of the first attempts, in Kansas City, to plan a totally residential community which would be developed and governed by legal covenants. Its plat and its architecture were to visually reflect social order and to elicit a consensus of values and behavior among those who lived there. The area which underwent this development included: the south side of 27th Street, the east side of Propsect Avenue, the west side of Indiana Avenue and the north side of 30th Street. The nominated District's boundaries extend slightly beyond this area.

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The boundaries were extended to the west side of Propsect Avenue, to the east side of Indiana Avenue and to the north side of 31st Street. This was done in order to simultaneously provide a small buffer zone for the original planned neighborhood and to encompass structures which were important to the historical development and to the architectural cohesiveness of the District. Some such buildings include the Metropolitan A. M. E. Zion Church (site 120, picture 59) and the D. A. Holmes School (site 200, picture 43).

As previously stated, the area between 30th Street and 31st Street (see site plan map) was included in the District beacuse of:

(1) its inclusion in the original Lockridge Farm; (2) the architectural continuity of building types and building materials with the rest of the District; and, (3) its exceptional importance to the racial integration of the original planned neighborhood and the location of the D. A. Holmes School at 3004 Benton Boulevard.

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HISTORIC DISTRICT

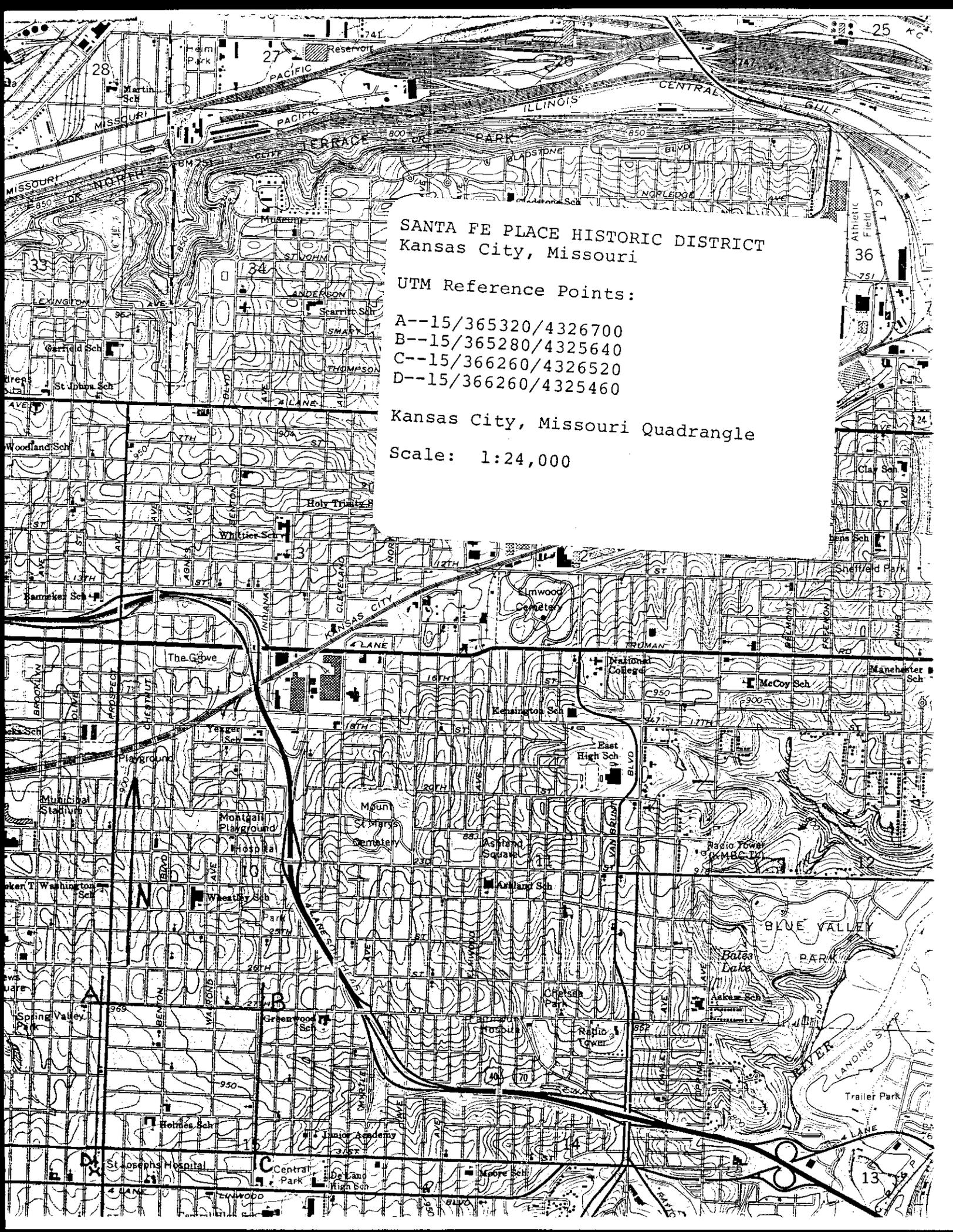
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2. James M. Denny  
Chief, Survey & Registration  
and State Contact Person  
Department of Natural Resources  
Historic Preservation Program  
1915 Southridge Drive, P. O. Box 176  
Jefferson City, Missouri 65102

Date: March 24, 1986

Telephone: 314/751-4096



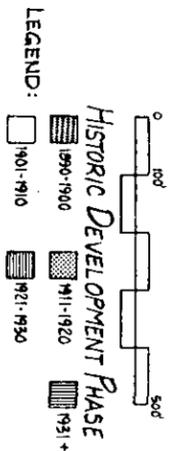
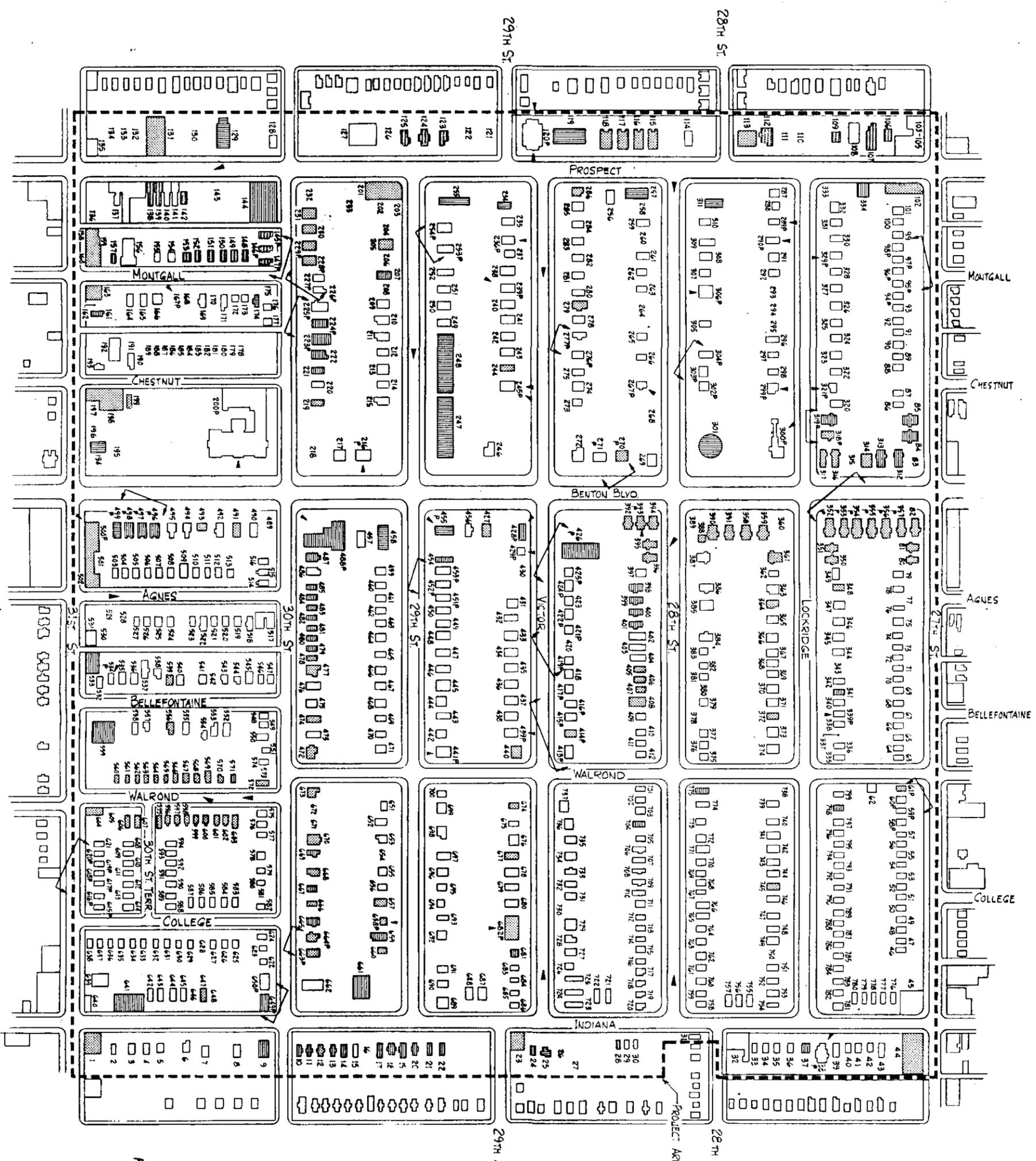
SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

UTM Reference Points:

- A--15/365320/4326700
- B--15/365280/4325640
- C--15/366260/4326520
- D--15/366260/4325460

Kansas City, Missouri Quadrangle

Scale: 1:24,000

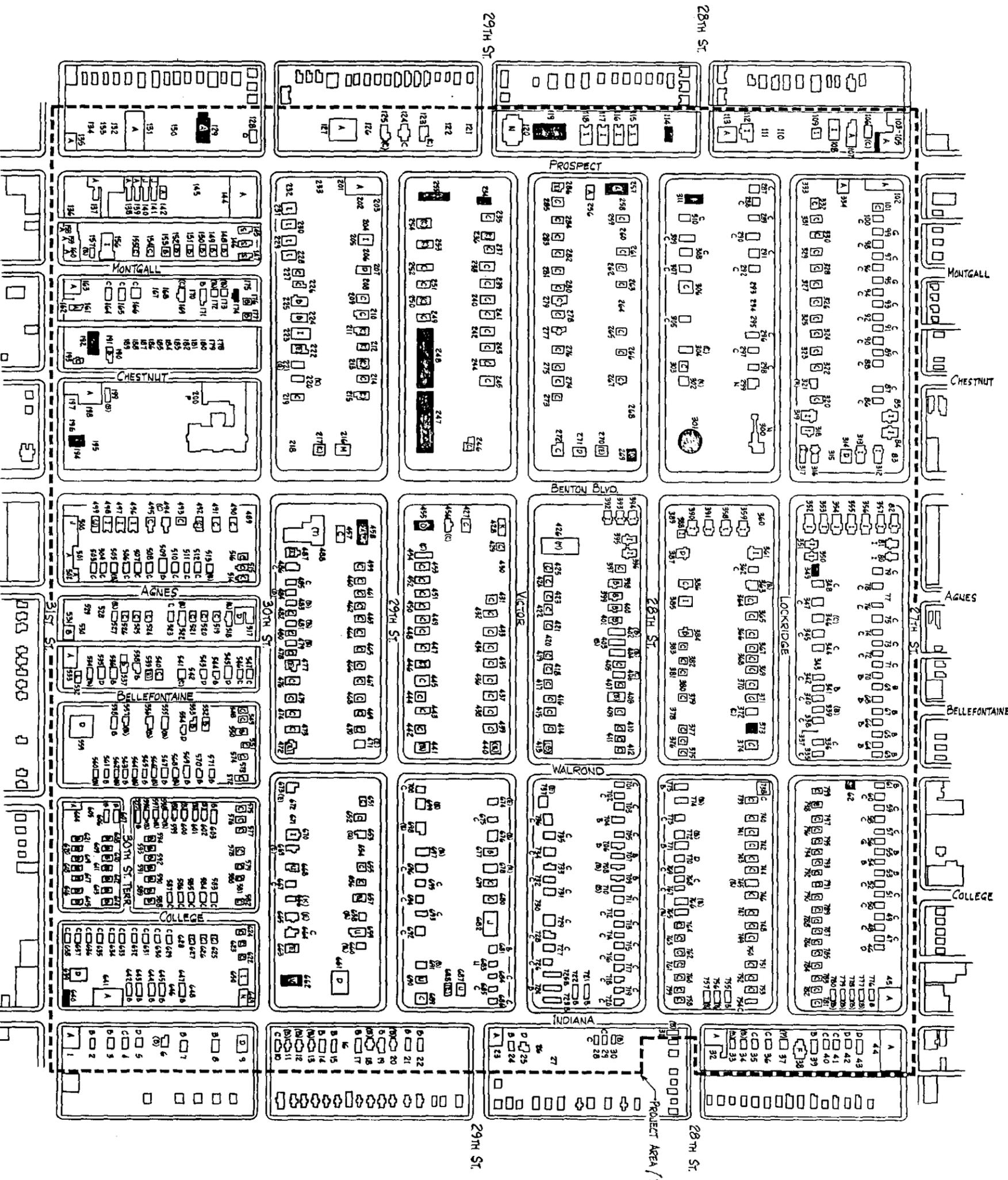


**HISTORIC DEVELOPMENT PHASE**

PHOTOGRAPH KEY: THOSE SITE NUMBERS FOLLOWED BY A "P" HAVE PHOTOGRAPHS INCLUDED IN NOMINATION FORM. STREETSCAPE PHOTOGRAPHS ARE INDICATED BY AN ARROW.

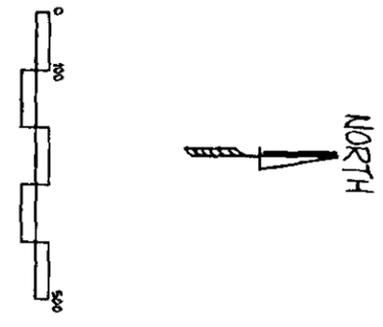
**SANTA FE HISTORIC DISTRICT**

BLACK ARCHIVES OF MID-AMERICA  
 2033 VINE  
 KANSAS CITY, MISSOURI  
 BASE RESTORATION BY: JON PRICE



- ARCHITECTURAL TYPES:
- A. COMMERCIAL
  - B. BUNGALOW
  - C. SHIRTKWAISET
  - D. VERNACULAR
  - E. PRARIE
  - F. QUEEN ANNE
  - G. COTTAGE
  - H. NEO-CLASSIC RENOVAL
  - I. VERNACULAR CLASSIC RENOVAL
  - J. SPANISH COLONIAL RENOVAL
  - K. COLONIAL RENOVAL
  - L. VERNACULAR GEORGIAN RENOVAL
  - M. GEORGIAN RENOVAL
  - N. ECLECTIC
  - O. CONTEMPORARY
  - P. RENAISSANCE RENOVAL
  - Q. MISSION
  - R. TUDOR
  - S. VICTORIAN VERNACULAR
  - T. LATE GOTHIC RENOVAL
  - U. VERNACULAR COTTAGE
  - V. BANCH
- ( ) INDICATES MODIFIED VERSION  
 ■ INDICATES INTERUSION

SANTA FE HISTORIC DISTRICT  
 BLACK ARCHIVES OF MID-AMERICA  
 2033 VALE  
 KANSAS CITY, MISSOURI  
 BASE RESTORATION BY: LHM PRICE



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instruction in *National Register Bulletin 16B: How to Complete the Multiple Property Documentation Form*. Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission

Amended Submission

A. Name of Multiple Property Listing

Historic Resources of the Santa Fe Trail, 1821-1880.

B. Associated Historic Context(s)

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

- International Trade on the Mexican Road, 1821-1846
- The Mexican War and the Santa Fe Trail, 1846-1848
- Expanding National Trade on the Santa Fe Trail, 1848-1865
- The Effects of the Civil War on the Santa Fe Trail, 1861-1865
- The Santa Fe Trail and the Railroad, 1865-1880

C. Form Prepared by

name/title See Continuation Sheet

organization The URBANA Group date May 30, 1993

street & number P.O. Box 1028 telephone 217/344-7526

city or town Urbana state IL zip code 61801-9028

D. Certification

(Continuation sheets may be used for additional certifying officials.)

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.

See Continuation Sheets D 1-6

Signature and title of certifying official \_\_\_\_\_ Date \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

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National Park Service

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Historic Resources of the Santa Fe Trail, 1821-1880

Section number C Santa Fe Trail MPS

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**C. Form Prepared By**

The URBANA Group staff:

Joseph J. Gallagher, Cultural Geographer  
Author, Associated Historic Contexts and Geographical Description

Alice Edwards, Vice President/Preservation Planner  
Project Manager and Editor

Lachlan F. Blair, President/Preservation Planner  
Editor

Consultant to The URBANA Group:

Hugh Davidson, Project Technical Advisor  
Author, Associated Property Types

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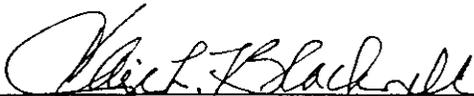
Section number D

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**D. Certification**

(Continuation sheets may be used for additional certifying officials.)

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.



14 February 1994

Signature and title of certifying official Claire F. Blackwell, Deputy SHPO

Date

Missouri Department of Natural Resources  
State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of Keeper

Date of Action

**WRITTEN NARRATIVE**

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Fill in the page numbers according to the instructions for continuation sheets in the *National Register Bulletin 168: How to Complete the Multiple Property Documentation Form*.

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Expanding National Trade on the Santa Fe Trail, 1848-1865	E 18 - 24
The Effects of the Civil War on the Santa Fe Trail, 1861-1865	E 25 - 28
The Santa Fe Trail and the Railroad, 1865-1880	E 28 - 31
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<b>G. Geographical Data</b> (Describe and justify boundaries.)	<b>G 01 - 08</b>
<b>H. Summary of Identification and Evaluation Methods</b> (Discuss the methods used in developing the multiple property listing.)	<b>H 01 - 04</b>
<b>I. Major Bibliographical References</b> (List major written works and primary location of additional documentation: State historic preservation office, other State agency, Federal agency, local government, university, or other, specifying repository.)	<b>I 01 - 05</b>

**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. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Historic Resources of the Santa Fe Trail, 1821-1880

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E. STATEMENT OF HISTORIC CONTEXTS

Introduction

The 1,200 mile Santa Fe National Historic Trail (including the Mountain and Cimarron Routes) traverses thirty-six counties in Missouri, Kansas, Oklahoma, Colorado, and New Mexico. It represents the first great trans-Mississippi trade route, and was the first road to be surveyed west of Missouri. However, the importance of the Trail goes beyond that of trade: the Trail significantly aided in the development of a quarter of the North American continent. The Trail itself began as an international trade route in 1821, only to become a domestic trade route in 1848 following U.S. victory in the Mexican War. American, American Indian, and Hispanic cultures came into contact with one another along the Santa Fe Trail, thus contributing to a mosaic of varying social and cultural aspects of the route. Several notable individuals and groups have a connection with the Santa Fe Trail, including William Becknell, Christopher "Kit" Carson<sup>1</sup>, Manuel Alvarez, and Josiah Gregg<sup>2</sup> in addition to Apache, Kiowa, Osage, Pawnee, and various other American Indian peoples. This interaction of cultural groups along the Trail provoked more fighting than occurred on any other western trail. Conflict along the Trail led to a new national policy toward American Indians, and to the development of new types of military units such as the U.S. Dragoons<sup>3</sup>, as well as to the establishment of satellite frontier forts. The military significance of the Trail is further emphasized by the Santa Fe Trail's contribution to the "Manifest Destiny"<sup>4</sup> doctrine which led to the Mexican War, to the expansion of the Union in the 1840s, to government communication with civil and military officers, and to the preservation of the Union in the 1860s. The route also accommodated the railroad in its expansion westward and aided in the settlement of western lands. The material culture which emerged along the Trail, while contributing to regional cultures, is unique when viewed in light of the factors, conditions, and processes which produced it.

The popular perception of the Santa Fe Trail is that of a single route with two branches joining Franklin, Missouri and Santa Fe, New Mexico. This image is misleading, and is the consequence of early twentieth century mapping and marking of two branches of the Trail.<sup>5</sup> Actually, various routes to and from Santa Fe were followed depending on weather conditions, terrain, and the state of man-made hazards, as well as other considerations.<sup>6</sup> Several major historic branches of the Santa Fe Trail have been identified including the Aubry Cutoff and the military roads from Granada, Colorado to Fort Union, New Mexico; Fort Hays, Kansas to Fort Dodge, Kansas; and the various branches to Fort Leavenworth, Kansas.<sup>7</sup> Franklin, Missouri, the original eastern terminus of the Trail, was founded in 1817 close to the Missouri River with many of the housing lots platted at the river's edge not allowing for its floodplain.<sup>8</sup> Materials and participants in the Santa Fe trade originated at locations farther east with other routes such as the Boon's Lick trail from St. Charles, Missouri to Boon's Lick, Missouri contributing to the Santa Fe trade. From Franklin the traders would proceed by ferry to Arrow Rock, Missouri or Boonville, Missouri on the west bank of the Missouri River.<sup>9</sup> New Franklin, Missouri was built two miles northeast of Franklin after its abandonment due to flooding in 1828. Steamboat navigation allowed freight to be transported to Blue Mills Landing, Missouri or Independence Landing, Missouri and from there, three miles south to the town of Independence, Missouri--the eastern terminus of the Trail in 1827.<sup>10</sup> By 1833, steamboat navigation had reduced the length of the Trail by another ten miles with freight transported to Westport Landing, Missouri and then south to the town of Westport, Missouri.<sup>11</sup> Traders traveling westward on the Trail also sought different destinations for their trading of goods with many of them continuing on to Chihuahua (five hundred miles south of Santa Fe), Durango, Zacatecas, and San Juan de Los Lagos.<sup>12</sup> The first printed use of the term "Santa Fe Trail" appeared in the Missouri Intelligencer and Boon's Lick Advertiser, Franklin, June 18, 1825, page 4, column 1.<sup>13</sup> Prior to this date and afterwards, the route was

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known by a variety of names which included the "Mexican Road," "Mexican Trail," "Spanish Trace," "Santa Fe Trace," "Santa Fe Road," and "Missouri Wagon Road."<sup>14</sup> The dangers the Santa Fe Trail posed to travelers were varied and numerous including American Indian attacks in response to trespassing issues, high temperatures, prairie fires, icy blizzards, buffalo stampedes, polluted water, blowing dust and sand, mosquitoes, rattlesnakes, dysentery, cholera, fever, contusions, exhaustion, flies, gnats, bushwhackers, "Red Legs", guerrillas, jayhawkers, and ordinary highwaymen.<sup>15</sup>

Background

**Pre 1821: Illegal Trade**

To appreciate the historical and cultural significance of the Santa Fe Trail, consideration of illegal trade between the United States and the Spanish-occupied Mexico prior to 1821 provides useful background. The period of illegal trade (pre 1821) is not designated as a historic context for three reasons. First of all, information is lacking on trade between the two countries prior to 1821 due to the illegal nature of the enterprise and its historic time frame. Secondly, no evidence suggests that there was a regular Trail established from Missouri to Santa Fe before 1821 for the purposes of trade or any other activity. Finally, the historic resources contained within this Multiple Property Documentation form are the result of activities established and conducted after 1821.

Reportedly, the Spanish explorer Francisco Vázquez de Coronado crossed a portion of the same route as that of the Santa Fe Trail when he set out from a location forty miles south of Santa Fe in 1541.<sup>16</sup> Don Juan Ñate established a settlement twenty miles north of the future site of Santa Fe in 1598, but not until late 1609 or early 1610 did Spanish residents of New Spain establish La Villa Real de Santa Fe (The Royal Town of the Holy Faith).<sup>17</sup>

Access to Santa Fe was hindered due to the terrain encountered on the Mountain Route. Several routes across the mountains existed including Raton Pass, San Francisco Pass, Manco de Burro Pass, Trinchera Pass and Emery Gap with recorded use of these routes dating back to the early eighteenth century.<sup>18</sup> A better route across the mountains from west to east was discovered by the Comanches in the 1720s.<sup>19</sup> Between the 1730s and 1763, reports exist of French traders from the Mississippi Valley supplying Comanches with arms and perhaps journeying as far as Taos.<sup>20</sup> During the last half of the eighteenth century, Spaniards seemed to use the Sangre de Cristo route into the Arkansas Valley to the exclusion of all others.<sup>21</sup> In 1803, the United States secured the Louisiana Purchase<sup>22</sup> and, thereafter, Santa Fe and its environs were visited by trappers and traders.

Legal trade between Mexico and the United States did not begin until Mexico achieved its independence from Spain in 1821; however, some accounts exist of illegal trade between New Spain and the United States prior to that time. While the Spanish did conduct trade fairs with the American Indians at Pecos and Taos, they largely adhered to their "closed door" policy.<sup>23</sup> This policy was reinforced by patrols of Spanish and Pueblo soldiers who had policed the border since the late eighteenth century. Two Frenchmen, Pierre and Paul Mallet, and seven of their companions reached the Spanish border in 1739; thereafter, they experienced "a few months of friendly captivity."<sup>24</sup> By 1748, a trade with Frenchmen involving the exchange of guns for mules had become established at Taos. By the second half of the eighteenth century, the arrest of illegal (French) traders and the confiscation of their goods appears to have been commonplace.<sup>25</sup> The interest and risk demonstrated by many of these traders must have ignited Spanish

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curiosity because in 1792, a Frenchman by the name of Pedro Vial who was in the employ of Spain, was instructed to seek a route from Santa Fe to St. Louis, Missouri which he did.<sup>26</sup>

The practice of illegal trade continued into the early years of the nineteenth century prior to Mexican independence. William Morrison, a Kaskaskia trader, sent Jean Baptiste La Lande overland to New Spain with a supply of trade goods in 1804.<sup>27</sup> After he sold the goods, Spanish authorities did not allow him to leave New Mexico. He was not the only trader who was allowed to remain in Santa Fe but not permitted to leave the country; James Purcell (also known as "Pursley") did the same in 1805.<sup>28</sup> Following the Louisiana Purchase of 1803, Lieutenant Zebulon M. Pike left St. Louis on July 15, 1806 to investigate the southern boundaries of this territory for the U.S. government.<sup>29</sup> Pike was escorted by Spaniards to Chihuahua.<sup>30</sup> He was impressed with what he saw and relayed what he had seen to others upon his return. Some would contend that the first truly successful Santa Fe trader was Jacques Clamorgan, a trader from St. Louis who, in 1807, set out from St. Louis overland to Santa Fe and on to Chihuahua.<sup>31</sup> In 1810, James McLanahan, Reuben Smith, and James Patterson were arrested and imprisoned for several years in the Presidio of San Eleazario.<sup>32</sup> Between 1812 and 1815 while the United States was involved in war, Manuel Lisa, a Spanish-born, Missouri River fur trader, wrote to the Spaniards offering to trade with them. He dispatched Charles Sanguinet toward Santa Fe with a load of merchandise with a view to trading; however, everything was destroyed in a confrontation with American Indians.<sup>33</sup> Around the same time, a group of ten Missouri frontiersmen including Robert McKnight, Samuel Chambers, and James Baird reached Santa Fe, had their goods confiscated, and were jailed indefinitely. Not until 1821 did the last of these men, McKnight, get released.<sup>34</sup> Auguste P. Chouteau, a member of the famous St. Louis fur trading family, and Jules de Mun conducted several trips to Taos over the Sangre de Cristo Mountains before being arrested in 1817.<sup>35</sup> They were allowed to return home to St. Louis. Jedediah Smith guided a pack train over what was to become the Santa Fe Trail route to the Arkansas River in 1818. However, after a Spanish merchant with whom he was supposed to trade did not arrive, the trading party returned home.<sup>36</sup> In 1819, Governor Melgares ordered a fort built on the eastern side of Sangre de Cristo Pass. The fort was attacked and destroyed six months after its completion by [Americans posing as] American Indians.<sup>37</sup>

Prior to the establishment of the Santa Fe Trail, New Spain's far northern frontier had developed a unique character. The physical environment played its role in the establishment of settlement in that arid climate and natural materials allowed residents to construct buildings of adobe. Spanish and Mexican governments offered incentives to individuals willing to settle on these frontier lands.<sup>38</sup> Hispanics assimilated indigenous Americans into these frontier societies thus creating a "frontier of inclusion."<sup>39</sup> New Spain's far northern frontier has been viewed by historians and anthropologists as more informal, democratic, self reliant, and egalitarian than that of central portions of the country; however, far northern portions of New Spain also developed a strong Hispanic urban tradition with restrictions on trade and travel.<sup>40</sup> Up until 1821, New Mexico received nearly all its goods and supplies from the interior provinces.<sup>41</sup> Like many towns of northern New Spain, Santa Fe occupied the site of an ancient pueblo or abandoned American Indian village.<sup>42</sup> The city was irregularly laid out except for the public square while the immediate environs of the city consisted of farms. Farming on these arid lands was possible as a result of irrigation systems from the Santa Fe River.<sup>43</sup> The majority of the residents of Santa Fe were poor but a very wealthy minority also resided there. The church was the center of cultural life in the town and the educational system was poorly developed.<sup>44</sup> By 1821, approximately 5,000 people lived in Santa Fe.<sup>45</sup>

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I. Associated Historic Context:

International Trade on the Mexican Road, 1821-1846

Legal international trade between the United States and Mexico began in 1821 with William Becknell's first trip from Franklin to Santa Fe and ended with the signing of the Treaty of Guadalupe-Hidalgo in 1848. While the Mexican War (1846-1848) will be considered separately as an associated historic context, the period 1821-1846 witnessed much international activity. Proceeds obtained from the early expeditions enticed growing numbers of traders to pursue the Trail to and from Santa Fe. In 1821, the northern boundary of Mexico ran along the arbitrarily chosen forty-two degrees north line of latitude eastward from the Pacific coast and included all of what is now California, Nevada, Utah, Arizona, New Mexico, Texas, most of Colorado, and the southwestern corner of Kansas. To the north of Mexico in 1821 lay Oregon Country, unorganized territory, the Arkansas Territory, and the United States (Figure 1).<sup>46</sup> Prior to the discussion of historic events, the role and motivation of participants in trade and travel on the Santa Fe Trail is discussed.

The motivation which prompted travel over the Santa Fe Trail varied from individual to individual. Nonetheless, the most significant motive appears to have been that of trade. Even before legal trade between Mexico and the United States commenced, it was apparent that there was a demand in the Southwest for goods from the eastern seaboard. Many traders sought to satisfy that demand in return for the considerable profits to be made through international, and subsequently regional, trade. Early traders even risked, and experienced, imprisonment in an attempt to transport and sell their merchandise in Mexico which, prior to 1821, was under Spanish rule. Many of the people who traveled over the Trail were traders themselves who used this highway of commerce in order to conduct their business and maintain their occupation.

Santa Fe traders were characteristic of the mercantile capitalism of the Commercial Revolution.<sup>47</sup> Items both wholesale and retail were traded in response to the changing demands of consumers and shifting markets.<sup>48</sup> Since the overland trade as a distinctive venture lasted less than a single generation, the Santa Fe trader had to be flexible in his approach to trade. The Santa Fe trader usually operated alone and furnished, or made arrangements to lease, his own mode of transportation since no national or international transportation network existed.<sup>49</sup> Often the Santa Fe trader did not receive money in return for his merchandise, so it was necessary to extend credit or employ some form of exchange in order to conduct business.<sup>50</sup> Since the Trail trader crossed state and national boundaries, it was necessary for him to seek cooperative relationships with state and national governments.<sup>51</sup>

John, James, and Robert Aull were Santa Fe traders who subscribed to the viewpoint of the mercantile capitalist. John Aull arrived in Chariton, Missouri from Delaware around 1819 and operated a store there with two other partners until 1822 when he moved to Lexington, Missouri and ran a general store until his death in 1842.<sup>52</sup> His younger brothers, James and Robert, went west in 1825. James started his own store in Lexington on his arrival and opened branches at Independence in 1827 and at Richmond, Missouri in 1830 while his brother Robert, started a store at Liberty, Missouri in 1829.<sup>53</sup> In 1831, James and Robert Aull combined forces to manage a family firm which operated all four stores until their partnership was dissolved in 1836.<sup>54</sup> During this partnership, James managed the Lexington store, Robert was responsible for overseeing the one at Liberty, and Samuel Owens was given responsibility for the one at Independence.<sup>55</sup>

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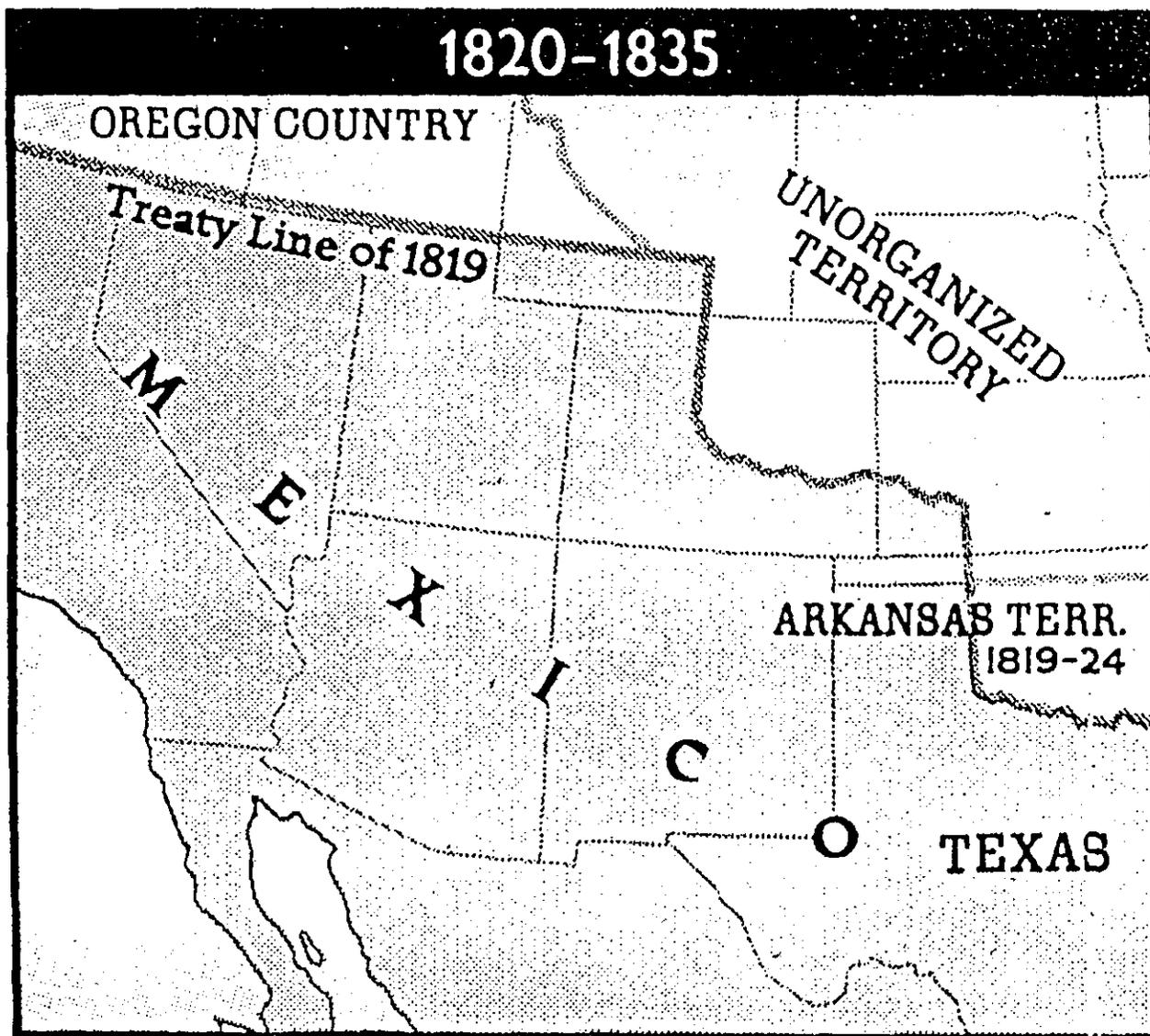


Figure 1. Source: "The Southwest." *National Geographic Magazine*, Supplement of the National Geographic, November 1982, page 630A, Vol. 162, No. 5 - THE SOUTHWEST.

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The variety of merchandise available at the Aull stores reflected the demand for goods from Santa Fe traders and consumers farther west. Dry goods from the Atlantic seaboard; hardware from Pittsburgh, Pennsylvania; flour from Cincinnati, Ohio; groceries from New Orleans, Louisiana; leghorn bonnets, books and medicines were among the diversity of items found in these stores.<sup>56</sup> James Aull often selected many of these items on annual trips to Philadelphia, Pennsylvania; New York City, New York and points in-between leaving Lexington in January and traveling by horseback or wagon to St. Louis by way of Fayette, Missouri; then by stagecoach to Louisville, Kentucky by way of Vincennes, Indiana; then on to Pittsburgh and, finally, by overland stage to Philadelphia and other eastern destinations.<sup>57</sup> James Aull purchased thirty-five thousand dollars worth of merchandise on one of these annual trips east in 1831 while one year later he secured another forty-five thousand dollars worth of items to serve the expanding western markets for such goods.<sup>58</sup>

Since many eastern trading firms extended twelve months credit to interior merchants, the Aulls extended six to twelve months credit to local customers, many of whom were involved in agriculture.<sup>59</sup> Sometimes it was necessary for the Aulls to get a credit extension from their eastern suppliers due to delays caused by late mail delivery, changing currency, low water levels in rivers, steamboat disasters, and the inability of their customers to repay them for merchandise purchased.<sup>60</sup> Between 1831 and 1836, the Aulls took the lead in building and owning three steamboats, constructing a rope walk to produce rope from local hemp, and operating a saw and gristmill.<sup>61</sup> James Aull anticipated the Panic of 1837 and, despite being able to recover only five hundred dollars of the twenty-five thousand dollars owed to his Independence store, the Aulls were able to stay in business on a smaller scale until the economic situation improved.<sup>62</sup> The Aulls also attempted to cultivate a symbiotic relationship with state and national governments for the purposes of trade and, to this end, James Aull and Samuel Owens found themselves part of a "Traders Battalion" consisting of two military companies mustered by Colonel A. W. Doniphan, commander of a regiment of Missouri volunteers.<sup>63</sup> Samuel Owens was killed by Mexicans at the Battle of Sacramento while James Aull was stabbed to death on June 23, 1847 by four Mexicans intent on robbing the new outlet store he had just established in Chihuahua.<sup>64</sup>

Mexican merchants also operated over the Santa Fe Trail in this period of expanding trade and, as early as 1838, may have transported the bulk of goods between Missouri and New Mexico.<sup>65</sup> Indeed, many Mexican merchants viewed the Santa Fe Trail as only a portion of a much longer trail to the east coast and even to Europe.<sup>66</sup> Many Mexican merchants from Chihuahua, Durango, and El Paso viewed Santa Fe and the Trail itself merely as one phase of a corridor of international commerce. Their perspective of the Santa Fe Trail is emphasized by the continuation of trading ventures during the Mexican War despite being labeled "greasers" and traitors by some of their compatriots.<sup>67</sup> When threatened, Mexican merchants protected their investments in the Santa Fe trade by volunteering military service and making financial contributions to resist disruption of this type of commerce by Texans, American Indians, and Americans.<sup>68</sup>

Although Manuel Alvarez was a native of Spain, he was one of the merchants who viewed Missouri as "a mere way-station" on a commercial trail that led from New Mexico to Europe and various points in between.<sup>69</sup> Alvarez operated a store in Santa Fe from 1824 until his death in 1856. He succeeded Ceran St. Vrain as U.S. commercial agent in Santa Fe in 1839.<sup>70</sup> Alvarez made several buying trips to eastern markets including trips in 1838-1839, 1841-1842, and 1843-1844.<sup>71</sup> In August 1843, Alvarez returning from the eastern United States on a business trip was prevented from reentering Mexico because Mexican President Antonio Lopez de Santa Anna closed all northern ports of entry into the country.<sup>72</sup> Undeterred by this news, Alvarez returned east via Chicago, and Philadelphia,

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and from New York made his way to England, Spain, and France. Throughout his travels, he purchased goods and kept abreast of events in New Mexico. Alvarez conducted most of his business through the London-based firm of Aguirre, Solante, and Murrieta which acted as his agent.<sup>73</sup> He deposited three thousand dollars in a London bank for interest and to use as payment for goods purchased there.<sup>74</sup> Despite the reopening of the northern ports of entry into Mexico, Alvarez did not hasten his return to Santa Fe. He returned to New York on May 1, 1844 where he purchased an additional \$4,000 worth of merchandise.<sup>75</sup> Allowing for brief sojourns in Philadelphia and Pittsburgh, Alvarez arrived in Missouri around June 1, 1844 where he remained for an additional two and a half months arranging shipment of his merchandise from Independence, Westport, and St. Louis to Santa Fe.<sup>76</sup>

Alvarez personally arranged the transportation of his goods over the Santa Fe Trail with Charles Bent whose shipping company transported the goods from Independence to Santa Fe for nine cents per pound.<sup>77</sup> The types of merchandise transported by Alvarez over the Santa Fe Trail included textiles, sewing utensils, lace, buttons, combs, shovels, knives, and belts—some of which he had acquired from the New York-based firms of Hugh Auchincloss and Sons, Gibson and Company, Walcott and Slade, Robert Hyslop and Son, and William C. Langley and Alfred Edwards and Company.<sup>78</sup> Alvarez arrived in Santa Fe in late October or early November while the goods he had purchased in London and New York arrived in Santa Fe on November 3, 1844.<sup>79</sup> Alvarez went to New York and Philadelphia the following year to purchase more goods and, no doubt, encouraged others to take his example. Manuel Armijo<sup>80</sup> also conducted business with the New York-based firm of P. Harmony's Nephews & Company while Manuel X. Harmony traveled from New York over the Santa Fe Trail to Santa Fe and on to Chihuahua with a caravan of his own goods.<sup>81</sup>

Some traders and trappers became American Indian agents with the initiation of legal trade in order to aid in the negotiations between American Indian and American peoples. The role attributed by many authors to American Indian peoples along the Santa Fe Trail in the past was that of disruption of Trail traffic rather than participation in Trail trade and travel. Clearly, the Trail drew the American Indian peoples into contact with people from other cultures. The original inhabitants of the plains sought to defend their territory and lifestyle from westward American colonization, resulting frequently in conflict. The possibility of acquiring goods from caravans traveling over the Trail and the payment of annuities to American Indians at points along the Trail made contact with these two groups inescapable. The sense of adventure provoked by accounts of these cultural confrontations encouraged many more to engage in travel and trade on the Santa Fe Trail. The opportunity to explore these vast untraveled lands combined with the elements of danger, which were numerous, evoked in many people an insatiable curiosity. Early Santa Fe Trail traffic was not considered pleasurable by many individuals thus reinforcing Marian Russell's claim that "the romance came later . . . largely in retrospect."<sup>82</sup>

Although the Santa Fe Trail was not primarily an emigrant route, the Trail brought many individuals west in the hope of securing a better life for themselves and their families. Indeed, the Trail resulted in some individuals gaining distinction or acquiring a level of fame such as William Becknell who got the title "Father of the Santa Fe Trail," Josiah Gregg whose two-volume book entitled Commerce of the Prairies remains one of the most significant accounts of Santa Fe trade, and Susan Shelby Magoffin who, for some time, was considered to be the first American woman in Santa Fe. In her account, Magoffin describes her new-found fame when she says:

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I have entered the city in a year that will always be remembered by my countrymen; and under the 'Star Spangled banner' too, the first American lady, who has come under such auspices, and some of our company seem disposed to make me the first under any circumstances that ever crossed the Plains.<sup>83</sup>

Mary Donoho is now believed to be the first American woman to arrive in Santa Fe over the Trail. What is important to remember is that the Santa Fe Trail was primarily a commercial and military road that also attracted immigrants, and was mostly used by male traders.<sup>84</sup> Certain females contributed to travel over the Trail and, despite their small numbers, women clearly played a greater role than that attributed to them by Frederick Jackson Turner in 1893 when he wrote that women were "invisible, few in number and not important to the process of taming the wilderness."<sup>85</sup> Historian Sandra Myres identifies the role of women in several communities along the Trail.<sup>86</sup> Among sedentary, agricultural peoples of the Pueblos, women built and owned the houses, cared for the children, prepared and gathered food, produced pottery and cooking utensils, and made clothes.<sup>87</sup> Women were responsible for garden plots, some food gathering, food preparation, and making clothes among the semi-nomadic peoples including the Kaw, Pawnee, Osage, and Navajo tribes, while the Comanche, Kiowa, Apache, Cheyenne and Sioux women of the Plains were responsible for the domestic arrangement of camps in addition to food preparation and clothes making.<sup>88</sup> These American Indian and Mexican-American women not only lived along the Santa Fe Trail, but also traveled on it and, in some instances, married American traders and trappers who operated on the Trail.<sup>89</sup> From the extant accounts of American women, African-American women served as cooks and personal maids for some Santa Fe Trail travelers.<sup>90</sup> Several New Mexican women became steady customers of the merchants who operated over the Trail including Manuela Rosalia Baca, Luisita Baca, and Senora Linda del Sargento Sanchez.<sup>91</sup> Dona Gertrudis Barcelo, also known as "La Tules," operated a saloon in Santa Fe.<sup>92</sup>

The experiences of the American female travelers, however, are those which we know most about and of which written records exist. The accounts of American women along the Trail are among the most informative accounts of Santa Fe Trail life and commerce. Among the most notable are the memoirs of Marion Sloan Russell who traversed the Trail five times and the diary of Susan Shelby Magoffin who accompanied her husband, Samuel, along the Santa Fe Trail in 1846.

Considering the nature of the Santa Fe Trail, "It may appear, perhaps, a little extraordinary that females should have ventured across the Prairies under such forlorn auspices"<sup>93</sup> but they did. Hezekiah Brake, who crossed the Trail in 1858, wrote in his published account that "In those days the women dreaded worse than death, the perils of the Western trails"<sup>94</sup> supporting the notion that many of the females who crossed the Trail did so out of loyalty to their husbands or families. Six Spanish women exiled from Mexico crossed over the Trail with their husbands in 1831.<sup>95</sup> Evidence also exists of two French women making the trip from west to east over the Trail in that same year.<sup>96</sup> Carmel Benevides accompanied Antoine Robidou<sup>97</sup> on many trips from Santa Fe to Missouri.<sup>98</sup> The 1830s witnessed the first crossing of the Trail by an American woman. She was Mary Dodson Donoho who, along with her husband William and nine month old daughter Mary Ann, traveled over one hundred miles from Columbia, Missouri to join the caravan for Santa Fe at Independence in 1833.<sup>99</sup> The caravan which they joined was composed of approximately 328 people and between ninety-three and 103 wagons and carriages of which sixty-three were laden with around \$100,000 to \$180,000 worth of merchandise.<sup>100</sup> The caravan was escorted by 144 officers and men under the command of Captain William N. Wickliffe, five supply wagons, one piece of field artillery and one ammunition wagon.<sup>101</sup> After arriving in Santa Fe, the Donohos managed a hotel there from 1833 to 1837. The participation of the Donohos in the story of the Santa Fe Trail does not end there.

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It is now believed that William Donoho secured the release of three Texan women held by American Indians. Two separate incidents in 1836 resulted in the capture of the three women by the Comanches.<sup>102</sup> In March 1836, a group of eleven men, two women, and three children including John and Sarah Horn and their sons, John and Joseph, and Mr. and Mrs. Harris and their infant daughter left Dolores, Texas.<sup>103</sup> The company was attacked by Comanches and all the men and the Harris' daughter were killed while Mrs. Harris, Sarah Horn, and her sons were kept as servants by the Comanches. Mrs. Harris's release was secured by William Donoho in June 1837.<sup>104</sup> Sarah Horn was sold to Benjamin Hill in September 1837 and released to Mr. Smith, a miner, until William Donoho could arrange a safe passage for her to Taos in March 1838.<sup>105</sup> Horn remained there six months until a trip was arranged for her to Missouri on August 22, 1838.<sup>106</sup> Rachael Parker Plummer was taken prisoner by Comanches in May 1836 and remained a servant to her captors until June 19, 1837 when Mexican traders bought and brought her to Santa Fe at the request of William Donoho.<sup>107</sup> In the autumn of 1837, both Plummer and Harris were taken to Missouri by the Donohos.<sup>108</sup> In 1846, eighteen year old Susan Shelby Magoffin, long believed to be the first American woman on the Trail, departed from Council Grove, Kansas with her husband Samuel bound for Santa Fe. They made the journey in thirty-two days, and arrived in Santa Fe on August 31 of that same year.<sup>109</sup> Some sources also suggest that an American female traversed part of the route in the 1840s disguised as a male soldier.<sup>110</sup>

The international aspects of the Santa Fe Trail were heightened by the utilization of the Trail by Mexican traders and travelers. Many Mexican families sent their children to schools in the eastern United States thus emphasizing that the Santa Fe Trail was not only a means of commercial trade but also one of cultural and international exchange.<sup>111</sup> Spanish families exiled by the Mexican government also traversed the Trail in 1829.<sup>112</sup> By the early 1840s, New Mexican and interior Mexican merchants played major roles in the Santa Fe trade. Evidence suggests that as early as 1838 Mexican merchants may have transported the bulk of New Mexico-bound goods along the Trail.<sup>113</sup> Mexican merchants experienced threats similar to those encountered by American merchants. The first Mexicans robbed on the Santa Fe Trail are believed to be Ramon Garcia from Chihuahua and an unnamed Spaniard in the employ of William Anderson--both of whom were robbed in 1823.<sup>114</sup> Don Antonio Jose Chavez, a New Mexican rico, engaging in the Santa Fe trade and operating his family's store on the southeast corner of Santa Fe plaza was also robbed and murdered on the Trail. Chavez departed Santa Fe in February 1843 with five servants and \$12,000 in gold and silver as well as some bales of fur with the prospect of participating in the Santa Fe trade.<sup>115</sup> The small trading party reached Big Cow Creek and were robbed and murdered by John McDaniel and a band of men who claimed to be in the service of the Republic of Texas.<sup>116</sup>

The possibility of improved health provided the impetus for others to traverse the Trail. Josiah Gregg, himself a tubercular dyspeptic, noted that:

Prairies have, in fact, become very celebrated for their sanative effects--more justly so, no doubt, than the most fashionable watering-places of the North. Most chronic diseases, particularly liver complaints, dyspepsia, and similar affections, are often radically cured; owing, no doubt, to the peculiarities of diet, and the regular exercise incident to prairie life, as well as to the purity of the atmosphere of those elevated unembarrassed regions. An invalid myself, I can answer for the efficacy of the remedy, at least in my own case.<sup>117</sup>

George Frederick Ruxton, an English sportsman, also noted the health benefits of a trip across the Santa Fe Trail when he wrote:

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It is an extraordinary fact that the air of the mountains has a wonderfully restorative effect upon constitutions enfeebled by pulmonary disease; and of my own knowledge I could mention a hundred instances where persons whose cases had been pronounced by eminent practitioners as perfectly hopeless have been restored to comparatively sound health by a sojourn in the pure and bracing air of the Rocky Mountains, and are now alive to testify to the effects of the reinvigorating climate.<sup>118</sup>

Amid the variety and motivation of Trail travelers, several Americans sought the distinction of being the first to reach Santa Fe with the intention of legal trading. Adams Ruddock reached Santa Fe from Council Bluffs on June 8, 1821; later that same year Jacob Fowler and Hugh Green were discovered trapping beaver streams north of Santa Fe.<sup>119</sup> However, William Becknell is credited with the establishment of the Santa Fe Trail. William Becknell was born in Virginia circa 1787.<sup>120</sup> He first appeared in the Boon's Lick country of central Missouri in April of 1812 when he joined the U.S. Mounted Rangers.<sup>121</sup> By 1815, he had become involved in a series of business ventures including the salt trade and a ferry service across the Missouri River. In 1817, he established a residence in Old Franklin.<sup>122</sup> The Panic of 1819 cost Becknell dearly. Unable to repay personal loans that he had taken out, Becknell was arrested on May 29, 1821, but was released on a four hundred dollar bond.<sup>123</sup> Becknell, on June 25, 1821, placed an advertisement in the Missouri Intelligencer, looking for men to accompany him on his trading venture westward.<sup>124</sup> By this time, the thirty-four year old frontiersman had accumulated a debt of \$1,185.42 owed to five creditors<sup>125</sup> and faced the prospect of prison.<sup>126</sup> The August 14, 1821 edition of the Missouri Intelligencer reported that seventeen men assembled at Ezekiel Williams' cabin and set September 1, 1821 for the party, led by William Becknell, to cross the Missouri River at Arrow Rock.<sup>127</sup> Still hotly contested is whether Becknell anticipated the opening of the Mexican border to legal trade or whether he was the benefactor of circumstance, having originally intended to trade with American Indians. Becknell would have been aware of the Mexican declaration of independence in February 1821, and the Mexican revolt against the Spanish prior to his departure.<sup>128</sup> Not until September 27, 1821, however, did Mexico legally divorce Spain.<sup>129</sup> Nonetheless, Becknell's timing was advantageous—he and his trading party arrived in Santa Fe on November 16, 1821. Becknell's trading party probably utilized Raton Pass or Trinchera Pass on their mountainous route to Santa Fe.<sup>130</sup> William Becknell was the first American trader into independent Santa Fe by only two weeks. He was quickly followed by Thomas James on December 1, 1821 who viewed Santa Fe as a market for textiles, and Hugh Glenn and Jacob Fowler, both trappers and American Indian traders from southeast Colorado, who arrived in Santa Fe on January 2, 1822.<sup>131</sup> Having experienced the profits to be gained by this type of trading venture, Becknell was anxious to return to Franklin and to prepare an even larger volume of goods for his next trip to Santa Fe. To this end, he departed Santa Fe on December 13, 1821 and arrived in Franklin on January 30, 1822.<sup>132</sup>

On May 22, 1822, Becknell departed Franklin with another trading party he had assembled, consisting of twenty-one men and three wagons.<sup>133</sup> Some scholars contend that this expedition signalled the first transportation of goods to Mexico that was intended for civilian, and not American Indian, trade.<sup>134</sup> What is certain is that it was this second expedition, led by Becknell, that employed the first use of wagons along the Santa Fe Trail. Due to the opening of U.S.-Mexico trade relations and, perhaps, to the news of Becknell's successful venture, several trading parties were assembled with a view to trading with the Mexicans. Colonel Benjamin Cooper of Boon's Lick assembled a fifteen-man expedition and departed in April 1822, prior to Becknell's second trading party, while James Baird and Samuel Chambers, imprisoned ten years earlier for illegal trading, also led an expedition to Santa Fe in the autumn of 1822.<sup>135</sup> The Baird and Chambers trading expedition experienced a severe snowstorm which forced them to spend the winter in camp near the Arkansas River.<sup>136</sup> When spring came, the traders had no means of transporting their

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goods since most of their draught animals had perished in the winter cold. The traders cached their commodities on the north bank of the Arkansas River, and went to Taos where they purchased mules and returned for their merchandise.<sup>137</sup> The place where the traders hid their goods became known as "Caches."<sup>138</sup>

As trading parties had left Franklin en route to Santa Fe prior to Becknell's second trip, so too had they left after him. John Heath and his trading party left after Becknell, but soon caught up with his entourage and they traveled together to Santa Fe.<sup>139</sup> The use of wagons required the party to adopt a new Trail route, later to become known as the Cimarron Route, since the route traversed by Becknell on his first trading expedition provided too many physical barriers to the wagons. Employing the Cimarron Route meant the crossing of the Jornada--a sixty-mile waterless portion of the route where high temperatures usually prevailed. Gregg suggested that Becknell's second expedition was closest to failure on this portion of the Santa Fe Trail.<sup>140</sup> The problem arose when the trading party expended its water supply and were forced to kill their dogs and cut the ears of their mules in order to have hot blood to drink and hence survive under these extreme weather conditions. On the verge of abandoning the expedition, they chanced upon and killed a buffalo. They utilized the stomach water from this animal to quench their thirst, and subsequently found water in the vicinity, as had the buffalo. This Trail incident is now believed to have actually happened to the Benjamin Cooper party in 1823.<sup>141</sup>

Enormous profits were to be gained for the effort expended and the risk taken by traders participating in the Santa Fe trade. Becknell's trading party brought three thousand dollars worth of trade goods to Santa Fe, and enjoyed the rewards of a 2,000 percent profit on their investment.<sup>142</sup> The demand for American and European goods was emphasized by the instance of Becknell and others selling their wagons worth 150 dollars for 700 dollars.<sup>143</sup> The profits derived by Becknell from this trip would go a long way in pacifying his creditors back in Franklin. By late July 1822, Becknell was in San Miguel, New Mexico and had returned from there to Franklin by October 1822. The caravan was the traders' answer to American Indian raids and the first caravan under the guidance of Augustus LeGrand, a former resident of Santa Fe; Meredith M. Marmaduke, later governor of Missouri; Augustus Storrs, the Franklin postmaster, and Becknell left Mount Vernon, Lafayette County, Missouri<sup>144</sup> on May 25, 1824 with eighty-one men, one hundred and fifty-six horses and mules, twenty-three four-wheeled vehicles, and one piece of field artillery.<sup>145</sup> The trip was made without American Indian response and, having reached Santa Fe, many of the traders continued on to the Mexican States of Chihuahua and Sonora, returning to Missouri on September 24, 1824.<sup>146</sup> The caravans usually left Santa Fe on September 1 and arrived in Missouri around October 10.<sup>147</sup> Becknell's connection with the Santa Fe Trail lasted until 1826 during which time he completed another trip to Santa Fe (August 1824-June 1825) and also aided in the survey of the Trail.<sup>148</sup>

Wagons were first used over the Santa Fe Trail in 1822 when William Becknell used three wagons on his second trading expedition. Josiah Gregg identifies 1824 as the initial year for wagon transport across the Trail; however, he credits a company of eighty traders with the introduction of this type of animal-drawn vehicle.<sup>149</sup> His account relates the use of twenty-five wheeled wagons--two carts, two road wagons, and twenty-one Dearborn carriages--carrying twenty-five to thirty thousand dollars worth of merchandise.<sup>150</sup> The packing and unpacking of horses and mules became time-consuming and tiresome, while wagons offered the added benefit of just one loading.<sup>151</sup> The wagons most widely used over the Trail were manufactured in Pittsburgh.<sup>152</sup> No mention of the presence of mules in Missouri exists prior to 1824. Apparently the first mules came in over the Santa Fe Trail, and were used until 1829 instead of oxen to draw the Trail wagons.<sup>153</sup> A very heavy type of wagon, known as the "Murphy Wagon", was used in the transportation of goods and traders. The wagons were named after Joseph Murphy, a St. Louis

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wagonmaker, and had larger wheels and other dimensions than the typical Santa Fe freight wagon. The typical Santa Fe wagon was described in the Westport Border Star of June 30, 1860. According to the Star, the "diameter of the larger wheel is five feet two inches, and the tire weighs 105 pounds. The reach is eleven feet and the bed forty-six inches deep, twelve feet long on the bottom and fifteen feet on the top, and will carry 6,500 pounds across the plains and through the mountain passes."<sup>154</sup> Drawn by a six yoke of oxen or a six team of mules, these wagons could accomplish between twelve to fifteen miles per day when heavily laden, and up to twenty miles per day when empty.<sup>155</sup> The number of wagons composing the annual caravan varied from twenty-six in 1824, to 230 by 1843, to 400 in some instances.<sup>156</sup> Not only did the number of wagons increase, but so too did the value of the goods transported. Some minor fluctuations in this expanding trade can be attributed to the confrontation with American Indians particularly in late 1828 and early 1829, the Texas uprising in the late 1830's and early 1840's, and the Civil War which lasted from 1861 to 1865.

Table 1: Value of Santa Fe Trade Goods<sup>157</sup>

Year	Value	Year	Value
1821	\$ 3,000	1833	\$ 180,000
1822	\$ 15,000	1834	\$ 150,000
1823	\$ 12,000	1835	\$ 140,000
1824	\$ 35,000	1836	\$ 130,000
1825	\$ 65,000	1837	\$ 15,000
1826	\$ 90,000	1838	\$ 90,000
1827	\$ 85,000	1839	\$ 250,000
1828	\$ 150,000	1840	\$ 50,000
1829	\$ 60,000	1841	\$ 150,000
1830	\$ 120,000	1842	\$ 160,000
1831	\$ 250,000	1843	\$ 450,000
1832	\$ 140,000	1846	\$ 1,000,000

The nature of the goods transported reflected the international character of the trade with goods from the United States and Europe being transported to, and sold at, Santa Fe. Trading goods included woolens, cottons, silks, linens, handkerchiefs, china cups, whiskey, gloves, ribbons, earrings, brooches, portmanteaus, champagne, combs, needles, shears, files, forks, spoons, watches, penknives, pocketknives, razors, beads, tacks, velveteens, and furs.<sup>158</sup> Cloth, including cottons, silks and linens, was the most important item of merchandise transported to Mexico as well as dry goods, hardware, cutlery, and jewelry while traders acquired gold and silver Mexican dollars, silver bullion, gold dust, mules, donkeys, and furs for their return trip to the United States.<sup>159</sup> Mexican merchants also found a market for mules, asses, buffalo robes, furs, and small volumes of coarse wool in Missouri.<sup>160</sup> Trappers played a significant role in the Santa Fe trade in that they provided Trail merchants with manpower for their caravans, customers for their merchandise, and were the source of supply for one of their most popular commodities-fur.<sup>161</sup> Despite the enormous profits to be made on American goods sold at Santa Fe, the traders had to surrender some of their profits to the Spanish and later to the Mexican authorities in the form of customs duty. Customs duty on dry goods was twenty-five per cent, however, this often varied from ten to one hundred fifty percent.<sup>162</sup>

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Since the rutted Trail segments, which are a component of many of the Trail sites to be nominated, were created by a variety of wagons between 1821 and 1880, a knowledge of the modes of transportation adopted across the Trail is important in establishing the historic contexts and linking historic events to the historic resources. In the 1830s, the Conestoga wagon was modified to accommodate transportation by oxen and a new design emerged from the New England area.<sup>163</sup> It was a vehicle with smaller wheels with wide tires, and without the undercurve and traditional paneling characteristic of the Conestoga.<sup>164</sup> The insertion of a "drop tongue" arrangement instead of the more rigid fixed tongue accommodated the use of oxen as draught animals.<sup>165</sup> These emigrant wagons with their long, low, straight sides displaying a distinctive flare were likened to sailing ships thus earning them the titles "Pitt Schooners," "Pike Schooners," and with respect to the Santa Fe Trail, "Prairie Schooners."<sup>166</sup> Goods were sometimes loaded into one large freight wagon. Murphy wagons were specially designed and constructed for this function employing a longer wheel base than the Conestoga wagon and sides several boards higher.<sup>167</sup> The wagons did not possess a braking or locking system since the animals nearest the front wheels often served this purpose by their slow movement and patience on down slopes.<sup>168</sup> Chains were later used to lock the wheels. A new wagon would cost about two hundred dollars in the mid-nineteenth century; associated gear including ox yoke, bows and rings, chains, and water kegs amounted to twenty-five dollars.

Mules and oxen were usually employed to pull the wagons. Each wagon utilized six or eight animals but, when pulling heavier loads especially on the outbound journey, up to twelve animals may have been employed.<sup>169</sup> Early Santa Fe traders were reluctant to use oxen as draught animals until a U.S. Army escort employed oxen to pull supply wagons in 1829. Oxen could pull heavier loads than mules and were cheaper; however, their tender feet and poor performance on the short, dry prairie meant that mules were a better investment, despite their higher initial cost.<sup>170</sup> In order to overcome the tenderness of their feet, oxen were shod with moccasins made of raw buffalo skin.<sup>171</sup> Even though mules were prone to acquiring very smooth hoofs, they did not require shoeing.<sup>172</sup> Extra animals often followed the wagon train, providing fresh oxen or mules at points along the Trail. The loss of these animals to American Indian attack may have forestalled further attack and disruption of a wagon train's progress.<sup>173</sup>

The formations adopted by wagons, which crossed the prairie of eastern Kansas en route to Council Grove, lacked order and discipline. The Osage and Kaw peoples encountered on the route to Council Grove were considered relatively peaceful.<sup>174</sup> The portion of the Trail between the eastern terminus and Council Grove also represented a period of transition with wagons merging with the Trail from Fort Leavenworth military roads and other wagons diverging to pursue the Oregon Trail.<sup>175</sup> Beyond Council Grove, however, in the territory of the Pawnee, Apache, Kiowa and Comanche peoples, lay the travelers' greatest fears. Council Grove was an appropriate place of sojourn along the Santa Fe Trail because it was located on the periphery of American Indian country. There, wagons would gather to form the one great annual caravan to Santa Fe. Council Grove also provided Trail travelers with the last opportunity to cut spare axles for their wagons from the hardwood trees of oak, hickory, walnut, and ash which lined the Neosho River.<sup>176</sup> Hardwood trees were rarely encountered west of Council Grove on the Santa Fe Trail so spare axles and wagon tongues were cut and fashioned from the felled trees and secured to the underside of the wagons for possible future use.<sup>177</sup> It was at Council Grove that the caravan was formed and captains, division lieutenants, and guards were elected and assigned duties for the trip to Santa Fe. Bullwhacker was the title given to the driver of a team of oxen. In comparison to wagonmasters who earned approximately one hundred dollars a month in 1860, bullwhackers earned between twenty-five and thirty dollars a month including board. The bullwhacker's whip--composed of a two-foot handle, a ten-foot lash made of braided rawhide with a six or seven inch popper at the end, weighing five and a half pounds--became the pack animals' most feared and felt method of

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instruction.<sup>178</sup> The bullwhacker walked alongside the draught animals over the course of a day's journey.<sup>179</sup> Before departing Council Grove, each Trail traveler was equipped with sufficient rations for the long trip ahead, including fifty pounds of bacon, ten pounds of coffee, fifty pounds of flour, twenty pounds of sugar, a small provision of salt, and a bag of beans.<sup>180</sup> These rations were supplemented by hunting along the route. Cows were brought along on later trips as a source of fresh milk and meat.

In eastern Kansas, the wagons followed two parallel columns, but beyond Council Grove, a formation of four parallel columns was adopted. This type of formation presented several advantages including reducing the wagon train's line of exposure in case of attack. Adopting the wider wagon formation meant that, in case of a wagon breakdown, the movement of other wagons was not delayed or hindered.<sup>181</sup> The raising of dust by the preceding wagons was also kept to a minimum by adopting this type of multiple lane Trail. Another attribute of four parallel columns of wagons was the ease and speed it allowed Trail travelers to organize a defensive structure in preparation for American Indian response.

The defensive formation commonly adopted by the Trail caravan meant that:

The two outside columns swung out in arching movements, the first two wagons meeting and leaving a space for the entrance, the following ones coming alongside to lock their front wheels with the rear wheels of the wagon ahead. The inside columns paused until the tail wagons of the outer ones were in place, then swung out at right angles, one right, one left, to join up with the two tail wagons and complete a rectangle. Another opening was left in the rear for the stock to be driven in. Wagon tongues were lashed to the wheels of the vehicles before them, making a nearly impregnable fort."<sup>182</sup>

A similar formation was adopted when setting up camp each evening. The wagonmaster would select the camp site preferably near a stream for the acquisition of water and wood. The head wagon would circle to the right with the wagon behind circling to the left and the subsequent wagons formed these lines of arcs until they met enclosing a circular corral with a twenty-five foot space at the rear to facilitate the entrance of oxen.<sup>183</sup> Once the oxen were inside the corral, a wagon or chain would block the vacant space.

The caravans could accomplish between ten to fifteen miles of the route per day.<sup>184</sup> After departing from Council Grove, the first night was usually spent at Diamond Spring, Kansas.<sup>185</sup> As the caravan progressed along the Trail, other Kansan campsites became popular including Lost Spring, Cottonwood Creek, Turkey Creek, Little Arkansas River, Cow Creek, and the Big Bend of the Arkansas River.<sup>186</sup> The rugged terrain encountered by the wagon train sometimes damaged the wagons requiring them to be repaired en route. Broken axles were a common complaint, so carrying a spare was advisable. Rosin and tallow served to lessen friction on axles while many government wagons overcame friction by having iron axles installed.<sup>187</sup> After several days of travel over rugged terrain, many Trail travelers had to make minor repairs to their wagons. Wheels would become loose due to friction, and wood shrinkage caused by extreme dryness.<sup>188</sup> In order to secure wheels that had become loose, strips of hoop-iron or simple wood wedges were driven between the tire and felloe.<sup>189</sup> Gregg recalls that as many as a dozen wheels may be repaired at once after a day's travel.<sup>190</sup> Such minor repairs were an accepted part of Trail life, and did little to slow the heavily loaded wagons bound for Santa Fe. On the portion of the trip from Santa Fe to Franklin and other destinations east, the wagons were more lightly laden. With winter fast approaching, the travelers were anxious to make greater haste. Lighter cargoes of one to two thousand pounds facilitated quicker movement.<sup>191</sup>

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Missouri traders requested the U.S. government to survey and mark a permanent road over which Santa Fe trade could be conducted. They additionally requested military protection.<sup>192</sup> The Missouri legislature supported their cause as did Missouri Senators Thomas Hart Benton and David Barton.<sup>193</sup> Benton forcefully guided a bill through Congress on March 3, 1825 calling for a survey of the Trail from Missouri to the international border.<sup>194</sup> The survey began in July of 1825, and became known as the "Sibley Survey," after George Champlin Sibley who led the survey team which also included Benjamin H. Reeves and Thomas Mather.<sup>195</sup> Some historians suggest that the Sibley Survey never fulfilled its purpose since it concentrated on the establishment of a branch road to Santa Fe rather than an actual survey of the existing Santa Fe Trail.<sup>196</sup> Earth mounds were erected to mark the route, but within a few years they had disappeared, leaving the wagons and the wagon ruts that they produced to mark the Trail to Santa Fe. Indeed, the contention by some individuals that the traders themselves had already performed the task of marking the Santa Fe Trail was later echoed by Sibley himself.<sup>197</sup> Despite the poor execution of the survey, it did provide national publicity for the Trail in addition to a historic agreement with the American Indians.<sup>198</sup> On August 10, 1825, an agreement in the form of a signed treaty took place at Council Grove between the U.S. government and the Osage people. The treaty meant that the Osage people would allow the caravans free passage without interference. The U.S. government also made right-of-way treaties with the Kansa, Pawnee, and Cheyenne peoples in 1825.<sup>199</sup> Several sources suggest that despite these written agreements and the financial settlement therein, raids on caravans continued. Not until 1827, however, did open hostilities begin between the traders and the American Indians.

A report to the U.S. Senate in 1825 suggested that the American Indians were always willing to compromise when they found out that they could not rob the caravans bound for Santa Fe. American Indians hardly ever risked the lives of their warriors unless it was for the purposes of revenge or in a state of open warfare.<sup>200</sup> Some instances of American people killed by American Indians on the Santa Fe Trail were in response to the destruction of the buffalo.<sup>201</sup> The American Indians along the Trail relied on the buffalo as a source of food and clothing, while the white traders sought the commercial benefits of killing buffaloes. In 1827, the Pawnee tribe attacked a returning group of traders and stole one hundred head of mules and other livestock. In 1828, on the present border of Oklahoma and New Mexico, two members of a returning wagon train, McNeese and Monroe, having gone ahead of their caravans, were murdered while they slept.<sup>202</sup> Their deaths were revenged later on that return trip when traders killed all but one of a group of American Indians they encountered at the crossing of a small tributary of the North Canadian River.<sup>203</sup> In light of these hostilities, the first Santa Fe Trail escort duty was assigned to the Army in 1829.<sup>204</sup> At least six Army escorts were assigned to traders preceding the Mexican War.<sup>205</sup>

Although U.S. government policing of the Trail suggested that every man carry a gun, in 1829 newly elected president Andrew Jackson declared that an escort or outriders should be provided.<sup>206</sup> Jackson had been previously involved in American Indian fighting.<sup>207</sup> Major Bennet Riley and four companies of the Sixth Infantry accompanied a caravan to the Arkansas River (then the border with Mexico) and from there, a Mexican escort guarded the wagon train to its destination.<sup>208</sup> Military escort along the Santa Fe Trail was not provided again until 1833 when captain William N. Wickliffe and a few Sixth infantry soldiers and captain Matthew Duncan's company of U.S. Mounted Rangers escorted the annual caravan to the international border.<sup>209</sup> In the following year, a detachment of Dragoons under Captain Clifton Wharton provided this service. Among the caravans protected by the Dragoons that year was a wagon train composed of twenty-five wagons, thirty-five thousand dollars worth of trade goods, and eighty-five men including Josiah Gregg.<sup>210</sup> Later that year, a decision was made to eliminate protection of caravans

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unless a general American Indian war occurred.<sup>211</sup> Not until the spring of 1843 was another escort provided along the Trail.<sup>212</sup>

In the meantime, a new threat to Santa Fe travelers emerged. Texas declared its independence from Mexico in 1836 and the bitter animosities which developed were cause for concern. The Republic of Texas requested annexation by the United States, but President Jackson refused. Texans under the leadership of President Mirabeau B. Lamar who was elected in 1838, sought recognition of the Republic by the world's leading powers in the hope that it would force Mexico to acknowledge the Republic's independence.<sup>213</sup> This acknowledgment was not received so they attempted to expand the Texan border to the Pacific coast. This made the conquest of New Mexico their first objective. In 1841, a Texan expedition set out for Santa Fe to secure military, political and economic control over that city despite its stated objective of trade. The members of the expedition were forced to surrender and serve a one year jail term.<sup>214</sup> The Republic of Texas authorized Jacob Snively and the "Texas Invincibles" to seize, through honorable warfare, the goods of Mexican traders that lay within Texan territory. However, this seizure of goods was to remain an unofficial Texan enterprise of less than three hundred men comprising individuals from the Texas government as well as those selected by Snively.<sup>215</sup> The Mexican government pressed for American protection of the Santa Fe wagon trains while the Mexican president secured safe passage for those trains from Arkansas to Santa Fe.<sup>216</sup> The U.S. government responded by ordering Colonels Stephen Watts Kearny and Cooke to furnish escorts once again for the caravans bound to and from Santa Fe.<sup>217</sup> In doing so, U.S. military escorts forced Snively and his followers to surrender. While this alleviated the threat of the ambush of Mexican traders, it meant that Mexico's earlier fears that the Santa Fe Trail might become an avenue of conquest had now become a reality.<sup>218</sup> Thus, on August 24, 1843, the fifth military escort accompanying the Santa Fe caravan reached the Arkansas river; Mexican forces fearing an American takeover turned out en masse to accompany the caravan for the remainder of the route.<sup>219</sup> With the exception of the 1829 and the 1843 escorts, no Mexican protection was afforded Santa Fe caravans beyond the Upper Canadian River.<sup>220</sup> This problem was soon to be solved with the placement of the entire Santa Fe Trail under U.S. control. Upon the return of the 1843 U.S. escort, Colonel Cooke declared that since the Texan threat had been all but eliminated, military escorts were no longer needed.

In order to remain competitive, American interests persuaded the U.S. Congress to pass the Drawback Act in 1845, in order to allow American traders to compete more equally with their Mexican counterparts.<sup>221</sup> The argument presented in support of the Drawback Act reiterated the double taxation experienced by American traders on goods imported from Europe. An importation tax had to be paid by traders at the U.S. port of entry and again at the Mexican border. Other proponents of the Act pointed to the language barrier experienced by American traders and stressed the fact that Mexican traders had an inherent advantage in that the Mexicans and some of the Pueblo Indians could converse in a common language.<sup>222</sup>

The sixth military escort, composed of Colonel Stephen Watts Kearny and the First Dragoons, provided in May 1845 would be the last to pass over the Old Santa Fe Trail of international trade and proved to be "little more than a dress rehearsal" for war.<sup>223</sup>

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II. Associated Historic Context:  
**The Mexican War and the Santa Fe Trail, 1846-1848**

The Mexican War, from its outbreak on May 13, 1846 until the termination of hostilities signified by the signing of the Treaty of Guadalupe-Hidalgo in 1848, transformed the Santa Fe Trail. United States acquisition of the Southwest following the conflict put the Trail under domestic jurisdiction, although it still carried international trade.

Mexico had always viewed Texas and the United States as different entities, but the passage of a joint resolution for the annexation of the Republic of Texas through U.S. Congress on March 1, 1845, placed considerable stress on U.S. relations with Mexico.<sup>224</sup> Other factors in previous years such as the U.S. territorial expansion of the 1840s, the migration of U.S. citizens into northern Mexico via the Santa Fe Trail, the boundary dispute between Texas and Mexico, U.S. citizens' financial claims against Mexico in addition to the political instability of the Mexican government, all contributed to a weakening of relations between the two countries.<sup>225</sup> The election of James K. Polk as President of the United States in 1844 under a mandate for Manifest Destiny announced the U.S. intention to expand to the Pacific Ocean with Oregon, Texas, and California just three of the goals of the expansionist movement.<sup>226</sup> Official hostilities between the United States and Mexico began on May 13, 1846 when the U.S. Congress declared war on Mexico.

The Santa Fe Trail contributed to the expansion of the Union. Among the first U.S. forces to move along the Santa Fe Trail into New Mexico was the Army of the West under the command of Colonel Stephen Watts Kearny. The Army of the West left Fort Leavenworth on June 16, 1846, and chose to follow the Mountain Route of the Trail because it provided access to water and to a ready made base for operations--Bent's Fort, Colorado.<sup>227</sup> From Bent's Fort, on August 2, 1846, the Army of the West marched toward Santa Fe, reaching the city unchallenged on August 18, 1846.<sup>228</sup> The first wagon train to succeed Kearny's army was that containing Susan Shelby Magoffin by whose account it took five days to cross Raton Pass. Kearny was anxious to promote his mission as one of liberation and not that of conquest so, to this end, circulars were sent to Mexican villages in advance, promising them friendship and protection under U.S. control.<sup>229</sup> Brigadier General Kearny declared the U.S. occupation of New Mexico on August 19, 1846.<sup>230</sup> The annexation of New Mexico by the United States resulted in Charles Bent being installed as Governor of the territory of New Mexico on August 22, 1846.<sup>231</sup>

As the territory of the United States increased, so too did the need for more routes farther west. The Mormon Battalion, composed of five hundred young men from Nauvoo, Illinois,<sup>232</sup> under the leadership of Captain Philip St. George Cooke, were dispatched from Fort Leavenworth to provide support for the Army of the West as it set out to open a wagon road from the Rio Grande to California.<sup>233</sup> The Mormon Battalion followed the Cimarron Route, and met with some resistance in New Mexico in 1847. Reinforcements were sent via the Santa Fe Trail under the leadership of Colonel Sterling Price and they were successful in maintaining U.S. control.<sup>234</sup> Another portion of the Army of the West under the command of Colonel Alexander Doniphan marched down the Rio Grande Valley to capture Chihuahua, Mexico which had also become a popular destination for Santa Fe traders.<sup>235</sup>

Troops assigned to occupy New Mexico were dispatched over the Santa Fe Trail at various times during the course of the Mexican War. Indeed many individuals who had become familiar with the Trail through their part in the war effort would later come back as traders. Resistance to U.S. occupation continued in the form of guerilla warfare with insurrections at Taos and Mora, New Mexico in early 1847, with Governor Charles Bent perishing in the Taos

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confrontation.<sup>236</sup> The Treaty of Guadalupe-Hidalgo in 1848 signalled the end of the war, but only the beginning of an expanding trade. Three thousand wagons, twelve thousand persons, and fifty thousand head of livestock were estimated to have moved over the Trail in the summer of 1848.<sup>237</sup>

Increasing use of the Santa Fe Trail during the Mexican War continued to pose a threat to American Indian habitation. Big Timbers, located east of Bent's Old Fort on the Arkansas River, is an example of one such instance. At Big Timbers between 1846 and 1847, the increase in traffic along the Santa Fe Trail meant that the habitat and hunting of game had been disrupted, the water had been polluted, and trees had been cut down indiscriminately.<sup>238</sup> As a result of such incursions, forty-seven Trail travelers were killed, 330 wagons were destroyed, and 6,500 animals were stolen.<sup>239</sup> In September 1847, a battalion of troops was assigned to guard the wagon trains. Roving columns of soldiers ready to participate in battle were employed initially, however, this mobile police force proved to be ineffective due to the length of the corridor that had to be patrolled.<sup>240</sup>

With the signing of the treaty, the United States acquired what is now considered New Mexico, Arizona, California, Nevada, and Utah in addition to parts of Colorado, Wyoming, Oklahoma, Kansas and Texas. The Texas Annexation of 1845 and the Mexican Cession of 1848 provided for the creation of California, the Utah Territory, New Mexico Territory, and Texas with the remainder comprising unorganized territory (Figure 2). Despite the U.S. preparation for war with Mexico, several aspects in the execution of a successful military operation, as they related to the Santa Fe Trail, were apparently not fully considered. The method of supplying the army demonstrated a lack of deliberation in that provisions reached the military outposts faster than wagons could become available for their distribution. Even when they were available, their drivers were often inexperienced.<sup>241</sup> The Mexican War altered the pattern of Old Santa Fe trade. New Mexican and interior Mexican merchants, while successful, assumed a declining proportion of the Santa Fe trade following the Mexican War.<sup>242</sup> The Santa Fe route changed from foreign to domestic jurisdiction while small proprietors were replaced by large freighting companies.<sup>243</sup> With the increasing commercial value of merchandise, the Santa Fe trade expanded.

III. Associated Historic Context:

Expanding National Trade on the Santa Fe Trail, 1848-1865

By the late 1840s, a change in the type of people traveling the route was observed. Initially the Trail belonged to merchants, wagon masters, and ox drovers. However, by the late 1840s the Trail was additionally traversed by U.S. Army soldiers, government officials, religious missionaries and emigrant families.<sup>244</sup> Several accounts exist from army officers' wives who traveled along the Trail after 1846, including those of Lydia Spencer Lane, Eveline Alexander, Alice Blackwood Baldwin, Frances Boyd, Frances Marie Antoinette Mack Roe, Josephine McCrackin Clifford, Genevieve La Tourette, Anna Maria Morris, Mrs. Byron Sanford, and Ellen Williams.<sup>245</sup> Other female groups were represented in the increasing traffic over the Trail including Emily Harwood and Anna McKee--both Protestant missionaries sent to New Mexico by eastern missionary boards.<sup>246</sup> The largest single category of women represented among travelers on the Santa Fe Trail were those who accompanied their husbands to Colorado in the gold rush of 1859.<sup>247</sup> Maximum use of the Santa Fe Trail usually occurred but once a year when the large annual caravan departed the eastern terminus of the Trail bound for Santa Fe. The westward journey was usually accomplished between April and June, while the eastbound caravan traveled the route between June and

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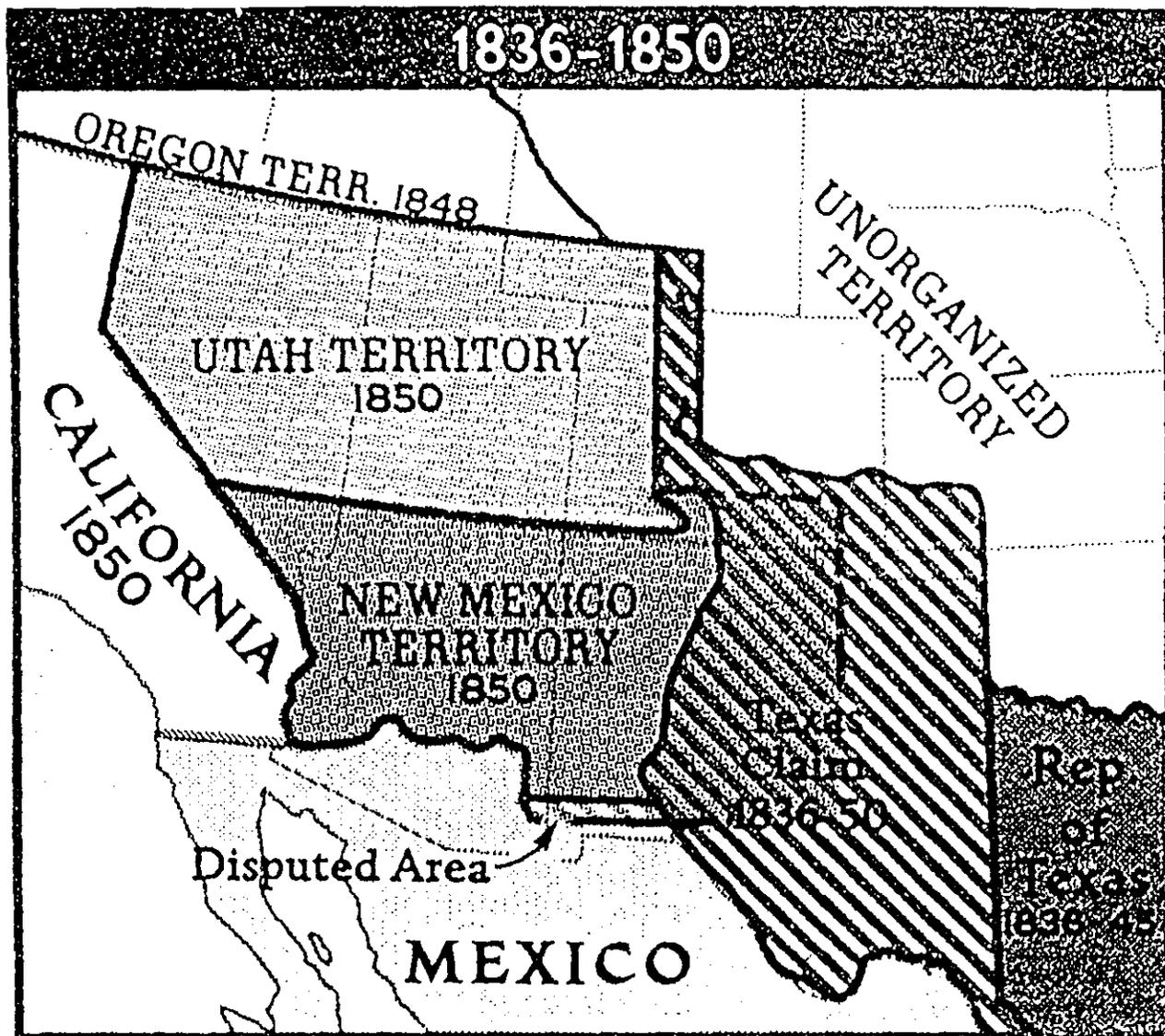


Figure 2. Source: "The Southwest." *National Geographic Magazine*, Supplement of the National Geographic, November 1982, page 630A, Vol. 162, No. 5 - THE SOUTHWEST.

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September.<sup>248</sup> National trade over the Santa Fe Trail generally expanded both in terms of volume and price of goods and the number of traders and travelers.

The nature of the goods transported over the Trail did not vary greatly and indeed the Santa Fe Trail could still be considered to be a portion of a larger international trade network with European goods still being transported from the east coast to the eastern terminus of the Trail. These international goods were then transported over the Santa Fe Trail to markets in Santa Fe and even more southern locations. The value of the Santa Fe Trade increased but estimates as to the total value of the trade varied considerably. A House Executive Document entitled Report on Internal Commerce of the United States in 1889 included a table with T. B. Mills' estimates of the value of merchandise brought into New Mexico.<sup>249</sup>

Table 2: Santa Fe Trade<sup>250</sup>

Year	Value
1847-1848	\$ 1,125,000
1849-1859	\$ 1,150,000
1860	\$ 3,500,000
1861-1865	\$ 3,000,000

Mills also estimates that in 1860, 5,948 men were involved in the Santa Fe trade which utilized 2,170 wagons, 464 horses, 5,933 mules, and 17,836 oxen.<sup>251</sup> These estimates exclude those persons not participating in trade such as stagecoach passengers and employees. The figures presented appear conservative and, in some instances, highly suspect. Other estimates, to be used with caution, place the value of Santa Fe trade ten times greater than the estimates previously listed:

Table 3: Santa Fe Trade

Year	Value
1855	\$ 5,000,000
1858	\$ 3,500,000
1859	\$ 10,000,000
1862	\$ 40,000,000

With the increase in the number of people using the Santa Fe Trail came more confrontation with the American Indian population. Clearly by the mid 1840s, the Indian Trade and Intercourse Act of 1834, which recognized the presence of permanent American Indian country between the Missouri River and the Rocky Mountains, was not being respected.<sup>252</sup> One of the greatest dangers to traders and travelers was confrontation with American Indians. Among the many American Indian tribes who resided in the vicinity of the Santa Fe Trail were the Pawnees, Comanches, Kiowas, Apaches of the Plains, Cheyennes, Arapahos, Jicarilla Apaches, Kansas, Osages, Pueblos,

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Sioux, and Utes. These American Indians represented not only a threat, but also the threatened, as traders and travelers continued to disrupt the American Indian way of life, destroy their game, and infringe upon their lands.

The event which became known as the Wagon Mound Massacre emphasized the need for increased protection of the Trail. The massacre of ten men accompanying the express mail wagon traveling west from Fort Leavenworth, Kansas took place at this natural landmark near the end of the Cimarron Route in May 1850. Wagon Mound, New Mexico, as its title suggests, resembles in profile a freight wagon pulled by oxen and is located halfway between the Rock Crossing of the Canadian River and La Junta on the Mora River. To the west and the north of this mound was a promontory known as Pilot Knob. It has been suggested that the incident itself cannot be viewed in isolation.<sup>253</sup> The massacre had its beginning in an altercation which occurred the previous August in Las Vegas, New Mexico. Soldiers from the U.S. Army were sent to Las Vegas to increase protection of the Trail in that vicinity particularly from the Apaches and their allies, the Utes.<sup>254</sup> On August 16, 1849, forty Jicarilla Apaches appeared near Las Vegas and set up camp on the outskirts of the town.<sup>255</sup> Their expressed intention was to trade ammunition with the townspeople; however, the U.S. soldiers under the command of Captain Henry B. Judd were suspicious of their intentions and forbade the townspeople to trade with the American Indians.<sup>256</sup> After ten Jicarillas entered a village ten miles south of Las Vegas, Lieutenant Ambrose E. Burnside led the American soldiers to the Jicarilla camp where they found the American Indians prepared for war.<sup>257</sup>

After talks failed, the conflict began and resulted in the death of many Jicarilla and the taking of six prisoners.<sup>258</sup> Following claims that the American Indians were seeking peace when they were attacked, violence increased on the Trail. Travelers were attacked near Wagon Mound and two American girls were seized, while in late October, 1849 near Point of Rocks (forty miles northeast of Wagon Mound), Santa Fe trader James M. White, his wife and daughter, in addition to other members of the two carriage train, were attacked.<sup>259</sup> Mr. White and all the other men in the party were killed while his wife, daughter, and a female servant were abducted. Negotiations were proposed to exchange the Apache warriors taken at Las Vegas for those held by the Apaches, but Colonel John Washington, Military Governor of New Mexico refused.<sup>260</sup> The events become linked with Wagon Mound when a unit of the U.S. Army, under the command of Sergeant Henry Swartwont, left Las Vegas in search of the Apaches.<sup>261</sup> The soldiers brought one of the Apache chiefs' daughters along as a prisoner.

Two contradictory accounts of questionable accuracy concerning her death still emphasize the connection with Wagon Mound. The first account, furnished by Chief Chacon, reported that she was taken to the top of the mound to point to the Apache camp, but instead seized a knife and was shot attempting to escape.<sup>262</sup> The report given by John Greiner, a American Indian agent, also verified that they had taken her to Wagon Mound and that she cried and tried to signal the Apaches that trouble was on the way.<sup>263</sup> Not until the following morning was she shot after she grabbed a butcher's knife, tried to kill some soldiers, and stabbed a few of the mules.<sup>264</sup> A vow of revenge was made by the Apache Indian girl's father, Lobo. The soldiers returned to Las Vegas to reports that Mrs. White was found dead in an Apache camp. The camp had been attacked by soldiers stationed at Taos and Rayado under the guidance of Kit Carson. Several skirmishes followed including the murder of one Trail traveler and the wounding of another two by Apaches near the Pecos River crossing in Late February, 1850.<sup>265</sup> The entire horse and mule herd belonging to Lucien Maxwell and other residents of Rayado was stolen on April 5, 1850 by Apaches, but recovered later by a company of Dragoons scouted by Kit Carson in a conflict that cost five Apache lives.<sup>266</sup>

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On April 18, 1850, Frank Hendrickson, James Clay, and Thomas E. Branton left Fort Leavenworth carrying mail bound for Santa Fe.<sup>267</sup> This was part of a series of individual trip contracts to carry the U.S. mail once a month from Fort Leavenworth to Santa Fe. These trips were begun in 1846 and lasted until 1850 when David Waldo of Waldo, Hall and Company secured the first four-year contract to carry mail over the Trail.<sup>268</sup> The three-man party overtook a wagon caravan in central Kansas around a week into their journey and were joined by two members of that caravan--Thomas W. Flournoy and Moses Goldstein.<sup>269</sup> A few days later they were joined by Benjamin Shaw, John Duffy, John Freeman, John Williams and a German teamster who all were members of an eastbound ox train, and decided to turn around and go back to Santa Fe.<sup>270</sup> The bodies of all ten men were found at Wagon Mound on May 19, 1850. The U.S. Army report by Burnside stated that the men were overcome by a combined force of over one hundred Apaches and Utes.<sup>271</sup> A more plausible reconstruction of events was proposed by Chief Chacon who suggested that the Apaches had intended to ambush the mail party at the Rock Crossing of the Canadian River, twenty miles northeast of Wagon Mound, but had insufficient time to make preparations thus resulting in a running fight which brought them to Wagon Mound and Pilot Knob.<sup>272</sup> It was there that the Apaches and the Utes combined forces the following day to murder the mail party in their camp.<sup>273</sup> This encounter has been called "the most daring murder ever committed" by the American Indians and posed a serious threat to small-party Trail traffic.<sup>274</sup>

Missouri towns such as Franklin, Westport, Lexington, and Independence proved to be important junctions in the transfer and transportation of goods. The commercial nodes often represented a change in the modes of transportation adopted. From the east to these locations, most of the freight was transported by steamship or railroad while westward from these locations prior to 1865, freighting was accomplished overland by wagons. The acquisition of the Southwest and the increased national trade witnessed after the Mexican War led to the establishment of several military posts along or near the Santa Fe Trail. In 1849, seven of these posts occupied by 987 soldiers existed; by 1859, sixteen posts accommodated over 2,000 troops.<sup>275</sup> Up until 1851, Santa Fe was the headquarters of the army and its supply depot. The establishment of Fort Union as a military supply depot in 1851 meant that it became an important point of distribution.<sup>276</sup> The government adopted a system of contract freighting to serve these military forts and their occupants. James Brown of Independence was the first to agree to transport military supplies over the Trail in 1848; transportation expenses were set at \$11.75 per hundred pounds.<sup>277</sup> Contract freighting for the government began in 1849 when freighters, James Browne and William H. Russell, were contracted to transport military supplies at \$9.88 per hundred pounds.<sup>278</sup> By 1850, several freighters transported military supplies from Fort Leavenworth to Santa Fe at an average rate of \$8.87-1/2.<sup>279</sup> By 1853, Alexander Majors and J. B. Yager had become the principal government contractors and were transporting goods at a rate of \$16 per hundred pounds.<sup>280</sup> Throughout the course of government contract freighting, the freighters and freighting rates fluctuated. Russell, Majors & Waddell were contracted in 1857 to transport supplies at a rate between \$1.25 and \$4.50 per hundred pounds per hundred miles.<sup>281</sup> The supplies were transported from Fort Leavenworth or Fort Riley, Kansas, to Fort Union, intermediate locations, or posts in New Mexico.<sup>282</sup> Russell, Majors & Waddell became the principal government contractors in 1860 and 1861. By 1865, the total cost of military freighting by contractors was \$1,439,538<sup>283</sup>, however, the westward expansion of the railroad soon began to replace the government contractor as the means of transporting military supplies to and between military posts in the Southwest.

Military and non-military express mail was used for communication between Fort Leavenworth, Kansas and Fort Marcy, Santa Fe during and after the Mexican War. The irregularity of this mail service was a common complaint among New Mexicans.<sup>284</sup> The establishment of a post office in Santa Fe in 1849 recognized the need for a more

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permanent system. In the following year, David Waldo and his partners successfully bid for the four year contract to carry the mail which was almost always a precursor to the development of passenger stage service to a region. From this time onward, stage traffic became an important component of Santa Fe Trail commercial traffic.

With the Mexican War, expanding trade, and the increase in traffic, came improvements in communication. Prior to 1846, newspapers and letters were entrusted to traders and travelers. With the outbreak of hostilities between the United States and Mexico, the War Department organized a military pony express to northern Mexico in order to maintain contact with its troops positioned in that region.<sup>285</sup> An act of Congress in 1847 designated the Trail from Independence via Bent's Fort to Santa Fe as a postal route.<sup>286</sup> In that same year, Captain Felix Aubry rode from Santa Fe to Westport, a distance of 775 miles, in five days and thirteen hours from September 12-17 using relays.<sup>287</sup>

In 1850, the Postmaster General ordered the establishment of a regular wagon mail service between Independence and Santa Fe.<sup>288</sup> Waldo, Hall and Company of Independence was awarded the contract which required the thirty-day transport of mail once a month in both directions beginning on July 1 of that year.<sup>289</sup> From 1850 onward, the government subsidized a contract mail service on the Santa Fe Trail enabling the establishment of stagecoach lines along the Trail. These stagecoach lines depended heavily on the revenues derived from contracts to deliver the mail. The contracts issued by the Post Office Department had a significant impact on the settlement and extension of U.S. sovereignty over the west.<sup>290</sup> Waldo, Hall and Company initially used simple mail wagons to transport the mail. Stations were established at Council Grove, Fort Mann, Fort Atkinson, Diamond Spring, and Fort Union during the company's contract. Jacob Hall won the \$10,990 mail contract in 1854 and the \$39,999 mail contract in 1858. The mail stagecoach could carry up to eight passengers at a cost of \$150 each.<sup>291</sup> In these early years, the main purpose of the service was to transport mail while passenger travel was only a subsidiary venture to the lucrative mail contract. The stage was usually pulled by six mules and guarded by eight men who, collectively, could fire 136 shots without reloading.<sup>292</sup> Often the mail entourage consisted of three wagons—one for passengers, one for mail, and one for provisions.<sup>293</sup> In the 1850s, the trip took twenty-five to thirty days to accomplish. However, as late as 1860, irregularities in mail delivery still existed.

The new 1854 contract evolved into a partnership between Hall and John Hockaday.<sup>294</sup> The Hall and Hockaday partnership served official post offices in Independence, Westport, Santa Fe, Las Vegas, and Fort Union. Newer post offices were added to the route including eight Kansas post offices and one at Tecolote, New Mexico. Hall successfully bid for the next mail contract period in 1858 with Judge James Porter as a partner.<sup>295</sup> Mail and stage routes proliferated throughout the Southwest and nationally as the newly acquired lands gained through the Mexican War were opened for development.<sup>296</sup> This activity culminated in the establishment of a transcontinental stage and mail service through the southernmost region of the United States in 1857, operated by John Butterfield. The enormous \$600,000 contract for overland mail was second only to the ambition to provide the service through an overland route through the desert Southwest.<sup>297</sup>

Santa Fe Trail stage lines formed an important part of the national postal and passenger stagecoach system. The regular mail route followed the Cimarron Route of the Trail up until 1859. The constant hazard of confrontation with the American Indians of the Plains coupled with the increasing traffic from Colorado gold seekers, made the Mountain Route of the Trail increasingly attractive to stage operators. Towns were burgeoning with the emigrants and, after military protection, mail service was one of the first demands of the new settlers. By late 1860 the

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partnership of Hall and Porter requested that they be allowed to move their mail service to the Mountain Route.<sup>298</sup> Shortly thereafter the Hall and Porter stage line was sold to the Missouri Stage Company headed by Preston Roberts, Jr. Hall retained the current mail contract but transferred its operation to Roberts' firm. By early 1861 the Postmaster General allowed the new firm to transfer the mail and stage route to the Mountain Route of the Trail.<sup>299</sup> By that same year, Barnum, Vail, and Vickery had established a regular system of stations along the Trail spaced a distance of fifteen to twenty miles apart.

The evolution of stagecoach firms typically involved a host of investors. Often the partners under one contract would expand or contract in subsequent contracts. Consequently, the names of the firms changed as often as the contracts themselves. After the Hall and Roberts partnership, contracts were awarded to Slemmons, Roberts and Company (1860-1862) which expanded stage lines to newly founded Colorado mining communities, and to Cottrill, Vickory and Company--also known as M. Cottrill and Company (1862-1865) and the Santa Fe Stage Company--which expanded stage lines even farther to other western towns.<sup>300</sup> The introduction of the famous Concord stagecoaches<sup>301</sup> did not appear on the Santa Fe stage lines until M. Cottrill and Company introduced them in 1864.<sup>302</sup>

From 1863 until they went out of business with the coming of the railroad in 1880, the Barlow-Sanderson Overland Mail and Express Company operated stages and mail services between Kansas City and Santa Fe. Employing the use of relay stations, delivery of mail could be completed in thirteen days and six hours.<sup>303</sup> Military protection was sought and obtained for the stagecoach and mail service.<sup>304</sup> A fixed-point defense system in the form of forts located at strategic points along the Trail was adopted in the 1850s and 1860s.<sup>305</sup> Fort Atkinson was established in 1850 as a sort of "half-way house" on the Trail, while in 1851, Fort Union, approximately twenty miles from Watrous, became the second fort to be opened along the route. The success of this type of defense system was limited since sporadic violence against Trail travelers continued for the following two decades.<sup>306</sup> The mail service brought news from abroad and other parts of the United States in addition to mail and express to Trail merchants and frontier inhabitants.<sup>307</sup> The mail service was subsequently improved to semi-monthly in 1857, weekly in 1858, tri-weekly in 1866, and daily in 1868;<sup>308</sup> a daily stagecoach service had been available since 1862.<sup>309</sup> This Santa Fe stage was the quickest means of communication and transportation between the United States and the Southwest territories before the introduction of railroad and telegraph services.<sup>310</sup> This pioneer stage route across the plains was a forerunner to the overland stage lines to the Pacific which later aided in the identification of the transcontinental railroad route.<sup>311</sup>

Many of the emigrants the Trail accommodated in the late 1840s were destined for the gold fields of California. In 1849, between April and September alone, 2,500 individuals from ten states traveled over part of the Santa Fe Trail on their route west.<sup>312</sup> This type of migration lasted until 1858 when the gold mines of Colorado became their destination.<sup>313</sup> To accommodate this traffic, Fort Larned, Kansas, on the Pawnee fork of the Trail and Fort Wise (later Fort Lyon), Colorado, near Bent's New Fort were both built in 1859.<sup>314</sup> These fortifications helped keep the Santa Fe Trail open for years after their construction. These western territorial expansions, while resulting in greater confrontation and conflict with American Indian peoples, also contributed to the deepening sectoral divisions between the North and the South.<sup>315</sup>

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IV. Associated Historic Context:

**The Effects of the Civil War on the Santa Fe Trail: 1861-1865**

The significance of the Civil War in relation to the Santa Fe Trail was limited to military matters such as the increase in the numbers of soldiers, escorts, patrols and forts along the Trail. The Civil War brought about many changes in the regional political divisions of the emerging nation. In 1861, the Santa Fe Trail crossed portions of Missouri, Kansas, unorganized territory, Colorado Territory, and New Mexico Territory (Figure 3).

Differences between the North and the South culminated in the outbreak of Civil War in April 1861, and activities along the Santa Fe Trail can be shown to have contributed to the preservation of the Union. Two battles along the Santa Fe Trail dashed Confederate attempts at territorial expansion. In addition to territorial expansion, the Confederacy sought diplomatic recognition from other nations, allies and, through expansion, access to a Pacific seaport and to the wealth from western mining districts.<sup>316</sup> To these ends, Confederate forces invaded New Mexico. The initial stage of the invasion was a success, with 3,500 officers and men under the command of General Henry Hopkins Sibley marching up the Rio Grande Valley in January 1862 and occupying Albuquerque on March 8 and Santa Fe on March 11, 1862.<sup>317</sup>

The key to Confederate control of New Mexico was Fort Union located on the Santa Fe Trail near where the Cimarron Route and the Mountain Route converged, about one hundred miles from Santa Fe.<sup>318</sup> The capture of Fort Union would have reinforced Confederate supplies and equipment considerably. Under orders from Lieutenant Colonel Edward Richard Sprigg Canby, the defensive position of Fort Union was improved by moving the post from its original location near a mesa and rebuilding it a mile into the valley.<sup>319</sup> The newly rebuilt Fort Union was a "square-bastioned fortification with earthen breastworks extending outward from the square to form the shape of an eight-pointed star."<sup>320</sup> Governor William Gilpin of Colorado sent the First Regiment of Colorado Volunteers, consisting of ten companies led by Colonel John P. Slough, Lieutenant Colonel Samuel F. Tappan, and Major John M. Chivington, to reinforce the garrison at Fort Union.<sup>321</sup> Colonel Slough in command of 1,342 troops marched from Fort Union towards Santa Fe on March 22, 1862.<sup>322</sup> On March 26, Union forces, led by Major Chivington, and Confederate soldiers, under the command of Major Charles L. Pyron, clashed in the three-hour Battle of Apache Canyon. Union forces prevailed and dealt the Confederate invaders their first defeat since entering New Mexico.<sup>323</sup>

On March 28, 1862, these opposing forces met once again, a few miles east of Santa Fe, at Glorieta Pass--a defile of the Sangre de Cristo mountains through which the Trail passed. The result of this meeting between the 1,100 Confederate soldiers led by Lieutenant Colonel William R. Scurry and the Union forces, composed of a 1,300 infantry, cavalry and artillery led by Colonel John B. Slough, was a stalemate.<sup>324</sup> Union forces sent a detachment of seven companies of soldiers under the command of Major Chivington west to attack Confederate forces from the rear.<sup>325</sup> Union forces came upon and destroyed a poorly guarded Confederate supply train of seventy-three wagons hundreds horses and mules.<sup>326</sup> Three Confederate soldiers were killed, several were wounded, and seventeen were taken prisoner.<sup>327</sup> Since the Confederates lacked supplies, they were not fully prepared for combat and decided to retreat southward into Texas.<sup>328</sup> The Battle at Glorieta Pass (also known as the Battle of Pigeon's Ranch) turned out to be only a minor skirmish by Civil War standards.<sup>329</sup> Nevertheless, its significance in the prevention of Confederate expansion westward cannot be overlooked.

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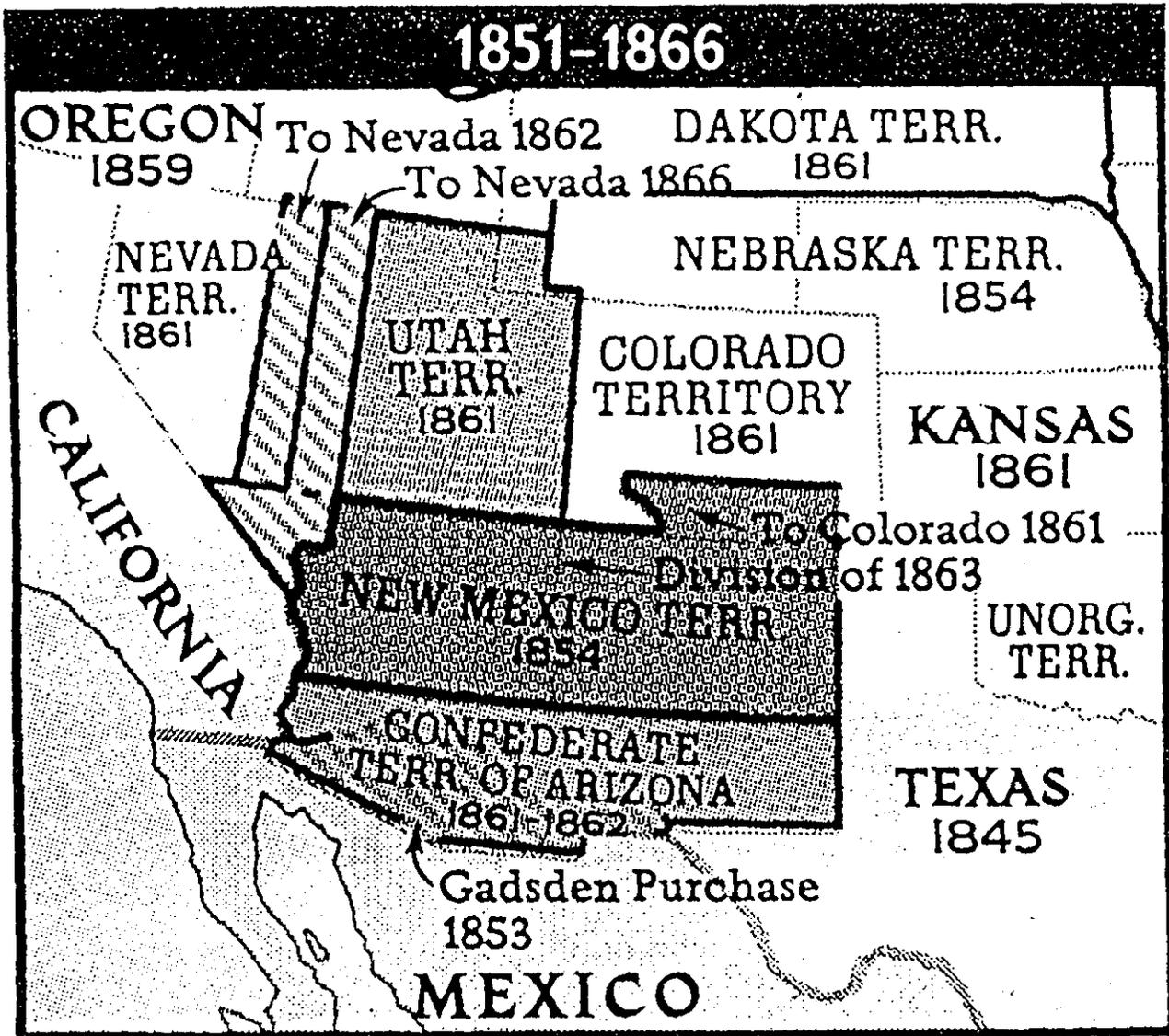


Figure 3. Source: "The Southwest." *National Geographic Magazine*, Supplement of the National Geographic, November 1982, page 630A, Vol. 162, No. 5 - THE SOUTHWEST.

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The Battle of Westport was the last Civil War battle fought in the trans-Mississippi area. This confrontation known as the "Gettysburg of the West" ended in the defeat of General Sterling Price and his Confederate troops.<sup>330</sup> Governor Thomas C. Fletcher announced the restoration of civil law in Missouri on March 7, 1865 even though hostilities did not cease until May of that year.<sup>331</sup> The importance of the Santa Fe Trail as a military highway had persisted and intensified throughout the course of the Civil War. American Indian resistance had intensified during the Civil War in an effort to close the Santa Fe Trail, but this attempt was foiled by the military presence along the Trail.<sup>332</sup> A new system of escorting mail caravans was implemented whereby Fort Union troops escorted the mail trains halfway to the Arkansas River, where Fort Larned troops would take over.<sup>333</sup> Indeed, during the Civil War and the continuing American Indian resistance, military authorities at Fort Larned ordered caravans to take the safer Mountain Route where a patrol system was in operation.<sup>334</sup>

Not all the American Indians dwelling on the plains were considered to be a threat to Santa Fe Trail trade and traffic at the beginning of the Civil War. At Fort Wise in September 1861, American Indian agent A. G. Boone succeeded in securing an agreement between the Kiowas and the Comanches and the United States.<sup>335</sup> The American Indian tribes agreed to suspend all resistance including the disruption of mail coaches, wagon trains, settlements, and Trail travelers in return for annuities issued by the U.S. government.<sup>336</sup> Furthermore, the parties agreed to negotiate a permanent treaty of friendship at the end of the year, however, this did not materialize due to violation of the agreement. Adequate protection was afforded the mail coaches and supply trains by military escorts and patrols in 1861 and early 1862. Along the stretch of the Trail from Walnut Creek to Cow Creek in May 1862, attacks on caravans by Kiowas, Apaches and Arapahos occurred.<sup>337</sup> Captain Hayden, stationed at Fort Larned, brought this to the attention of Brigadier General James G. Blunt, commander of the Department of Kansas, and urged him to take "prompt action" to secure the route and avert a possible American Indian war.<sup>338</sup> Reinforcements were sent to Fort Larned increasing military numbers from sixty-two to 292 and the resulting patrols were effective in removing that threat.<sup>339</sup> The threat of American Indian attack shifted farther west and emerged in late August 1862 in northeastern New Mexico when a wagon train was robbed of 115 mules en route to Fort Union.<sup>340</sup> Steps were taken to protect the Cimarron Route and little American Indian opposition was evident during the winter of 1862-1863. American Indians often suspended their active opposition during the winter months. When spring arrived, the American Indian peoples began to assemble once again along the Trail in pursuit of buffalo and to receive annuities--such was the case in 1863. By April 1864, interaction between American Indians and Trail travelers had erupted into open warfare with the Cheyennes attacking ranches along the Platte River and stealing stock.<sup>341</sup> This type of resistance soon spread to other settlements along the Trail and to traffic over the Trail. With the approach of the winter of 1864 and despite the American Indians' reported willingness to enter into peace negotiations, U.S. troops attacked a large camp of Kiowas near the ruins of Adobe Fort, William Bent's old trading post on the Canadian River, and an Arapaho and Cheyenne encampment on Sand Creek, destroying both settlements and resulting in a large loss of American Indian life.<sup>342</sup>

The period preceding the Sand Creek affair witnessed some of the most serious American Indian opposition in Santa Fe Trail history.<sup>343</sup> In April 1865, Fort Dodge was founded along the course of the Trail and this was soon followed by Camp Nichols in late May and Fort Aubry in September 1865.<sup>344</sup> After the spring and summer raids, American Indians accepted a peace treaty in the autumn of 1865. The Treaties of the Little Arkansas, as they were known, encouraged American Indians to remain on reservations south of the Arkansas River and to not encamp within ten miles of towns, military posts, or the Santa Fe Trail in return for annuities for forty years.<sup>345</sup> The Treaties of the Little Arkansas did not bring a lasting peace as the terms of the agreement were later violated;

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however, it did calm tensions along the Trail for the remainder of the Civil War. By 1865, the Santa Fe Trail had survived the Civil War, but the real threat to its survival had just begun. Over the next fifteen years the wagons would become replaced by steel rails to Santa Fe.

V. Associated Historic Context:

**The Santa Fe Trail and the Railroad: 1865-1880**

The importance of the period of railroad expansion westward along the course of the Santa Fe Trail from its eastern terminus in 1865 to its arrival in Santa Fe in 1880, lies in the fact that it witnessed the change in character of overland trade along the Trail. By 1865, territorial and state boundaries had become more formalized and would soon be further refined to provide the basis for the continued formation of the United States (Figure 4).

Although the Mountain Route of the Santa Fe Trail had been in common use since the 1840s, its terrain provided many obstacles to wagon movement. One such obstacle was the tortuous eight thousand foot, axle-breaking Raton Pass. The Raton Mountains themselves were a series of high mesas, separated by narrow, precipitous canyons, adjoining the Sangre de Cristo Mountains at right angles and extending eastward for over one hundred miles along what is now the Colorado-New Mexico border.<sup>346</sup> Raton Pass was by no means the only route over this mountainous terrain. There was another route west of it and four routes to its east--San Francisco Pass, Manco de Burro Pass, Trinchera Pass and Emery Gap--which could accommodate the passage of traders.<sup>347</sup> Some of these routes remained difficult, if not impassable, for wagons. Recorded use of Raton Pass as an avenue of communication dates back to the early eighteenth century when Ulibarri (1706), Valverde (1719) and probably Villasur (1720) en route from Santa Fe via Taos went over the Taos/Palo Flechado Pass through the Sangre de Cristo Mountains onto the plains of northeastern New Mexico and from there through Raton Pass into southeastern Colorado.<sup>348</sup> Antonio Valverde y Cosio, Governor of New Mexico, who led an expedition through Raton Pass in 1719, documented the difficulties of that route.<sup>349</sup>

In 1865, Richens Lacy "Uncle Dick" Wootton assembled a group of Mexican laborers and commenced work on blasting overhangs and hair pin curves of the Trail at Raton Pass.<sup>350</sup> Wootton had obtained charters from Colorado and New Mexico legislatures to build a toll road over Raton Pass from Trinidad to the Red (Canadian) River.<sup>351</sup> Upon completion of the work in that year, a toll road was opened allowing wagons easier access to the Mountain Route. This venture proved to be extremely profitable with in excess of five thousand wagons using the toll road in 1866. In a single one-year, three-month and nine-day period in the 1860s, Wootton made \$9,163.64 on receipts alone.<sup>352</sup> The Sangre de Cristo Pass fell into disuse while Wootton's road became the principal artery between Colorado and New Mexico until the coming of the railroad.<sup>353</sup>

On September 21, 1865, the first train arrived in Kansas City over the Missouri Pacific Railroad. Even though individuals left Kansas City for Santa Fe as late as 1868, the last wagon trains left Kansas City in the spring of 1866.<sup>354</sup> As the eastern terminus of the Trail moved westward, former locations on the Santa Fe Trail that relied on the influx of traders and trading suffered. On August 31, 1867, the Junction City Union reported that:

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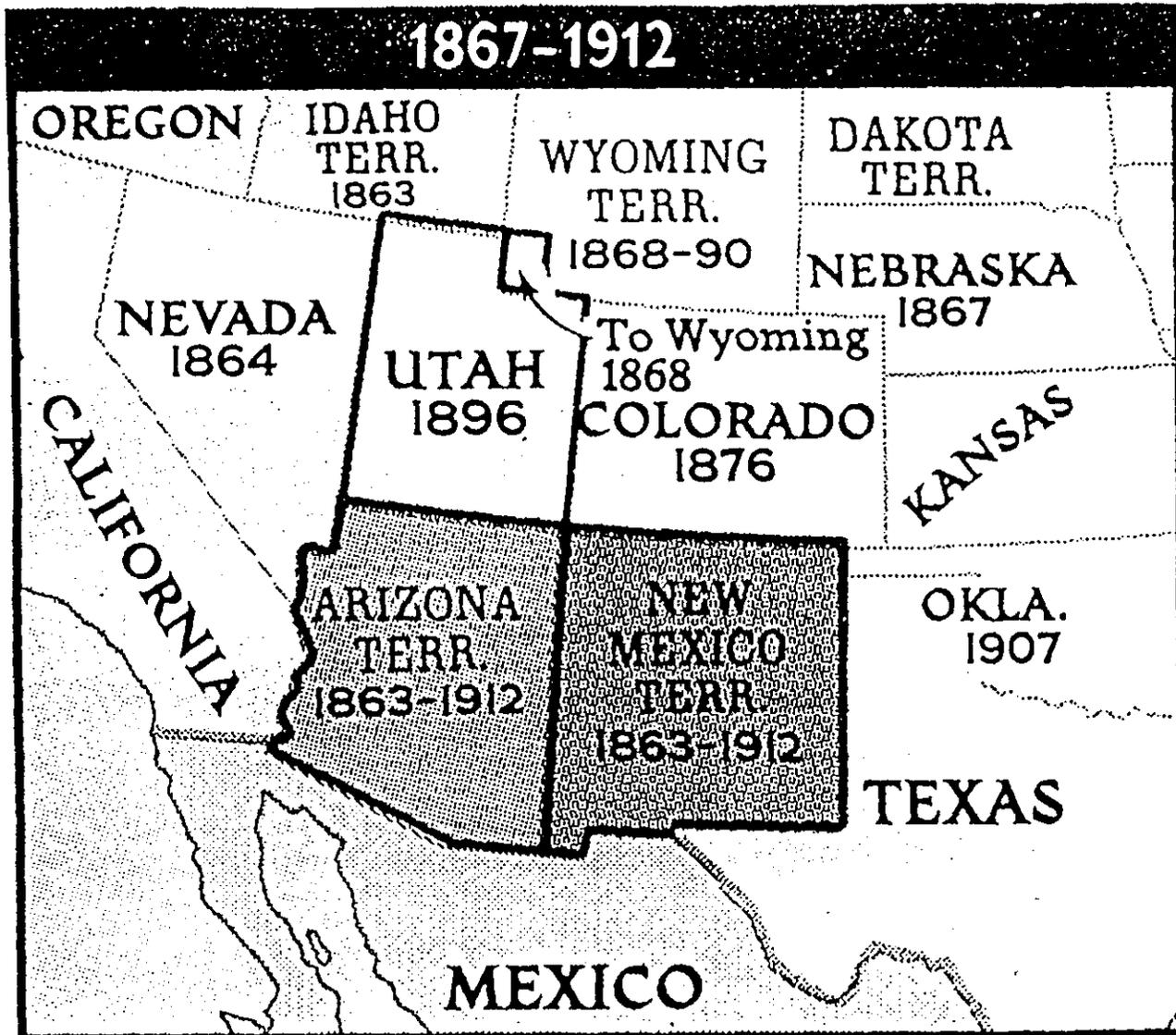


Figure 4. Source: "The Southwest." *National Geographic Magazine*, Supplement of the National Geographic, November 1982, page 630A, Vol. 162, No. 5 - THE SOUTHWEST.

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A few years ago the freighting wagons and oxen passing through Council Grove were counted by thousands, the value of merchandise by millions. But the shriek of the iron horse has silenced the lowing of the panting ox, and the old trail looks desolate.<sup>355</sup>

The Kansas Pacific Railroad (formerly the Union Pacific Railroad, Eastern Division) and the Atchison, Topeka & Santa Fe Railroad shortened the Trail as their steel rails raced for Santa Fe: Sheridan (May 1868); Burlingame (September 1868); Cheyenne Wells (March 1870); Kit Carson (March 1870); Emporia (summer 1870); Newton (July 1871); Hutchinson (June 1872), Great Bend (July 1872); and Larned, Kansas (August 1872).<sup>356</sup> In 1878, Wootton sold out his toll road through Raton Pass to the Atchison, Topeka and Santa Fe Railroad.<sup>357</sup>

From before the Civil War and even after the arrival of the railroad, military freighting remained an important activity along the Santa Fe Trail. Since much of the military freighting that did take place was fulfilled by civilian contractors, this activity also presented the opportunity for military-civilian interaction. Despite the delivery delays and damage of military freight, the transportation system that allowed for civilian contractors proved to be cheaper and more manageable than providing government trains.<sup>358</sup> The lack of success of government freighting experienced during the Mexican War prompted the government to experiment with contract freighting. The relative success of these civilian contracts resulted in more of them being awarded to serve the increasing number of military outposts that were developing along the Trail. As the competition among civilian contractors increased, the cost of transportation of military supplies decreased but transported items still increased up to five or six times their original value when transportation costs were included.<sup>359</sup> The provision of a military escort and the westward advance of the Kansas Pacific Railroad in the late 1860s witnessed a decrease in the uncertainty, the length of time, and the expense of military freighting. In the 1870s, the principal firms handling military freight for New Mexico were Otero, Sellar and Company, and Chick, Browne and Company.<sup>360</sup> As the railroad continued its westward advance to Santa Fe, these competing freight companies followed them. When the Atchison, Topeka, and Santa Fe finally reached the western terminus of the Trail in 1880, transportation costs declined and wagon hauls grew shorter. Railroad transportation allowed for faster, more frequent shipment of supplies resulting in less spoilage, loss, and deterioration of goods often characteristic of long wagon hauls.<sup>361</sup>

The effect of the railroad on the overland Santa Fe trade is reflected in the repeated shortening of the wagon segments of the Trail. Some traders responded to the impact of the railroad on wagon transport by moving their trading operations westward ahead of the railroad. One such trader was Don Miguel Antonio Otero who moved the eastern headquarters of his trading operations westward seven times in eleven years from Hays, Kansas in 1868 to Las Vegas, New Mexico in 1879.<sup>362</sup> Since the Atchison, Topeka & Santa Fe Railroad had won the race for the right of way through Raton Pass, it was their trains that were to thunder into Las Vegas on July 4, 1879 and eventually into Santa Fe on February 9, 1880.<sup>363</sup> Soon after this date, wagon use of the Trail as a means of long distance transportation of goods and individuals proved inefficient, thus closing this chapter in the history of the Santa Fe Trail.

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Conclusion

The Santa Fe trade and the wagons which it employed may be gone, but the remnants of the Trail continue to receive substantial interest. The National Trails System Act of 1968 listed fourteen trails to be studied to determine their suitability for inclusion in the national trails system. The Bureau of Outdoor Recreation of the Department of the Interior concluded in 1975 that, although nationally significant, the Santa Fe Trail did not meet the criteria for registration under the two types of trails recognized at that time: national scenic trails and national recreation trails. The National Parks and Trails Act of 1978 amended the National Trails System Act by recognizing national historic trails as a new trail type and establishing criteria for its evaluation. In order for a trail to be designated as national historic trail, it must (1) be a trail established by historic use and be historically-significant for that use, (2) be of national significance with respect to American history, and (3) have significant potential for public recreation use or historical interest based on historic interpretation and appreciation. The bill in which the Santa Fe Trail was proposed as a National Historic Trail was passed by the House of Representatives on March 10, 1987 and the Senate on April 21, 1987. The bill was signed to become Public Law 100-35 on May 8, 1987.<sup>364</sup> The status awarded to the Trail meant that it joined the select group of trails which enjoy this distinction: the Oregon Trail, the Mormon Pioneer Trail, the Lewis & Clark Trail, the Nez Perce Trail, and the Iditarod Trail.<sup>365</sup> Many of these other trails had received National Historic Trail status in 1978.<sup>366</sup> The Trails program is administered by the National Park Service even though ninety percent of the Trail traverses privately owned lands. Mainly the western parts of the Trail cross small "checkerboarded" public land areas.<sup>367</sup>

The Santa Fe Trail has been romanticized in American folklore but the "romance came later . . . largely in retrospect."<sup>368</sup> Stage travelers rarely praised the Trail experience,<sup>369</sup> and many of those individuals who crossed the Trail in caravans did so for profit or for the prospect of a better life farther west. The extent of the Trail corridor, both in terms of distance and use, added to the cultural significance of the Santa Fe Trail. American, Mexican, Spanish, French, Anglo-American, and African American traders traversed the Trail en route to destinations as far west as California, as far south as Chihuahua, and as far east as Europe. The people who traversed the Trail and the functions of the Trail itself were diverse and included commerce, transportation, military, and personal uses. The Santa Fe Trail offered a "prairie cure" to many people suffering from ill health brought on by yellow fever, malaria, smallpox, dysentery, tuberculosis, cholera, or pulmonary and respiratory afflictions.<sup>370</sup> Peaceful and unpeaceful interaction was made by traders, travelers, and even immigrants with American Indians along the Trail corridor. The conflict between American Indians and Trail travelers erupted many times over the course of the Trail and ended in death and injury on both sides. Nevertheless, caravan travelers did get the opportunity to appreciate this new environment due to the leisurely pace of the slow-moving oxen.<sup>371</sup> The constant threat of danger and the sense of adventure evoked by early traders' reports of the Santa Fe Trail were reinforced by elaborate, exaggerated, and exhaustive personal accounts from subsequent relieved and successful travelers at their destination. As this and their accounts of history draw to a close,

. . . another chapter has been added to the saga during the present century . . . the spirit of the Santa Fe traders is somehow recaptured at the river crossings and watering holes, beneath the shadows of landmark mountains, in the quiet ruins of forts, and at those rare spots where, however faintly, caravan tracks are indelibly engraved in the earth.<sup>372</sup>

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Endnotes

1. Christopher "Kit" Carson (1809-1868)

Christopher Carson was born in Madison County, Kentucky on December 24, 1809 to Lindsay and Rebecca Carson. In 1810, the family moved to Howard County, Missouri where they lived with other families in a stockade. Carson received no formal education. At the age of fifteen, he became a saddlemaker apprentice--an occupation he gave up in 1828 when he joined a caravan bound for Santa Fe. This journey ultimately led Carson to California since en route he had met Ewing Young, a western trader and trapper, whom he accompanied to the Rocky Mountains fur country. In 1830, he accompanied a second trading party to the central Rocky Mountains where he lived as a mountain man for the next twelve years. During that time, he married an American Indian and they had a daughter. In 1841, he became a hunter for Bent's Fort in Colorado. While visiting relatives in Missouri in 1842, Carson met Lieutenant John Charles Fremont who enlisted his services as a mountain guide and adviser on two expeditions westward. Carson served in California during the Mexican War and was a guide for the army under the command of General Stephen Watts Kearny on its route to California. Between 1846 and 1865, Carson became involved in limited farming activities, scouting for the U.S. army, and in battle with American Indians. Carson also took an active role in the Civil War. Carson served as brevet brigadier general at Fort Garland, Colorado before his death at Fort Lyon, Colorado on May 23, 1868.

2. Josiah Gregg (1806-1850)

Josiah Gregg was born in Overton County, Tennessee on July 19, 1806 to Harmon and Susannah Gregg. They moved to Cooper's Fort (near Glasgow, Missouri) in 1812 and from there to Blue River country in 1825. The Gregg family resided in a log house about five miles northeast of modern-day Independence in Jackson County, Missouri. Josiah Gregg was the fifth of eight children and suffered from consumption. As a young man, he developed an interest in medicine and was sent to medical college in Philadelphia where he became a doctor. After receiving this qualification, he returned to Jackson County to practice medicine. The people of Jackson County were only too familiar with the Santa Fe trade and Harmon, Josiah Gregg's father, was a member of Becknell's expedition to Santa Fe in 1822. Furthermore, Josiah Gregg's brother, Jacob, accompanied Sibley's 1825 surveying party to New Mexico and saw Sibley recover en route. Gregg was also aware that the Trail had helped relieve some people who had become afflicted with tuberculosis, so he joined a caravan bound for Santa Fe in 1831. He participated in the Santa Fe trade from 1831 to 1840. During the Mexican War, Gregg became a newspaper correspondent and returned home to Missouri after the conflict. In 1849, he joined the California gold rush and, at San Francisco, he embarked upon an expedition to the Trinity River region of northern California. On a lake shore in present-day Lake County, California, Gregg fell from his horse, became unconscious, and died a few hours later. His book Commerce of the Prairies was first published in two volumes simultaneously at New York and London in 1844. His famous account of the Santa Fe trade incorporates details about the history of the Trail and the states through which it passed, American Indian peoples encountered along the route, and information about the Mexican people, in addition to a geographical description of the country at that time.

Barton H. Barbour, "Westward to Health: Gentlemen Health-Seekers on the Santa Fe Trail," Journal of the West, Vol. XXVIII, No. 2, pp. 39-43; Josiah Gregg, The Commerce of the Prairies, Edited by Milo Milton Quaife, Bison Book edition (Lincoln, Nebraska and London: University of Nebraska Press, 1967), pp. xi-xxii.

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3. The term "Dragoon" refers to a mounted soldier trained to fight either on horseback or on foot. The application of the term to such soldiers lies in the belief that their muskets were said to spit fire like a dragon. The first Dragoons were known as "arquebusiers a cheval" and were organized in France by Piero Strozzi in 1537 for Francis I. In the case of the United States, four regiments of Dragoons existed in the Continental Army until they were consolidated with the cavalry at the beginning of the Civil War in 1861.

4. In the case of the United States, the Manifest Destiny doctrine implied divine sanction for territorial expansion by this young and emerging nation. The original use of the term appeared in an anonymous article in the July-August, 1845 issue of the United States Magazine and Democratic Review referring to the annexation of Texas by the United States earlier that year. Since that time the term has been used by advocates of other annexations including the Mexican territory after the Mexican War and Oregon Country after a dispute with Britain.

5. William G. Buckles, "The Santa Fe Trail System," Journal of the West, Vol. XXVIII, No. 2, April 1989, p. 79.

6. Otis E. Young, "Military Protection of the Santa Fe Trail and Trade," Missouri Historical Review, Vol. XLIX, No. 1, October 1954, p. 20.

7. United States Department of the Interior/National Park Service, Santa Fe National Historic Trail: Comprehensive Management and Use Plan (Washington, D.C.: U.S. Government Printing Office, 1990), p. 15.

8. Joan Myers and Marc Simmons, Along the Santa Fe Trail (Albuquerque: University of New Mexico Press, 1986), p. 4.

9. Jack D. Rittenhouse, The Santa Fe Trail: A Historical Bibliography (Albuquerque: University of New Mexico Press, 1971), p. 14.

10. Ibid.; Young, p. 20.

11. Ibid.

12. Mark L. Gardner, "Introduction," Journal of the West, Vol. XXVIII, No. 2, April 1989, p. 3.

13. "Council Trove-Documents: Use of Word 'Trail'," Wagon Tracks: Santa Fe Trail Association Quarterly, Vol. 5, No. 2, February 1991, pp. 25-26.

14. Gardner, p. 3.

15. Leo E. Oliva, "The Santa Fe Trail in Wartime: Expansion and Preservation of the Union," Journal of the West, Vol. XXVIII, No. 2, April 1989, p. 54; Rowe Findley, "Along the Santa Fe Trail," National Geographic, Vol. 179, No. 3, March 1991, p. 102.

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16. Charles W. Hurd, "Origin and Development of the Santa Fe Trail," The Santa Fe Magazine, Vol. XV, No. 10, September 1921, p. 17; L. L. Waters, Steel Rails to Santa Fe (Lawrence, Kansas: University of Kansas Press, 1950), p. 14.
17. Leo E. Oliva, Soldiers on the Santa Fe Trail (Norman, Oklahoma: University of Oklahoma Press, 1967), p. 3; Waters, p. 14.
18. Janet Lecompte, "The Mountain Branch: Raton Pass and Sangre de Cristo Pass," The Santa Fe Trail: New Perspectives (Denver: Colorado Historical Society), pp. 56-57.
19. *Ibid.*, p. 57.
20. *Ibid.*
21. *Ibid.*
22. The Louisiana Purchase involved the purchase of 827,987 square miles (2,144,476 square kilometers) of land by the United States from France for about fifteen million dollars. The territory extended from the Mississippi River to the Rocky Mountains and from the Gulf of Mexico to the Canadian border. The treaty securing the purchase was signed on May 2, 1803 by James Monroe and Robert Livingston on behalf of the United States and by French Minister for Finance, Francois de Barbe-Marbois. Congress ratified the treaty on October 25, 1803 thus permitting the borrowing of money from English and French bankers to pay for the territory. The United States assumed possession of the Louisiana Purchase on December 20, 1803. The territorial boundaries were modified later as international boundary disputes emerged. In 1818, the United States and Great Britain agreed on the 49th Parallel as the boundary between the United States and Canada. The following year the United States acquired Florida in return for Texas which Spain acquired. The Louisiana Purchase did much to increase U.S. economic resources and to cement the union of the Middle West and East.
23. United States Department of the Interior/National Park Service, p. 8.
24. David J. Weber, The Taos Trappers: The Fur Trade in the Far Southwest, 1540-1846 (Norman, Oklahoma: University of Oklahoma Press, 1971), p. 33.
25. Isaac J. Cox, "Opening the Santa Fe Trail," Missouri Historical Review, Vol. 25, October 1930-July 1931, pp. 30-31; Rittenhouse, Santa Fe Trail, pp. 5-6.
26. Rittenhouse, Santa Fe Trail, p. 6.
27. Cox, p. 32; Waters, p. 15; Rittenhouse, Santa Fe Trail, p. 7.
28. Waters, p. 15; Rittenhouse, Santa Fe Trail, p. 7; Weber, Taos Trappers, p. 38.
29. Lecompte, p. 58; Hurd, p. 19; Waters, p. 5; Rittenhouse, Santa Fe Trail, p. 7.

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30. Hurd, p. 19; Waters, p. 15.
31. Rittenhouse, Santa Fe Trail, p. 8.
32. Lecompte, p. 58.
33. Rittenhouse, Santa Fe Trail, p. 8.
34. Ibid.; Waters, p. 16.
35. Rittenhouse, Santa Fe Trail, p. 9.
36. Ibid.
37. Lecompte, p. 59.
38. David J. Weber, The Mexican Frontier, 1821-1846: The American Southwest Under Mexico (Albuquerque, New Mexico: University of New Mexico Press, 1982), p. 278.
39. Marvin Mikesell, "Comparative Studies in Frontier History," Annals of the Association of American Geographers, Vol. L, March 1960, p. 65.
40. Weber, Mexican Frontier, p. 278.
41. The History of Jackson County, Missouri (Cape Girardeau, Missouri: Ramfre Press, 1966), p. 172.
42. Ibid., p. 176.
43. Weber, Mexican Frontier, p. 5.
44. Robert L. Duffus, The Santa Fe Trail (New York: Tudor Publishing Company, 1943), p. 162.
45. William E. Brown, The Santa Fe Trail (St. Louis: The Patrice Press, 1990), p. 32; Weber, Mexican Frontier, p. 5.
46. Hereafter, places referred to in this text will be given their current state association. In some instances, this may not coincide with the political divisions of the period of Trail history under consideration. Where appropriate, refer to the figures included (Figures 1-4) for historical political divisions.
47. Lewis E. Atherton, "The Santa Fe Trader as Mercantile Capitalist," Missouri Historical Review, Vol. LXXVII, No. 1, October 1982, p. 6.
48. Ibid., p. 7.

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49. Ibid.

50. Ibid., p. 8.

51. Ibid., p. 10.

52. Ibid., p. 3.

53. Ibid.

54. Ibid.

55. Ibid.

56. Ibid., p. 4.

57. Ibid., p. 8.

58. Ibid., p. 4.

59. Ibid., p. 8.

60. Ibid., p. 9.

61. Ibid., p. 5.

62. Ibid., p. 6.

63. Ibid., p. 11.

64. Ibid.

65. David A. Sandoval, "Gnats, Goods, and Greasers: Mexican Merchants on the Santa Fe Trail," Journal of the West, Vol. XXVIII, No. 2, April 1989, pp. 22-31.

66. Thomas E. Chavez, "Manuel Alvarez and the Santa Fe Trail: Beyond Geographical Circumstances," La Gaceta, Vol. IX, No. 2, 1985, p. 6.

67. Sandoval, p. 28.

68. Ibid.

69. Chavez, pp. 6-7.

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70. Dean E. Wood, The Old Santa Fe Trail from the Missouri River (Kansas City, Missouri: E. L. Mendenhall, Inc., 1955), p. 120.

71. Ibid.

72. Chavez, p. 7.

73. Ibid., p. 8.

74. Ibid.

75. Ibid., p. 9.

76. Ibid.

77. Ibid., p. 11.

78. Ibid., p. 10.

79. Ibid., pp. 11-12.

80. **Manuel Armijo (c. 1793-1853)**

Manuel Armijo was born in Albuquerque. He was not only a soldier and a statesman, he was a merchant and a trader over the Santa Fe Trail. Like many other Mexican traders, Armijo traveled to St. Louis and the eastern United States to purchase goods which he had transported from Independence to Santa Fe over the Trail. In 1842, he lost \$20,000 when one-third of his goods bound for Santa Fe, and valued at \$80,000 in Santa Fe, was lost on the steamboat "Lebanon." He served as collector of customs at Santa Fe during the 1830s but experienced difficulties in keeping up with the tariff schedules. A variety of duties and taxes existed at that time including national import duties, state excise taxes, taxes on animals and wagons, taxes on the establishment of a retail shop, and taxes on required documentation. Each port of entry also seemed to employ its own tariff schedule. Recognizing these difficulties, Armijo shifted from ad valorem duties to a flat \$500 impost on every wagon but removed it once again in 1839 since Santa Fe traders started using larger wagons pulled by ten or twelve mules. He also served as Lieutenant Governor until the assassination of Governor Perez when Armijo was elevated to the position of Governor as well as commander of the troops. He served as Governor of New Mexico during most of the period from 1837 to 1846. On August 14, 1846, Governor Armijo assembled two thousand men at Canoncito for the purpose of defending New Mexico from Colonel Kearny and the Army of the West following the U.S. declaration of war two months earlier. As a result of meeting with several merchants sent by Kearny and faced with dissension among his assembled force, Armijo abandoned any military resistance to Kearny and the Army of the West which seized Santa Fe without firing a shot on August 18, 1846. After the Mexican War was over, Armijo was tried in Mexico City for cowardice and desertion for his actions or lack thereof. He died in Lemitar, New Mexico on December 9, 1853.

Brown, p. 38; Stella M. Drumm, ed., Down the Santa Fe Trail and Into Mexico: The Diary of Susan Shelby Magoffin, 1846-1847 (New Haven: Yale University Press, 1926 and 1962; reprint ed., Lincoln, Nebraska and London: University of Nebraska Press, 1982), p. 96; Sandoval, pp. 28-29; Wood, pp. 117-118; Weber, Mexican Frontier, pp. 190, 268.

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81. Chavez, p. 13.

82. Marian Russell, Land of Enchantment: Memoirs of Marian Russell along the Santa Fe Trail, dictated to Mrs. Hal Russell (Evanston, Illinois: The Branding Iron Press, 1954), p. viii.

83. Drumm, pp. 102-103.

84. Sandra L. Myres, "Women on the Santa Fe Trail," The Santa Fe Trail: New Perspectives (Denver: Colorado Historical Society, 1987), p. 28.

85. Ibid., p. 29.

86. Ibid., pp. 27-46.

87. Ibid., p. 31.

88. Ibid., pp. 31-32.

89. Ibid., pp. 32-33.

90. Ibid., p. 30.

91. Chavez, p. 3.

92. Ibid.

93. Gregg, n.p.

94. Marian Meyer, Mary Donoho: New First Lady of the Santa Fe Trail (Santa Fe: Ancient City Press, 1991), p. x.

95. Ibid., p. 27.

96. Ibid.

97. Antoine Robidou was a New Mexico-based trapper and trader who traveled over portions of the Santa Fe Trail. In 1846, Kearny appointed Robidou to serve as interpreter for the expedition to occupy Santa Fe. Robidou had a good relationship with the American Indian peoples of the plains and the mountains.

Oliva, Soldiers, p. 59.

98. Meyer, p. 28.

99. Ibid.

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100. Ibid.
101. Ibid.
102. Ibid., p. 53.
103. Ibid., p. 55.
104. Ibid., p. 60.
105. Ibid.
106. Ibid., p. 61.
107. Ibid.
108. Ibid.
109. Drumm, pp. 66, 102.
110. Findley, p. 116.
111. Chavez, p. 4; Sandoval, p. 23.
112. Sandoval, pp. 23-24.
113. Ibid., p. 25.
114. Ibid., p. 24.
115. Wood, p. 131.
116. Ibid. See also Marc Simmons, Murder on the Santa Fe Trail: An International Incident, 1843 (El Paso: Texas Western Press, 1987) for a definitive account of the Chavez murder.
117. Gregg, p. 21.
118. George Frederick Ruxton, Adventures in the Mexico and the Rocky Mountains, quoted in LeRoy R. Hafen, Ruxton of the Rockies (Norman: University of Oklahoma, 1950), p. 269.
119. Rittenhouse, Santa Fe Trail, p. 9.
120. Myers and Simmons, p. 7.

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121. Ibid.

122. Ibid.

123. Ibid., p. 8.

124. Gregory M. Franzwa, Maps of the Santa Fe Trail (St. Louis, Missouri: The Patrice Press, 1989), p. 1; Larry M. Beachum, "To the Westward: William Becknell and the Beginning of the Santa Fe Trade," Journal of the West, Vol. XXVIII, No. 2, April 1989, p. 7.

125. Beachum, p. 6.

126. Franzwa, p. 1.

127. Ibid., p. 3; Beachum, p. 7.

128. Beachum, p. 7.

129. Franzwa, p. 1.

130. Lecompte, p. 60.

131. Oliva, Soldiers, p. 7.

132. Beachum, p. 9; Franzwa, p. 2.

133. Beachum, p. 9; Brown, p. 8.

134. Rittenhouse, Santa Fe Trail, p. 10.

135. Ibid., p. 11; Beachum, p. 10.

136. Oliva, Soldiers, p. 9.

137. Ibid., p. 9.

138. Ibid., p. 10.

139. Beachum, p. 10.

140. Gregg, pp. 8-9.

141. Kenneth L. Holmes, Ewing Young: Master Trapper (Portland, Oregon: Binfords & Mort, Publishers, 1967), p. 14.

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142. Franzwa, p. 2; Rittenhouse, Santa Fe Trail, p. 10.

143. Beachum, p. 11.

144. Mount Vernon, Lafayette County, Missouri no longer exists and should not be confused with Mount Vernon, Lawrence County, Missouri--a later and still extant settlement.

145. Oliva, Soldiers, p. 10.

146. Ibid., p. 10; Stephen Sayles, "Thomas Hart Benton and the Santa Fe Trail," Missouri Historical Review, Vol. LXIX, No. 1, October 1974, p. 3.

147. Oliva, Soldiers, p. 19.

148. Beachum, p. 11.

149. Gregg, p. 10.

150. Ibid.

151. Nick Eggenhofer, Wagons, Mules and Men: How the Frontier Moved West (New York: Hastings House Publishers, 1961), p. 66.

152. Gregg, p. 22.

153. Rittenhouse, Santa Fe Trail, pp. 13-14.

154. Reprinted in Wagon Tracks, Santa Fe Trail Association Newsletter, Vol. 2, November 1987, p. 13.

155. Brown, p. 53; Hurd, p. 20; Rittenhouse, Santa Fe Trail, p. 15.

156. Hurd, p. 20; Findley, p. 110.

157. Gregg, n.p.; Duffus, p. 22; Brown, p. 51; Rittenhouse, Santa Fe Trail, p. 26; Wood, p. 61.

158. Findley, p. 107.

159. Oliva, Soldiers, p. 19; Sayles, p. 4.

160. Wood, p. 119.

161. Lecompte, p. 72.

162. Sayles, p. 6.

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165. Ibid., p. 55.
166. Ibid., p. 54.
167. Ibid., p. 66.
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171. Ibid., p. 24; Frederick Simpich, "The Santa Fe Trail, Path to Empire," The National Geographic Magazine, Vol. LVI, No. 2, August 1929, p. 213.
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173. Wyman, "Bullwhacking," p. 300.
174. Myers and Simmons, p. 31.
175. Rittenhouse, Santa Fe Trail, p. 15.
176. Myers and Simmons, p. 31.
177. Ibid.
178. Eggenhofer, p. 112; Wyman, "Bullwhacking," p. 301.
179. Eggenhofer, pp. 67, 111.
180. Ibid., p. 62; Wyman, "Bullwhacking," p. 302.
181. Marc Simmons, "The Santa Fe Trail . . . Highway of Commerce," Trails West (Washington, D.C.: Special Publications Division, National Geographic Society, 1983), p. 29.
182. Eggenhofer, n.p.
183. Wyman, "Bullwhacking," p. 304.

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185. Ibid., p. 15.
186. Ibid.
187. Wyman, "Bullwhacking," p. 299.
188. Gregg, p. 95.
189. Ibid.
190. Ibid., p. 96.
191. Ibid., p. 157.
192. Oliva, Soldiers, p. 12.
193. Ibid.
194. Franzwa, p. 3; Rittenhouse, Santa Fe Trail, p. 12.
195. Beachum, p. 11.
196. Rittenhouse, Santa Fe Trail, p. 12.
197. Brown, p. 13.
198. Rittenhouse, Santa Fe Trail, p. 12.
199. Wood, p. 11.
200. Gregg, p. 12.
201. Franzwa, p. 3.
202. Brown, p. 18; Rittenhouse, Santa Fe Trail, p. 13.
203. Rittenhouse, Santa Fe Trail, p. 13; Wood, p. 52.
204. Findley, p. 117.
205. Oliva, Soldiers, p. 25.
206. Hurd, p. 22; Young, p. 22.

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213. Ibid., p. 42.
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215. Ibid., p. 18.
216. Young, p. 26.
217. Ibid.
218. Rittenhouse, Santa Fe Trail, p. 20.
219. Ibid., p. 29.
220. Oliva, Soldiers, p. 40.
221. David A. Sandoval, p. 23.  
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222. United States Department of the Interior / National Park Service, p. 9.
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224. Wood, p. 138.
225. Oliva, Soldiers, p. 53.
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287. Simpich, p. 249.

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290. A synoptic overview of stagecoaches on the Santa Fe Trail is provided in Brown, pp. 55-58.

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301. The Concord stagecoach derived its name from its place of origin--Concord, New Hampshire. The Abbot-Downing Company was the first firm to build these coaches. The structure of this vehicle resembled the English coach of the eighteenth century, however, it was functionally suited to the rough terrain encountered in western territories. "The ample body, almost egg shaped in its tri-dimensional curves, was a fine piece of joinery. It rested upon two lengthwise "thorough-braces," each of several leather strips. These helped absorb shocks which would otherwise affect the 6-horse team. The thorough-braces were attached to stiff iron standards." The Concord coaches weighed 2,500 pounds and could carry nine passengers inside.

Jack D. Rittenhouse, American Horse-Drawn Vehicles (Los Angeles, California: Dillon Lithograph Company, 1948), pp. 46-48.

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327. Oliva, Soldiers, p. 139.
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331. Wood, p. 246.

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352. Henry P. Walker, The Wagonmasters: High Plains Freighting from the Earliest Days of the Santa Fe Trail to 1880 (Norman, Oklahoma: University of Oklahoma Press, 1968), p. 27.

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357. United States Department of the Interior/National Park Service, p. 10.
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367. Buckles, p. 79.
368. Russell, p. viii.
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**F. ASSOCIATED PROPERTY TYPES**

Introduction

The property types defined in this Multiple Property Submission are the product of Santa Fe Trail traffic from 1821 through 1880. Most of these properties derive significance from their association with a pattern of historic events, namely, use of the Trail during an important epoch in American history. Criterion A is the principal National Register Criterion applied in this Multiple Property Submission. When applicable, Criteria B and D are also relevant. Criterion B is applied to sites involving notable individuals; Criterion D is used when sufficient historic information potential appears on a site. Criterion C has been successfully applied to Santa Fe Trail properties previously listed in the National Register; it is not emphasized in this effort, but will be referenced when applicable.

As part of the Santa Fe National Historic Trail: Comprehensive Management and Use Plan, a survey of Trail properties was completed in 1988.<sup>1</sup> The intent of this survey was to verify the location of important Trail sites and identify those capable of interpretation under a comprehensive draft management plan. The survey was not conducted to meet the Secretary of the Interior's *Standards*, nor was there an evaluation of Trail properties referencing the National Register Criteria for Evaluation.<sup>2</sup> Nonetheless, this survey verified the existence and location of 194 Trail-related properties with high interpretive potential. Forty-three identified properties have been accorded National Historic Landmark status and twenty-five properties are currently listed on the National Register of Historic Places. These properties are excluded from this registration effort, leaving 126 identified properties currently undesignated.

Property types formed for this effort focus on the properties being nominated with this initial submission. Additional property types may be developed as needed should any future registration efforts include historic resources which do not meet the property type categories developed in this submission.

The majority of the 126 remaining properties can be classified as National Register *sites*.<sup>3</sup> Trail sites can appear singly, as part of a district, or as part of a discontinuous district.<sup>4</sup> For this effort, a sample of forty properties was selected for registration. This selection does not preclude the registration of any remaining properties identified in future efforts.

This Multiple Property Submission is organized using five Associated Historic Contexts: International Trade on the Mexican Road, 1821-1846; The Mexican War and the Santa Fe Trail, 1846-1848; Expanding National Trade on the Santa Fe Trail, 1848-1865; The Effects of the Civil War on the Santa Fe Trail, 1861-1865; and The Santa Fe Trail and the Railroad, 1865-1880. A variety of Trail property types may be related to these contexts. The four major property types developed for this Multiple Property Document are a reflection of the historic pattern of events detailed in the Associated Historic Contexts section. Not all property types listed in this document are developed for registering sites at this time. Their listing in this Associated Property Types section (Item F) reflects a sample of other possible property types for the Trail. Future efforts can develop these property types to address underrepresented resources not currently listed on the National Register.

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I. Name of Property Type: **Historic Trail**

Introduction

Historic trails are paths and roads consistently used in historic time. As historic landscape features, the existence of a historic trail is verified by historic research, field observation, and the preparation of field documentation. A historic trail as applied here is a generic term: a well-defined corridor of variable width and length, having undergone a variety of uses by different means of conveyance in historic time. Basically, the term "trail" as used here refers to roads limited to foot travel, pack animal transport, and oxen, horse, and mule-drawn wagons.

While in modern usage the name "trail" may conjure an undeveloped route; this is not the case with historic trails. In truth, historic trails are dynamic systems and can possess cultural significance while remaining quite primitive in appearance. Historic trails can be conceived as a multi-level circulation network, at one location operating on a local level, and at another, serving regional or even national level needs.<sup>5</sup> A historic trail is important for the historic associations it possesses, as well as for the physical attributes it displays.

Within the generic class of historic trail, are different categories of purposeful use. Those classes of use associated with the Santa Fe Trail include: 1) a commercial trail, 2) historic military trail, 3) historic stage coach route (here subsumed under commercial trail), and 4) historic emigrant trail (not fully developed in this submission). In addition, important subsidiary trails which formed part of the Santa Fe Trail system can be identified as a class. Certainly other classes of local use could expand this list, but are not emphasized in this submission.

The principal physical characteristic of a historic trail itself is generally limited to preserved rutted trail segments, rutted stream crossings, or rutted trail segments found with ruins. These kinds of trail remains are accented in this registration effort. These rutted segments show the variable Trail route as it developed in time. The narrowing and widening of the Trail reflects reactions to local topography and to local and seasonal weather conditions. Since transport along the Trail depended on animal power, forage and water were prime considerations in Trail use. Features of the natural environment such as springs thus played a vital role in determining where the Trail went. The oftentimes featureless nature of the high Plains made topographic landmarks an important feature of trail travel. All of these variables, and relations among the travelers, American Indian inhabitants, and Mexican residents of New Mexico, made for a dynamic transportation network which often confronted the Trail users with a series of critical decisions in using the Trail.

Some historic trail sites lack visible physical remains (e.g., ruts or ruins), but retain environmental integrity. These are identified through well-documented historic use, depiction on maps, or description within Trail narratives.<sup>6</sup> These sites might be limited to a single important event such as a historically significant battle, the signing of a treaty or a meeting, or they may represent a prominent natural feature guiding trail travelers. They are sites in the literal sense of the word, significant beyond their having material remains.<sup>7</sup> These sites are subsumed within the property type Ancillary Historic Properties.

Historic trails are a type of rural historic landscape in many instances.<sup>8</sup> The Santa Fe Trail passes through many modern urbanized areas, but the bulk of the Trail segments are still located in rural areas. At times these segments are in close enough proximity to be linked together as a discontinuous district of sites. Other segments stand in relative isolation. In the main, the classification (i.e. categorization as site or district) of each existing segment or set

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of segments depends on local environmental circumstances and application of standards for boundary definition articulated by the National Register.

The statement of significance for the historic trails property type relates the property (and sub-types) to the associated historic contexts. Given the similarities in physical characteristics for the historic trail sub-types, the applicable Criteria and areas of significance can be related to a number of uses. For instance, on many Trail segments use was contingent on not only commercial traffic, but also traffic related to military logistical support and stage traffic. In many instances the source of the rutted segments is indistinguishable. In instances where no clear demarcation between user groups can be made it is assumed a variety of users formed the segments unless evidence shows otherwise. In registration, priority will be given to the most logical primary users, and appropriate areas of significance will be chosen accordingly. The summary significance section for the property type historic trails addresses the applicable Criteria and areas of significance.

Whether a trail was used as commercial, military, or emigrant trail, its basic physical characteristics remain the same. Therefore, integrity and registration requirements of the resource's principal manifestation--rutted segments--can be addressed in a summary section. These general qualifications for the property type historic trail are summarized in a subsequent section (see Registration Requirements, Historic Trails).

Since one trail-related property type--Historic American Indian Trail--is unique, it is treated separately, despite parallel patterns of travel (see Ancillary Historic Properties: Historic American Indian Trail). The approach followed in this document first describes the sub-classes of the historic trail property type (i.e. Commercial Trail and Military Trail) and, within each class, only briefly states its significance (see Associated Historic Contexts, Section B and Statement of Historic Contexts, Section E for a more detailed statement). These sections are then followed by the comprehensive summary Registration Requirements for historic trails as a property type. The other property types associated with Section F (e.g., Ancillary Historic Properties, Military Properties) follow this "type: sub-type" arrangement when necessary or conform to the standard format of Section F for the National Register of Historic Places Multiple Property Documentation form.

#### I. A. Sub-type: Commercial Trail

##### Description

Pre-eminent among the Santa Fe Trail's uses was its role as a road of commerce. The International Trade on the Mexican Road period of the Trail (1821-1846), brought the Trail to the height of its international prominence. It had truly become an international road of commerce. This use is evidenced by well-defined ruts or sites formed by historic trade and freighter traffic. After the Mexican Road period, historic stagecoach traffic became an important adjunct to the shipping of goods. In another chapter of the Trail's use military supply and transport became overwhelmingly important (see Military Trail sub-type). Other adjuncts to the rutted Trail segments include the sites and structures required for maintenance of commercial traffic (see property type II: Ancillary Historic Properties).

Trail segments are often well-documented routes (i.e. on maps and primary historic documents) retaining the physical and associative characteristics of the period of historic significance. The main corridor of the Santa Fe Trail has been carefully analyzed using historic sources and primary documentation.<sup>9</sup> Important ancillary routes to the main

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corridor merit additional study.<sup>10</sup> Trail segments can feature artifacts and archaeological and architectural features datable to the period of the Trail's historic significance as a commercial trail. These features are often found in direct proximity to the main Trail corridor and merit careful evaluation for their historic information potential.

Physical evidence of trade or freighter Trail routes may include ruts, swales, and seasonal vegetational changes bearing witness to the passage of thousands of wagons.<sup>11</sup> The arid character of the Trail region played a prominent role in preserving this evidence. The shifting nature of the seasonal vegetational pattern makes some sites observable only at certain times of the year. Increased erosion endangers or compromises the integrity of these landscape features. The rutted segments normally proceed in a long set of parallel tracks. They are molded around the topography and represent decisions made by the guides and travelers seeking the path of least resistance. Often they are aligned in reference to prominent natural features in the area. Their depth and width were determined by the loads carried, wagon technology, and soil conditions. Whether traveling in single file or fanning out, the tracks mirror a series of factors important in each traverse of the Trail.

Among the conceivable types of properties associated with trade, stage, and freighter Trail networks are campsites, relay stations, road houses or road ranches, stage stations, stables, and developed wells. Natural landmarks such as springs, river crossings and promontories also played an important role in Trail travel. These resources are intimately tied to the Trail's use and historic associations (see property type II: Ancillary Historic Properties).

Significance (see summary)

Registration Requirements (see summary)

I. B. Sub-type: **Military Trail**

Description

Historic military trails are documented wagon trails or roads with national, regional, or local military significance. Military traffic on the Santa Fe Trail was related to a series of significant military events.<sup>12</sup> First, military escorts of commercial traffic began in 1829 when infantry under Major Bennett Riley accompanied traders as far as the Adams-Onis Treaty line on the Arkansas; later escorts (1833, 1843) established the principle that traders had the right to expect protection on the Trail.<sup>13</sup> Later, the military was responsible for bringing the Santa Fe Trail region under American sovereignty through actions in the Mexican War, 1846-1848.<sup>14</sup> The heightened military traffic of this action continued through the next half century. The military was responsible for protecting both commercial traffic and their own logistical support on the Trail subsequent to the Mexican War. The improvement of military trails was an important component in military affairs throughout the West.<sup>15</sup> This activity culminated in the establishment and linking of no less than nineteen forts along the Trail in the mid-nineteenth century (see Military Properties property type).<sup>16</sup>

Although the bulk of the traffic was contracted out to civilian commercial carriers, military transport formed an integral component of the maintenance of a military presence in the newly acquired Southwest.<sup>17</sup> Several adjuncts to the older Santa Fe Trail corridor were created linking the military posts along the Trail.<sup>18</sup> Up until 1880, ever decreasing portions of the Santa Fe Trail played a critical role in provisioning the armies of the Southwest. The

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advent of the railroad, its extension coming primarily through the 1870s, led to the decrease in significant military-related Trail traffic.

The physical remains of military use of the Trail remain much the same as its more commercially oriented traffic. The reasoning behind creating a separate military trail property type springs from the fact that military use has different historic associations. It also has to be considered that the use of the Trail as a military trail created sites along the Trail directly linked to military history as an area of significance rather than commercial use, a case in point being the numerous branches formed by military freighter traffic between the Mountain Route and Fort Union in the later stages of the Trail's history.<sup>19</sup> The Fort Hays-Fort Dodge Road and the Fort Leavenworth Roads leading to the main Trail corridor are also indicative of military-related traffic. As a main distribution point for southwestern supplies, Fort Union, New Mexico features innumerable well-preserved wagon ruts and remains of the historic fort. Adjuncts to the Trail corridor like the forts, camps, and historic sites have been subsumed within the sub-type Military Properties (see below).

Like commercial trails, military trails may be evidenced by well-defined ruts or sites formed by historic military traffic. In certain instances, military trail sites may not feature easily discernable ruts or trail remains, but may contain well-documented routes (i.e. on Army maps or primary historic documents); the sites might retain the physical and associative characteristics of the period. These less well-known sites may conceivably possess features and artifacts dating to the period of the Trail's historic significance in direct proximity to the Trail corridor. Depending on the amount of material remains, these sites can be defined as a feature of the military trail sub-type or ancillary historic site. Like the commercial roadway, physical evidence of military trails may include ruts, swales, vegetational changes, artifacts, associated hearths, and military structures including minor temporary fortifications.

The U.S. Army was a principal road builder in the early trans-Mississippi western frontier. The dispersal of Army posts throughout the West in the nineteenth century necessitated that road networks be established for security reasons. Surveys and improvements to the Trail corridor were made by the military to facilitate traffic.<sup>20</sup> Patrols provided protection along the Trail. Communication and the distribution of supplies to the Army's far flung posts were the main reasons for the improvements and road construction. The advent of the railroad enabled the supplying of Army posts to be set on a firmer footing than had been possible before. The roads blazed and maintained by the military formed an important network for troop movement and campaigning, as well as aiding in the settlement of the region.

Significance (see summary)

Registration Requirements (see summary)

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I. C. Sub-type: Emigrant Trail

Description

*This sub-type is not fully developed, since no properties of this sub-type are being nominated in this initial Multiple Property Submission.*

The Santa Fe Trail was not primarily a road of emigration, but rather was a road of commerce.<sup>21</sup> The gold rushes of the West--California's in 1849 and Colorado's in 1859--did precipitate some use of the Trail by fortune hunters. When departing to California, the gold seekers used the routes blazed by the military on the Santa Fe Trail and during the Mexican War. The Colorado gold rush had a more significant impact on the Trail, particularly the Mountain Route, which provided access to the southern peripheries of the gold fields. Stagecoach lines were quickly established to serve the burgeoning gold field towns.

A sustained but small flow of emigrants did seek opportunity in proximity to the Santa Fe Trail, including mechanics and artisans who could perform ancillary services for the military community. Ranchers and farmers also laid claim to the rangelands and river valleys in the vicinity of the Trail, providing goods for army logistical support.

As is the case with the other Trail sub-types, historic emigrant trails are documented wagon roads with national, regional, or local significance. They are evidenced by: 1) well-defined ruts or sites formed by historic wagon traffic and the services required for such traffic, and 2) environmental settings that may not feature easily discernible ruts or Trail remains but are a) well-documented routes (i.e. on maps or primary historic documents) retaining the physical and associative characteristics of the period of historic significance and/or b) feature artifacts and sites datable to the period of the Trail's historic significance in direct proximity to the Trail corridor.

Physical evidence of trails may include ruts, swales, vegetational changes, artifacts, associated hearths, structures and foundations, and inscriptions. Along this traverse, camps were established along the major stream courses cutting across the wagon trail. Three factors were the primary determinants in historic emigrant trail campsite location: defensibility, water availability, and forage for livestock.

The location of emigrant camps was commonly on the broad flat terraces above natural waterways throughout the course of the Trail. Here the wagons could be arranged in a defensive shield and stock fed on the terrace in close proximity to wagons.

Significance (not developed in this original submission)

Registration Requirements (not developed in this original submission)

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Significance

(Sub-types: Commercial Trail, Military Trail)

The associative characteristics tied to the physical features of the Trail lend it significance. The Santa Fe Trail tied two countries together in a mutual and later, competitive relationship. Its use had a profound effect on the resident American Indian populations of the region. The Comanches, Kiowas, Utes, Apaches, Cheyennes, and Arapahos all resisted the encroachment that the Trail represented upon their lands. The Trail was the means by which American hegemony was established over a vast area of the northernmost Mexican Republic.<sup>22</sup> Each Trail segment tangibly reflects diverse areas of significance: commerce, transportation, and ethnic heritage being a few of the more important areas.<sup>23</sup> The primary Criterion for evaluating the remaining Trail segments is measuring the site's association with the pattern of events which created, developed, and sustained traffic along this corridor from 1821 through 1880.

The significance of the Santa Fe Trail is apparent from the over 800 articles and books published on its history; analysis of this historic trail continues into the present day, often providing new insights on the Trail's significance at the national, state, and local levels.<sup>24</sup> To relate this information to existing resources for purposes of registration requires a technical exercise. The first aspect of this exercise requires judgments be made on a property's ability to tangibly reflect Trail history under the term integrity (see Registration Requirements for an elaboration of these issues). A second aspect of this exercise involves defining the appropriate areas of historic significance applicable to Trail properties.

As a commercial trail, the rutted Trail segments should be associated with the commercial use of the Trail beginning with Becknell's 1822 trade expedition using the first wagon on the Trail. This commercial traffic was the prominent Trail use through the succeeding quarter century. Running between Franklin and Santa Fe (and often extending to the Rio Abajo country of New Mexico, Chihuahua and farther), the main Trail corridor was a portion of an important international trade network between the United States and the newly independent Mexican Republic.<sup>25</sup> The properties reflecting this commercial use from 1821 to the end of Mexican War in 1848 form an important physical reflection of the development of American commerce in the trans-Mississippi West. At the national level of significance, the existing Trail segments must be documented to have been used during this period of historic significance (i.e. 1821-1846) to be significant under international commerce.

In the fifteen years succeeding Kearny's taking of Santa Fe, the establishment of American hegemony over the region became a primary concern of the government. After this time, the Trail became more significant in the area of military history as it served as the principal viaduct of military supply in the region.<sup>26</sup> While commerce still played a vital role in Trail use (primarily through military contracts with civilian carriers), the Trail became more tangibly linked with the operations of the War Department in the maintenance of military operations in the West. One important commercial enterprise during the post-Mexican War era was the establishment of stagecoach service between the eastern end of the Trail and Santa Fe; the first stage company was the Waldo, Hall and Company first contracted in 1850. By 1861 Barnum, Vail and Vickery had established a regular system of stations along the Trail spaced at a distance of fifteen and twenty miles. Later the Barlow and Sanderson Stage Company continued stagecoach operations along the Trail into the 1880s (see Ancillary Historic Properties, sub-type: Stage Stations).

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To isolate how much Trail traffic was strictly military goods as opposed to purely commercial ignores the fact that the Trail's uses in this era were intertwined. Evaluation of the appropriate area and level of significance for properties during the period from the outbreak of the Mexican War in 1846 to the outbreak of Civil War in 1861, and the later phase of Trail use from the conclusion of the Civil War in 1865 until the arrival of the railroad in Santa Fe in 1880, requires judgment as to which historic association is more important, though both will often pertain. As the national network of railroads edged deeper into the trans-Mississippi West, the Trail became increasingly regional in character and, hence, is more appropriately evaluated at the state and local levels of significance. This is primarily true after 1870 when the Kansas Pacific Railroad reached Colorado, and transshipment of goods increasingly was made from Kit Carson, Colorado. The Atchison, Topeka and Santa Fe Railroad reached Las Vegas, New Mexico in 1879 and spelled a virtual end to significant Santa Fe Trail use.<sup>27</sup> The intervening period of the Civil War (1861-1865), while impinging on the use of the Trail and determining its future role in the region, is more relevantly subsumed under the Military Property type (see below).

Conceivably, all of the National Register Criteria, A-D, can be applied to properties on the Trail within these contexts. However, the historic resources existing along the Santa Fe Trail lend themselves to registration within certain Criteria and areas of significance over others. These Criteria and areas of significance are emphasized in this effort to facilitate ease of registration where integrity is preserved and historic associations are evident. Within the historic trails property type, the principle Criterion is A, association with events. Under this Criterion, the main areas of significance will include those patterns of events associated with commerce, military history, and transportation. Criterion B is applicable to trail segments where a segment or crossing is clearly linked with a specific person significant in American history. A trail segment is rarely by itself eligible for registration under Criteria C or D. Important trail segments can be combined with ancillary sites, which would make them contributing resources to a district under these Criteria, for instance, when historic architectural or archaeology sites lie in proximity to the Trail.

The level of significance for these Trail remains is determinable by examining the rich documentary record of the Trail recorded in secondary sources and, when possible, primary source material. The Trail's significance at the national level spans all five of the associated historic contexts identified in this document (the period 1821-1880).

Registration Requirements

(Sub-types: Commercial Trail, Military Trail)

On this predominantly high Plains road, few historic resources can vie with historic trails in representing historic events. Through their use of a historic trail over 900 miles in length, the travelers of the Santa Fe Trail demonstrated the frontier process and interaction of American cultures. To reflect these processes, the remnants of the Trail must have a clear linkage to the Trail's use from 1821 through 1880. The Associated Historic Contexts section has defined the following contexts: International Trade on the Mexican Road, 1821-1846; The Mexican War and the Santa Fe Trail, 1846-1848; Expanding National Trade on the Santa Fe Trail, 1848-1865; Effects of the Civil War on the Santa Fe Trail, 1861-1865; and The Santa Fe Trail and the Railroad, 1865-1880.

Each property must be evaluated for its importance under the areas of significance of commerce, military history, and transportation. The property can be eligible if it can be clearly shown that it played an important role in maintaining the trail's viability as a commercial road, military road, or stagecoach road.

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Trail remains are foremost eligible for Criterion A at the national level of significance. Other levels of significance--state and local--may apply if the Trail segment more obviously represents a locally important roadway or was part of an important regional system. Clearly, if the main route of the Trail passed through a locality, and enabled its existence, it was significant at the local level. At the state level, however, it must be shown the trail segment functioned as an integral part of the territorial or state transportation network in distributing goods and people. For instance, those parts of the Santa Fe Trail which served as parts of stagecoach networks in its later years or parts of the ever diminishing parts of the Trail used as the railroads expanded westward represent properties significant at the state level of significance. In lieu of having a regional level of significance, the state level of significance should be carefully considered. This is especially relevant to those portions of the Santa Fe Trail, which can be considered Trail adjuncts (see previous discussion under Description).

Criterion B allows for the registration of properties linked to an individual's experience in traveling the Trail documented in diaries and journals. Such accounts from the period of historic significance can provide an important link in interpreting the feeling of time and place associated with certain Trail sites. When using Criterion B, the association between the Trail traveler and the site must be particularly significant and well-documented. In most cases, the significant person should be demonstrated to have been prominent in the development of the Trail, and should have traveled the Trail more than once. The relevant level of significance must be determined in reference to the individual's importance as a chronicler of the Trail or participation in important historic events, usually meriting national level significance.

The analysis of the historic trail property type is relatively straightforward. It involves evaluating whether integrity of the visual scene and trail features is sufficiently retained along a verified trail route.<sup>28</sup> This process of judgment involves evaluating the location and setting of extant rutted segments and, when relevant, associated sites. It also entails judging whether the qualities of feeling and association are retained. A few critical variables are important to recognizing whether Trail integrity is sufficient to reflect the areas and period of historic significance. These variables include the retention of current natural or historic vegetation patterns, landscape views (including small scale features such as springs and large scale features such as prominent landmarks), and factors capable of preserving long term site integrity (e.g., low erosion, soil stability).<sup>29</sup> Landscapes are composed through a mix of evolving patterns and activities, the material record of which was influenced by cultural preferences, available technology, and response to the natural environment.<sup>30</sup> In the case of the Santa Fe Trail, the activities of animal-drawn transport have formed the most vivid reminder of these dictates--the Trail remnants that dot the landscape between Franklin, Missouri and Santa Fe, New Mexico.

The physical character of a historic trail must display sufficient environmental integrity. By environmental integrity, we refer to the existence of a certain amount of visual quality reminiscent of the historic scene, unobstructed by modern construction or major intrusions, and capable of evoking the qualities of integrity in terms of feeling and association.<sup>31</sup> Environmental integrity is the quality of some visual context of the historical scene remaining intact.

Given the rarity and significance of the remaining rutted segments, flexibility must be allowed in determining what is a sufficient degree of environmental integrity, i.e. retention of the visual scene. Modern visual intrusions such as barbed wire fences, telephone and power pole lines, roads, hedgerows, and cultivated fields are now common in proximity to the remaining rutted segments of the Santa Fe Trail. As these modern visual intrusions are sometimes unavoidable, the rutted segments affected by these features may still be considered eligible for registration.

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Critical to retaining integrity of historic trail sites is the formation of boundaries.<sup>32</sup> Along segments of many recognized historic trails these boundaries have been set arbitrarily for practical management reasons.<sup>33</sup> In these instances, boundaries commonly encompass the segment's length and width and a parcel of land, for example, a fifteen meter swath on either side of the rutted segment, parallel to the trail. While useful in a developed urban area, or heavily developed rural location, this kind of bounding sets the minimally acceptable limits for boundaries. When possible, natural delimiters (e.g., topographic features) are preferable. This is more in character with maintaining the natural context of the site. A second preferred mode incorporates arbitrary boundaries where necessary, but the remainder being set upon natural contours, for instance, where modern development impinges on one side of the trail but avoids the other side, which remains relatively intact. Care should be taken when establishing the boundaries of a rutted segment with nearby modern visual intrusions (e.g. barbed wire, and telephone and power pole lines). If possible the modern features should be avoided; however, a sufficient amount of land adjacent to the rutted segment (e.g. a minimum fifteen meter boundary on either side) should be the primary consideration.

Boundaries on historic trails may be wide to incorporate campsites, local natural landmarks, critical stream crossings, and other features associated with historic activity. Sometimes historic trail features are definable as sites but, sometimes they are more appropriately treated as aspects of a site's overall setting. However designated, trail features must be shown to be authentically historical and the boundaries formed to retain site setting must not extend to the point of providing a buffer beyond a site's logical limits. In the formation of trail site boundaries, the discontinuous nature of the extant segments calls for professional judgement to determine whether segments should be grouped as a district or single site. Intervening non-historical development provides one means of decision making; another means is whether the coupled sites are within viewing distance of each other within a consistently unobstructed view.

## II. Name of Property Type: **Ancillary Historic Properties**

### Introduction

A historic trail generally features ancillary resources associated with its use. These properties played a supporting role in maintaining the viability of the trail. Today, existing ancillary properties include isolated buildings, structures, or sites which have survived with a relatively high degree of integrity. The 1988 Santa Fe Trail Site/Segment Survey has shown that the bulk of the remaining properties are sites associated with the Trail.

This property type can entail sites directly related to Trail use as an avenue of travel, commercial trade, U.S. military activity, American Indian occupation, Hispanic American Trail use, and pioneer emigration. Historic American Indian sites, trader and freighter camps, pioneer camps, Trail grave sites, signature rocks, and stage stations are among the set of resources that could conceivably be found along this historic Trail. All of these sites fit into this property type, and are linked by historic association. For this effort, the wide-ranging nature of this property type requires the linkage of the site to Santa Fe Trail use be concrete. Those sites only peripherally associated with the Trail, though existing during the period of historic significance, are excluded.

In this document, ancillary historic sites derive significance from clear association with the Trail's use during the period of historic significance. They also evidence an acceptable degree of integrity of location, setting, feeling, and association. A unifying characteristic of this property type is that the property can be categorized as an eligible

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National Register site<sup>34</sup> under either National Register Criterion A or B, or both. When eligible under Criterion C these ancillary sites contain information relevant to the study of regional vernacular architecture. This potential under Criterion C can be linked to the excavation of architectural features of sites along the Trail.<sup>35</sup> A fourth possible characteristic is that the site potentially possesses the ability to yield information important in American history under National Register Criterion D. The artifacts and features of these sites have the ability to inform us as to how the material culture correlates to the documentary record so richly explored in previous historical investigations. The material culture of the Trail can also have the ability to provide data on undocumented aspects of the Trail, or even provide new insights on Trail history forcing reappraisal of documentary evidence.

The wide variety of sites subsumed within this property type calls for the definition of certain sub-type categories. A small sample of potential sub-types is presented below. All property type sub-types listed here are described and a smaller number of sub-types are developed to present a significance section and registration requirements for this specific registration effort. This listing is viewed as neither comprehensive nor exhaustive.

II. A. Sub-type: **Historic American Indian Trail**

Description

*This sub-type is not fully developed, since no properties of this sub-type are being nominated in this initial Multiple Property Submission .*

Since the Santa Fe Trail crosses American Indian ancestral lands, the influence of American Indians on the Trail itself seems inevitable. Several American Indian tribes lived in the vicinity of the Trail including Pawnees, Comanches, Kiowas, Apaches, Cheyennes, Arapahos, Jicarilla Apaches, Kansas, Osages, Sioux, Utes, and Crows. Whether William Becknell intended to trade with American Indian peoples on his first trip from Missouri to Santa Fe is still contested; this trip was to result in the establishment of the Santa Fe Trail in 1821. Once established, the Trail presented American and Mexican travelers with the possibility of American Indian confrontation and conflict. As a result of the Trail and increasing interaction between these cultural groups, American Indian peoples played an increasing role in the life of the Trail.

Along the course of the Trail, peace treaties were negotiated with American Indians in order to secure safe passage for Trail travelers. Two such instances were the signing of a treaty at Council Grove on August 10, 1825 between the U.S. government and the Osage people, and the Treaties of the Little Arkansas in the autumn of 1865.<sup>36</sup> What hostilities did emerge along the Trail were in response to the crossing and subsequent acquisition by Americans of American Indian lands and the disruption of American Indian hunting grounds. Indeed, the first American killed by American Indians on the Santa Fe Trail may have been the result of the destruction of the buffalo for commercial benefits.<sup>37</sup> The increase in American and Mexican traffic over the Trail resulted in further disruption of the American Indian way of life, the continued destruction of their game, and the stealing of ancestral lands. At Big Timbers on the Arkansas River, between 1846 and 1847, hunting activities were disrupted, water was polluted, and habitats were destroyed.<sup>38</sup>

As the Santa Fe trade expanded, interaction with travelers along the Trail was viewed by several American Indian communities as profitable. American Indian response to the intrusion of wagon trains resulted in the taking of gods,

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animals, or captives. However, not all interaction between American and American Indian peoples was hostile in nature. In addition to living near and paralleling the Trail, American Indians traveled over the Trail. There are even some instances of American Indian women marrying American traders and trappers who operated on the Trail.<sup>39</sup> Even when peace treaties were signed, American Indians often had to go to some location along the Trail itself in order to collect their annuities. American Indian Trails may, in the future, be shown to represent an intricate network of routes which traverse, parallel, and merge with the Santa Fe Trail as presently recognized.

The first pathways crossing the Santa Fe Trail region were those created by migrating herds of large game animals. Closely attuned to the migrational patterns of these animals were the subsistence patterns of the region's American Indians.<sup>40</sup> These inhabitants monitored and exploited the game available along these seasonally used pathways. Man-made pathways came into existence parallel to the game trails. Other native trails were established in relation to favored seasonal camp spots. The trails generally followed the path of least resistance, and were aligned along natural passes and corridors. Only the most sketchy documentation of the American Indian pattern of trails exists. These trails are commonly alluded to by early literate travelers or have been mentioned in oral traditions.

Evidence of historic American Indian Trail use must incorporate information from documents, oral traditions, and material remains. Physical evidence of trails may include hunting blinds and caches, small stone circles, lithic artifacts, Euro-American trade goods (e.g., metal artifacts), associated hearths in close proximity to natural features like passes, rivers and stream terraces, and game trails.

Recent scholarship has illuminated the role of historic American Indian trails in the Central Plains.<sup>41</sup> Long distance travel on the plains normally progressed on long stream-bounded divides. These ridge top trails were often marked by use, tracks often reaching hundreds of feet in width. Current evidence suggests the trails were otherwise purposefully marked. Among the adjuncts to the trails were campsites, normally of two kinds. The first was a temporary camp for daytime use; the second was overnight camps. Other trail-related sites could include marker cairns (showing trail spurs), petroglyphs, and burials. Some permanent villages were located in conjunction with trail paths at major breaks along the route.

Significance (not developed in this submission)

Registration Requirements (not developed in this submission)

## II. B. Sub-type: Stage Stations

### Description

From 1850 onward, government subsidized contract mail service on the Santa Fe Trail enabled the establishment of stagecoach lines along the Trail. These stagecoach lines depended heavily on the revenues derived from contracts to deliver the mail. The contracts issued by the United States Postal Service had a significant impact on the settlement and extension of U.S. sovereignty over the West.<sup>42</sup>

Military and non-military express mail was used for communication between Fort Leavenworth (Kansas) and Fort Marcy (Santa Fe) during and after the Mexican War of 1846. The irregularity of this mail service was a common

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complaint among New Mexicans.<sup>43</sup> The establishment of a post office in Santa Fe in 1849 recognized the need for a more permanent system. In the next year, David Waldo and his partners successfully bid for the four year contract to carry the mail, almost always a precursor to the development of passenger stage service to a region. From this time onward, stage traffic became an important component of Santa Fe Trail commercial traffic. Its various adjuncts, including stations, corrals, and improved crossings were strewn along the route and form a historically significant part of the Trail's material remains.

Waldo, Hall & Company initially used simple mail wagons to transport the mail. Stations were established at Council Grove, Fort Mann, Fort Union, Fort Atkinson and Diamond Spring during the company's contract. In the next contract period Jacob Hall, Waldo's partner, bought the firm and successfully bid on the next four year contract. In these early years the accent of the service was to transport mail, with passenger travel a subsidiary venture to keeping the lucrative mail contract.

The new 1854 contract evolved into a partnership between Hall and John Hockaday.<sup>44</sup> The Hall and Hockaday partnership served official post offices in Independence and Westport, Missouri, and Santa Fe, Las Vegas, and Fort Union, New Mexico. Newer post offices added to the route included eight Kansas post offices, including Council Grove and Fort Atkinson, and Tecolote, New Mexico. Hall successfully vied for the next mail contract period in 1858 with partner Judge James Porter.<sup>45</sup> Mail and stage routes proliferated throughout the Southwest and nationally as the newly acquired lands gained through the Mexican War were opened for development.<sup>46</sup> This activity culminated in the establishment of a transcontinental stage and mail service (1857) operated by John Butterfield through the southernmost region of the United States. The enormous \$600,000 contract for overland mail was second only to the ambition to provide the service via a southern overland route through the desert Southwest.<sup>47</sup>

Santa Fe Trail stage lines formed an important part of the national postal and passenger stagecoach system. The regular mail route followed the Cimarron Route of the Trail up until 1859. The constant hazard of confrontation with the American Indians of the Plains—including the Kiowas, Comanches, Apaches, Utes, Cheyennes, and Arapahos—coupled with the increasing traffic from Colorado gold seekers, made the Mountain Route of the Trail increasingly attractive to stage operators. Towns were burgeoning with the emigrants and mail service was one of the first demands of the new arrivals, second only to military protection.

By late 1860 the partnership of Hall and Porter requested that they be allowed to move their mail service to the Mountain Route.<sup>48</sup> Shortly thereafter the Hall and Porter stage line was sold to the Missouri Stage Company headed by Preston Roberts, Jr.; however, Hall retained the current mail contract and transferred its operation to Roberts' firm. By early 1861 the Postmaster General allowed the new firm to transfer the mail and stage route to the Mountain Route of the Trail.<sup>49</sup>

The evolution of stagecoach firms typically involved a host of investors. Often the partners under one contract would expand or contract in subsequent contracts. Consequently, the names of the firms changed as often as the contracts. In contracts after Hall and Roberts' partnership, stagecoach operations included ownership by Slemmons, Roberts and Company (1860-1862)—which expanded the lines to include newly founded Colorado mining communities—and Cottrill, Vickory and Company, later M. Cottrill and Company (1862-1865), which again expanded the stage line with numerous connections to other western towns, and was later referred to as the Santa Fe Stage Company.<sup>50</sup> The introduction of the famous Concord stagecoaches, a standard for excellence in stagecoaches in the nineteenth century, did not come to the Santa Fe stage lines until the M. Cottrill and Company introduced them in 1864.<sup>51</sup>

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Throughout the period between 1850-1880, the Santa Fe Trail was incorporated into a system of stage lines that crisscrossed the Southwest, with extensive connections linking the southern and southwestern trans-Mississippi West to the west coast and Mississippi River valley. The last prominent stage company to use portions of the Santa Fe Trail in its operations was the Barlow and Sanderson Company, which saw the stagecoach era dwindling with the western extension of national railroad networks through the 1860s, 1870s, and early 1880s. Barlow and Sanderson was the last major stage system in the country.<sup>52</sup>

Each stage line incorporated groups of properties along its routes necessary for the smooth functioning of the line. In the early years of express mail before 1850, stations to serve the line were few and far between. The earliest stage stations were specifically established to serve the coaches or carriages carrying the mail. Little was done to accommodate passengers. Mules were the preferred animals for the stages. Stage stations were commonly complexes which provided exchange points for draft animals, thus featuring corrals and stock shelters, and a single or small set of buildings to house the station keeper and relay drivers, and to provide shelter for storage for stock forage and equipment. Some of the more important stage stations featured developed wells and blacksmith shops.

As previously mentioned, Hall and Hockaday expanded the system of mail post offices when they took over the service in 1855.<sup>53</sup> The buildings and associated stock corrals were constructed of local materials and usually located in proximity to an Army post for protection. Sometimes a post office lost its official status, as in the case of Allison and Booth's Walnut Creek Station in Kansas, but continued to thrive as a stopping point on the Trail.<sup>54</sup> The stations thus often became a locus of area settlement in the earliest years.

Hall had the length of the Trail between Kansas City and Pawnee Fork surveyed in 1858. The surveyor, Captain L.J. Berry, marked every 20 mile interval. Hall had a mail station established along each point. To reduce travel time, the federal Post Office Department urged the establishment of numerous stations where fresh animals could be available. These stations were fortified against increasing American Indian resistance, but did not differ materially from previous stations, again being constructed of local materials and primarily concerned with maintaining stock necessary for the stage line.<sup>55</sup> At later stations this extended to the use of local junipers and stone for stock corrals.<sup>56</sup> Local ranches also served as stops along the line. In one significant instance, adaptive use of older buildings, like those at Bent's Old Fort, served as an important way station on the stage route.<sup>57</sup>

In the mid-1860s, the firm of M. Cottrill and Company made improvements along the Trail's stage stations. Large substantial adobe buildings (40' x 80') were added to the line and seven new stations were built. In 1866, seven stations were built along the mail route east of Fort Lyon. The stations were more often simple constructions, and included dugouts built into hill slopes, walled with sod or adobe and roofed with logs covered with dirt.<sup>58</sup> A typical stage station of this period was operated by a husband and wife who oversaw the animals and provided the food and accommodations to passengers. Relay drivers often boarded with the couple whose responsibilities extended to feeding the drivers. The stationmasters normally had responsibility for the mail delivery once deposited by the stage. Because they were officially postmasters, the station managers were accorded government protection. Isolated stage stations were nonetheless vulnerable to stock stealing and attack by American Indians resisting the encroachment of settlement on their traditional lands.

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Significance

In 1849, David Waldo and his partners successfully bid for the four year contract to carry the mail to Santa Fe; these contracts were almost always a precursor to the development of passenger stage service to a region. From this time onward, stage traffic became an important component of Santa Fe Trail commercial traffic. Its various adjuncts, including stations, corrals, and improved crossings were strewn along the route and form a historically significant part of the Trail's material remains. In the second half of the nineteenth century, the Santa Fe Trail was incorporated into a system of stage lines that crisscrossed the Southwest, with extensive connections linking the southern and southwestern trans-Mississippi West to the northern Rocky Mountain region, west Pacific coast, and Mississippi River valley. The last prominent stage company to operate over segments of the old Santa Fe Trail was the Barlow and Sanderson Company, which witnessed the stagecoach era decline as the national railroad networks expanded westward during the 1860s, 1870s, and early 1880s. Barlow and Sanderson was the last major stage system in the country.<sup>59</sup>

Stage stations represent a significant resource along the Santa Fe Trail. Aside from their direct historic associations with Trail activities, the stage stations can also play a unique role in informing us about early settlement and development of the Trail region through the stations' material remains. Stage stations will most commonly be eligible under Criteria A and D with commerce and transportation coupled with archaeology/historic--non-aboriginal being the principal areas of significance. In the case of a stage station acting as a locus of area trade, or as being destroyed in conflicts with American Indians, the area of significance could be extended to include archaeology/historic--aboriginal.

Many of the Santa Fe Trail stage stations were constructed of local materials using the standards of vernacular architecture prevalent in the nineteenth century in territorial Kansas, Colorado, Oklahoma, and New Mexico. Systematic archaeological excavation can fully realize the potential these sites have in informing us on these local architectural practices; potential eligibility under Criterion C should not be ignored among these sites.<sup>60</sup>

The information potential of stage stations sites as historic archaeological resources has been demonstrated. For instance, excavations of the Simpson Spring Station site, Utah and Gila Bend Stage Station, Arizona show this class of sites has the potential to yield important information in history.<sup>61</sup> Data retrieved from the Simpson Springs site excavations revealed material culture spanning the era from first American residence in the area to permanent settlement. Data relevant to the study of local diet, the distribution of mass produced material culture, the maintenance of the express mail line, and the practice of vernacular architecture were retrieved in the systematic excavations at Simpson Springs. Given parallel sets of data revealed in historic archaeological excavations conducted at Bent's Old Fort,<sup>62</sup> the local Santa Fe Trail stage stations can be expected, if having intact archaeological components, to have comparable classes of data capable of illuminating the material culture history of the Trail. In fact, given the richness and diversity of glass, ceramic, faunal and other remains garnered through the systematic excavations of Bent's Fort middens, the existing stage station sites of the Santa Fe Trail represent a highly significant property type remaining on the Trail, and are therefore eligible under Criterion D.

Material culture data extracted from the sites can provide a measure of commercial interaction between the frontier and metropolitan regions to the east and west. The fact stage stations had the potential to evolve into local ranches also will materially document the transformation of the frontier into a settled region through adapting a pattern of

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rangeland stock raising. The potential of these sites has not as yet been realized. However, the numerous sites with ruins along the Trail corridor attest to the potential information obtainable from Criterion D eligible sites.

Stage stations are potentially eligible at the national level of significance, with areas of significance including transportation and commerce. In battles fought between the stage station managers and American Indian inhabitants, the stations also represent an embodiment of American Indian resistance to American encroachment on native lands. Some stage stations may be more obviously eligible at the local level and state levels of significance, depending upon whether their role was more focused on the station as a local or regional (i.e. state) center.

Registration Requirements

To be eligible under Criterion A, a stage station has to be directly associated with a Santa Fe Trail stage line operating from 1850 through 1880. Most of these sites are significant for their historic associations and relation to a pattern of events, namely, their being components in the operation of an important transportation and communication network spanning the Trail region during the years of early settlement and development.

To be eligible under Criterion D the stage stations must be demonstrated to have information yielding potential in historical archaeology. This will be most commonly displayed in the existence of intact ruins of the station that, while deteriorated beyond being classified as a building or structure, are still recognizable as an identifiable archaeological feature. The location of the site must be verified in accord with the probable location of the site documented in the historic record.

Sites displaying artifacts datable to the period of historic significance (1850-1880), and showing a potential for well-preserved archaeological components, are eligible for registration. Sites lacking surface artifacts and showing a high potential for intact subsurface components in conjunction with ruins should also be considered eligible if integrity of the sites' geomorphological contexts appears intact.

A stage station site with evidence of a subsequent function or occupation overlaying materials or features related to the site's stage station function can also be considered eligible under Criterion D if the potential for yielding information appears intact as a buried component, and evidence can be provided establishing a clear link to the stage station operation.

II. C. Sub-type: Historical Archaeology Sites

Description

Along the length of the Santa Fe Trail are ancillary historic sites containing ruins and artifacts datable to the Trail's period of significance. Like the stage stations, these properties often played an important role in the continued viability of the Trail and possess unique historic associations relevant to the Trail's history. Through study of the material culture of these sites, new insights on Trail history can be gained.<sup>63</sup> While stage stations are additionally historical archaeology sites, they have been singled out and developed as a separate sub-type. The rationale for this is that their founding was strictly based on a relationship with the Trail. While the mill sites and townsites encompassed within the Historical Archaeology Sites sub-type have associations with the history of the Trail, these

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sites were not necessarily so strictly related to the Trail for their existence. Additionally, the lack of systematic investigation of the townsites inhibits the ability to singularly address them as a separate sub-type at this time.

The town of Franklin was the eastern origin of the Santa Fe Trail in its earliest years between 1821 and 1828.<sup>64</sup> Platted in 1816 the townsite by 1819 had expanded to include 120 buildings with homes, commercial buildings, blacksmith and saddlery shops, and nearly a thousand residents.<sup>65</sup> The townsite now lies beneath the alluvial deposits of the Missouri River. This historic archaeological site represents an important place in Santa Fe Trail history. Despite its abandonment, this and other abandoned Trail communities<sup>66</sup> represent important adjuncts to the Trail in the westwardly shifting pattern of eastern Trail terminus locations, and served as main points of provisioning travelers before their embarking on the Trail and during their travel along its length.

Similarly, the mill operations on the Santa Fe Trail represent another set of properties having significance in Trail history; most that remain are currently historic archaeological sites. (Only five mill sites--three in New Mexico and two in Missouri--are included in the Santa Fe Trail National Historic Trail: Comprehensive Management and Use Plan.) The mills played an important role in providing provisions (e.g. flour) at the beginning of the Trail and along its long course. These mills often served as a locus for local settlement, and provided valuable goods and services to Trail travelers. In the case of Missouri's Blue Mills, established in 1834, Santa Fe merchants Michael Rice, Samuel Owens, and Robert Aull developed a milling complex which was directly adjacent to the main Trail corridor leading up from Blue Mills Landing, a prominent landing on the Trail from 1832 onward.<sup>67</sup> The Blue Mills complex included both a gristmill and a sawmill, providing flour and lumber respectively. The Fitzhugh-Watts' Mill (a gristmill) in Missouri, built in 1832 as the Fitzhugh Mill, was an important rendezvous site for embarkation due to the surrounding water and pasturage up through the time when Anthony B. Watts acquired the mill in 1850.<sup>68</sup> At the opposite end of the Trail, mill sites played no less a prominent role with the mills at Mora's St. Vrain Mill (c. 1855, 1864), La Cueva (c. 1850) and Cimarron's Aztec Mill (1864) operating through the mid-late nineteenth century when the Trail functioned as an important military logistical supply road and a thoroughfare through Northern New Mexico's villages.

### Significance

Historical archaeology sites will most commonly be eligible under Criteria A and D with commerce, transportation, and Archaeology/historic--non-aboriginal being the principal areas of significance. In the case of a historical archaeology site acting as a locus of area trade or provisioning trail users, commerce is particularly relevant.

The primary significance of Santa Fe Trail historical archaeology sites lies in their ability to yield information under Criterion D. A second, but related, level of significance lies in the ability of these sites to convey significant patterns of Trail development through time, reflecting Criterion A. Despite the deteriorated state of these sites the retention of integrity in location, setting, materials, feeling and association allows them to reflect Trail history in a tangible way, perhaps extending their eligibility under Criterion C.

Most of these sites are significant for their historic associations and relation to a pattern of events, namely, their being components in the operation of an important transportation, commerce, and communication network spanning the Trail region during the years of early settlement and development. Therefore, historical archaeology sites are potentially eligible at the national level, for their associations with historic events on the Trail. These sites are often of local significance in being among the earliest settlements in the local area. However, whenever possible, the

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highest possible level of significance will be addressed. Despite the advanced state of deterioration these sites can have sufficient physical character to reflect important area history under Criterion A if few properties capable of reflecting these associations exist in an area. The relevant areas of significance can include early settlement, transportation, and commerce.

Primarily, the data these sites often possess can be used to address important questions in historical archaeology. Determining the significance of Trail-related sites under Criterion D is difficult, however, in the absence of systematic archaeological survey and preliminary testing on these sites.<sup>69</sup> This difficulty is accentuated by the lack of a well-defined set of research questions which can clearly show that the material culture exhibited in these sites is directly pertinent to Trail history.<sup>70</sup> Additionally, the relevancy of the Criteria for evaluation for the National Register in assessing historical archaeological sites has been brought into question.<sup>71</sup> However, these limitations should not preclude establishing general guidelines for establishing when a Trail site is recognizably significant. In fact, a symposium of the Society of Historical Archaeology on archaeological site significance, held in 1990, provides a rich source of methodological approaches applicable to Trail properties.<sup>72</sup>

To understand the importance of these sites to history, the Trail sites should be conceived as representative parts of a process. Santa Fe Trail historical archaeology sites were part of a wider and dynamic, commercial, communication and transportation system. As ancillary resources to the Trail, these sites functioned as components in that system. The site's residents helped maintain the viability of the system and formed enclaves of permanent settlement along the Trail corridor. If the historical archaeology sites are placed within their overall cultural historic context, a myriad of potential research questions related to the study of the material culture of the Trail sites can be forwarded.<sup>73</sup> Recent scholarship in historical archaeology has shown a variety of practical approaches can be applied to establish the significance of these historical archaeology sites.<sup>74</sup>

For instance, Francis P. McManamon has emphasized the importance of site frequency when judged from the context of overall site population.<sup>75</sup> This property sub-type represents only one group of Trail-related properties. Given the varying degrees of preservation, only a portion of these sites have the ability to yield important information. Thus, the remaining number of these properties directly related to a pattern of historic events becomes very important to the historical archaeologist.<sup>76</sup> Historical archaeologists require comparative sets of data from a number of sites across space.<sup>77</sup> Without this kind of comparative data, McManamon would have been unable to statistically sample across different environments to discover an unexpected, and undocumented, concentration of early settlements along royal roads on Cape Cod. In a similar fashion, site distribution along the Trail, including undocumented sites, might reveal new patterns of settlement that can be profitably explored along the Santa Fe Trail. Application of similar methods would be pertinent, particularly with undocumented sites, like extra-legal road ranches or the earliest sites of the region which dotted the Trail corridor. As McManamon maintains, ". . . the quantitative aspect of 'context' is a reasonable one to consider in the evaluation of significance."<sup>78</sup> Thus, the ever diminishing number of intact historic sites intimately associated with the Trail having integrity of location and within the bounds of the period of significance can often be judged as significant.<sup>79</sup> This significance depends on the relative frequency of the site type in the local area.<sup>80</sup> The site also must display sufficient historic character to be recognized as a legitimate Trail site, this being defined by the site's data classes or historic documentation.

Santa Fe Trail historic sites are also significant for information they possess which can be used to address regional demographic, settlement, and developmental trends. When site data are combined with an intensive study of secondary source material, trends in regional settlement and the viability of households (definable as families in

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residence over successive generations) can be addressed.<sup>81</sup> Sites that display geomorphological integrity and short term, single family occupancy in the frontier period were found by John Wilson to have the highest potential eligibility for yielding information. However, a second, and similarly significant, group of sites included multi-generational household sites which could address the change through time in area history. Thus, identified period sites dating to the Trail's active use (1821-1880) currently retaining archaeological features or data become critical components in addressing broad theoretical and historical questions in historical archaeology.

Several additional characteristics are critical to assessing these sites and their eligibility. Ideally, archaeological components should be temporally and spatially distinct and a good record of successive occupancy should be available. Realistically, such sites will be rare. A wide range of variation in component integrity is likely to be evident. Sites with single components clearly datable to the period of historic significance are very significant for providing reliable information. Sites with relatively intact components, relatively dated to the period of historic significance, or both, should also be considered eligible as they can provide some comparative information with other sites. Lastly, the site's formation process (creation, use, re-use, abandonment, deliberate destruction, modern impacts) must be addressed as an integrity issue and reconciled with the suggested information potential.

An important contingency of successfully applying any methodological approach is the preservation of the sites themselves. This can most constructively be addressed by stressing the significance of these sites under Criterion A, and, when possible, placing the site in a wider context of research potential within historical archaeology. Important to remember is that properties are National Register eligible if they have yet to yield data but display evidence that they are a likely source of such data.<sup>82</sup>

#### Registration Requirements

To be eligible under Criterion A, a historical archaeology site has to be directly associated with a Santa Fe Trail use during the period of significance (1821 through 1880). To be eligible under Criterion D, a historical archaeology site must be demonstrated to have information yielding potential in historic archaeology or be likely sources of such data. This will be most commonly displayed in the existence of intact surface or eroded ruins on the site that, while deteriorated beyond being classified as a building or structure, are still recognizable as an identifiable archaeological feature. The location of the site must be verified in accord with the most probable location of the site documented in the historic record, and must generally feature historic material remains.

Sites displaying artifacts datable to the period of historic significance (1821-1880) and showing a potential for well-preserved archaeological components are eligible for registration. Sites lacking surface artifacts but showing a high potential for intact subsurface components in conjunction with ruins, should also be considered eligible if integrity of the site geomorphological contexts appear intact. A historical archaeology site currently displaying artifacts or surface components datable to subsequent documented historic use (i.e. years after its use as a Trail-related property) can also be considered eligible if the potential for yielding information appears buried, but intact, below the later components, and evidence can be provided establishing a clear link between the Trail's use and historical archaeology site.

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II. D. Subtype: Trail Grave Sites/Cemeteries

Description

Encountering death on the Santa Fe Trail was a distinct possibility for Trail travelers. Perhaps mirroring the disease, accidents, and gunplay on the Oregon-California Trail, Santa Fe travelers probably had more to fear from each other than from American Indians.<sup>83</sup> Nevertheless, confrontations with American Indians did occur and were historically significant more for the increased vigilance, retaliation, and military consequences they brought upon American Indians than for the numbers of victims involved. The clamor for military protection on the Santa Fe route was generally linked to attacks from resident tribes along the Trail. The 1849 attack against the White family at Point of Rocks, New Mexico left the father dead and mother and daughter captive; the Wagon Mound attack of 1850, also in New Mexico, left a mail party dead.<sup>84</sup> These and other depredations were pointed arguments for the establishment of a permanent military presence on the Trail.<sup>85</sup> Graves associated with these and other attacks reflect the clash of cultures on the Trail. The graves of military personnel fulfilling their duties as Trail guardians form a significant source of this activity. One example is the grave of Private Samuel Hunt, U.S. Army Dragoons, who served with Colonel Henry Dodge's Rocky Mountain expedition in 1835. Hunt died as his unit was returning to Fort Leavenworth, Kansas—the first known gravesite of a serviceman on the Santa Fe Trail.

More typical of the Santa Fe Trail corridor was the establishment of a cemetery in the nascent communities along the Trail. Within the early settlement of the Trail region, cemeteries were established for the developing hamlets distributed along the Trail route. Now many of these small cemeteries have been incorporated into larger cemeteries having graves from later periods. However, given the small number of Trail-related resources directly associated with the careers of notable Trail figures or associated with specific events, these graves can form an important reflection of Trail history. The Woodlawn Cemetery in Independence was revealed in the recent National Park Service reconnaissance as an important resource of this kind. Platted by Robert Hickman in 1837, the site was used as burial ground before 1845. Several people who were important to the Santa Fe Trail story are buried here, including Hiram Young, Samuel and Robert Weston, freighter John Lewis, hotel proprietor Smallwood Noland, Mexican War veteran John T. Hughes, merchants William and John McCoy, and attorneys William Chrisman and Samuel Woodson. A second cemetery having Trail figure graves is Lexington, Missouri's Machpelah Cemetery, containing the grave of noted Trail outfitter and entrepreneur Robert Aull.

Significance

The isolated graves and cemeteries of the Santa Fe Trail represent an important Trail resource reflecting historic individuals and events on the Trail. Isolated graves are normally eligible for their association with events or a series of events in Trail history; hence, Criterion A is relevant in these instances. A gravesite like the Samuel Hunt grave is a tangible reflection of an important military action; Hunt's grave reflects the military actions of the U.S. Dragoons along the Trail before the establishment of a permanent military presence on the Trail. Isolated graves might also mark the series of conflicts which took place between the resident American Indians and Trail users. Lastly, a single gravesite might be the only representative property left to reflect the linkage of a transcendent significant individual to the Trail's history. In this instance the application of Criterion B would be appropriate if no identified property is capable of reflecting the productive life of the individual.

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Cemeteries along the course of the Trail also reflect Trail history in a tangible way. Potentially, a historic cemetery linked to the Trail could be the only representative property in an area or community capable of reflecting the broad patterns of Trail development or the earliest settlement along the Trail. Again, cemeteries having graves of transcendent significant figures who have little else to reflect their productive lives would be important in reflecting Trail history. Cemeteries of ethnic hamlets or communities along the Trail might reflect the important and under-represented role these communities played in keeping the Trail a viable route. These ethnic cemeteries might also be significant in yielding important undocumented information about historic community composition, mortuary practices, and other variables relevant to understanding historic community life during the Trail epoch. The cemeteries associated with the Trail have the potential to fulfill all of the Criteria if they contain graves or sets of graves datable to the period 1821-1880, and can be tangibly linked to the active life of the Trail in the area.

Registration Requirements

Individual grave sites must meet the requirements of Criteria consideration C; cemeteries must meet the requirements of Criteria consideration D.<sup>86</sup> (All graves and cemeteries must meet certain Criteria considerations to be eligible for the National Register.) Graves and cemeteries along the Trail will most likely be eligible to the National Register because of their association with historic events--under Criterion A--and this Criterion is correspondingly accented here.

In the case of graves, the site must have been placed during a period when the Santa Fe Trail was active in the area, and must date to the period 1821-1880. The grave must be in direct proximity to a verified Trail route. Normally the gravesite will be directly linked to a documented historic event in Trail history which is not reflected in another historic site, building, or district in the area. The gravesite will also normally be linked to the activities of the Trail (e.g., Trail commerce, transportation, military activities), and not ancillary events more connected to local area development.

Cemeteries must meet similar requirements, namely, development during the period of Trail significance, Trail proximity, and direct historic linkage to Trail history. Only that portion of the cemetery having Trail-related graves is eligible. A group of graves dating to 1821-1880 and in proximity to the Trail is not necessarily eligible. Linkage of the individuals buried in the cemetery to the events along the Trail must be shown. In addition, the individuals have to be shown to have had significance in Trail-related activities.

All graves and cemeteries must retain integrity of location. For association with specific historic events, a grave must possess the combined aspects of integrity of setting, feeling, and association. The associative aspects of the property are particularly important in using the grave site to reflect a historic occurrence along the Trail. If the grave is in its original location, and has compelling associative values, the replacement of the headstone or the enclosure of the site by fencing will not preclude its being eligible for listing under Criterion A or B. If other Criteria are applied, justification for the diminished aspects of integrity must be given.

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II. E. Subtype: Natural Sites (i.e. pilot markers, natural features)

Description

Natural sites form a diverse set of features lent significance by their incorporation into the experience of Trail travelers and area residents.<sup>87</sup> Trail users and American Indians recognized these natural features as elements of the cultural landscape drawn in the minds of all parties. In a real sense, to experience the Trail required recognition of the continuity and contrast the Trail's natural features presented; these features acted as signposts and symbols to the viewer. These natural features form a class of properties which provide a real opportunity to experience the Trail firsthand even in the modern era.

Natural viaducts, including passes, rock-lined stream or river crossings, natural grades or other topographic features forming natural roadways are important elements of the Trail. The Narrows near the Black Jack ruts of eastern Kansas; Kearny Gap, Apache Canyon, and Glorieta Pass of New Mexico; and Raton Pass in Colorado were among the important features of Trail travel which funnelled traffic into narrow channels. Advantageous crossings of streams, for example, the Rock Crossing of the Canadian River (El Vado de las Piedras), acted as natural features incorporated into the Trail corridor. When features substantially reflect the development of the roadway by Trail users (e.g., developing grades near stream crossings like the bridge in Apache Canyon<sup>88</sup>), they are more appropriately treated as portions of the Commercial or Military Trails sub-types.

The springs and developed wells of the Trail form another significant class of resources. Water and adequate forage was of preeminent concern to the Trail travelers, whose goods and potential profits were only as good as the survival of the stock pulling the wagons allowed them to be. The sixty mile Jornada on the Cimarron Route of the Trail is perhaps the best known scrape,<sup>89</sup> but dryness could potentially appear among other Trail segments at disadvantageous times. The entire history of the Trail is intimately tied to the watering places along its route, which served a double purpose in providing camping spots along the Trail: Diamond Spring, Lost Spring and Lower Cimarron Spring in Kansas; and the Upper Flag Spring, Cold Springs and Cedar Spring in Oklahoma, all played significant roles in the viability of the Trail. These features also became the locus of area settlement and communities stretched out along the Trail.

Promontories and hills which acted as navigational aids and notable campsite features form another set of significant resources on the Trail. Blue Mound in eastern Kansas served as a landmark for travelers on their way to the Santa Fe Trail along the military trail from Fort Leavenworth, and was one of the promontories referred to as the Wakarusa Buttes. The Plum Buttes, west of Chase, Kansas, were large sand dunes covered by plum bushes and acted as a guide point to travelers to avoid the dangerous soft sands of the Arkansas River crossings. The buttes were also a favored noontime stopping point on this somewhat featureless part of the Trail.

Farther west, Round Mound (today, Mt. Clayton) in New Mexico was the major navigational marker for Trail users after crossing the difficult Turkey Creek Ford. An illustration in Josiah Gregg's Commerce of the Prairies (1844) shows a wagon train as seen from the mound. Point of Rocks in Colfax County, New Mexico, was a popular, but potentially hazardous, campsite with a nearby spring. One of the most famous natural features of the Trail was the Wagon Mound landmark, the last significant landmark viewed by Cimarron Route travelers, who then joined the Mountain Route travelers on a single Trail. Pilot Knobs, two miles west of Wagon Mound, was also used as a landmark for wagon trains. Two major features of the Mountain Route were Fisher's Peak, overlooking the entrance

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to Raton Pass, and the Spanish Peaks, viewable from great distances along the Mountain Route and another prominent landmark for Trail travelers.

Signature rocks form a small, but important, set of properties along the Trail. These sites witness the array of Trail users who wished to add their names to the log of experienced travelers. Among these Trail sites are the Cold Springs sites of Oklahoma. Inscription Rock, near the northernmost Cold Spring site, contains the names of many Santa Fe Trail travelers from the 1840s and later. Autograph Rock, adjacent to the southern Cold Spring, contains the names of many Trail travelers from the 1850s and later. Lastly, names are carved in a signature rock within the canyon walls of nearby Carrizozo Creek.

Numerous prominent Trail features have not withstood the vagaries of time and development. These lost or compromised resources have been stripped of historic character and include the Plum Buttes site, where wind erosion scoured the site away by the turn of the century. Point of Rocks, Kansas was destroyed in 1981 when the Kansas Highway Department widened an adjacent roadway. Wooded copses which once formed a significant Trail feature disappeared long ago, sometimes as a direct result of Trail use (e.g., Lone Elm Campground, Kansas). Chouteau's Island, a crossing point of the Arkansas River in far western Kansas, has disappeared because of erosion by the Arkansas River. The remnant sites of these Trail features are not generally eligible for the National Register (see Registration Requirements of this section).

Significance

Numerous Trail narratives testify to the prominent role natural features played in Trail travel.<sup>90</sup> The bare, often featureless nature of much of the Trail stood in stark contrast to the jutting promontories which Trail users noted in their writings. In the arid stretches of the Trail, natural springs were welcome opportunities to refresh stock and people. Danger was associated with these features, which often afforded American Indians the chance to strike against the travelers. If visual integrity is maintained, the powerful evocative qualities of these sites can still be enjoyed by modern Trail travelers; a true sense of feeling and association is possible if integrity of location and setting are respectively verified and retained.

Natural sites associated with the Santa Fe Trail form a significant set of resources. These natural landmarks and features are strongly associated with the patterns of events forming the Trail. As prominent features recognized by Trail users, these resources acted as both navigational aids and prominent stations for spring water and forage along the Trail. Some natural rock outcrop features allowed Trail users the opportunity to inscribe their names; these inscriptions now bear testimony to the importance of natural feature sites along the Trail, most of which are eligible under Criterion A in the area of significance of transportation and at the national level of significance. In some instances, a natural site could be the general location of a significant historic event, without any material trace being in evidence. In these cases, consideration should be given as to whether a single site nomination should be prepared to define the property as a separate property type.

Registration Requirements

The single most important requirement in the evaluation of a natural feature site is the retention of a sufficient amount of visual integrity recalling the historic scene; verified integrity of location is a crucial element in determining eligibility of these sites. Setting and feeling as elements of integrity are also important. Documentary evidence

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recording the significance of the feature must be referenced to establish that the feature was in fact seen as a prominent feature of the Trail in its period of historic significance.

An important consideration in the formation of a National Register site is bounding its limits. With natural sites, limiting the boundaries to the most significant aspect of the site is very important. Many natural features encompass large acreage. Discernment must be used to both bound the most significant feature of the site and justify the site limits. With very large scale features such as buttes or mountains, relying on documented accounts, perhaps using historical drawings, to determine what features were recognized and accorded importance among Trail users is important.

Natural sites as a property sub-type do not encompass those historically significant sites which have lost their historic character. The processes of erosion and human activity have compromised the historic character of several Santa Fe Trail sites. Modern site locations, stripped of their recorded historic features such as rock formations of promontories, sand dunes, river bars, or natural spring vents are not eligible. If integrity of location, setting, feeling, and association is retained at a developed spring or campsite, consideration must be given to whether modern impoundments or improvements totally compromise the historic character of the site. Given the arid nature of the Trail region, few sites possessing water have not been developed to include stock impoundments, well caps, or pipes to and from water holes. If the improvements are not overtly obstructive, and a reasonable portion of the historic scene is maintained, these properties can be eligible under Criterion A.

III. Name of Property Type: **Military Properties**

Description

A military presence along the Santa Fe Trail came early. Fort Osage was founded as a military post and trade factory in 1808, and continued in operation until 1827; its abandonment was related to a diminishing number of American Indians in the area and to the construction of Fort Leavenworth in nearby Kansas in the same year. Military escorts for the annual trade caravan on the Santa Fe Trail began in 1829, and continued sporadically the next two decades. The first instance of a sustained military presence requiring forts came during the Mexican War (1846-1848) when Santa Fe's presidio was occupied by General Stephen W. Kearny's invading forces. Subsequent to this occupation no fewer than nineteen forts were established along the Trail corridor in the years of the Trail's use.<sup>91</sup> Heightened military use of the Trail became a prominent feature in the thirty-five years after the conquest of the Southwest. Supplying the forts and installations of the Southwest actually surpassed other Trail uses throughout the remaining years of Trail use.

The emphasis on the Santa Fe Trail's important role in military supply can obscure the fact that the supply of forces in the Southwest was purposeful: the extension and maintenance of United States sovereignty in the region, including control of resident Hispanic and American Indian populations, and protection of American property, were prime considerations.<sup>92</sup> Later, the advent of the Civil War again brought this military presence into sharp focus when invading Confederates nearly succeeded in taking New Mexico Territory.<sup>93</sup> The forts and military camps established on the Trail, while primarily related to maintaining and benefiting from the commercial traffic, were a visible symbol of American authority. They served as a logistical base for military campaigning--a critical component in a national

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military communication network—and played a significant role in subjugating, concentrating, and in some measure, protecting resident American Indians in the reservation system.<sup>94</sup>

III. A. Subtype: Forts and Fortifications

Description

"Fort" refers to any military establishment created by the U.S. armed forces for the purpose of maintaining American sovereignty over a region. The word "fort" also includes all military posts established above the scale of a bivouac. These posts include cantonments, camps, blockhouses, and barracks.

The small to large military establishments were referred to as posts, forts, camps, cantonments, or barracks. These structures and buildings were strategically placed along lines of communication and transportation to control territory and to physically establish American sovereignty in the region. This latter aspect distinguishes military posts from the trading posts, typified by Bent's Fort in the Mountain Route of the Trail.<sup>95</sup> Typically established along the lines of the frontier or parallel major transportation routes, the posts commonly had no protective palisades; the simple act of establishing a presence of military personnel was thought to be enough to intimidate any potential foes.

Forts and smaller fortifications ranged in composition. Some posts were little more than long term bivouacs or camps maintaining sentry and signal stations, and other posts were solidly constructed permanent buildings of adobe, grout, wood, or stone. Among the structures associated with forts were barracks, stables, stockades, blockhouses, magazines, hospitals and auxiliary laundries, and sutler's stores. The fort's functions included: providing troops capable of facilitating commercial or emigrant traffic; implementing the military aspects of treaty obligations; protecting developing commerce, communication, and transportation networks; providing protection in railroad development; quelling civil disturbances beyond the control of local government; aiding in protecting settlers; and confining American Indians to reservations.

The configuration and physical structure of forts were often strictly regulated. Maps of all fort features were required to be maintained and changes in the physical structure of the fort were overseen by the Quartermaster of the post. Inspections and repairs to the physical aspects of the fort were undertaken by the Quartermaster officer as well. Documentation related to these physical characteristics therefore exists, and can show the evolution of fort structure.

Significance

Forts and their subsidiaries are generally eligible for registration under Criterion A by their association with an important series of events in the military history of the Trail. Forts can also be important examples of military construction and engineering, and of the adaptation of regional vernacular architecture; as such, they are thus eligible for registration under Criterion C. Forts also make up important historic archaeological sites which have a high potential to yield information on cultural interaction, military life, and local settlement on the frontier; thus, they are also eligible for registration for their ability to yield information important in history under Criterion D. While military history is often a logical area of significance, other areas of significance include architecture, archaeology/historic--non-aboriginal, ethnic heritage, and women's history. In the last case, recognize that the first

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resident American women on the frontier were the dependents or employees of military personnel who left records of their impressions of life on the frontier and activities on the Trail.

Registration Requirements

The primary physical evidence necessary to establish the existence of a historic military fort are artifacts, structural remains, or architectural features datable to a specific historic military occupation. Although absolute dates for artifacts are not necessary, a diagnostic artifact's existence should be related to a period when historic military activity took place. Confirmation that a fort was placed in a specific locale will rest on the existence of documented historic records showing the location of the fort, and the results of field observation and documentation verifying the location of the fort site. The evaluation of a historic fort's integrity must consider both the physical and environmental characteristics of the site.

Physical characteristics are the actual set of fort remains; these conceivably include artifacts and features like cartridges, gun parts, leather goods (saddlery and boots), wagon or caisson parts, rifle pits, gun emplacements and fortification buildings, foundations, and structures. Environmental characteristics are those elements of the natural environment surrounding the fort: the site's landscape context (which may have figured prominently in the fort's founding), location, setting, and design. The integrity of a historic fort's physical and environmental characteristics, including location and setting, must be sufficiently intact to convey a sense of the historic scene in the absence of surface remains. In some instances, the fort may have been impacted (i.e. artifacts collected, structures disassembled, moderate erosion), but the elements of the historic landscape around the site may still exist to a significantly high level to allow the site to reflect historical associations.

Buildings or structures associated with a historic fort might occur within larger complexes now incorporating historical (but non-Santa Fe Trail) resources, non-historical resources, and modern construction. For instance, modern Fort Dodge (operating as a Trail post between 1865-1882) today serves as the Kansas State Soldiers Home. Several original buildings remain, including the commanding officer's quarters, several officers' quarters, enlisted men's barracks, and the post hospital. Evaluation in these cases requires buildings or structures must retain sufficient integrity to reflect their original function as a Santa Fe Trail-related property. These buildings can be eligible under Criterion C if sufficient physical character exists to reflect the building's or structure's linkage to Trail activities. Allowance for change through time in the incorporation of modern materials (e.g., aluminum storm windows, metal doors, composition shingles) will not disqualify a building if such changes are reversible. The building or structure must, however, retain a substantive portion of its original exterior materials, fenestration and door opening patterns, and roof profile. Additions are allowable if they leave the original building or structure substantially intact and observable. If these properties are linked historically and functionally within the same complex, they can comprise a set of building(s) or district under the categorization of properties for registration.

III. B. Subtype: **Battle Sites**

Description

The physical remains from battles can include cartridges, gun parts, projectile points, clothing, metal saddlery parts, wagon or caisson parts, rifle pits, gun emplacements, or other fortifications. Much of this material can be found in

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sub-surface historic archaeological contexts. The environmental contexts in which battles took place vary. Large scale battles took place in locations where ambushes could be set or the element of surprise maximized. More commonly, the scale of battle along the Santa Fe Trail could be classed as skirmishes. For instance, the Kansas middle Cimarron River crossings were the scenes of numerous American Indian confrontations during the Trail era, as was Willow Bar near Boise City, Oklahoma. Adjacent to Santa Clara Spring in New Mexico, a Trail campsite developed, and the site was also the focus of American Indian resistance on several occasions. The Iron Spring site in Colorado was an important water supply on the Trail and was the location of a stage station; it was also the scene of American Indian resistance on several occasions. These sites became the points of resistance because the American Indians preferred a guerilla warfare strategy in the face of superior armament or concentration of forces. Interception by the American Indians was often a great deal more profitable materially (i.e. horses and supplies garnered), and had the added benefit of minimizing their casualties. When nominating battle sites, consideration must also be given to the differences in the participants' (e.g., American Indian, American, Hispanic) attitudes towards warfare and its nature in assessing the significance of an engagement.

Skirmish locations and the disposition of forces in these fights are often documented in United States military records and history. Oral accounts of the American Indian participation in battles are also documented. Care must be taken in asserting the location of battles without qualifications. Identification of a historic site should be established in accord with the best documentary records available. However, first hand accounts of the battle were normally made subsequent to the fight. In the interim, descriptions of the local topography and nature of the fight could misidentify natural features or course of the battle. These later accounts could allow errors to infiltrate the documentary record. Conceivably, actual physical remains in a likely environmental context might more firmly fix a battlefield location and dispositions of forces in the fight. Each source of information, both documentary and material remains, should be marshalled and allowed to operate in tandem to determine the location and nature of the engagement.

In some instances, little or no physical material remains will exist on the battlefield ground surface. In this case a careful examination of the surrounding landscape and prominent physical features should be made in light of the documentary record and American Indian oral tradition. The battlefield site boundary definition should take these features into account. If possible, such natural features should be integrated into a defensible set of boundary markers for registration.

While this property sub-type is subsumed under Military Properties, non-military battle sites do exist along the Santa Fe Trail. The most prominent example of this kind of fight is the Wagon Mound Massacre of 1850 (see Significance).<sup>96</sup> The organization of the civilian trains, much like the military organization, makes the inclusion of this site type under this military heading generally appropriate.

### Significance

Battle sites are important for their historical associations at the national level of significance. The bulk of armed confrontations along the Trail came between resident American Indians and American travelers. The sporadic warfare along the Trail could reach beyond the theft of stock or supplies, as the Wagon Mound Massacre of 1850 evidenced.<sup>97</sup> The emphasis on the Santa Fe Trail's important role in military supply can obscure the fact that the supply of forces in the Southwest was purposeful: the extension and maintenance of United States sovereignty in the region, including control of resident American Indians, and protection of American property and commercial interests. Later, the advent of the Civil War again brought this military presence into sharp focus when invading

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Confederates nearly succeeded in taking New Mexico Territory until checked by the action at Glorieta Pass. The military significance of Santa Fe Trail sites continued into the second half of the nineteenth century as troops from Trail forts were used against the Plains American Indians.<sup>98</sup>

Battle sites are commonly eligible for registration under Criterion A, as a location of an important historic event. Significant people can also be associated with these sites, potentially eligible under Criterion B. Military history is the usual area of significance involving these sites, but other important areas of significance could include ethnic heritage and transportation on the Santa Fe Trail. Under Criterion D, battlefields can potentially yield material evidence on the course of the battle and disposition of forces.

Battle sites associated with civilian trains or non-military travel will be nominated under this property sub-type with a clear statement of its distinction from military actions. The same physical characteristics and historical associations pertain in the main, although the use of military history as an area of significance should be applied only when it can be shown that the battle directly led to an organized military response subsequent to the battle.

Registration Requirements

The primary physical evidence necessary to establish the existence of a historic military battle site is artifacts or features datable to a specific historic battle. Although absolute dates for materials or features are not strictly necessary, their existence should be related to a general period when historic military activity took place. Information important in history can be yielded by a battlefield location and therefore, eligibility under Criterion D is an important consideration in evaluating a site's significance and eligibility. While confirmation that a battle took place in a specific locale often rests on the existence of documented historic records when surface evidence is lacking, this does not preclude that additional information cannot be yielded by systematic excavations. In the absence of surface remains, an assessment of the site should take into consideration potential subsurface components. This archaeological potential should be described within the registration documentation.

The critical element in verifying a site in relation to its environmental context lies in determining whether the battle site retains integrity of location and setting commensurate with a significant historic event. Only those battle sites which can be explicitly linked to the reliable historic records and to retaining integrity of location and setting can be considered for registration. Visual integrity of the area around a battlefield should reflect the period of historic significance; a feeling of time and place should be in evidence. This does not preclude battle sites having visual intrusions being evaluated primarily on the basis of important historic associations. In cases where important historic associations are clearly significant, judicious bounding of a small set of sites into a district might exclude intrusions into the historic scene.

IV. Property type: **Associated Historic Buildings/Structures**

Description

For National Register purposes, a building is primarily built to shelter human activities; in contrast, structures are made for purposes other than sheltering human activities. Examples of historic buildings once found along the Trail include homes, detached kitchens, barns or privies, commercial buildings, and forts. Structures include sheds,

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bridges, and corrals built along the Trail in historic times. Of properties along the main course of the Santa Fe Trail or associated with the development and use of the Trail, this property type makes up the bulk of what is already listed in the National Register or what has been accorded National Historic Landmark status.

The historic resources along the Santa Fe Trail have long been recognized as significant in American history. Generally, properties retaining integrity and having important connections to the Trail have been listed on the National Register. Buildings and structures not currently listed on the National Register usually pose significant problems for listing (i.e. fail to have integrity), have indistinct linkage to Trail activities, or have not been identified and evaluated due to a lack of systematic survey and registration activities. The last set of properties is the subject for which this property type category is intended.

Buildings having clear associations with the Trail, but substantially altered from their historic appearance, are not intended to be included in this property type definition. An example would be substantially altered historic buildings, such as the Jose Albino Baca House of Las Vegas, New Mexico.<sup>99</sup> These resources should be treated in single property nominations and judged on a case by case basis.

Isolated buildings and structures which once formed components of larger Trail properties are important remnants of Trail activities. One example would be the isolated smoke house associated with the Neff Tavern Site in Missouri; another example are the corrals of Fort Union, New Mexico.<sup>100</sup> Future survey and registration efforts undoubtedly will reveal other Trail-related properties which stand as isolated, but tangible, reminders of the Trail's history.

### Significance

The properties associated with the Santa Fe Trail forming this property type are normally eligible for listing under Criterion A for their associations with patterns of events on the Trail. One example would be a building retaining integrity and having historic associations like the Noland House (Independence, Missouri), although not located on the Trail corridor. This house features a small, two room rear ell built in 1831, and a prominent two story brick front extension which was built c. 1850. The house was built for Smallwood Noland, the proprietor of the Washington House, a well-known hostelry on Independence Square frequented by Santa Fe traders and travelers.<sup>101</sup> Other possible historic buildings significant in Trail history exist as isolated properties in Lexington, Independence and Kansas City—in the latter case, properties in and around Westport. These properties are primarily commercial buildings in urban settings which have undergone varying degrees of alteration, but which must be evaluated in light of their historic significance, rarity, or having only recently been identified as having Trail-related associations.<sup>102</sup>

Buildings and structures found on the Trail might also be the best representative properties for significant individuals connected to Trail history. Criterion B, while not the primary focus of this registration effort, is of particular importance within this property type. Properties associated with Trail figures such as the William Bent House and Alexander Majors Home (both in Kansas City), the Moses Grinter House and Ferry (Bonner Springs vicinity, Kansas), Seth Hays House (Council Grove, Kansas), and Samuel Watrous Store (Watrous vicinity, New Mexico) are only a few of the properties registered for their historical associations and connection to prominent Trail figures. In most cases properties eligible under Criterion B will also be eligible under Criterion A; the relevant area(s) of significance will be defined by the individual's productive, Trail-related, and significant activities and comparative evaluation of the building with other properties related to the person's life.

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Criterion C is applicable to buildings and structures found along the Trail or in a Trail community when directly related to Trail activities or events from 1821-1880. In addition, these properties must display historic character recognizable as a period building type or important method of construction.

Criterion D is applicable to buildings and structures.<sup>103</sup> In these cases the building or structure must be the principal source of the important information.

Registration Requirements

To be eligible for registration, buildings and structures must have direct associations or linkage with Trail activities during the period of historic Trail significance (i.e. 1821-1880). The property must represent a specific important Trail event or pattern of events which reflected the development and use of the Trail. If a dwelling, the property must have associations linking to Trail use, such as being a recognized landmark or feature along the Trail, perhaps even providing services to travelers. The dwelling need not be on the Trail corridor, but must date to the period of significance, and must be associated with a person who had linkages to the Trail (e.g. a merchant). Under Criterion A the property must be shown to have significance associated with the Trail.

Properties belonging to individuals whose Trail-related activities can be shown by research to have been significant are eligible under Criterion B. The application of Criterion B requires the individual's life be proven important in Trail history and it demands the individual have a clear contribution to Trail history. Additionally, the property must be shown, to a reasonable degree, to be a good representative of the individual's productive contribution to Trail history. Buildings, particularly dwellings, which have associations with an individual who was involved with an aspect of the Trail, but who was not necessarily significant under Criterion B, are more appropriately nominated under Criterion A, as contributing to the broad patterns of commerce, transportation, and/or military history.

An important consideration in evaluating buildings and structures along the Trail is whether they embody recognizable building types found historically along the Trail. In Missouri, one could expect that Trail-related properties would reflect the characteristic antebellum architecture of the Boon's Lick region and Missouri River Valley, including the I-house form of vernacular architecture. In New Mexico, the buildings and structures would reflect the adobe construction characteristic of the Hispanic Southwest. As a corollary, the methods of construction associated with the opposite termini of the Trail would be in evidence throughout the period of the Trail's historic significance (1821-1880); embracing such diverse materials as wood, brick, stone, and the sun dried adobe brick. The design of the buildings would reflect the demands of the environment and cultural tastes of the contrasting populations. The Trail also brought these people into contact fueling adoption of architectural forms which preserve old forms of room design, but incorporated use of new materials and technology which were locally available. Eligibility of buildings and structures under Criterion C can embrace both the classic forms of building recognizable to Trail users, and/or the transitional or idiosyncratic forms of building which were the result of an amalgamation process when distinct cultural traditions came into contact. The architectural significance of these properties rests on the retention of location and immediate surroundings, materials, elements of design, including most significantly, the building plan, and workmanship indicative of the builder's skill and adherence to or divergence from common standards.

The buildings and structures eligible under Criterion C must clearly display enough physical character to be considered representative of Santa Fe Trail era building methods. Some properties that retain some historic character

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of the period, but have been substantially altered or modernized, are not generally eligible. However, if changes to the building or structure can be shown to have occurred during the period of the Trail's significance in the local area, the property might still be eligible. Thus, an early building or structure on the Trail dramatically altered in the mid-late nineteenth century can be eligible if still associated with Trail activities at the date of the changes or if the original building or structure form is still evident. Also, if the changes are insignificant to the overall integrity of the building or structure, the resource may still be eligible. For example, a small addition that clearly does not interfere or overwhelm the original building, would not prevent a building from being eligible. Additions or alterations to the rear of buildings or structures, or to non-primary or street facing facades, may still be acceptable if the general integrity of the overall building is maintained. Buildings or structures which have lost historic materials or detailing are still eligible if the majority of historic characteristics remain (e.g., design, window and door pattern, overall massing, exterior texture).<sup>104</sup> Buildings and structures having modern siding can be eligible if the building's significant form, features, and detailing are not obscured. Buildings or structures retaining elements of materials and massing, but stripped of other character defining elements of their type are not generally eligible.

Buildings and structures do have the ability to yield information, and can be eligible under Criterion D. In these cases the building or structure itself should provide the principal source of information. The property should exhibit characteristics which by themselves illuminate the history of building practice. For instance, the adaptation of locally non-standard building materials while retaining traditional patterns of building design used in other environments or cultural contexts. Among Santa Fe Trail sites, one may expect the intermingling of cultures produced sites capable of yielding information on the evolution of architectural types or modes of construction along the Trail.

Buildings and structures of military properties have been listed under a separate property type (see Military Properties property type). However, note that the resources directly associated with Trail activities among military properties might stand in isolation or be incorporated in larger, post-Trail sites. These resources might form a small set of rare surviving examples of Trail-related resources. Despite changes, the essential physical features of the properties might be retained; these properties should be carefully analyzed for comparative information that exists to evaluate their eligibility under Criterion C.

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Endnotes

1. United States Department of the Interior/National Park Service, Santa Fe National Historic Trail: Comprehensive Management and Use Plan (Washington, D.C.: U.S. Government Printing Office, 1990). The inventory, conducted in 1988, is detailed in the first section of this report on pages 16-19, page 57, and Appendix C, pages 90-109. A map supplement is the second section of the plan. The plan will be referred to in this Multiple Property Document as "NPS Plan." The original survey forms completed on this inventory are on file with the New Mexico Historic Preservation Division, Office of Cultural Affairs, Santa Fe, New Mexico.

2. "The Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation," *Federal Register*, 48 (190) (Thursday September 29, 1983). National Register Branch, National Park Service, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, (Washington, D.C.: U.S. Government Printing Office, 1991). Hereafter, this Bulletin will be referred to as "NR Bulletin 15." Also see Summary of Identification & Evaluation Methods section, Item H of this document for discussion.

3. NR Bulletin 15, p. 5.

4. Ibid., p. 6.

5. See National Register Branch, National Park Service, National Register Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes, (U.S. Government Printing Office, Washington, D.C., 1990), pp. 5, 16.

The complexity of historic roadways is addressed by J.B. Jackson, Discovering the Vernacular Landscape, (New Haven: Yale University Press, 1984). Jackson distinguishes two kinds of road networks, the centrifugal and centripetal (21-27, 35-38); historic trails seem to display attributes of both. As defined by Jackson, the centrifugal system represents roadways formed as nationwide or consolidating networks, embodying wide ranging political motivations. The more vernacular centripetal road is oriented towards the small scale movement of people, and is considerably less dramatic in intent. The vernacular road serves local interests and needs, and is identified with local custom, pragmatic adaptation to circumstances and unpredictable mobility. The differences in scale, direction, and intent in these two road systems are marked. The centrifugal (directed away from the center of an axis) is grand in scale, commonly disregards topography and commonly emphasizes military and commercial use. The purpose of the centrifugal road system is to extend and consolidate; it can function to establish cultural hegemony. The centripetal (directed toward the center of an axis) is flexible, without overall plan, isolated, usually without maintenance and is often the bane of efficient traffic. Centripetal roads commonly eschew integration into a greater centralized network. The application of this dichotomy to trail study has some interesting ramifications, leading us to an increased appreciation of the complexity inherent in the analysis of this historic landscape feature. The genesis of trails is a measure of the dynamism in the process of regional development.

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The dynamics of the Santa Fe Trail network has been recognized by anthropologist William Buckles, "The Santa Fe Trail System," Journal of the West 28.2 (April 1989), pp. 79-87. Buckles' analysis, as a system of transportation with many variations, does justice to the complexity of trail networks. This effort of nominating sites to the National Register recognizes that complexity, but restricts itself to the main corridor of the Trail defined by the initial Trail survey.

6. NR Bulletin 30, p. 27.

7. NR Bulletin 15, p. 5.

8. The discussion of Santa Fe Trail properties as landscape features devolves from ideas expressed in the aforementioned NR Bulletin 30. The Historic Resources of the Bozeman Trail in Wyoming Multiple Property Documentation Form (On File, National Register Branch, Interagency Resources Division, National Park Service, Washington, D.C.) also touches upon viewing trails as cultural landscape features.

9. For a comprehensive bibliography of Santa Fe research see: Jack D. Rittenhouse, The Santa Fe Trail: A Historical Bibliography, (Albuquerque: University of New Mexico Press, 1971). Of the numerous guide books on the Trail the best is: Marc Simmons, Following the Santa Fe Trail: A Guide for Modern Travelers, 2nd ed. (Santa Fe: Ancient City Press, 1986).

10. Buckles, Trail System, pp. 79-87.

11. Seasonal variation in vegetational cover often exposes trail features with changes in color, composition and thickness of floral cover. For instance, small swales created by wagon traffic ruts can accumulate surface runoff during seasonal rains, providing sufficient moisture for plants to cure more slowly than the surrounding grasses. A host of factors play in observing and identifying trail ruts and features; sometimes observations are made easier by factors such as these vegetational changes. Also see Section G: Geographical Data.

12. Darlis A. Miller, "Freighting for Uncle Sam," Wagon Tracks, Santa Fe Trail Association Quarterly, 5 (1) (November, 1990), pp. 11-15.

13. Rittenhouse, pp. 14, 18.

14. Leo E. Oliva, "The Santa Fe Trail in Wartime: Expansion and Preservation of the Union," Journal of the West, 28.2 (April, 1989), pp. 53-55.

15. For a thorough treatment of military road building see W. Turrentine Jackson, Wagon Roads West: A Study of Federal Road Surveys and Construction in the Trans-Mississippi West, 1846-1869, (New Haven: Yale University Press, n.d.). See especially Chapter II, "Exploring Routes for Roads in the New Western Domain, 1846-1850," Chapter VII, "Federal Road Projects in New Mexico Territory," including figure on page 114, and Chapter VIII, "Shortening and Improving Routes Across the Plains of Kansas and Nebraska."

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16. Rittenhouse, p. 23.

17. Miller, p. 12-15.

18. Among the important adjuncts to the main Trail corridor one could list the Ft. Leavenworth Road(s) linking with the Trail in eastern Kansas, and the Ft. Hays-Ft. Dodge Road; see NPS Plan, p. 17-18. See also David Clapsaddle, "The Ft. Hays-Fort Dodge Road," Kansas History 14.2 (Summer 1991): 100-112.

19. Buckles, p. 80; Granada-Ft. Union Military Road, Sheets 87-96 and 71, Map Supplement, NPS Plan.

20. See W.T. Jackson, p. 112-119 for an excellent discussion of the road building carried out by Captain John N. Macomb between 1856-1860. Under Macomb's outstanding leadership substantial improvements were made to the Santa Fe Trail, including the Ft. Union-Santa Fe segment of the Trail. For a summary of Bryan's 1855 Kansas Territory road survey involving sections of the Santa Fe Trail see Jackson, pp. 122-124.

21. William E. Brown, The Santa Fe Trail: National Park Service 1963 Historic Sites Survey (St. Louis: The Patrice Press, 1990), p. 58.

22. ". . . more even than a commercial and cultural link between the borderlands of the United States and Mexico. Manifest Destiny would travel this trail. For at its end was an empire . . . Thus did the trail become a military highway clogged with the freight and banners of war." Brown, p. 1.

23. A concise introduction to the Santa Fe Trail's history, and related contexts, is provided in Rittenhouse, "Introduction: Trail of Commerce and Conquest," pp. 3-29. The recent (1988) publication of Brown, incorporates narrative and pictures compiled in this important survey and features outstanding maps of Trail segments. Within this nomination effort, the emphasis is being placed on certain areas of significance (e.g., commerce, transportation and military [history]) due to the constraints of time and budget. Future efforts should address and hopefully will be capable of addressing the critical need for intensive analysis and registration of sites associated with American Indian and Hispanic heritage.

24. Simmons, Following the Santa Fe Trail, p. 2. See also Rittenhouse. The continued publication of Wagon Tracks: Santa Fe Trail Association Quarterly (1985-present) marks a new chapter in Trail historiography. For a comprehensive synthesis on Trail history see Brown.

25. For instance, by 1840 one-half of the Santa Fe Trail freight was making its way to Chihuahua: Rittenhouse, p. 17. Some aspects of the wider trade network involving the Santa Fe Trail are given in David A. Sandoval, "Gnats, Goods, and Greasers: Mexican Merchants on the Santa Fe Trail," Journal of the West 28.2 (April 1989), pp. 22-31.

To refer to the Santa Fe Trail or "the Trail," delimits it by reference in this document to a main corridor and, for management purposes, to temporarily limit the number of Trail segments considered

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for registration. Further study will reveal a complex network of Trail adjuncts of historic significance. The development of new historical insights and adjustments in defining the Trail corridor will inevitably require amendment of this document.

26. Miller, p. 11.

27. Ibid., pp. 14-15.

28. As noted, this registration effort restricts itself to the route outlined in the NPS Plan: Map Supplement issued as the second section of the management plan, while referencing other Trail guides, including Simmons (1986) and Franzwa.

29. The NPS Plan details the components of the Trail ecosystem in its Natural Environment section (pp. 53-56), makes provisions for appropriate revegetation efforts with the U.S. Soil Conservation Service (pp. 111-113), and details threatened and endangered native species in the Trail region (pp. 132-136). Some of the factors impinging on the integrity of Trail segments are addressed as environmental factors in the Trail registration requirements.

30. NR Bulletin 30, p. 3.

31. NR Bulletin 15, p. 45. Also, "Integrity of feeling is a composite of several factors-- association, location, design, materials and setting," NR Bulletin 30, p. 13.

32. NR Bulletin 30, p. 27.

33. A well conceived set of cultural resource management guidelines for historic trails has been devised by the Wyoming State Office of the Bureau of Land Management: "8143-Procedures for the Avoidance and/or Mitigation of Effects on Cultural Resources," (Cheyenne, Wyoming: Bureau of Land Management Manual Supplement, Wyoming State Office, n.d.).

34. A National Register site is defined in NR Bulletin 15, p. 5. To paraphrase the definition, a site is a location of a significant event . . . historic occupation or activity, whether standing, ruined or vanished, where the location itself possesses . . . historic value regardless of the value of any existing structure. Examples abound along the Santa Fe Trail: rutted Trail segments, rutted stream crossings, ruined buildings alone and in conjunction with Trail segments and sites important for the events that took place along the Trail.

35. Standing structures studied for their information potential can have less overall integrity than those structures evaluated under Criteria A, B, or C, NR Bulletin 15, p. 46. Archaeological sites must demonstrate an ability to convey significance as opposed to sites eligible under Criterion D, where only the potential to yield information is required, NR Bulletin 15, p. 48. For a historic site with ruins, enough physical character must exist to show something can be learned from further study (e.g. full excavation or documentation) under Criterion D, or the ruins must display sufficient

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physical remains to be noteworthy as exhibiting important modes of period construction under Criterion C and architecture.

36. Dean E. Wood, The Old Santa Fe Trail from the Missouri River. (Kansas City, Missouri: E.L. Mendenhall, Inc., 1955), p. 11.

Leo E. Oliva, Soldiers on the Santa Fe Trail. (Norman: University of Oklahoma Press, 1967), p. 166.

37. Franzwa, p. 3.

38. Brown, p. 59.

39. Sandra L. Myres, "Women on the Santa Fe Trail." The Santa Fe Trail: New Perspectives. (Denver: Colorado Historical Society, 1987), pp. 32 - 33.

40. Dan Flores, Bison Ecology and Bison Diplomacy: The Southern Plains from 1800-1850, Journal of American History 78.2 (Sept. 1991), pp. 465-485.

41. Donald J. Blakeslee and Robert Blasing, "Indian Trails in the Central Plains," Plains Anthropologist 33 (119) (February 1988), p. 17-25. A more detailed study with implications for future trail site analysis can be found in Donna Roper's article, "John Dunbar's Journal of 1834-5 Chawi Winter Hunt and its Implications for Pawnee Archaeology," Plains Anthropologist 36 (136) (August 1991), p. 193-214.

42. A synoptic overview of stagecoaches on the Santa Fe Trail is provided in Brown, pp. 55-58.

43. Morris F. Taylor, First Mail West: Stagecoach Lines on the Santa Fe Trail (Albuquerque: University of New Mexico Press, 1971), p. 23.

44. Taylor, p. 39.

45. Ibid., p. 49.

46. Taylor, pp. 51-52, 54-55; Howard R. Lamar, The Reader's Encyclopedia of the American West, (New York: Harper and Row, 1977), p. 114.

47. Lamar, pp. 118-119.

48. Taylor, p. 73.

49. Ibid., p. 77.

50. Ibid., p. 94.

51. Ibid., p. 103.

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52. Ibid., p. 152.

53. Ibid., p. 40.

54. Ibid., p. 42.

55. Ibid., p. 66.

56. Ibid., p. 154.

57. Ibid., p. 85.

58. Ibid., p. 116.

59. Ibid, p. 152; Brown, p. 58.

60. A site conceivably could possess ruins displaying characteristics having important architectural information. Elements of design and construction in architectural ruins are no less significant than those found on extant buildings. The local use of materials and construction expertise, and the site's reflection of the evolution of building practice, all connote criterion C eligibility. However, the site ruins must themselves be the principal source of information on architectural practice in these cases to be eligible under C. See NR Bulletin 15, p. 21. See Miller, pp. 14-15 for a related discussion.

61. Dale L. Berge, "The Gila Bend Stage Station," The Kiva 33.4 (1968), pp. 69-243; "Simpson Springs Station: Historical Archaeology in Western Utah," Bureau of Land Management Cultural Resource Series No. 6, (Salt Lake City, Utah: Utah State Office, Bureau of Land Management, n.d.).

62. Room blocks of Bent's Old Fort served as an important stagecoach station for the Barlow-Sanderson Stagecoach line between 1861-1881. Although the bulk of time diagnostic artifacts from fort midden deposits group around a mean date of 1832, the array of artifacts from excavations is impressive and directly supports the assertion that high plains stagecoach stations have high potential to yield information important to history. See Herbert W. Dick, "The Excavations of Bent's Fort, Otero, County, Colorado," Colorado Magazine 33 (1956), p. 181-196; Jackson Moore, Bent's Old Fort: An Archaeological Study, (Boulder: Pruett Publishing Co., 1973) and Douglas C. Comer, 1976 Archaeological Investigations, Bent's Old Fort National Historic Site, Colorado, (Denver: U.S. Department of the Interior, National Park Service, 1985). Comer's trash deposit excavations of 1976 established a mean date of c. 1832 for the ceramic assemblage in two dumps sites; see Comer, pp. 174-175.

63. This material culture evidence can extend to artifacts, features and ecological remains on a site; see National Register Branch, National Park Service, National Register Bulletin #36, Evaluating and Registering Historical Archeology Sites and Districts, (Washington, D.C.: U.S. Government Printing Office, preliminary draft release, September 1991), pp. 1-2.

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64. Hobart E. Stocking, The Road to Santa Fe, (New York: Hastings House Publishers, 1971), pp. 9, 11; Simmons, Following the Santa Fe Trail, pp. 19-20; NPS Plan, p. 90.

65. Stocking, p. 11.

66. Sites of abandoned communities, or portions of abandoned communities, currently known include New Santa Fe (Missouri), Wilmington (Kansas), and Diamond Spring (Kansas). The small communities along the Trail were commonly associated with some adjunct service point on the Trail like a tavern, mill, road ranch, stage station, ferry or military post; see "Historic Sites and Route Segments," NPS Plan, pp. 90-109.

67. Simmons, Following the Santa Fe Trail, p. 39; NPS Plan, p. 91.

68. Simmons, Following the Santa Fe Trail, p. 58; NPS Plan, p. 94.

69. This underscores the need for a systematic historical survey of the Santa Fe Trail as is advocated in the NPS Plan, p. 19. For the critical methodological role site survey plays in determining historic archaeological site significance see Samuel D. Smith, "Site Survey as a Method for Determining Historic Site Significance," in William B. Lees and Vergil E. Noble (editors), "Methodological Approaches to Assessing the Archaeological Significance of Historic Sites: A Symposium," Historical Archaeology 24.2 (1990), pp. 9-54.

70. This important issue of historic site significance based on archaeology is referenced in Lee and Noble's general statement: "...there is not a large corpus of research data against which new information can be measured, and central themes have not been clearly articulated in the archaeological literature," William B. Lees and Vergil E. Noble, "Other Questions That Count: Introductory Comments on Assessing Significance in Historical Archaeology," Lees and Noble, p. 11. Unfortunately, Santa Fe Trail sites have not often been subject to much in-depth archaeological assessment.

71. "Yet the National Register criteria, as almost everyone agrees, are woefully inadequate for providing a working definition of site significance....there has been much discussion related to archaeological significance." Lees and Noble, p. 10.

72. Lees and Noble, pp. 9-54.

73. This is well articulated in draft NR Bulletin #36, pp. 21-25, where both the contextual level or scale of analysis of a hypothetical historic archaeological site is juxtaposed with variables such as demography, technology, social organization and ideology in a matrix. The matrix illustrates how conceptually a site could be examined in a wider frame of reference than the locality itself. "Significant" sites should have data important to answering questions within such an evaluative framework.

74. Lees and Noble, pp. 9-54.

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75. Francis P. McManamon, "A Regional Perspective on Assessing the Significance of Historic Period Sites," Lees and Noble, p. 16.

76. Given the fact that stage stations would normally be placed no farther than 15-20 miles apart, and that important home stations were located every fourth station, quite a number of stage stations could conceivably be located along the Santa Fe Trail stage routes. The preliminary survey of the Trail, however, identified only 13% of the 194 trail sites as possible station locations (NPS Plan, pp. 90-109); for a general discussion of trail stations--using 110 Mile Station in Kansas as an example--see Hobart Stocking, pp. 75-78.

77. McManamon, p. 16.

78. Ibid., p. 20.

79. An important aspect of Santa Fe Trail historic archaeological sites would be the redundancy of material culture information among site components. Only when the sites are viewed in overall context from a comparative point of view can we comprehend the trail system at work. See NR Bulletin #36, p. 25.

80. The majority of eligible sites within the sub-type will be eligible at the local level of significance. The likelihood of comparative analysis of integrity among these sites is extremely limited due to the lack of a comprehensive survey among trail sites. See NR Bulletin 15, p. 47 for "Comparing Similar Properties;" these standards will be applied where sufficient information is available.

81. John S. Wilson, "We've Got Thousands of These! What Makes an Historic Farmstead Significant," Lees and Noble, pp. 23-33.

82. NR Bulletin 15, p. 21.

83. John D. Unruh, The Plains Across: The Overland Emigrants and the Trans-Mississippi West, 1840-60, (Urbana, IL: University of Illinois Press, 1978). Unruh's study showed Trail mortality on this coeval trail owed much more to disease and accidental death (primarily gun-play) than to attack (pp. 408-413). The dangers from attack on the Santa Fe trail were conceivably greater, but undoubtedly the same dangers attendant upon Oregon-California Trail travel held true for the southwestern trail as well. Diseases from epidemics, poor sanitation and exposure, drownings, and both general and gun accidents were among the killers noted by Unruh's study.

84. Robert M. Utley, Frontiersmen in Blue: The United States Army and the Indian, 1846-1865, (New York: Macmillan and Company, 1967), pp. 79-90.

85. Ibid.

86. NR Bulletin 15, pp. 32-36.

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87. This discussion of natural features relies heavily on the descriptions of the NPS Plan reconnaissance survey, see NPS Plan, pp. 90-109.
88. #157 Apache Canyon, NPS Plan, pp. 105-106.
89. Brown, pp. 26-29 provides a succinct account of a Trail journey, including reference to the water and forage needs of the trains. A scrape is a waterless trail or road.
90. Annotated bibliographies on the more notable trail narratives can be found in Simmons, Santa Fe Trail, pp. 5-7; Brown, pp. 212-214.
91. Rittenhouse.
92. Perhaps best exemplified in the suppression of the Taos revolt of 1847, Lamar, pp. 87, 833. In addition, Ft. Union served as a base of operations against American Indians in the Jicarilla Apache War of 1854 and Ute War of 1855, Lamar, pp. 398-399.
93. Oliva, "The Santa Fe Trail in Wartime," p. 55.
94. Lamar, pp. 392-396.
95. Bent's Fort, also known as Fort William, operated between 1833-1849; to be succeeded by Bent's New Fort, 38 miles east, on the Arkansas River. The latter fort is considered a military post as it was leased to the government in 1860; Lamar, p. 90.
96. Simmons, "The Wagon Mound Massacre," Journal of the West 28.2 (April, 1989), pp. 44-52.
97. Ibid.
98. Fort Union, New Mexico provided troops for the campaign against the Kiowa and Comanche in 1860-1861, Lamar, p. 399; Ft. Larned acted as a base against the Cheyenne in 1864 and southern Plains campaign of 1868-1869, Lamar, p. 390.
99. Simmons, Following the Santa Fe Trail, pp. 170-171.
100. NPS Plan, pp. 90, 104.
101. NPS Plan, p. 92.
102. The current NPS Plan identifies several unlisted historic sites as possessing high potential for interpretive purposes; the following descriptions drawn from the plan (Appendix C) suggest previously unevaluated buildings which might possess historic significance. Their inclusion in this list is for illustrative purposes only. One such example is the Lewis Jones House in Independence. As a Santa Fe trader, merchant, and financial backer for other Santa Fe merchants and traders, Jones was

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an unusually successful businessman. The William McCoy House of Independence is another extant example. McCoy was a Santa Fe trader, and a backer of other Santa Fe traders, as well as a banker, a merchant, a contract freighter for the army, and a partner in early stagecoach operations on the trail. His home was built by another Santa Fe trader, Samuel C. Owens. At 205 North Main in Independence is a commercial structure which is possibly one of the oldest intact commercial buildings in the Independence Square area. The town of Westport, four miles south of the old Westport Landing, has long since been incorporated by Kansas City, but is near the Old Westport Historic District and includes the historic buildings that are associated with the Santa Fe Trail. Westport was the major point of embarkation on the Santa Fe Trail after it superseded Independence in the late 1840s to the early 1850s. Only Fort Leavenworth rivaled Westport as the point of organization of wagon trains for travel to Santa Fe after 1850. Another example is New Mexico's St. James Hotel on the east side of New Mexico Highway 21 in Cimarron. This hotel was built next to the Santa Fe Trail in its later days and was a hangout for outlaws.

103. NR Bulletin 15, pp. 21, 46.

104. For discussion of these issues see NR Bulletin 15, pp. 17-19, 46-47.

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**G. GEOGRAPHICAL DATA**

The Historic Resources of the Santa Fe Trail are located within the following counties in the states listed:

**Missouri:** Howard, Saline, Lafayette, and Jackson

**Kansas:** Wyandotte, Johnson, Douglas, Osage, Lyon, Morris, Marion, McPherson, Rice, Barton, Pawnee, Edwards, Ford, Finney, Kearny, Gray, Haskell, Grant, Stevens, Morton, and Hamilton

**Oklahoma:** Cimarron

**Colorado:** Baca, Prowers, Bent, Otero, and Las Animas

**New Mexico:** Union, Colfax, Mora, San Miguel, and Santa Fe

See Figure 1.

**Supplementary Geographical Information**

The geographical data presented provide an important basis for interpreting and understanding the historic resources of the Santa Fe Trail. Establishing the course of the Trail and the physical and cultural environment over which it extended are of primary importance. Ideally, such geographical data should encompass a description of the Trail and all its branches. An understanding of the physiographic regions through which the Trail passes allows a better appreciation of the ease and/or difficulty of movement across the Trail. Low-lying areas provided ease of wagon movement while Raton Pass presented the annual caravan to Santa Fe with a considerable obstacle. The climate also presented the Santa Fe Trail traveler with dry conditions over the Cimarron Route while along other portions of the Trail thunderstorms were in abundance. The climate of the region also contributes to other physical processes which mold the landscape including mechanical and chemical weathering and erosion. The spatial and temporal variations in the physical environment clearly entered into the decision-making process of the Santa Fe Trail traveler. Since many of the historic resources presented in this nomination deal with elements of the physical landscape, an understanding of their physical and cultural emergence is needed. For the purposes of identification and interpretation, even their physical appearance bears much importance. Vegetation and soils provide an epidermis for the physical landscape and in doing so can hide the remains of resources important to a better understanding of the Trail. Conversely, they can accentuate other features such as wagon ruts through vegetational changes between that in the ruts and that of the surrounding countryside.

**The Course of the Trail**

The popular perception of the Santa Fe Trail as being composed of a single route that divides into two branches, later rejoining to form a single road to Santa Fe, is misleading. This perception of the Trail is the consequence of an early twentieth century mapping and marking of the route.<sup>1</sup> The Trail is more appropriately described as a network

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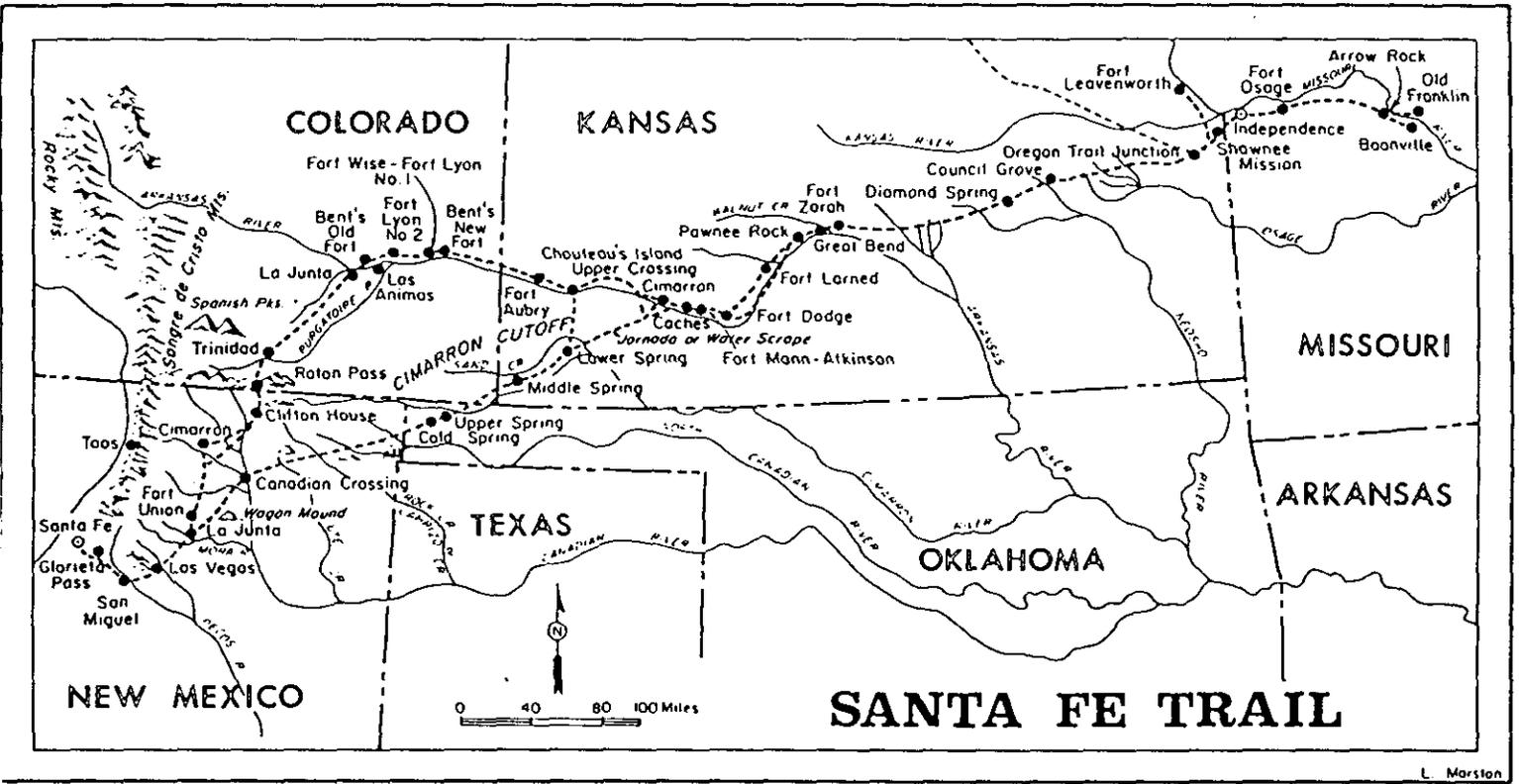


Figure 1. Source: Beachum, Larry M. William Becknell: Father of the Santa Fe Trade. El Paso: Texas Western Press, 1982, cited by Marc Simmons, Following the Santa Fe Trail: A Guide for Modern Travelers, 2nd ed. (Santa Fe: Ancient City Press, 1986), p. xii.

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system which provided the Santa Fe Trail traveler with a set of route options. The choice of Trail portions traversed was made according to route condition, season, and purpose, in addition to other variables. While this documentation will concentrate on the primary Trail routes and interpretation of the Trail presented in the Santa Fe National Historic Trail; Comprehensive Management and Use Plan, the less-traveled branches of the Trail should not be overlooked. The interpretation of the Trail adopted by the National Park Service identifies it as beginning at Old Franklin and stretching three hundred and fifty eight miles southwestward to the Arkansas River where it divides into the Cimarron Route and the Mountain Route.<sup>2</sup> The Cimarron Route traverses two hundred ninety-four miles and the Mountain Route crosses three hundred thirty-eight miles before they converge to form the remaining eighty-three miles of the route from Watrous (La Junta) to Santa Fe.<sup>3</sup>

Although referred to in the singular, the Santa Fe Trail was composed of several routes forming a disordered pattern of wagon ruts superimposed on the dendritic river patterns of the plains. Traffic over the Trail played its own part in altering the morphology of the landscape on a minor but widespread scale. Vegetation differences between that of the prairies and that within the wagon ruts themselves enhance their appearance. The bright green snakeweed irrigated by rainwater accumulation in the depressions contrasts sharply with short grass on either side of the ruts even today.<sup>4</sup> Seasonal variation in vegetational cover often exposes Trail features through changes in color, composition and thickness of floral cover. For instance, small swales created by wagon ruts can accumulate surface runoff during seasonal rains, providing sufficient moisture for plants to cure more slowly than the surrounding grasses. A host of factors play a role in observing and identifying trail ruts and features, however, these observations are made easier at times by vegetational changes. The volume of traffic these ruts have experienced over the decades has also changed the texture of the soil, altered the soil profile and contributed to soil erosion. Weathering and erosion have created visually striking gullies and arroyos from some of these wagon ruts over the years, while other wide depressions originating from wagon ruts are more heavily grassed over making them only discernible from an elevated viewpoint or from the air. From these wagon ruts, one can identify the route which travelers adopted on their journey between Old Franklin and Santa Fe.

Starting at Old Franklin, the Santa Fe Trail crossed the Missouri River to Arrow Rock where it followed a west-northwesterly orientation to Fort Osage. It proceeded along the Missouri River passing through Independence and Westport--both of which later became eastern terminus points for travelers of the shortened Trail. The Trail crossed into Kansas where it adopted a southwest route. After intersecting the Oregon Trail, it proceeded westward, traversing several tributaries, to Council Grove where the Trail travelers assembled to form the annual caravan to Santa Fe. Upon leaving Council Grove, the Trail moved southwestward until it reached the Arkansas River. The Trail followed the river closely, leaving it only to traverse later military branches of the Trail. At Cimarron, the Trail diverged offering the traveler a choice of two routes--the Cimarron Route or the Mountain Route.

The Cimarron Route was nearly fifty miles shorter than the Mountain Route and therein lay its attractiveness. Another advantage that the Cimarron Route offered was level terrain, important for the ease of wagon movement. It was for these two reasons that during the first twenty-five years of the Trail's existence, the Cimarron Route proved more popular than its more mountainous counterpart. However, the Cimarron Route posed the challenge of a sixty mile long waterless stretch between the Arkansas and Cimarron Rivers. To native New Mexicans, this section of the route was known as the "Jornada," meaning a desert march while travelers on the route often referred to it as the "Water Scrape." In preparation for almost three days travel without irrigation, the wagon train would prepare by securing five-gallon water casks to their vehicles, by preparing food for several days in advance, and by ensuring that

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all members of the wagon train, including humans and animals, had taken sufficient volumes of liquid prior to departure.<sup>5</sup> The threat of Indian confrontation was also a possibility. The Cimarron Route followed a southwesterly trail from Cimarron to Santa Fe. Passing through Middle Spring at Point of Rocks, the Trail proceeded to enter the southeast corner of Colorado and, subsequently, the northwest corner of Oklahoma past Cold Spring and Inscription Rock before entering New Mexico near Camp Nichols. While rivers were used as points of reference on earlier components of the Trail, the use of other geomorphic features as reference points became more apparent. Upon entering New Mexico, the Cimarron Route proceeded westward between Point of Rocks to the northwest and Round Mound to the southeast. The Cimarron Route crossed a tributary of the Canadian River before heading southwestward past Wagon Mound to La Junta (Watrous<sup>6</sup>) where it rejoined the Mountain Route. La Junta meaning "The Junction" originally referred to the confluence of the Mora and Sapello Rivers thus it seemed appropriate that this site would later witness the reunification of the two route segments.

Unlike the Cimarron Route, the Mountain Route was a well-irrigated route and considered a much safer one. It did possess the disadvantages of being longer and presenting a more challenging terrain to wagon traffic than the Cimarron Route. William Becknell was the first to traverse the mountainous route to Santa Fe. However, it was not until 1832 that William and Charles Bent returning from Taos, went north via Raton Pass and cleared the route allowing wagons access to Colorado.<sup>7</sup> In 1833, Fort William (later renamed Bent's Fort) was built and in the years ahead, it became the main stopping point on the Mountain Route of the Santa Fe Trail. Bent's New Fort, a smaller trading post farther down river, came to replace Bent's Fort following its destruction for personal reasons by William Bent.<sup>8</sup> In 1846, the bulk of Trail traffic shifted from the Cimarron Route to the Mountain Route. In that year, the Army of the West, under the command of General Kearny, was dispatched to Bent's Fort, a strategic position from which the invasion of New Mexico could be launched. This decision resulted in the widening of formerly narrow sections of the Mountain Route and demonstrated that Raton Pass could be overcome by wagon travel.<sup>9</sup> A drought in the southwest in 1846 also made the better irrigated Mountain Route appear more attractive. The Mountain Route followed the north bank of the Arkansas River to Upper Crossing. Travelers were given a last chance to change route segments between Upper Crossing on the Mountain Route and Lower Spring on the Cimarron Route. The Trail then continued westward past Bent's New Fort, Old Fort Lyon, and New Fort Lyon to Bent's Old Fort. Beyond this fortification, the Trail crossed the Arkansas River and went southwestward to Trinidad, Colorado. Before leaving Colorado, the Trail turned southward into New Mexico to accommodate its passage through Raton Pass to Cimarron, New Mexico. Due south the wagons went to La Junta (Watrous) where they found themselves entrenched in the well-travelled ruts made by wagons from both route segments. The Trail went southward from Watrous to San Jose before it turned northwestward for Santa Fe, nestled in the foothills of the Sangre de Cristo Mountains.

Prior to the use of wagons along the Trail, it is believed that early Santa Fe traders marked the Trail by bending down sapling branches at right angles to the ground.<sup>10</sup> The Sibley Survey of 1825 attempted to mark the Trail employing the use of man-made mounds and physical features en route. However, this survey did not fulfill its purpose in marking the Santa Fe Trail; it attempted to plot a new trail to Santa Fe, but this route was not adopted by subsequent traders and travelers and the markers which they used paled into the landscape over time in response to exposure to the elements.

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Physiographic Regions

The course of the Santa Fe Trail, described above, traverses five physiographic regions.<sup>11</sup> The Trail originates in the Ozark Plateaus physiographic region. The region consists of mildly folded and faulted carbonate rocks, principally limestone, forming cuestaform topography with receding frontal escarpments. The plateau surface averages from 1,000 to 1,500 feet above sea level dissected with valleys 200 to 300 feet below this upland surface. From the northern boundary of the Ozark Plateaus, the Trail moves over the Central Lowland. This low-lying region bounded on all sides, except its southern boundary, by higher ground ranges in altitude from 1,500 to 1,800 feet above sea level in western areas to 300 to 400 feet above sea level in central sections. Underlain by Paleozoic bedrock, northern areas of the region experienced the effects of glaciation. The Santa Fe Trail corridor was at or beyond the southern boundary of the four major periods of glaciation--the Nebraskan, the Kansan, the Illinoian, and the Wisconsinan--with the result that the course of the Trail was not enhanced to any large extent by glacial features.

After negotiating the Central Lowland, the Trail moved onto the Great Plains. This vast expanse of prairie grassland has underlying rocks Cretaceous in age with a veneer of Tertiary rocks. From altitudes averaging 1,500 feet above sea level along its eastern boundary, the Great Plains rise westward at a gradient of ten feet per square mile, despite a westward dip in their underlying strata, to elevations of 5,000 to 6,000 feet above sea level at the Rocky Mountains. Although the Santa Fe Trail did not enter the Southern Rocky Mountains physiographic region, the Mountain Route segment of the route did have to negotiate Raton Pass in Colorado before sweeping down from its lofty height to rejoin the Cimarron Route. Turning northwestward for Santa Fe, the Trail entered the Basin and Range physiographic region. Block faulting of the numerous underlying structures has given this region its characteristic isolated north-south oriented mountain ranges which rise abruptly above the adjacent plains, the western margins of which experience the rainshadow effect.

Climate

For the purposes of generalization, the Koppen climatic classification system originally devised by Dr. Wladimir Koppen in 1918 and subsequently revised by his students R. Geiger and W. Pohl in 1953, will be utilized. Since climate is an abstract concept and a spatially continuous variable, exact boundaries cannot be drawn on a map. In terms of "boundaries", it is more appropriate to think of them as zones of transition. The eastern terminus of the Santa Fe Trail originates within the Warm Temperate climatic region (Cfa). Under this regime, the coldest month has an average temperature between 64.6 degrees fahrenheit (18 degrees celsius) and 26.6 degrees fahrenheit (-3 degrees celsius). The warmest month has a mean temperature of over 71.6 degrees fahrenheit (22 degrees celsius) with sufficient precipitation in all months.<sup>12</sup> As one moves westward, the Trail moves into a dry climate (Bsk/Bsh). In this climatic regime, evaporation exceeds precipitation on average throughout the year and, since there is no water surplus, no permanent streams originate in this zone.<sup>13</sup> It has a mean annual temperature of around 64.4 degrees fahrenheit (18 degrees celsius).<sup>14</sup> Clearly the Cimarron Route falls within this climatic region. On the other hand, the Mountain Route, as its title suggests, experiences a Highland climate (H). The most characteristic feature of this climatic regime is the decrease in temperature with increasing altitude. As the Cimarron Route and the Mountain Route rejoin to form a single trail to Santa Fe, the Trail experiences another dry climate (BSk). This semi-arid

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climate is characterized by Steppe grassland and occupies an intermediate position between the desert climate of the southwestern United States and the more humid climates to the east.

### Vegetation and Soils

Mid-latitude deciduous forest (including oak, elm, ash, birch and beech) was common along the eastern part of the Trail, particularly in the valleys along the rivers and streams which irrigate the region. This type of vegetation was dominated by tall, broadleaf trees which provided a continuous and dense canopy in summer but shed their leaves in winter.<sup>15</sup> The soils associated with mid-latitude deciduous forests are udalfs and boralfs. Alfisols are characterized by argillic horizons—a B horizon in the soil profile which is enriched by the accumulation of silicate clay minerals and capable of holding base cations such as calcium and magnesium.<sup>16</sup> Alfisols have a high base status and can prove to be highly fertile where cleared.<sup>17</sup> Udalfs, which are a sub-order of alfisols, are highly productive when even a moderate amount of lime and fertilizer is added as many settlers in the vicinity of the Trail discovered. Outside the river valleys and further westward, the Trail was dominated by tall-grass prairie. Trees and shrubs were absent in the natural vegetation of the region while the grasses were deeply rooted and dense.<sup>18</sup> Tall-grass prairie is closely identified with mollisols. These soils have a unique, very thick (greater than twenty-five centimeters), dark brown to black surface horizon called the mollic epipedon.<sup>19</sup> Mollisols are also of high base status, have a rich nutrient base required by grasses and are among the most fertile soils in the world.<sup>20</sup> As one moves westward, the tall-grass prairie grades into short-grass prairie or Steppe. This natural vegetation type consisted of sparsely distributed short grasses interspersed with areas of bare soil, scattered shrubs and low trees.<sup>21</sup> Mollisols usually form the underlying soil types in these areas. The change from Steppe vegetation to semidesert shrub is again a transitional one with the absence of vegetation becoming more apparent. This type of vegetation is composed of xerophytic shrubs, of which sagebrush is an example, and usually overlies aridisols. As their title suggests, aridisols are soils which are dry for long periods of time. Soil horizons are weakly developed as a result of lack of precipitation and humus. Subsurface horizons of calcium carbonate or soluble salts may develop. Aridisols are not agriculturally productive unless they are well irrigated and, in the past, have been used for nomadic herding. Along the Mountain Route of the Santa Fe Trail, the vegetation changes to one of boreal forest as one increases in elevation. This type of vegetation was largely composed of evergreen conifers, such as spruce and fir.<sup>22</sup> Characteristically, conifer trees are usually underlain by spodosols which are acidic in nature and have a low base status. Spodosols display a B horizon (or spodic horizon) composed of organic matter, and compounds of aluminum and iron eluviated from the overlying A2 horizon.<sup>23</sup> These soils can be highly productive once their high acidic levels have been neutralized.

### Socioeconomic Aspects

Approximately ninety percent of the land along the Trail corridor is privately owned, six percent is owned by state and local governments while the remaining four percent is owned by the federal government. No American Indian tribal ownership was identified along the Trail corridor. In terms of land use, approximately sixty-four percent of the land is designated as rangeland, seventeen percent is cropland, seven percent is given to rural residences and urban development, ten percent form highway rights-of-way while the remaining two percent of land is used for recreational purposes. Federal, state and locally maintained highways and secondary roads allow varying degrees of access to the

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Santa Fe Trail. Several primary highways follow routes that parallel the Trail including I-70 in Missouri, US 56 in Kansas and Oklahoma, and US 56 and I-25 in New Mexico. The Mountain Route parallels US 50 from Cimarron, Kansas to La Junta, Colorado where the Trail changes direction to follow US 350 to Trinidad, New Mexico. Most of the Santa Fe Trail crosses rural areas with very low population densities--the only notable exception being that part of the Trail corridor in Kansas City where the population density exceeds one thousand people per square mile. In contrast near the western terminus of the Trail, population densities are as low as 1.2 people per square mile. The average population density for the Trail is 13.8 people per square mile. The National Park Service has estimated that the Trail corridor had a population of 1,613,000 people in 1986 and, that despite very different growth rates along certain corridors of the Trail, population increased by 5.4 percent since 1980. In terms of racial composition, Hispanics are a major ethnic population in Kansas City and in parts of New Mexico while the strongest American Indian concentrations only account for less than three percent of the populations of Douglas County, Kansas and Santa Fe County, New Mexico. Only small concentrations of African-American populations are to be found along the Trail corridor. The peoples who currently inhabit the Trail corridor are primarily involved in commercial agriculture and ranching with other activities such as tourism, light manufacturing, forestry, oil exploration and education important in specific portions of the Trail corridor.<sup>24</sup>

Endnotes

1. William G. Buckles, "The Santa Fe Trail System," Journal of the West, Vol. XXVIII, No. 2, April 1989, p. 79.
  2. United States Department of the Interior/National Park Service, Santa Fe National Historic Trail: Comprehensive Management and Use Plan (Washington, D.C.: U.S. Government Printing Office, 1990), p. 15.
  3. Ibid.
  4. Joan Myers and Marc Simmons, Along the Santa Fe Trail (Albuquerque: University of New Mexico Press, 1986), p. 62.
  5. Ibid., p. 55.
  6. **Watrous**  
Formerly La Junta de los Rios, this settlement was later renamed Watrous in honor of Samuel Bowman Watrous who was born in Montpelier, Vermont circa 1808. In 1835, he went west for health reasons. He spent the first two years in charge of a store in Taos before moving to Las Nortas as a trader and hunter. In 1848, Watrous settled at La Junta de los Rios. He died on March 17, 1886.
- Terry R. Koenig, "F.W. Cragin and His Famous Collection," Wagon Tracks: Santa Fe Trail Association Quarterly, Vol. 6, No. 1, November 1991, p. 11.

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7. Nick Eggenhofer, Wagons, Mules and Men: How the Frontier Moved West (New York: Hastings House Publishers, 1961), p. 70.
8. Ibid.
9. Myers and Simmons, p. 57.
10. Marc Simmons, "The Santa Fe Trail . . . Highway to Commerce," Trails West (Washington, D.C.: Special Publications Division, National Geographic Society, 1983), pp. 16-17.
11. J. H. Paterson, North America: A Geography of the United States and Canada (New York: Oxford University Press, 1989), p. 7; William D. Thornbury, Regional Geomorphology of the United States (New York: John Wiley and Sons, Inc., 1965), p. 6.
12. Arthur N. Strahler and Alan H. Strahler, Elements of Physical Geography (New York: John Wiley and Sons, Inc., 1979), p. 528.
13. Ibid., p. 521.
14. Ibid., p. 258.
15. Ibid., p. 251.
16. Ibid., p. 213.
17. Ibid., p. 252.
18. Ibid., p. 257.
19. Ibid., p. 216.
20. Ibid., pp. 217, 257.
21. Ibid., p. 257.
22. Ibid., p. 253.
23. Ibid., p. 214.
24. United States Department of the Interior/National Park Service, pp. 58-60.

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**H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS**

After designating the Santa Fe Trail a National Historic Trail in 1987, the National Park Service began developing a comprehensive management and use plan. Participation was requested from American Indians, various organizations, landowners, and individuals as well as federal, state and local agencies to manage, protect, and develop the Trail.<sup>1</sup> Based on these comments and nine public meetings held along the Trail in November 1987, draft management objectives were developed and presented to the public in April 1988.<sup>2</sup> In the spring of 1988, National Park Service personnel and contract consultants undertook the mapping of the Trail route and the identification of potential historic sites and segments.<sup>3</sup> The Draft Comprehensive Management and Use Plan and Environmental Assessment, including map supplement, was distributed for review and comment to the public, government agencies, organizations, and individuals in May 1989. Comments were entertained during a public review period (May 12-June 6, 1989) as well as at ten public meetings along the Trail in that period. The plan was revised and presented in final form as the Santa Fe National Historic Trail: Comprehensive Management and Use Plan in May 1990. The Plan proposes the protection, historical interpretation, recreational use, and management of the Trail corridor<sup>4</sup> and identifies eight areas with potential for further research—(1) Spanish/Mexican role, (2) Commerce, (3) Social/Cultural Aspects, (4) American Indians, (5) U.S. Army, (6) Railroads, (7) Anthropology/Archaeology, and (8) other influences.<sup>5</sup>

This initial registration effort works toward the Comprehensive Management and Use Plan goals for protection and historical interpretation of the Santa Fe Trail. This project was funded by the National Park Service/Southwest Regional Office, through the State of New Mexico, Office of Cultural Affairs, Historic Preservation Division, which had the responsibility of managing this registration effort. Dr. Mary Ann Anders, Architectural Historian and National Register reviewer for the New Mexico office, served as Project Coordinator from that office. After a Request for Proposals process, The URBANA Group Incorporated, a private consulting firm specializing in preservation planning, was selected to conduct this project.

The task for this project was to develop this Multiple Property Documentation form along with no fewer than forty National Register of Historic Places Registration forms. The Historic Resources of the Santa Fe Trail, 1821-1880 fall within five associated historic contexts: (1) International Trade on the Mexican Road, 1821-1846; (2) Mexican War and the Santa Fe Trail, 1846-1848; (3) Expanding National Trade on the Santa Fe Trail, 1848-1865; (4) Effects of the Civil War on the Santa Fe Trail, 1861-1865; and (5) The Santa Fe Trail and the Railroad, 1865-1880. The possibility of organizing the historic contexts by the five interpretive regions or the eight themes outlined in the Santa Fe National Historic Trail: Comprehensive Management and Use Plan<sup>6</sup> was explored, but the most applicable basis for developing the associated historic contexts was in terms of chronology and significant events, concentrating on the national level.

The selection of properties to be nominated was made from the list of 194 properties determined in the Management Plan to be high-potential historic sites and route segments along the Santa Fe Trail, "to interpret the Trail's historical significance and to provide high-quality recreational activities."<sup>7</sup> The properties nominated with this initial submission were selected from their list of 194 properties, firstly by a process of elimination, excluding those sites which were already designated National Historic Landmarks or which were listed in the National Register. The remaining properties were judged by their descriptions, particularly for integrity, from both the Management Plan and from the notes on the Santa Fe Trail Site/Segment Survey Forms resulting from the 1988 survey of the Trail. Consideration was also given to distribution of nominations or nominated properties, throughout the five Trail states.

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Additionally, the list of properties to be nominated was affected by owner objection where property access or property mapping and photography was denied. The forty properties prepared for National Register nomination contained within this Multiple Property Document are listed below and their location is shown on the accompanying map:

Missouri

8. Santa Fe Trail (Saline County Trail Segments)
9. Grand Pass Trail Segments
14. Blue Mills
23. Noland, Smallwood V., House
29. Jones, Lewis, House
30. Santa Fe Trail (Santa Fe Trail Park Ruts, Independence Trail Segments)
31. Santa Fe Trail (Santa Fe Road, Independence Trail Segments)
36. Owens-McCoy House
40. Santa Fe Trail (Minor Park, Kansas City Trail Segments)
47. Fitzhugh-Watts' Mill

Kansas

59. Santa Fe Trail (Douglas County Trail Segments)
64. McGee-Harris Stage Station Historic District
66. Dragoon Creek Crossing
67. Havana Stage Station
68. Samuel Hunt Grave
69. Soldier Creek Crossing
81. Six Mile Creek Stage Station Historic District
83. Cottonwood Creek Crossing Historic District
84. Santa Fe Trail (Marion County Trail Segments)
87. Little Arkansas River (Upper) Crossing and the Santa Fe Trail (Rice County Trail Segments)
88. Station Little Arkansas
90. Owl Creek Crossing
93. Santa Fe Trail (Rice County Trail Segments)
103. Coon Creek Crossing
104. Black Pool and the Santa Fe Trail (Ford County Trail Segments)
108. Fort Hays - Fort Dodge Road/Pawnee Fork Historic District
109. Fort Hays - Fort Dodge/Sawlog Creek Crossing
117. Middle Spring
118. Santa Fe Trail (Morton County Trail Segments)
193. Santa Fe Trail (Kearny County Trail Segments)

Oklahoma

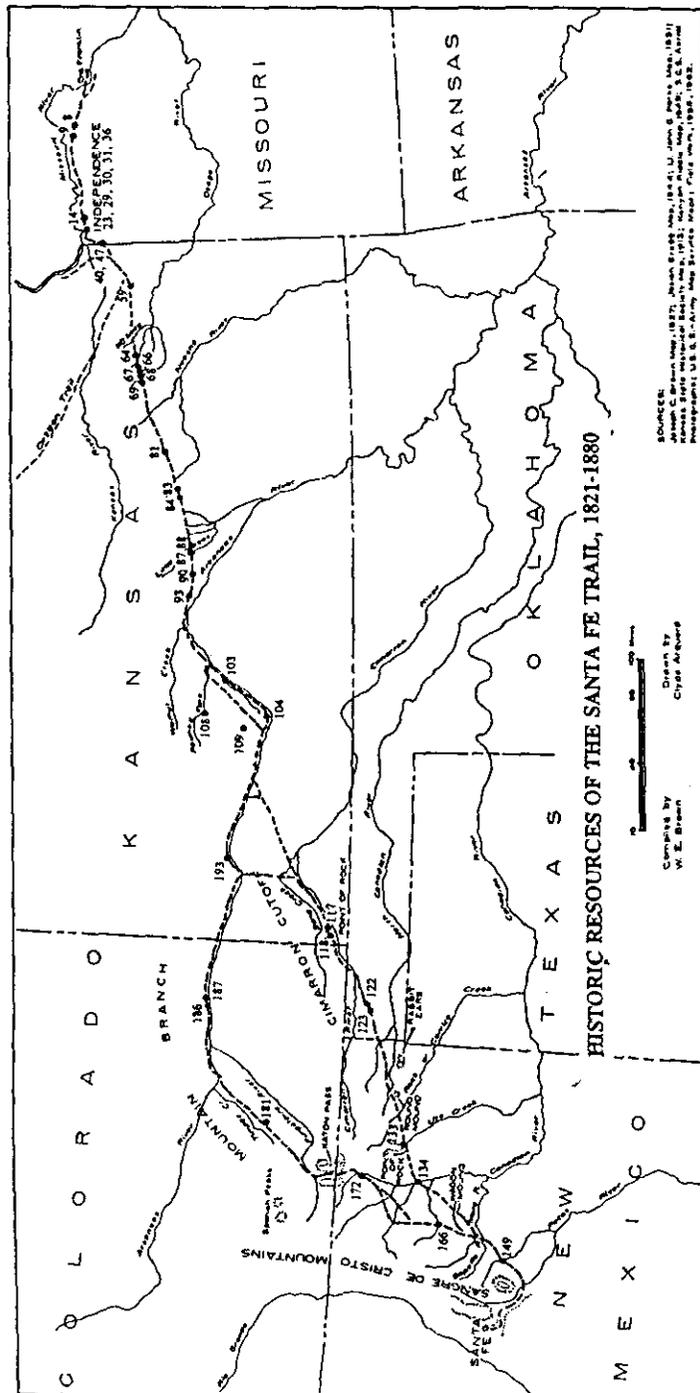
122. Cold Spring and Inscription Rock Historic District
123. Autograph Rock Historic District

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New Mexico

- 133. Point of Rocks Historic District
- 134. El Vado de las Piedras and the Santa Fe Trail (Colfax County Trail Segments)
- 149. Santa Fe Trail (San Miguel County Trail Segments)
- 166. Ocate Creek Crossing and the Santa Fe Trail (Mora County Trail Segments)
- 172. Clifton House

Colorado

- 181. Iron Spring Historic District
- 186. Fort Wise
- 187. Bent's New Fort

Other properties on the list of 194 "high-potential historic sites and route segments" which have not been listed and which are not part of this submission, may be eligible to the National Register, but were beyond the scope of this project which is limited to forty nominations.

Significant property types were developed around the properties identified on the list of 194 properties from the Management Plan. Four property types are identified, grouped by function, and divided into more descriptive sub-types as appropriate. Some sub-types are only identified, and not fully developed, if no nomination with this submission fits under that sub-type. The identification of these additional sub-types establishes the skeletal framework for the larger group of Trail properties identified in the Management Plan, and allows for further development for future nominations.

Endnotes

1. United States Department of the Interior/National Park Service, Santa Fe National Historic Trail: Comprehensive Management and Use Plan (Washington, D.C.: U.S. Government Printing Office, 1990), p. 5.
2. Ibid., p. 6.
3. Ibid.
4. Ibid., p. iii.
5. Ibid., pp. 26-27.
6. Ibid., pp. 32, 26-27.
7. Ibid., p. 16.

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Historic Resources of the Santa Fe Trail, 1821-1880

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Kansas City, Missouri

Photographer: Doug Baker  
Date: April 1985  
Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 1, Neg. 33

Streetscape of Victor St., 2900 block,  
from SE looking NW. Site Nos. 413-  
417, 2958 Victor - 2944 Victor.

#1 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker

Date: April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, MO.  
Roll No. 2, Neg. 10

Streetscape of Victor St., 2600 block,  
from NE looking SW. Site No. 120,  
2844 Prospect.

#2 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
Date: April 1985  
Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 2, Neg. 8

Streetscape of Victor St., 2600 block,  
from NE looking SW. Site No. 239,  
2627 Victor.

#3 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
Date: April 1985  
Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 1, Neg. 20

Streetscape of 29th St., 2900 block,  
from SW looking NE. Site nos. 453-  
451, 2910 E. 29th - 2918 E. 29th.

#4 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
Date: April 1985  
Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 2, Neg. 23

Streetscape of E. 28th St., 2600 block  
from SW looking NE. Site nos. 304-  
302, 2640 E. 28th - 2648 E. 28th.

#5 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker

Date: April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, MO.  
Roll No. 2, Neg. 26

Streetscape of E. 28th St., 2600 block,  
from E looking W.

#6 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker

Date: April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 3, Neg. 26

Site No. 428, 2831 Benton,  
from NW looking SE.

#7 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker

Date: April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 2, Neg. 16

Streetscape of Victor St., 3200 block,  
From E. looking W.

#8 of 60



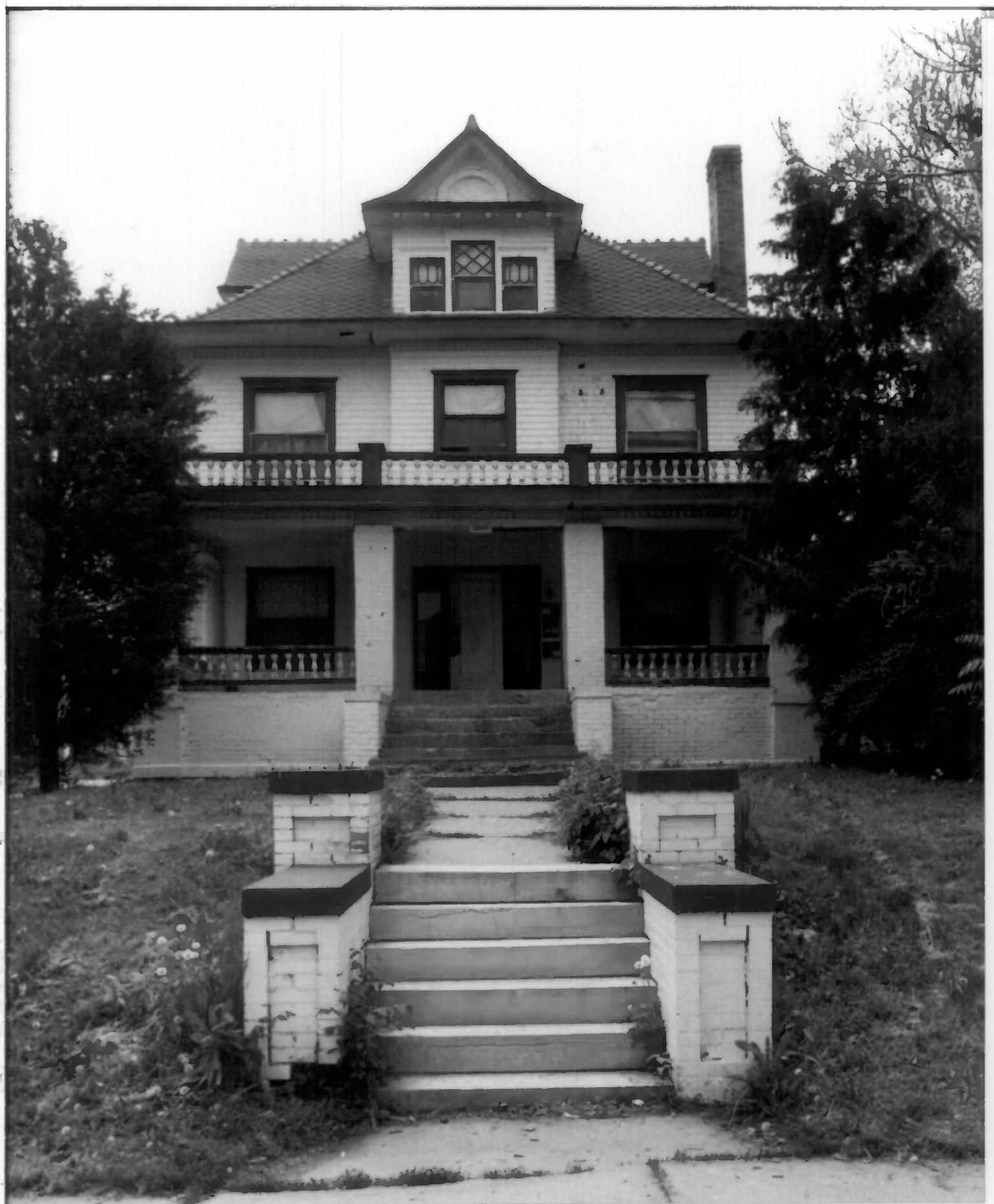
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Kansas City, Missouri

Photographer: Doug Baker  
April 1985

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Kansas City, Mo.  
Roll No. 2, Neg. 13

Site No. 245, 2651 E. Victor,  
from N looking S.

#9 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 1, Neg. 18

Streetscape of E. 29th St., 2900 block,  
from W looking E.

#10 of 60



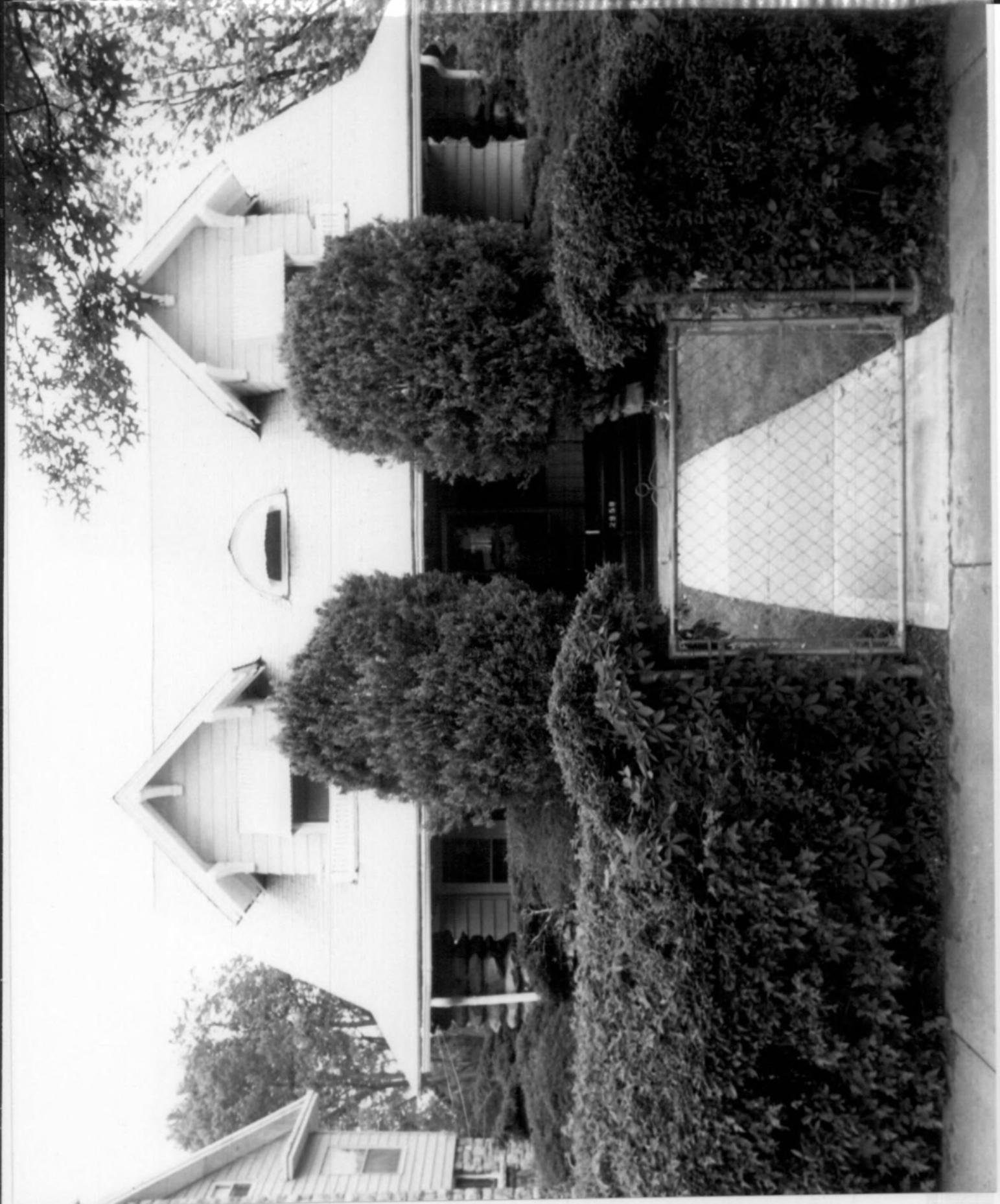
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Kansas City, Missouri

Photographer: Doug Baker  
April 1985

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Site No. 441, 2958 E. 29th Street,  
from S looking N.

#11 of 60



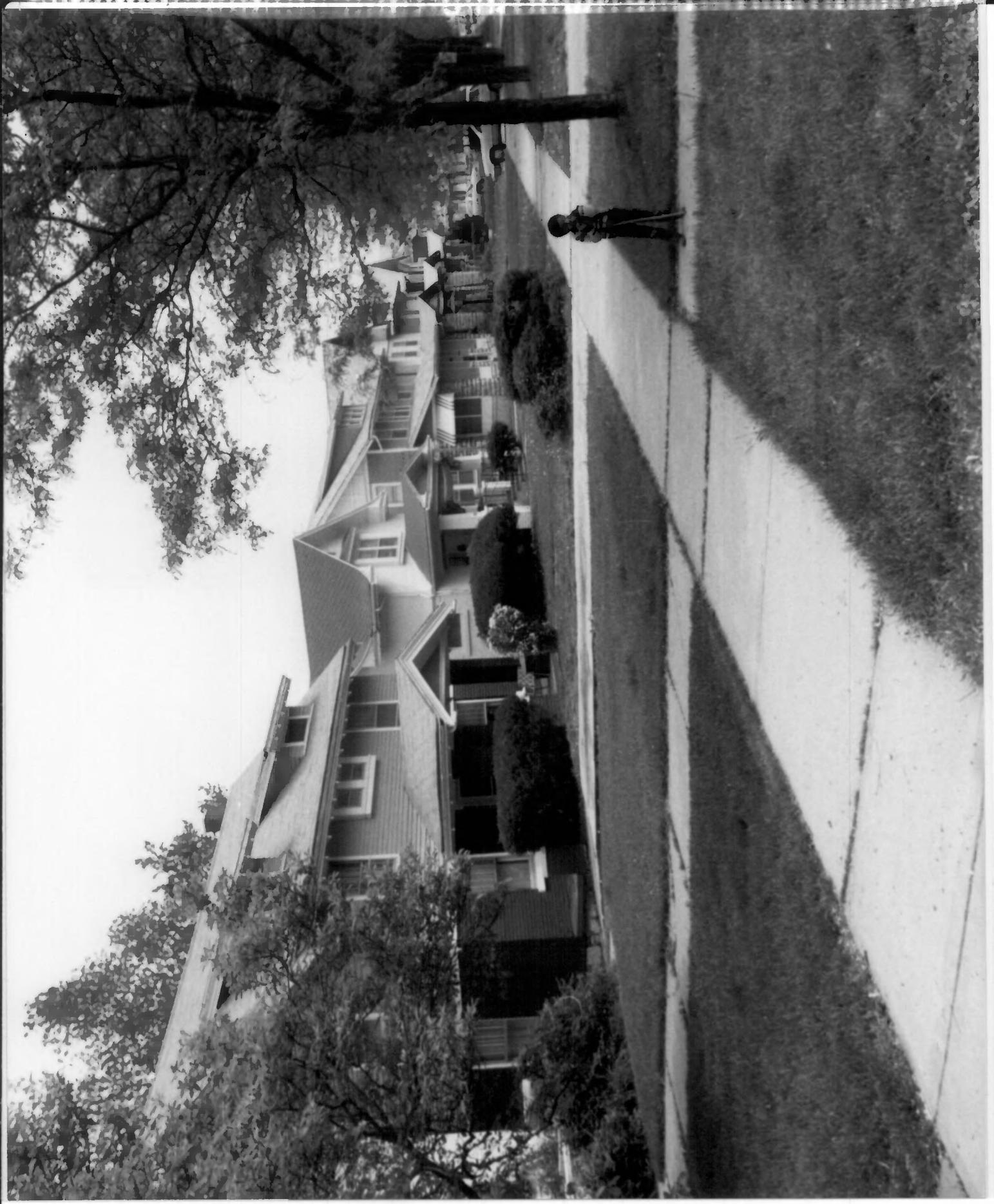
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Photographer: Doug Baker  
April 1985

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Kansas City, Mo.  
Roll No. 1, Neg. 35

Streetscape of Victor St., 3200 block,  
from NE looking SW.

#12 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, MO.  
Roll No. 1, Neg. 16

Sites 254 and 253, 2610 E. 29th  
St. and 2616 E. 29th St., from  
SE looking NW.

#13 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, MO.  
Roll No. 3, Neg. 1

Site No. 299, 2649 Lockridge,  
from N looking S.

#14 of 60



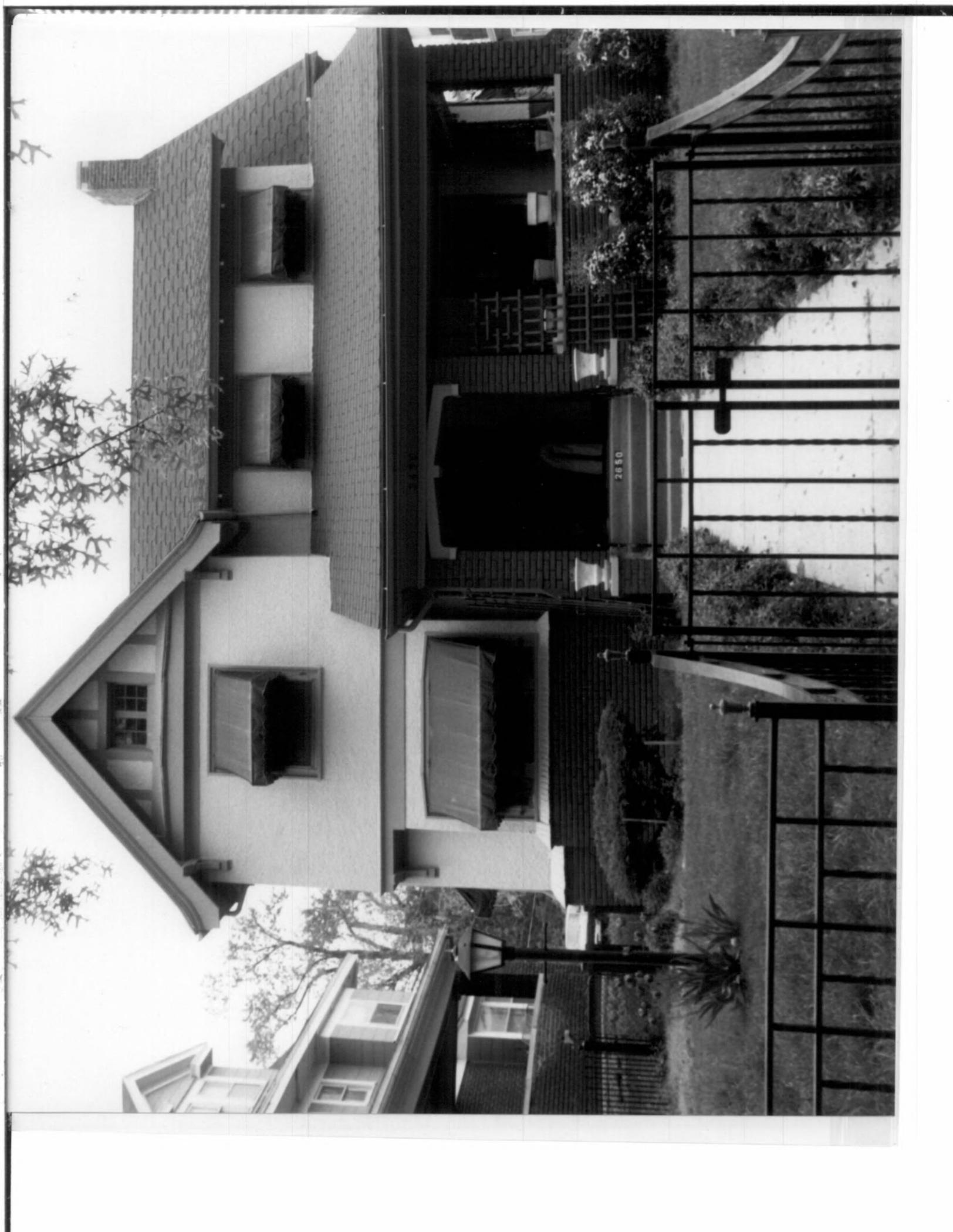
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Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
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Kansas City, Mo.  
Roll No. 3, Neg. 5

Site No. 321, 2650 Lockridge,  
from S looking N.

#15 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

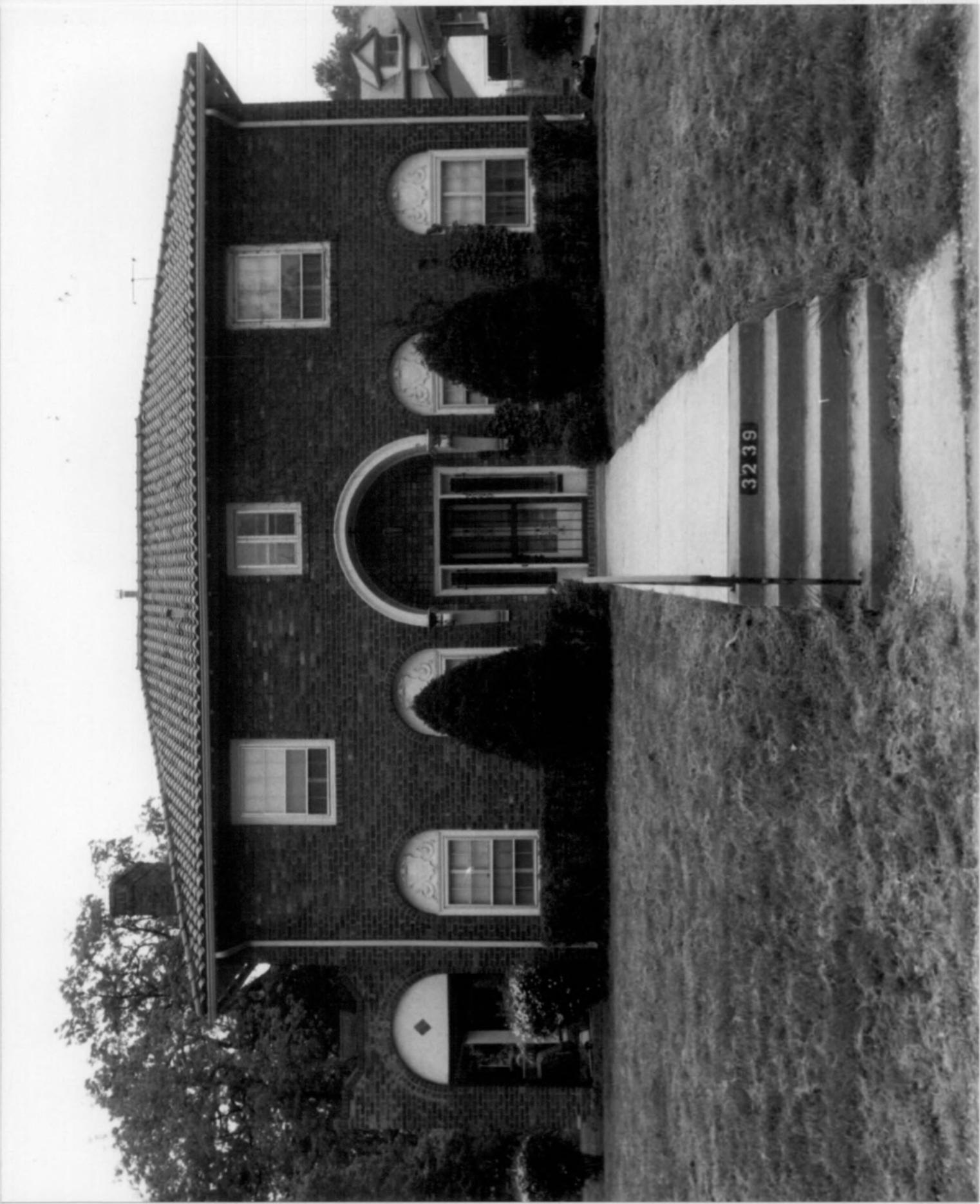
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April 1985

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Site No. 682, 3239 Victor St.,  
from S looking N.

#16 of 60



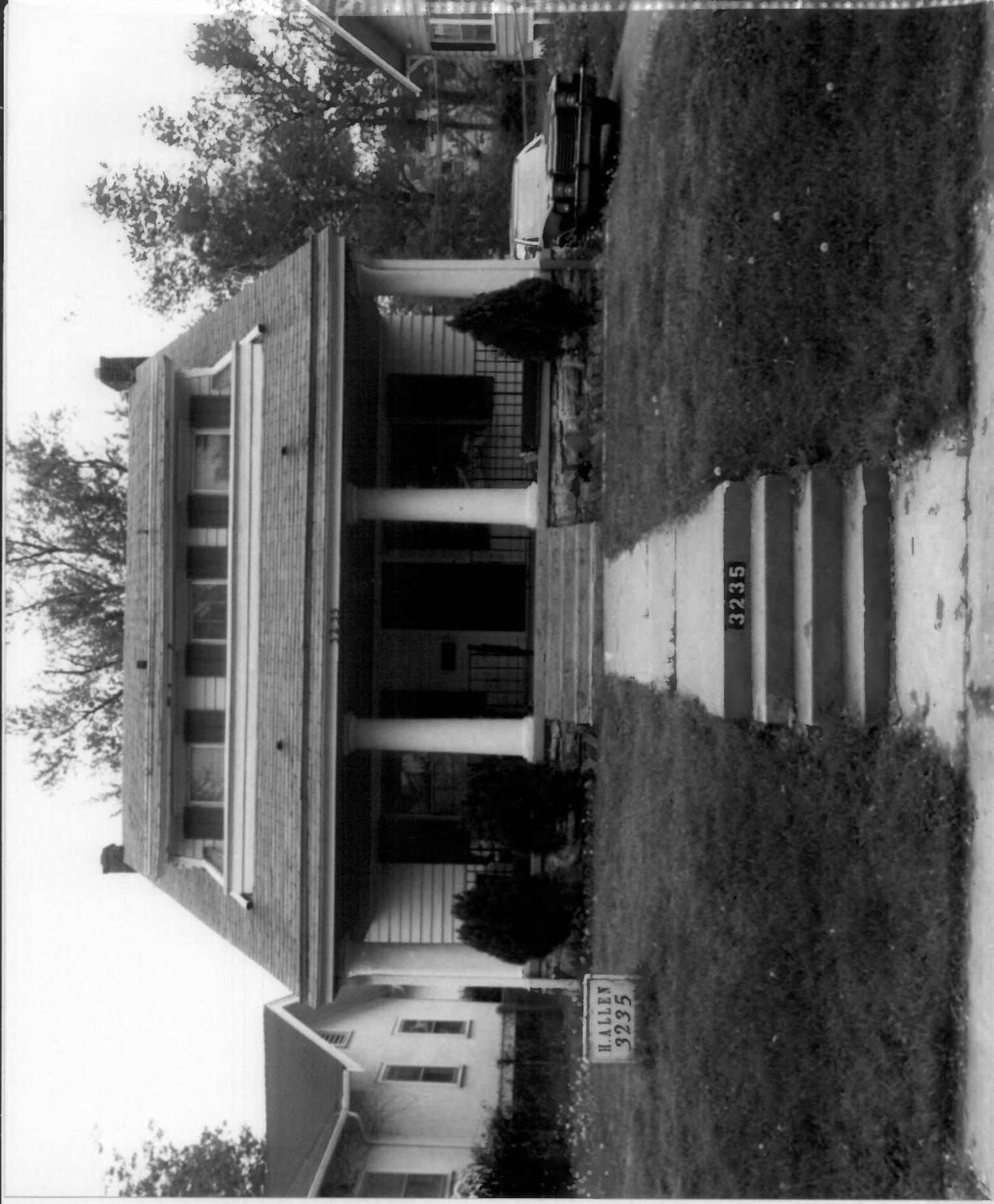
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Kansas City, Missouri

Photographer: Doug Baker  
April 1985

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Kansas City, Mo.  
Roll No. 1, Neg. 26

Site No. 658, 3235 E. 29th Street,  
from N looking S.

#17 of 60



H. ALLEN  
3235

3235

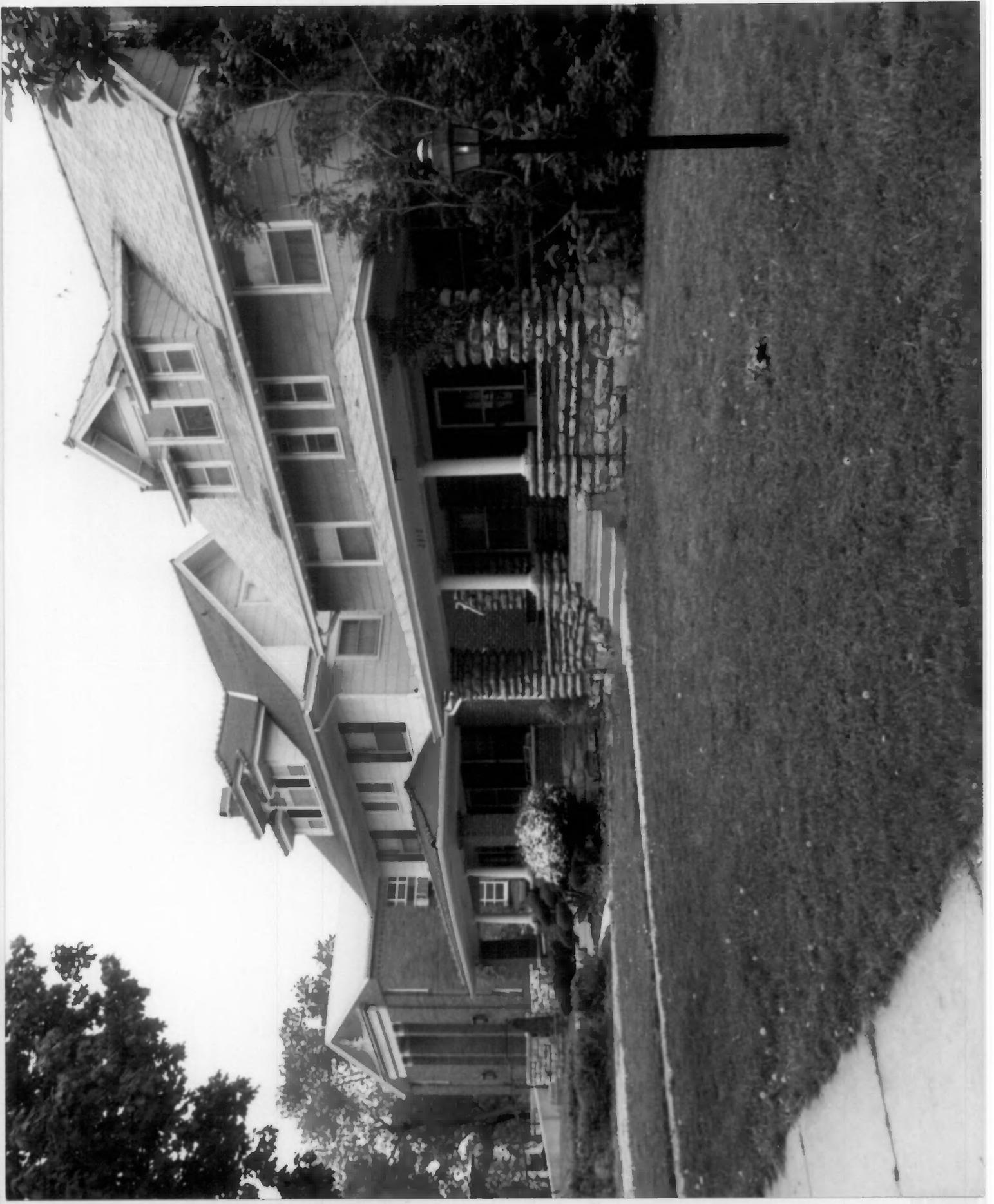
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Kansas City, Missouri

Photographer: Doug Baker  
April 1985

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Kansas City, Mo.  
Roll No. 2, Neg. 5

Streetscape of Victor St., 2900 block,  
from SE looking NW. Sites 424-426,  
2918 E. Victor, 2914 E. Victor, and  
2910 E. Victor.

#18 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 2, Neg. 6

Streetscape of Victor St., 2900 block,  
from SW looking NE. Sites 422, 421,  
and 419; 2926 E. Victor,  
2930 E. Victor, and 2938 E. Victor.  
#19 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 2, Neg. 11

Streetscape of Victor St., 2600 block,  
from SW looking NE. Sites 277 and  
276; 2638 E. Victor and  
2640 E. Victor.

#20 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 2, Neg. 22

Site No. 267, 2645 E. 28th Street,  
from NE looking SW.

#21 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

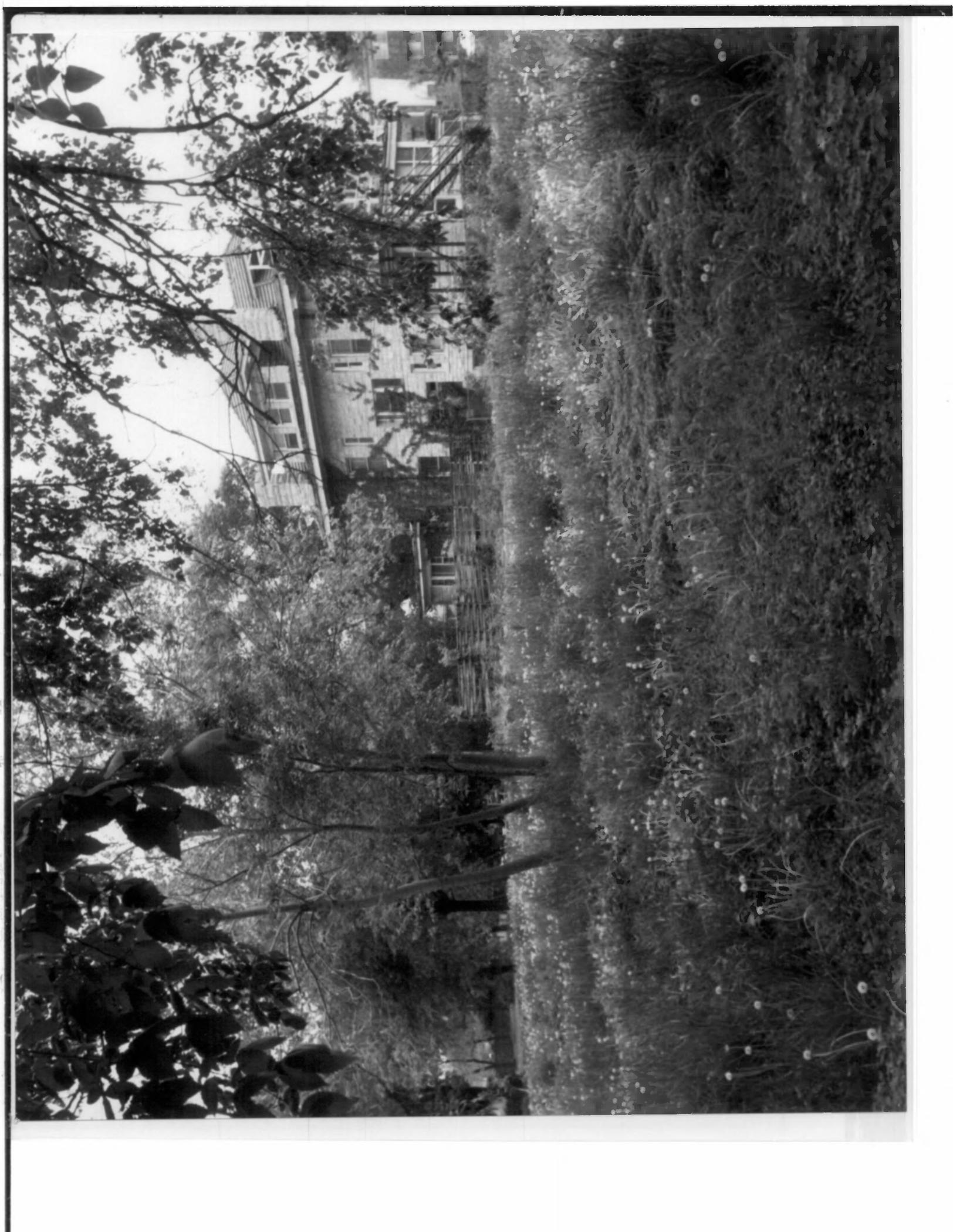
Photographer: Doug Baker

April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 2, Neg. 15

Site No. 245, 2651 E. Victor St.,  
vacant lot attached; from NE  
looking SW.

#22 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, MO.  
Roll No. 2, Neg. 29

Site No. 289, 2611 E. Lockridge,  
from N looking S.

#23 of 60



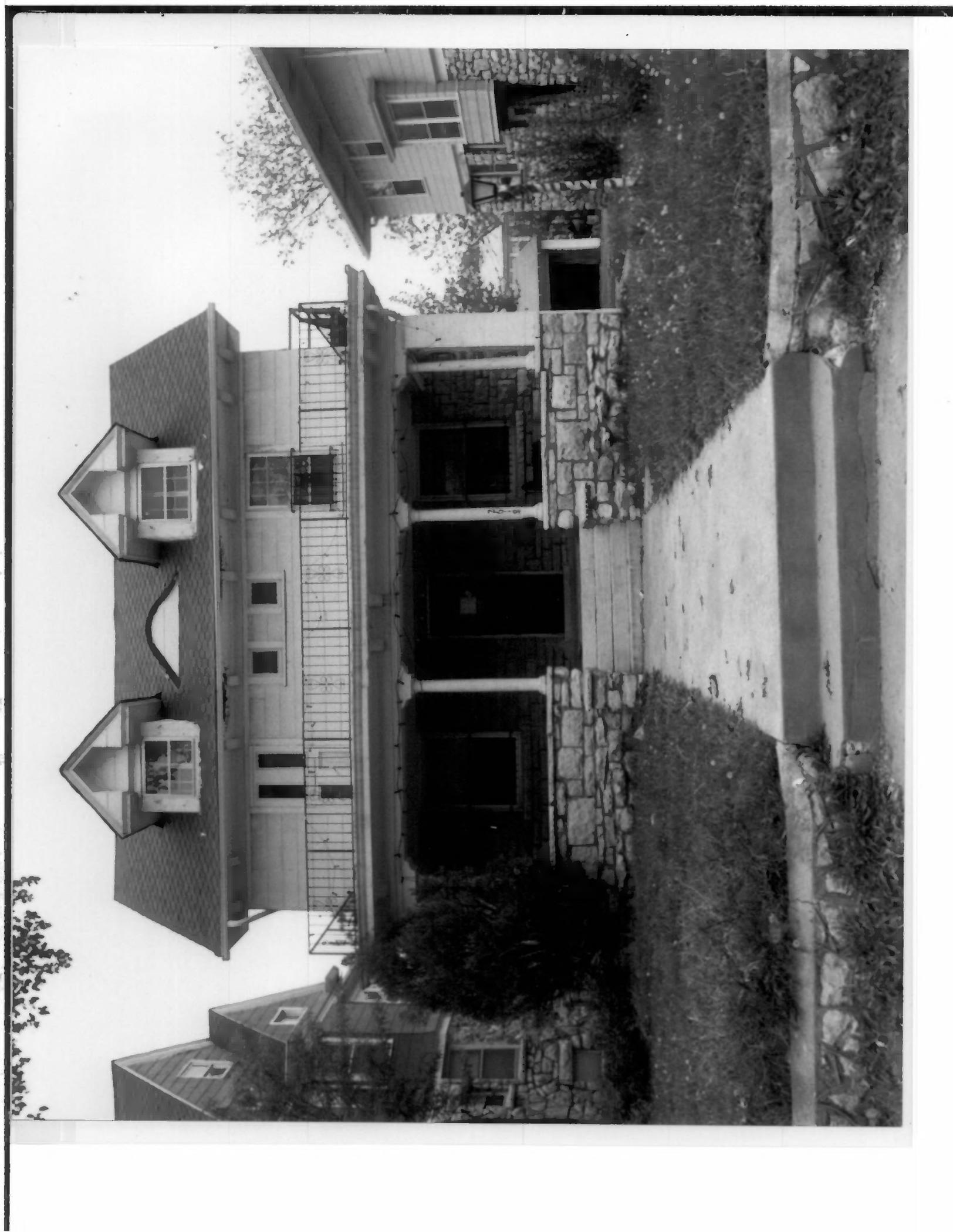
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Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
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Kansas City, Mo.  
Roll No. 2, Neg. 32

Site No. 329, 2618 Lockridge,  
from S looking N.

#24 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 2, Neg. 35

Site No. 290, 2615 Lockridge,  
from N looking S.

#25 of 60



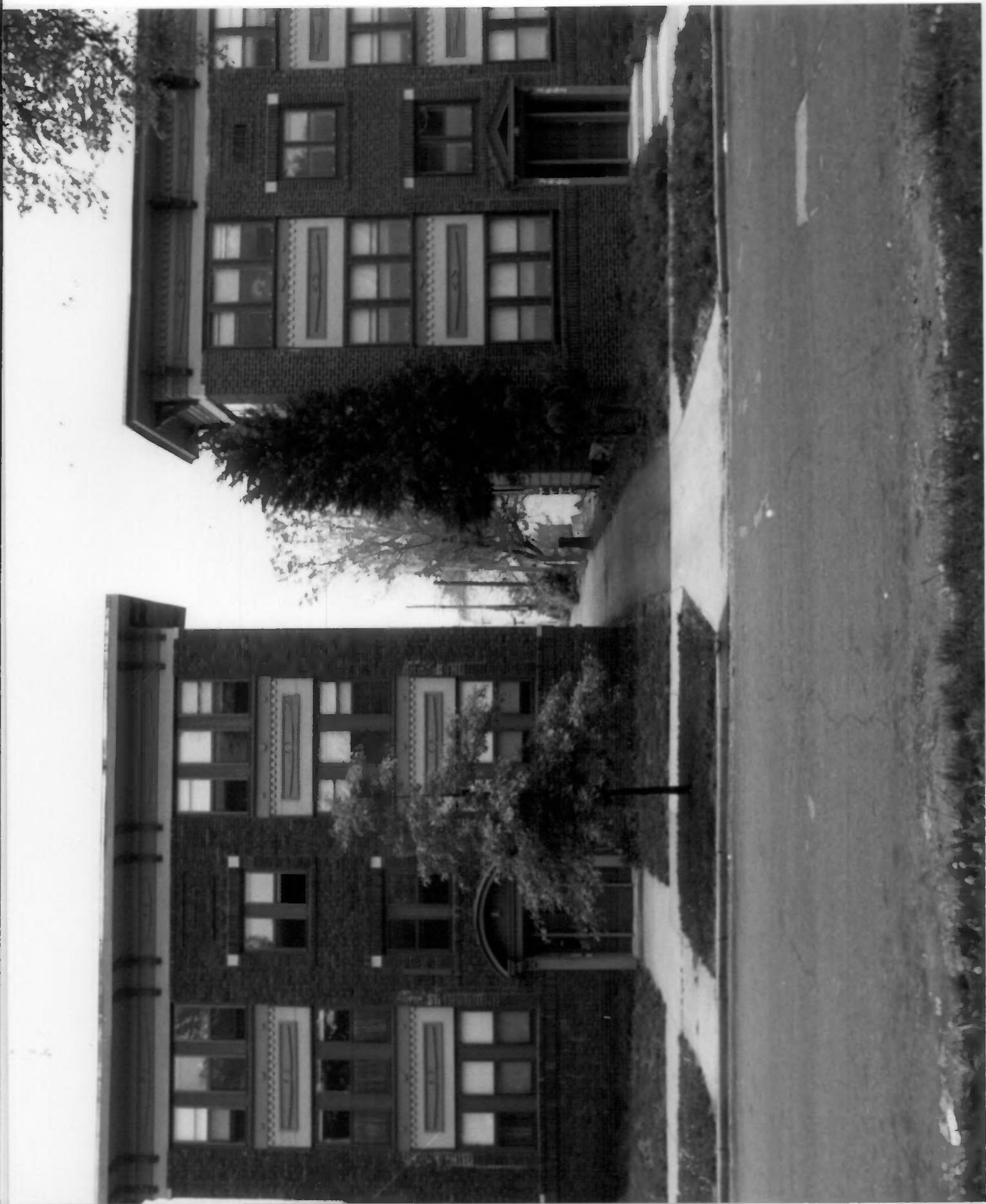
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Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 3, Neg. 6

Sites 319 and 318, 2658 Lockridge,  
and 2660-62 Lockridge; from  
S looking N.

# 26 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, MO.  
Roll No. 3, Neg. 12

Streetscape of S. Walrond, 3000 block,  
from NW looking SE.

#27 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 3, Neg. 13

Streetscape of S. Walrond, from  
30th Street to 31st Street; from  
N looking S.

#28 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

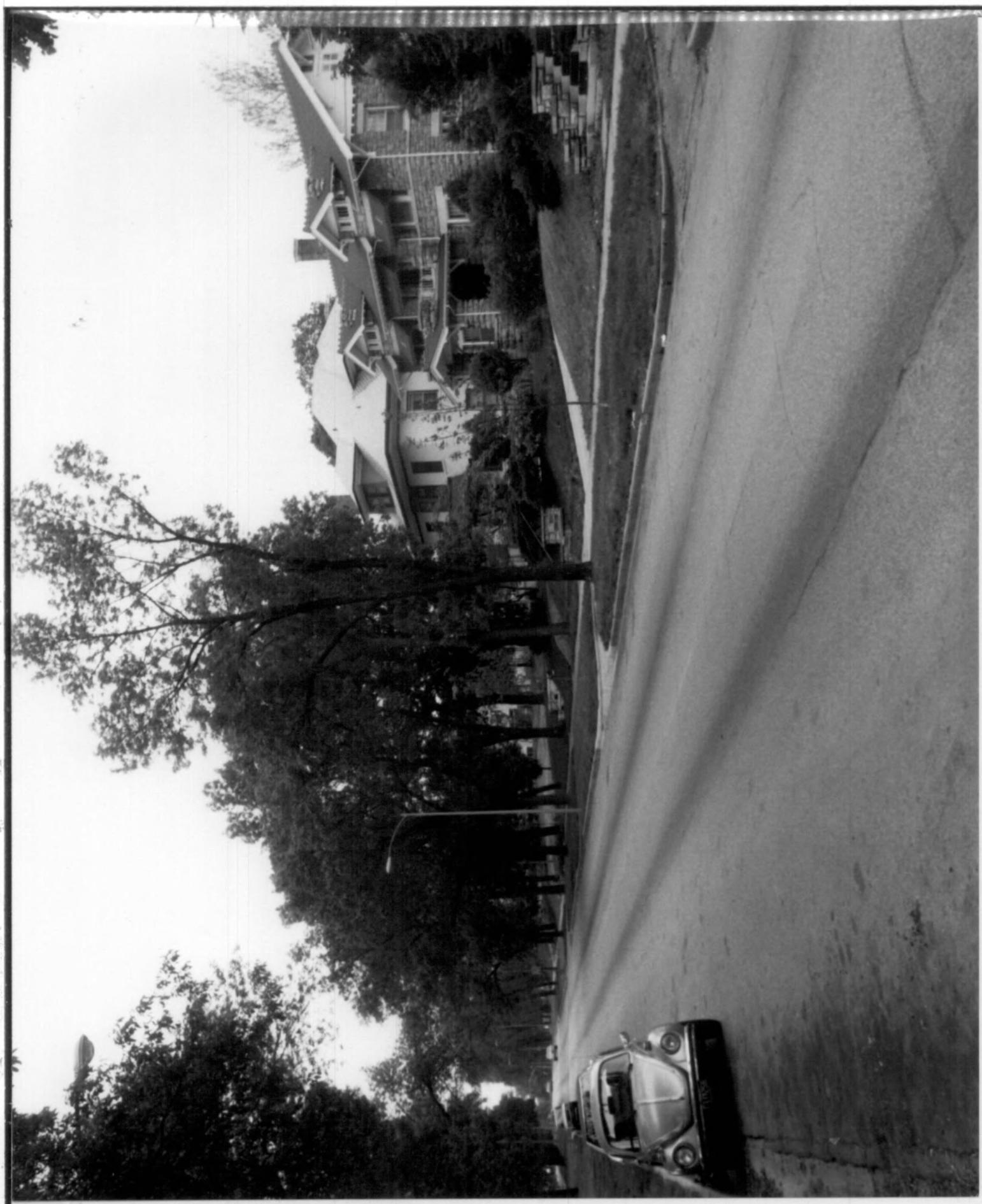
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April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 3, Neg. 14

Streetscape of S. Benton, 2800 block,  
from NE looking SW.

#29 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 3, Neg. 15

Site No. 393, 2805-07 S. Benton Blvd.,  
from E looking W.

#30 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, MO.  
Roll No. 3, Neg. 16

Streetscape of E. 27th Street, 2600-  
2700 blocks, Sites 98-94,  
2617 E. 27th St. - 2701 E. 27th St.,  
from NW on Prospect looking SE.

#31 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 3, Neg. 19

Site No. 233, 2941 Prospect,  
from NE looking SW.

#32 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 3, Neg. 18

Site No. 233, 2941 S. Prospect,  
from S looking N.

#33 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 3, Neg. 22

Streetscape of 3000 Block of  
Prospect, View from NW looking  
SW.

#34 of 60



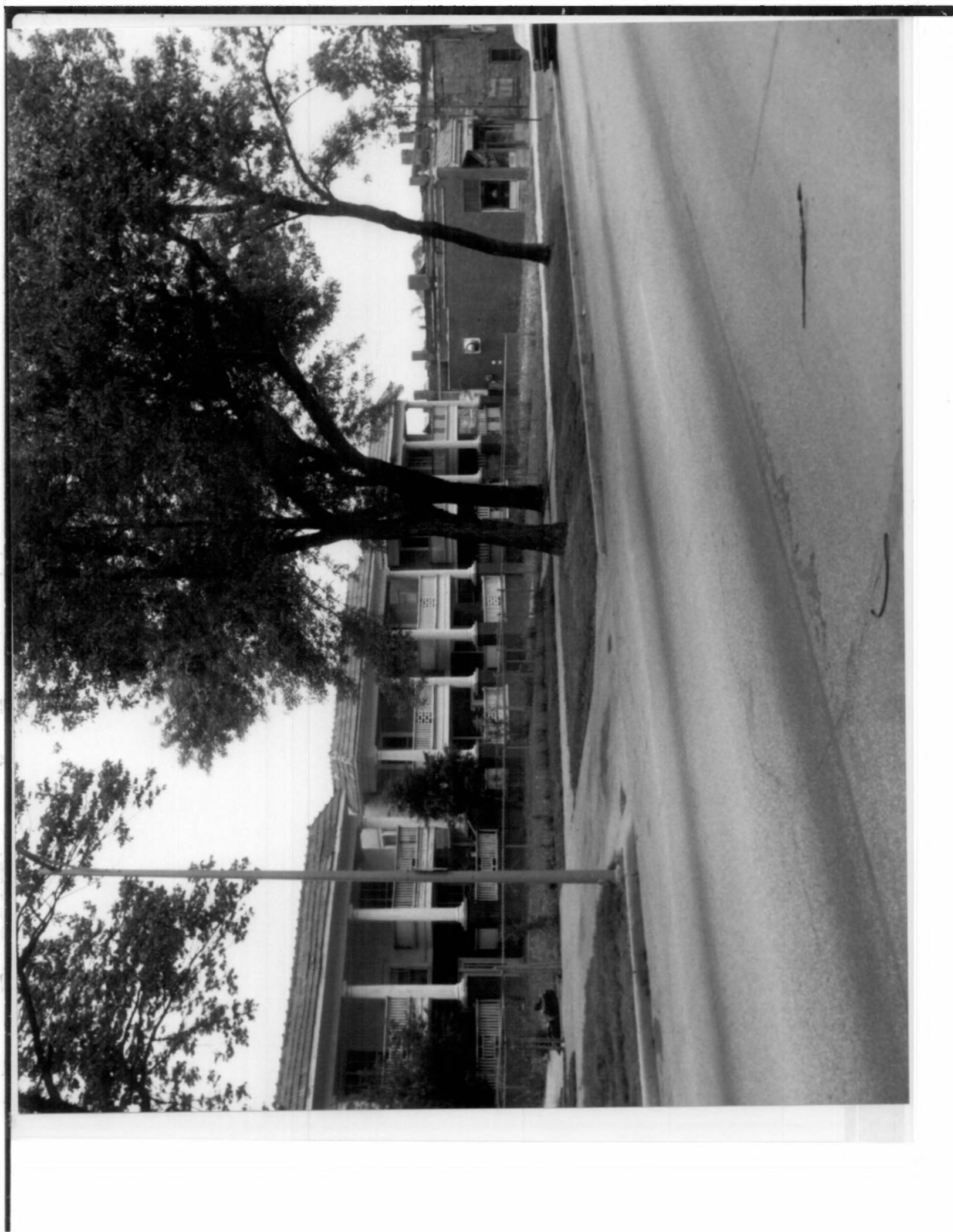
SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 3, Neg. 25

Streetscape of S. Benton Blvd., 3000  
block, Sites 496 - 499, 3029-31  
3033-35, 3037-39, and 3041 S. Benton  
Blvd, view from NW looking SE.

#35 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, MO.  
Roll No. 3, Neg. 31

Site No. 236, 2615 E. Victor St.,  
from N looking S.

#36 of 60



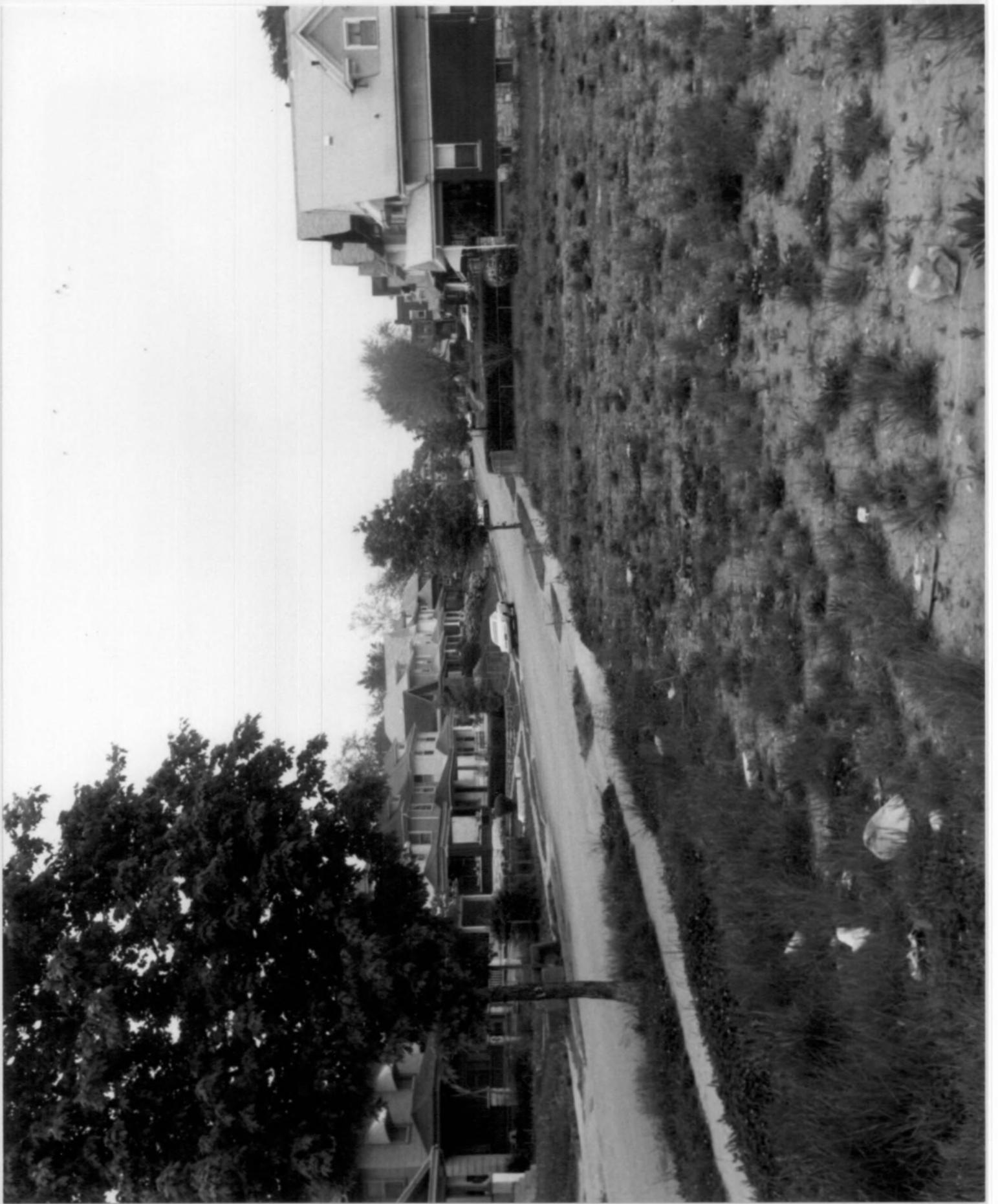
SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, MO.  
Roll No. 3, Neg. 32

Streetscape of S. Agnes, 3000 block,  
from S on 31st Street looking N.

#37 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 3, Neg. 33

Streetscape of corner of E. 27th  
St. and Walrond, from Ne looking SE.

#38 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 3, Neg. 35

Site No. 167, vacant lot next to  
302<sup>1</sup>/<sub>5</sub> S. Montgall. From SW looking NE.

#39 of 60



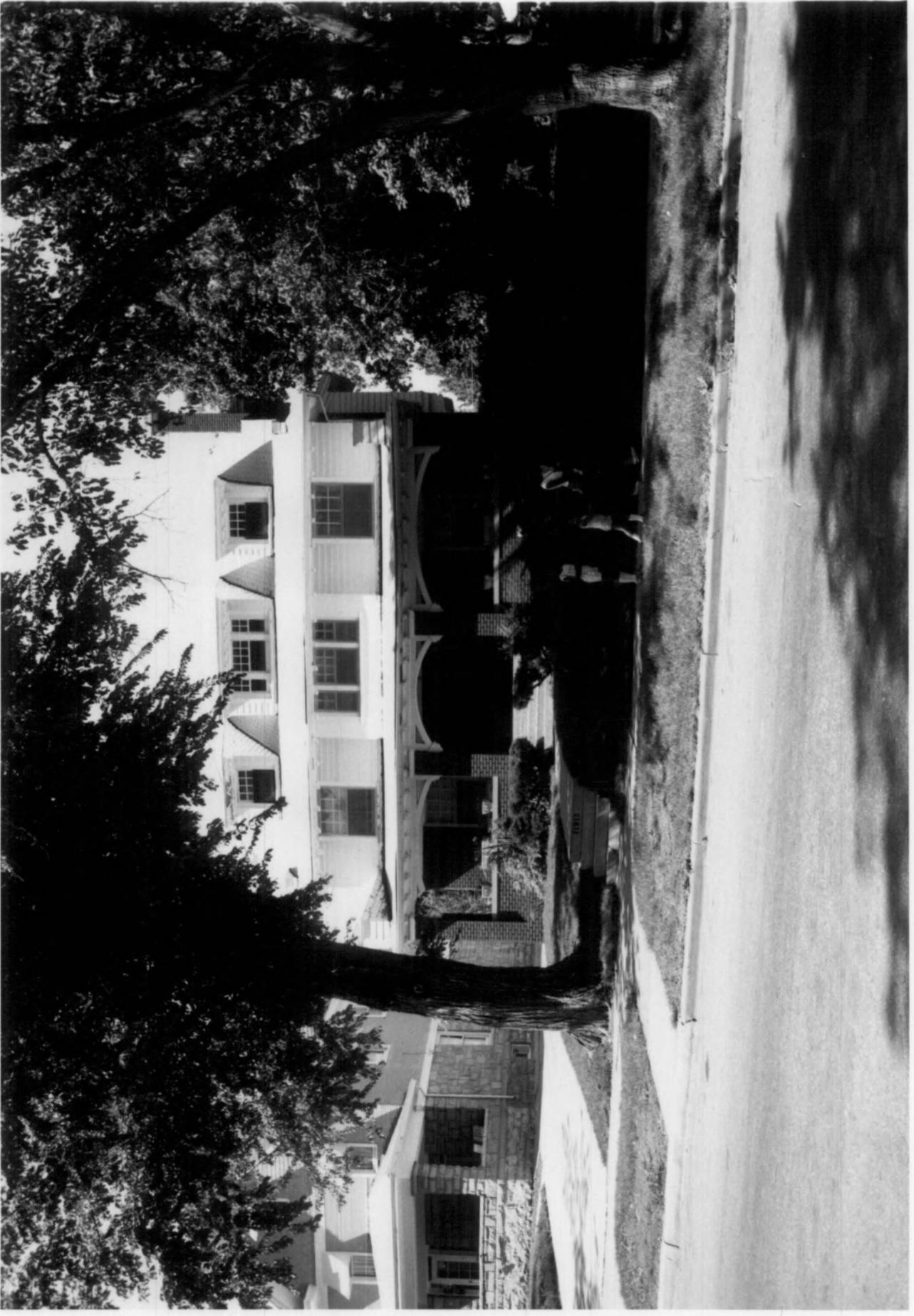
SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Priscilla Jackson-Evans  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 4, Neg. 3

Site No. 306, 2626 E. 28th St.,  
home of Satchel Paige. View from  
S looking N.

#40 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Priscilla Jackson-Evans  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 4, Neg. 16

Site No. 534, 3028 S. Bellefontaine,  
Walt Disney home, National Register  
Historic Site. View from NW looking  
SE.

#41 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Priscilla Jackson-Evans  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 4, Neg. 11

Site No. 455, 2843 S. Benton Blvd.,  
(intrusion), view from SW looking NE.

#42 of 60



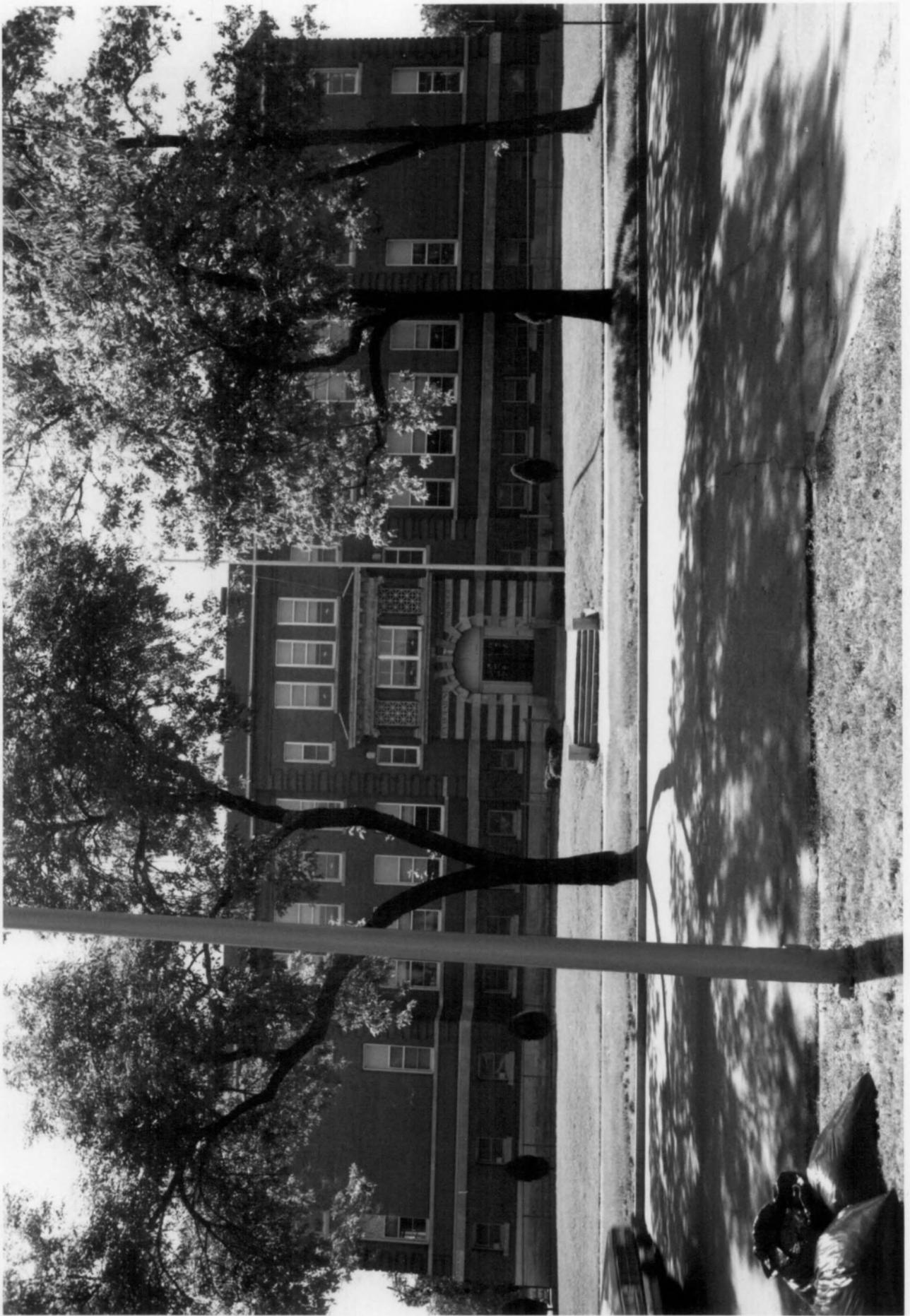
SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Priscilla Jackson-Evans  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 4, Neg. 9

Site No. 200, 3004 S. Benton Blvd.,  
from E looking W.

#43 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Priscilla Jackson-Evans  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 4, Neg. 4

Site No. 38, 2725 S. Indiana,  
from NW looking SE.

#44 of 60



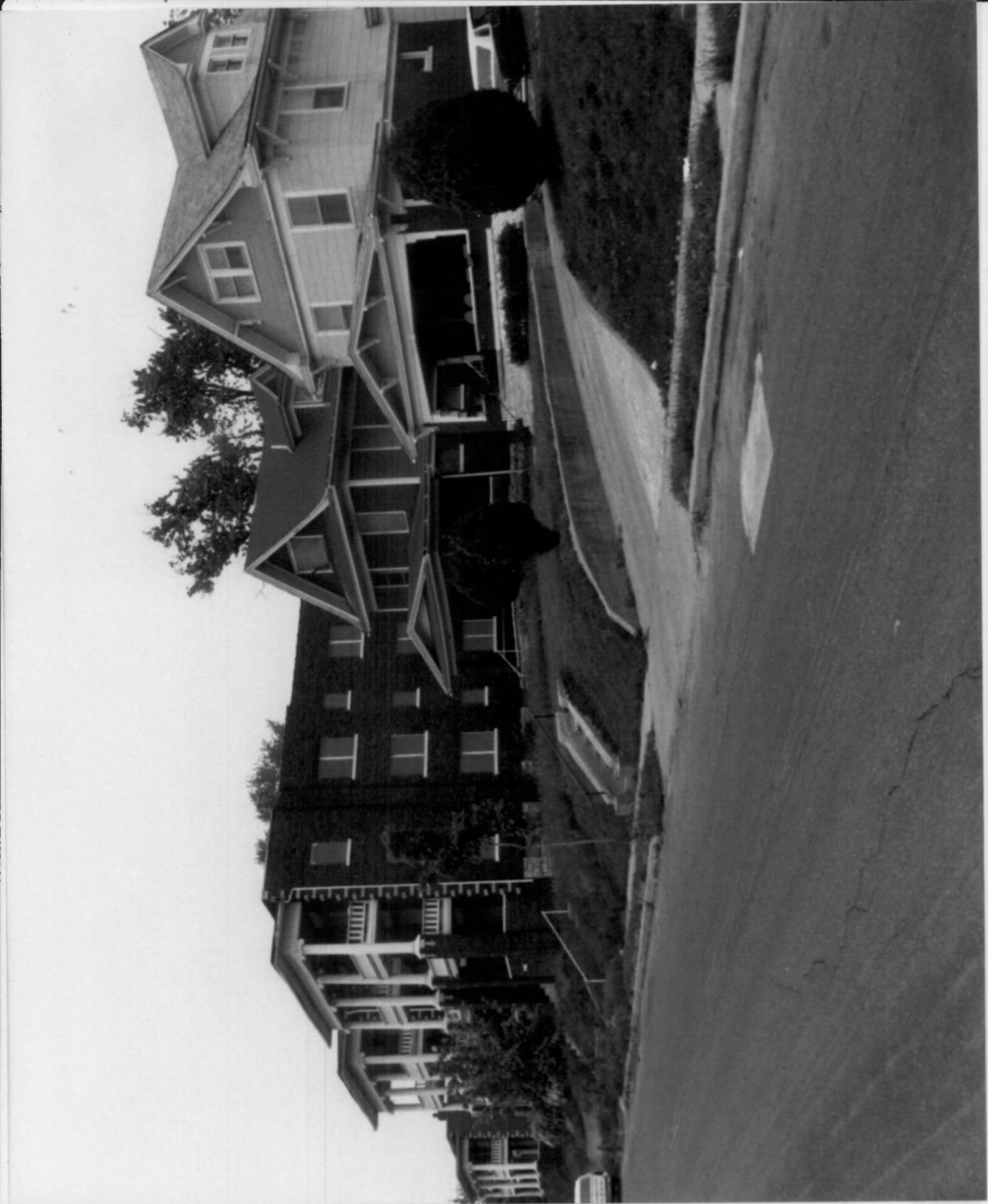
SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 1, Neg. 14

Sites 226 - 229, 2700, 2622,  
2618-20, 2614-16 E. 30th Street,  
from SE looking NW.

#45 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 1, Neg. 13

Sites 225 - 223, 2704, 2708, and  
2712-14 E. 30th Street,  
from SW looking NE.

#46 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 1, Neg. 12

Sites 147 - 145, 2623-25, 2619-21,  
and 2615-17 E. 30th Street, from  
NE looking SW.

#47 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, MO.  
Roll No. 1, Neg. 10

Sites 663 - 664, 3240 and 3236 E. 30th  
Street, from SE looking NW.

#48 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, MO.  
Roll No. 1, Neg. 9

Sites 649 and 650; 3319 and 3317  
E. 30th Street, from NE looking SW.

#49 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 1, Neg. 4

Streetscape of E. 31st St., 3200 block.  
Sites 615 - 620, 3210 - 3220 E. 31st  
Street, from SW looking NE.

#50 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 1, Neg. 3

Streetscape of intersection of 31st  
St. and S. Benton Blvd., from  
SW looking NE.

#51 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 2, Neg. 2

Site No. 439, 2951 E. Victor St.,  
from N looking S.

#52 of 60



2951

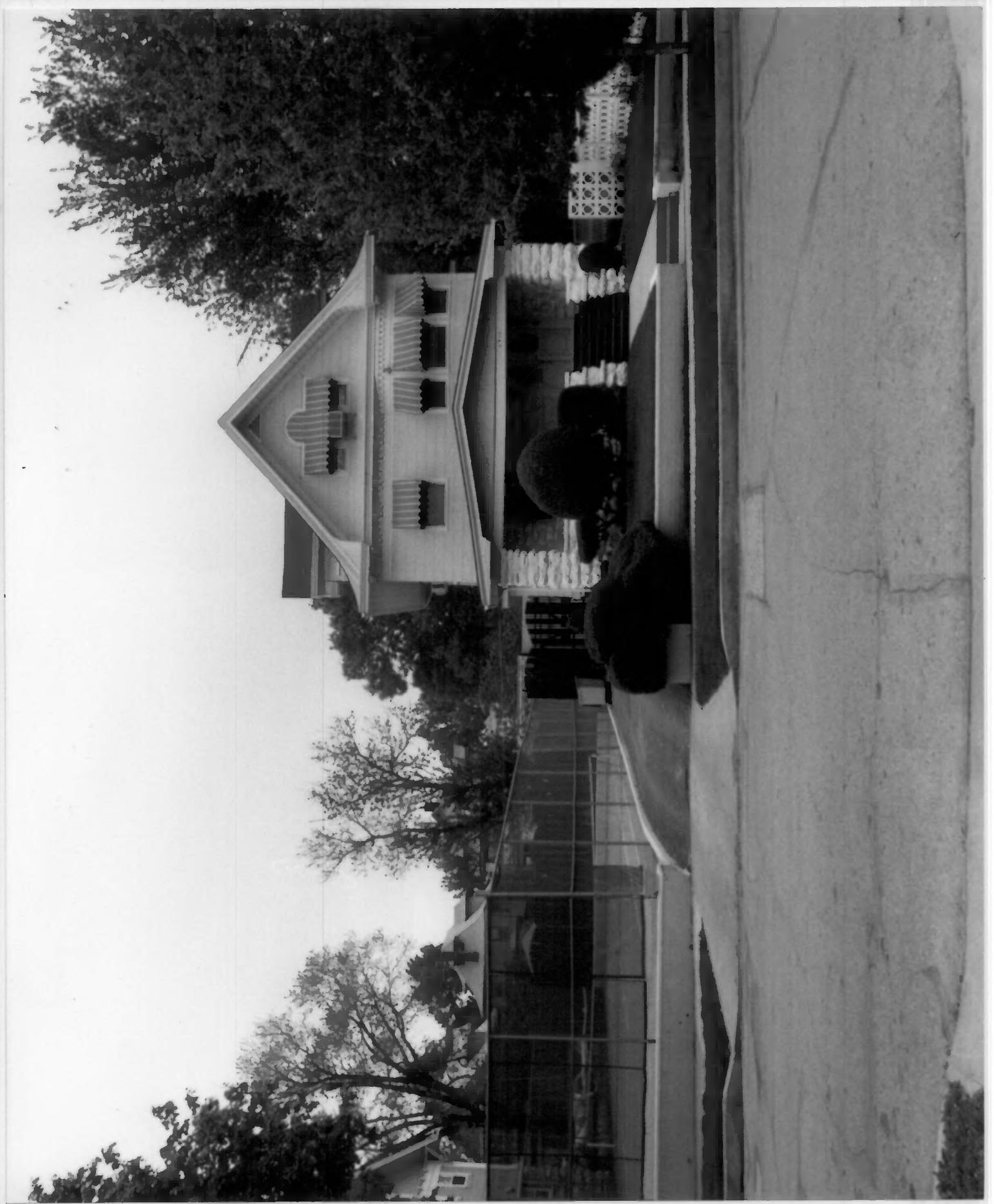
SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 2, Neg. 3

Site No. 429; 2915 E. Victor St.,  
from N looking S.

#53 of 60



SANTA FE PLACE HISTORIC DISTRICT  
Kansas City, Missouri

Photographer: Doug Baker  
April 1985

Neg. Loc.: Black Archives of Mid-Am.  
2033 Vine Street  
Kansas City, Mo.  
Roll No. 3, Neg. 7

Site No. 339; 2950 Lockridge,  
from S looking N.

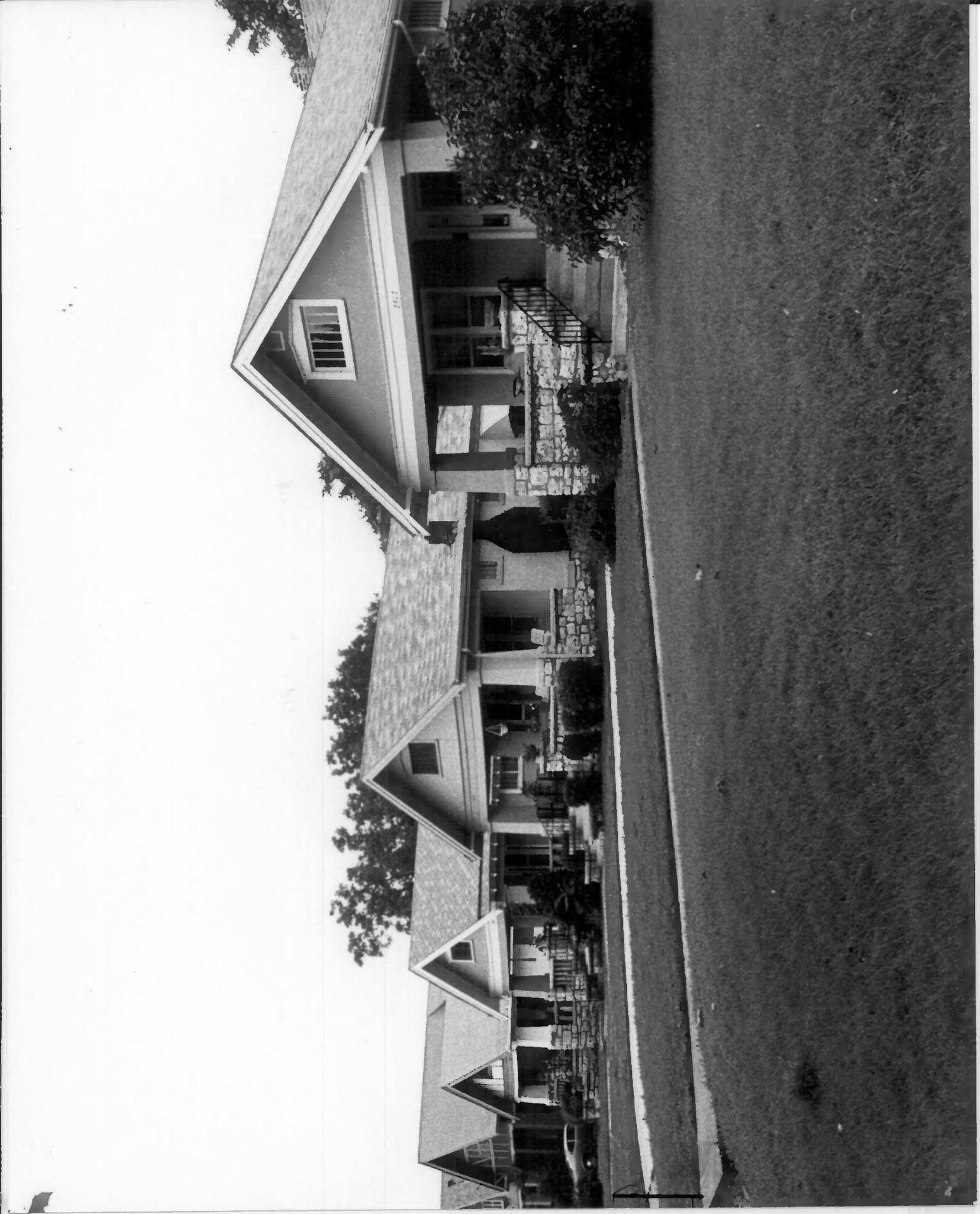
#54 of 60



SANTA FE PLACE HISTORIC DISTRICT #55 of 60  
Kansas City, Missouri

Photographer: Patirica Brown Glenn  
Date: October 12, 1981  
Neg. Loc.: Historic Kansas City  
Foundation  
20 W. 9th St.  
Kansas City, Mo.

Streetscape of E. 28th St., 2900 Block,  
sites 395 - 412; from NW looking SE.



2017

SANTA FE PLACE HISTORIC DISTRICT #56 of 60  
Kansas City, Missouri

Photographer: Patricia Brown Glenn  
Date: October 12, 1981  
Neg. Loc.: Historic Kansas City  
Foundation  
20 W. 9th St.  
Kansas City, Mo.

Site No. 488; 2910 E. 30th Street, from  
SW looking NE.



SANTA FE PLACE HISTORIC DISTRICT #57 of 60  
Kansas City, Missouri

Photographer: Patricia Brown Glenn  
Date: October 12, 1981  
Neg. Loc.: Historic Kansas City  
Foundation  
20 W. 9th St.  
Kansas City, Mo.

Streetscape of S. Benton Blvd.,  
2700 Block. Site Nos. 352-357, and No. 82,  
from SW looking NE.



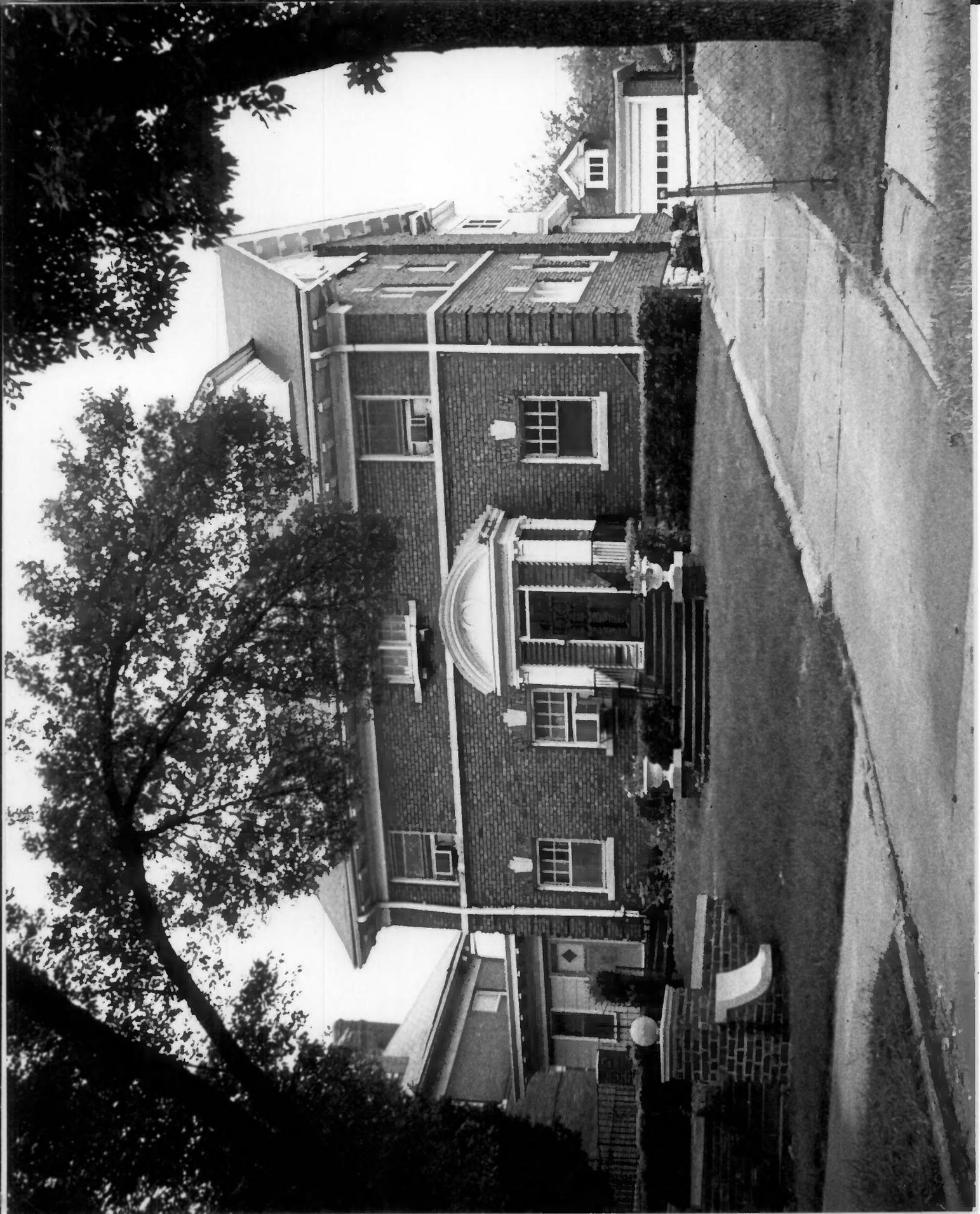
BRANTON SQUARE  
APARTMENTS  
1500 S. 15th St.  
PHA. PROJECT NO. USA-58828-15  
PHA-58828-15  
AN EQUAL OPPORTUNITY  
HOUSING

X

SANTA FE PLACE HISTORIC DISTRICT #58 of 60  
Kansas City, Missouri

Photographer: Patricia Brown Glenn  
Date: October 12, 1981  
Neg. Loc.: Historic Kansas City  
Foundation  
20 W. 9th St.  
Kansas City, Mo.

Site No. 216; 2900-04 S. Benton Blvd.,  
from E looking W.



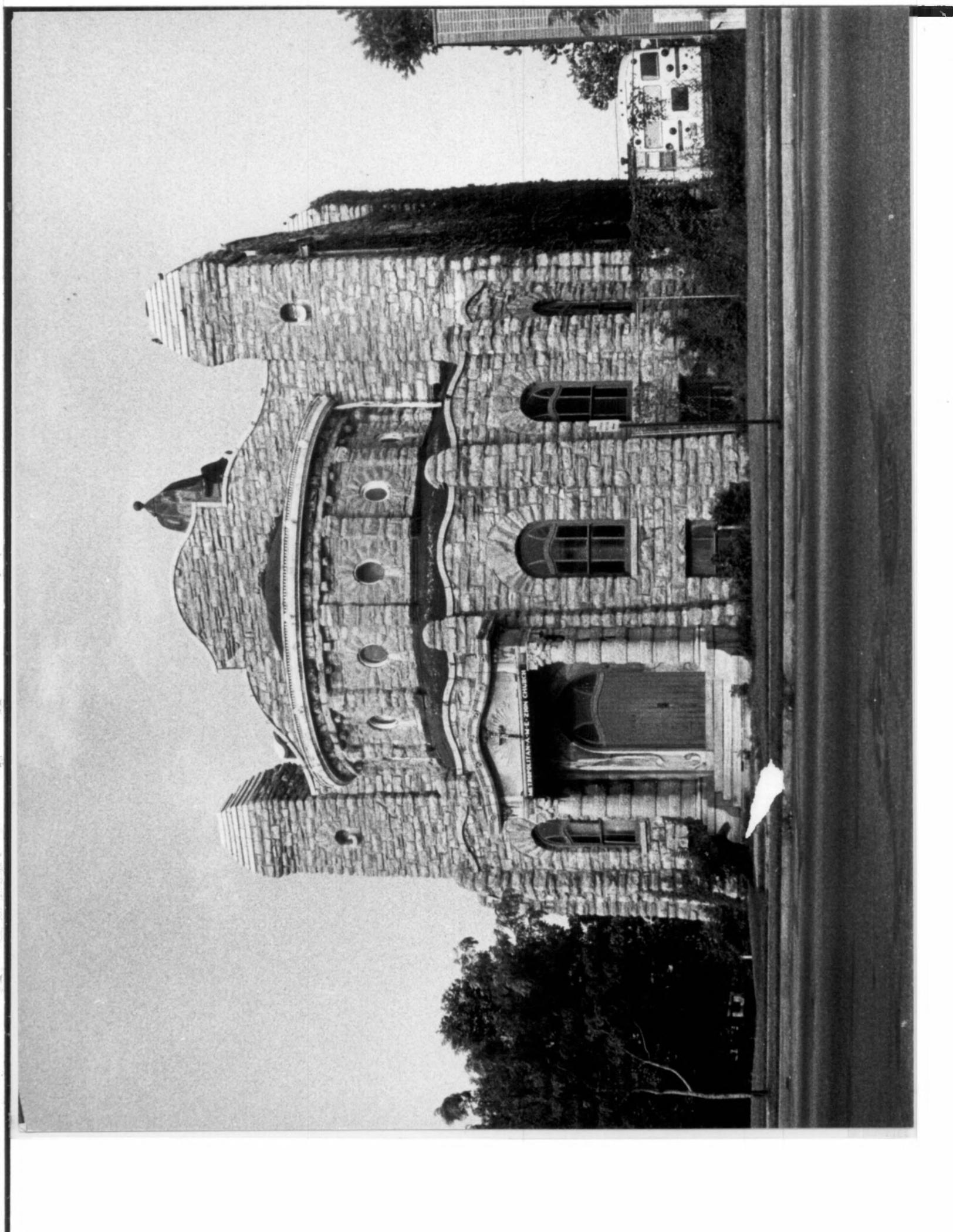
SANTA FE PLACE HISTORIC DISTRICT #59 of 60  
Kansas City, Missouri

Photographer: Patricia Brown Glenn

Date: October 12, 1981

Neg. Loc.: Historic Kansas City  
Foundation  
20 W. 9th St.  
Kansas City, Mo.

Site No. 120; 2844 S. Prospect Ave., from  
NE looking SW.



SANTA FE PLACE HISTORIC DISTRICT #60 Of 60  
Kansas City, Missouri

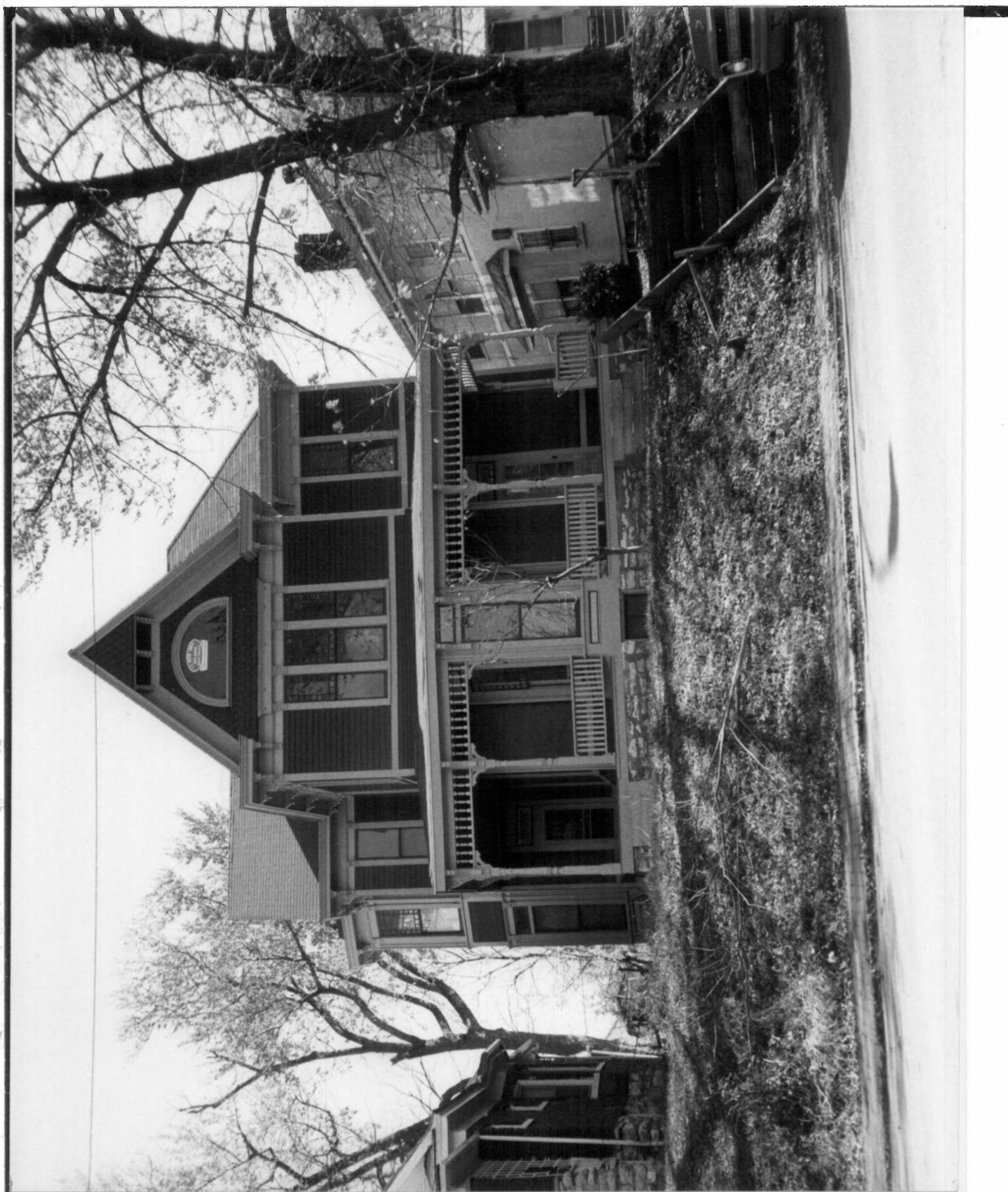
Photographer: Patricia Brown Glenn  
Date: October 12, 1981  
Neg. Loc.: Historic Kansas City  
Foundation  
20 W. 9th Street  
Kansas City, Missouri

Site No. 300; 2732 S. Benton Blvd., from  
NE looking SW.



Santa Fe Historic District  
(#42, 2725 Indiana)  
2725 Indiana  
Kansas City, Mo. Jackson County  
Photographer: Patricia Brown Glenn  
October 12, 1981  
Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.  
View from N  
Picture 1 of 23

2725 J.B. Glenn



Santa Fe Historic District  
(#168, 3222 Victor)

3222 Victor

Kansas City, Mo. Jackson County

Photographer: Patricia Brown Glenn

October 12, 1981

Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.

View from SW

Picture 2 of 23

3222 Victor



Santa Fe Historic District

(#178, 3221 Victor)

3221 Victor

Kansas City, Mo. Jackson County

Photographer: Patricia Brown Glenn

October 12, 1981

Neg. Loc: Historic Kansas City Foundation  
20 W. 9th ST.

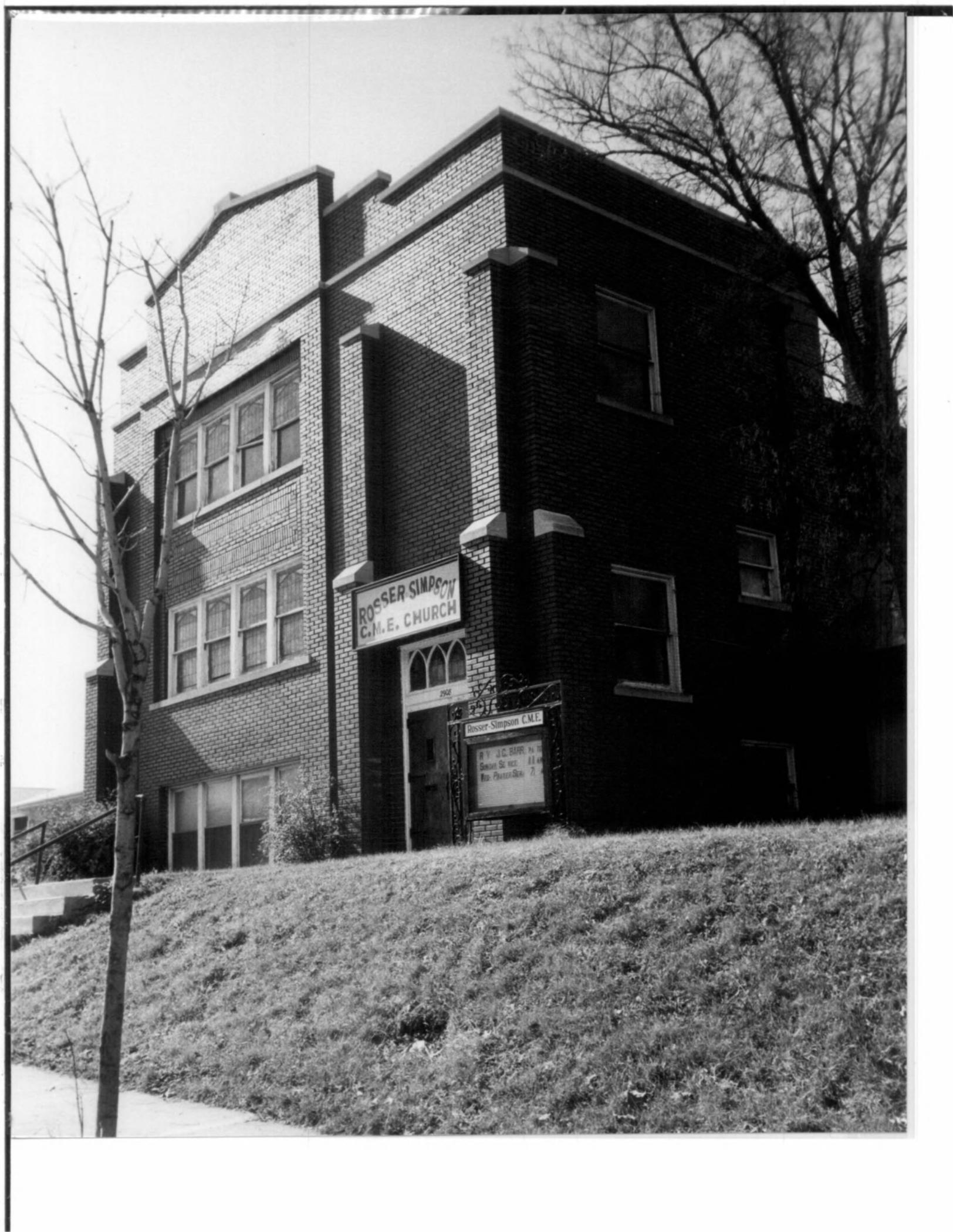
View from N

Picture 3 of 23



2908 Indiana

Santa Fe Historic District  
(#209, 2908 Indiana)  
2908 Indiana  
Kansas City, Mo. Jackson County  
Photographer: Patricia Brown Glenn  
October 12, 1981  
Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.  
View from NE  
Picture 4 of 23



ROSSER SIMPSON  
C.M.E. CHURCH

2902

Rosser-Simpson C.M.E.

Rev. J.C. BARR, Pastor  
General Sec. 114  
Rev. Phyllis B. 71

Santa Fe Historic District  
(#282, 3033 College)

3033 College

Kansas City, Mo. Jackson County

Photographer: Patricia Brown Glenn

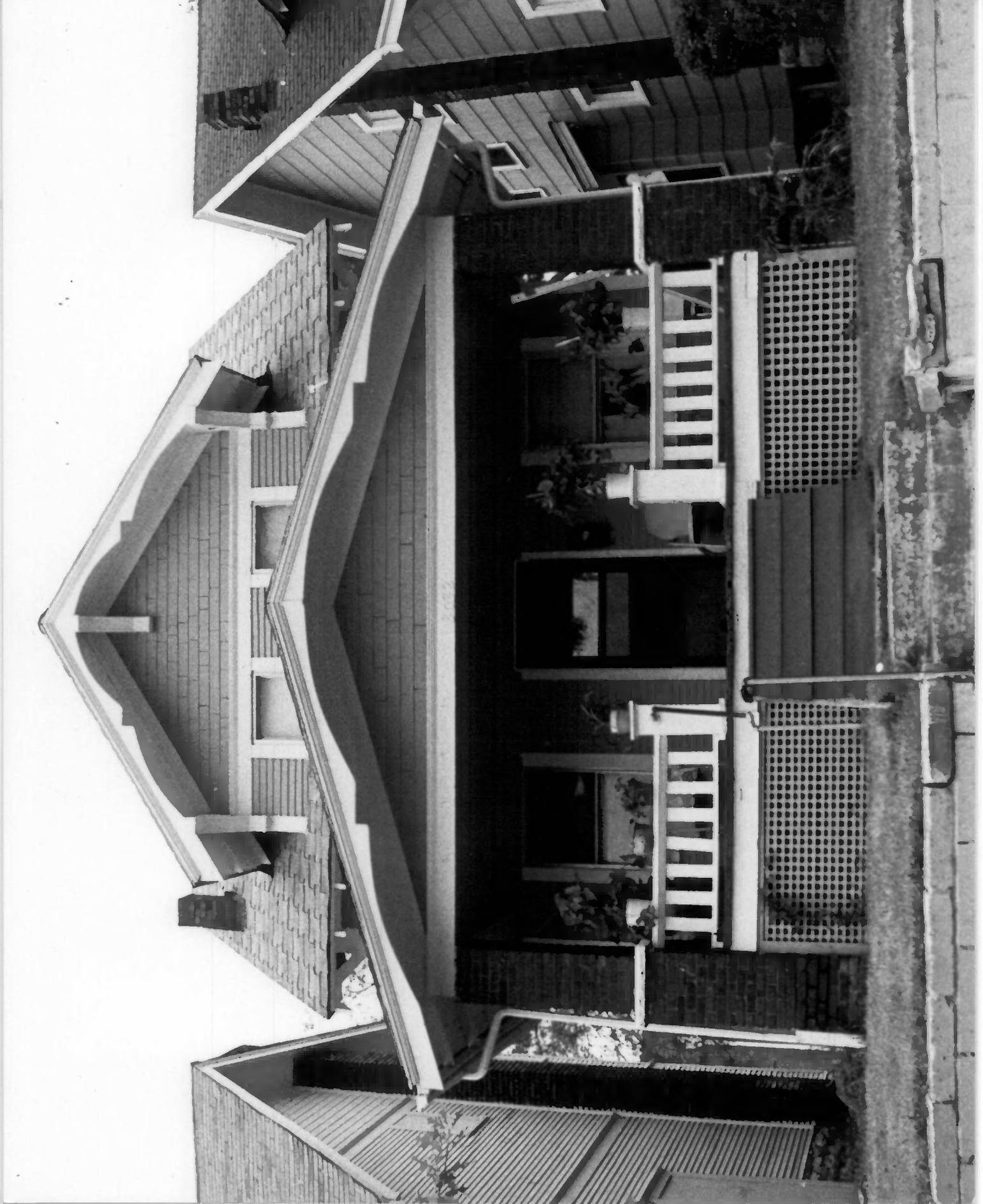
October 12, 1981

Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.

View from W

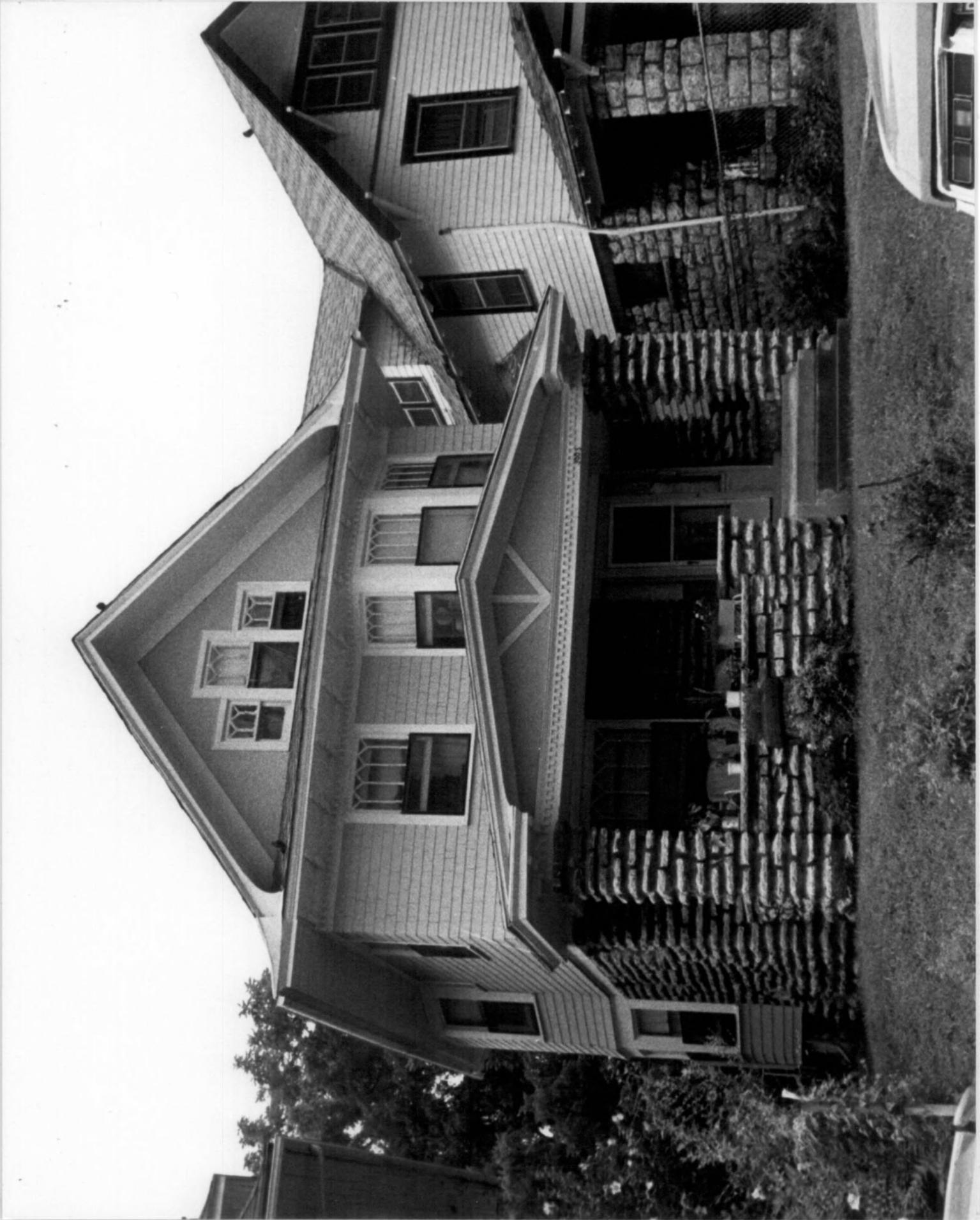
Picture 5 of 23

3033 College



Santa Fe Historic District  
(#366, 3003 E. 32nd St.)  
3003 E. 32nd St.  
Kansas City, Mo. Jackson County  
Photographer: Patricia Brown Glenn  
October 12, 1981  
Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.  
View from NE  
Picture 6 of 23

3003 E 32nd St



PHOTO

UNAVAILABLE

Santa Fe Historic District  
(#554, 2831 Benton Blvd.)  
2831 Benton Blvd.  
Kansas City, Mo. Jackson County  
Photographer: Patricia Brown Glenn  
October 12, 1981  
Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.  
View from W  
Picture 8 of 23

2831 Benton Blvd 1981



Santa Fe Historic District  
(#555-565, 2900 block of Victor)  
2900 Block of Victor  
Kansas City, Mo. Jackson County  
Photographer: Patricia Brown Glenn  
October 12, 1981  
Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.  
View from NW  
Picture 9 of 23

2900 West 9th

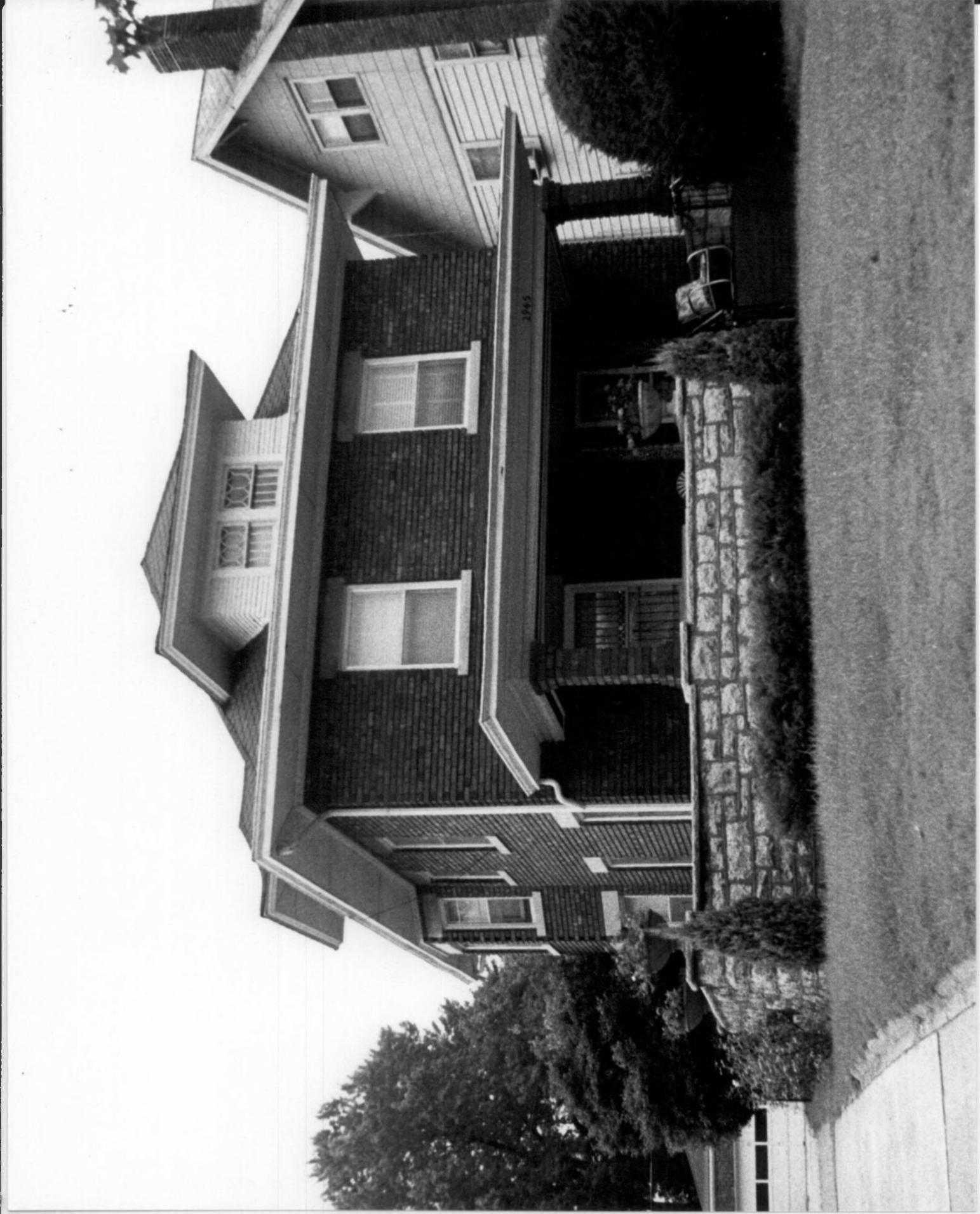


PHOTO

UNAVAILABLE

Santa Fe Historic District  
(#625, 2945 Lockridge)  
2945 Lockridge  
Kansas City, Mo. Jackson County  
Photographer: Patricia Brown Glenn  
October 12, 1981  
Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.  
View from NE  
Picture 11 of 23

2945 Lockridge



PHOTO

UNAVAILABLE

Santa Fe Historic District  
(#648, 2709-11 Benton Blvd.)  
2709-11 Benton Blvd.  
Kansas City, Mo. Jackson County  
Photographer: Patricia Brown Glenn  
October 12, 1981  
Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.

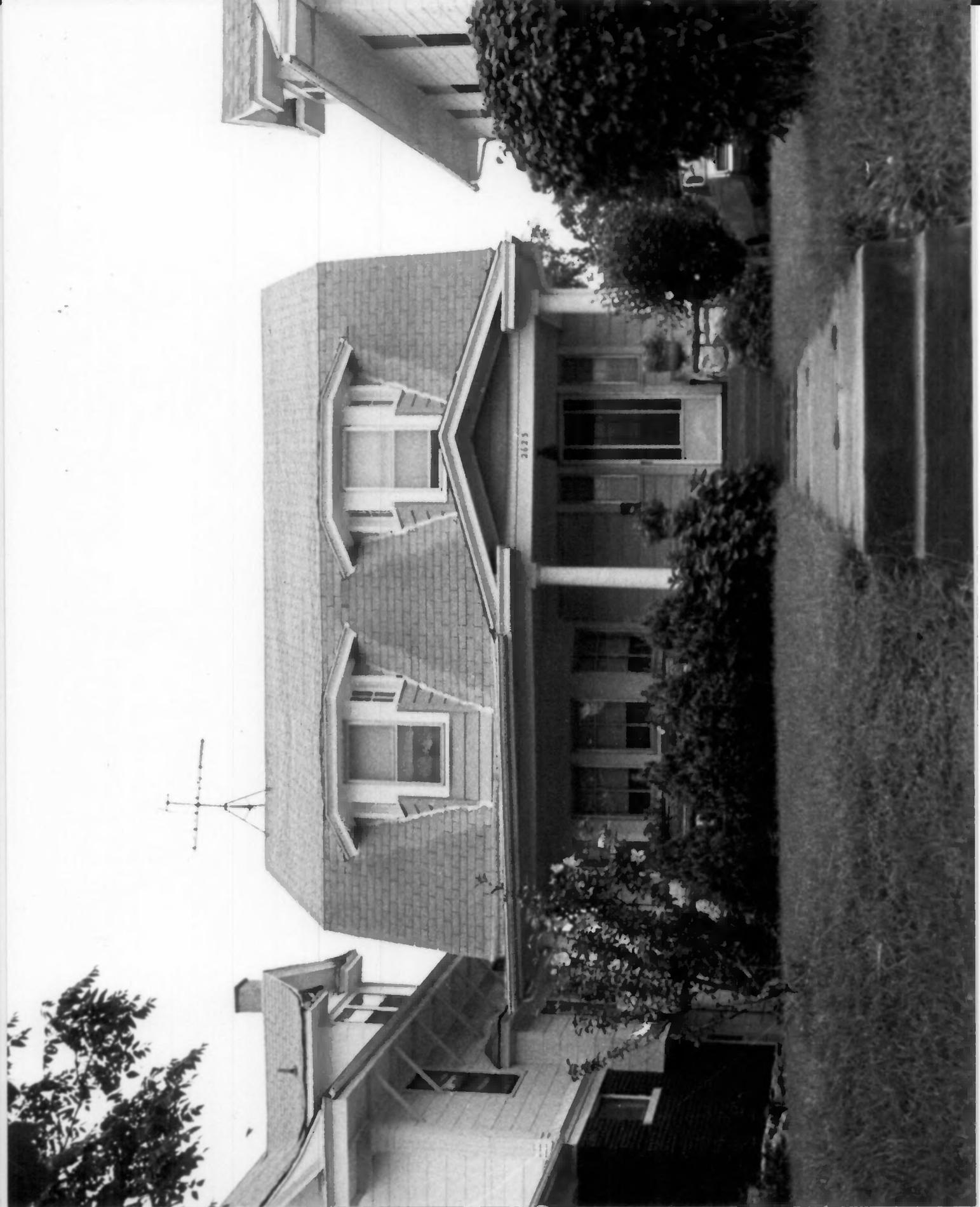
View from W  
Picture 13 of 23

2709-11 Benton Blvd

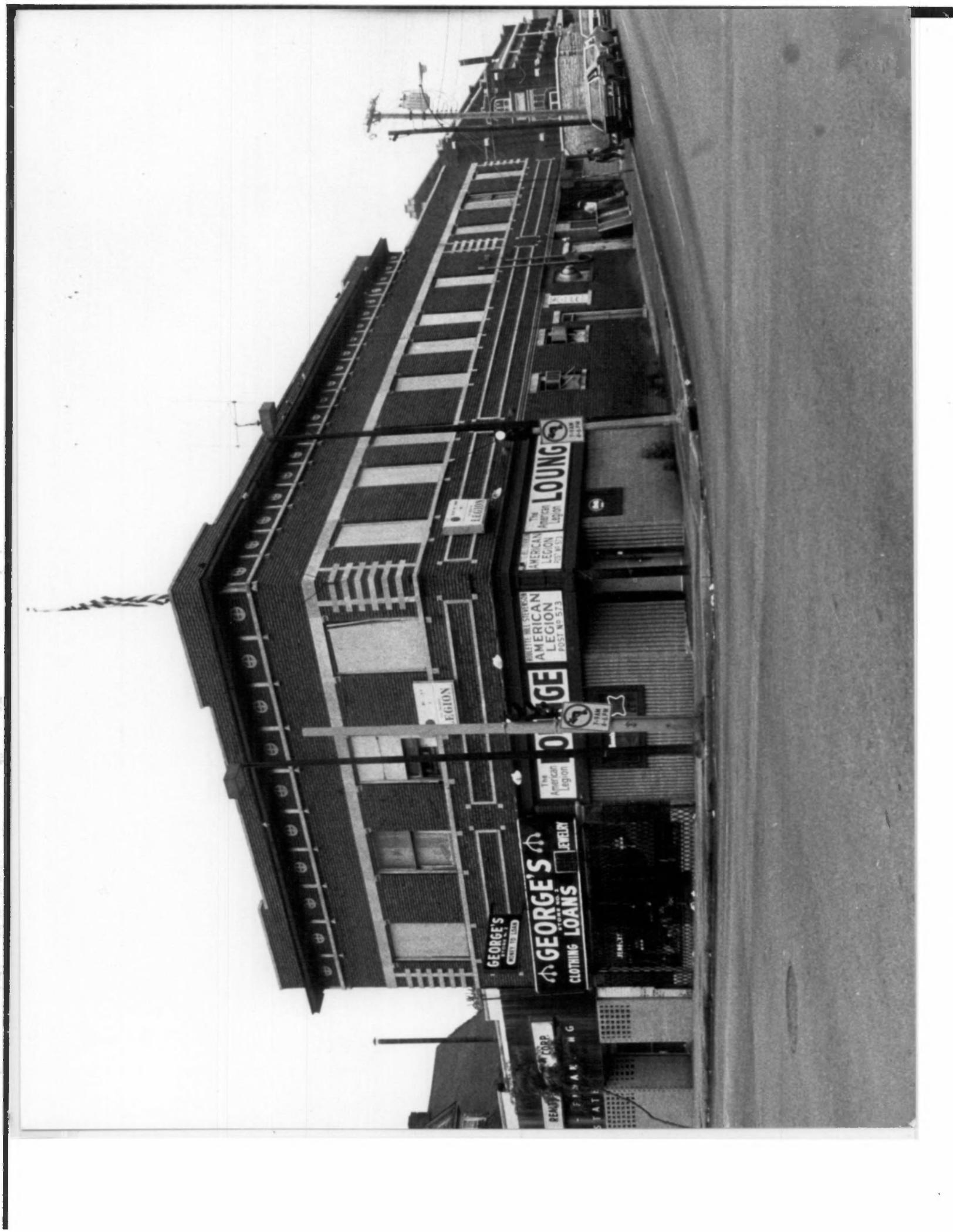


Santa Fe Historic District  
(#708, 2623 E. 27th St.)  
2623 E. 27th St.  
Kansas City, Mo. Jackson County  
Photographer: Patricia Brown Glenn  
October 12, 1981  
Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.  
View from N  
Picture 14 of 23

2623 E 27th St



Santa Fe Historic District  
(#733, 2700 Prospect)  
2700 Prospect  
Kansas City, Mo. Jackson County  
Photographer: Patricia Brown Glenn  
October 12, 1981  
Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.  
View from NE  
Picture 15 of 23



THE AMERICAN LEGION  
LOUNG

LITTLE BEL SOUTHERN  
THE AMERICAN LEGION  
POST NO. 5273

GEORGE'S

The American Legion

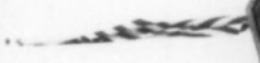
GEORGE'S  
CLOTHING LOANS  
JEWELRY

FISHING  
STATE

THE AMERICAN LEGION

THE AMERICAN LEGION

GEORGE'S  
CLOTHING LOANS



PHOTO

UNAVAILABLE

Santa Fe Historic District  
(#761, 2610 E. 28th )  
2610 E. 28th S  
Kansas City, Mo. Jackson County  
Photographer: Patricia Brown Glenn  
October 12, 1981  
Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.  
View from SW  
Picture 17 of 23

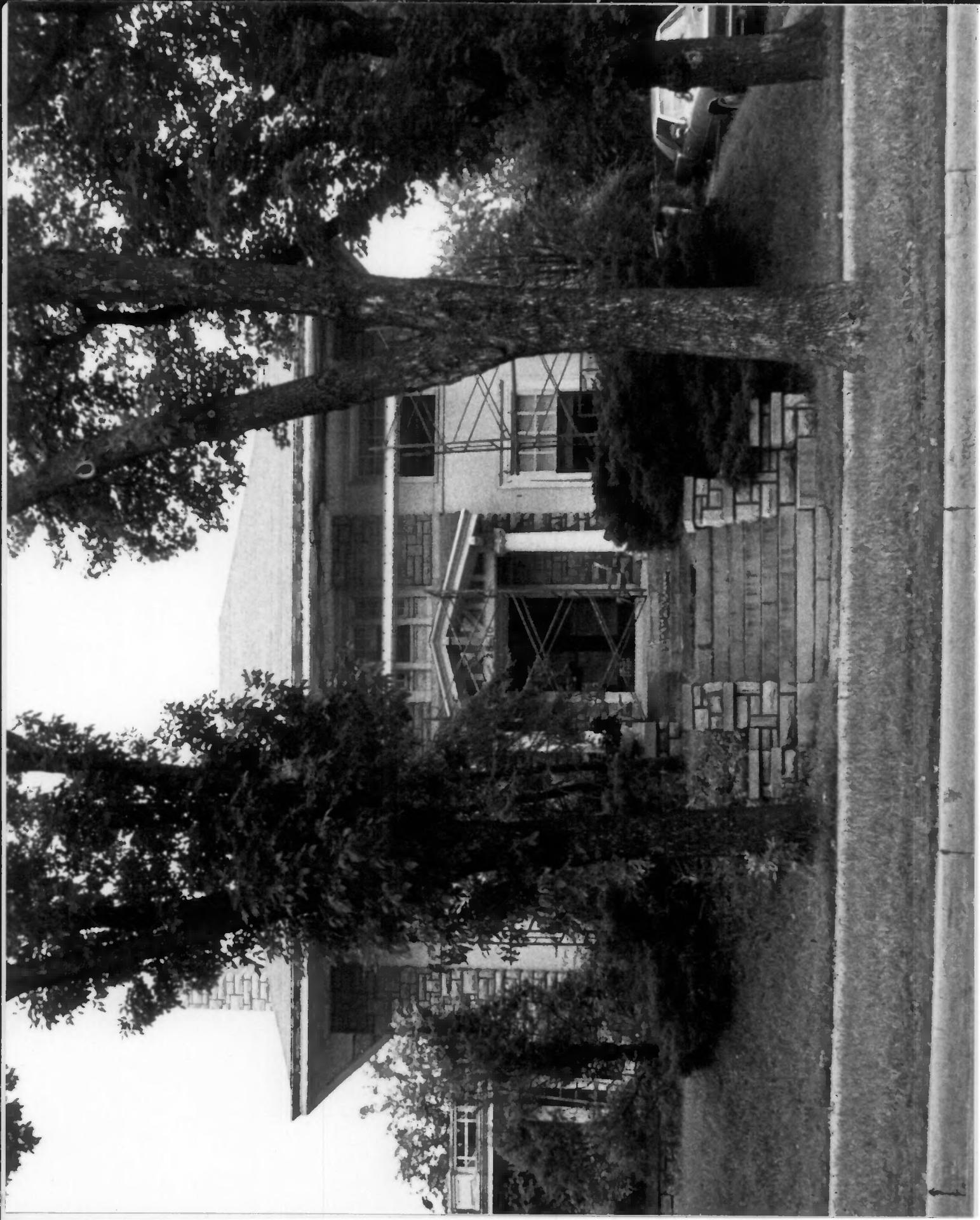


PHOTO

UNAVAILABLE

Santa Fe Historic District  
(#779, 2810 Benton Blvd.)  
2810 Benton Blvd  
Kansas City, Mo. Jackson County  
Photographer: Patricia Brown Glenn  
October 12, 1981  
Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.  
View from E  
Picture 19 of 23

2810 Benton Blvd

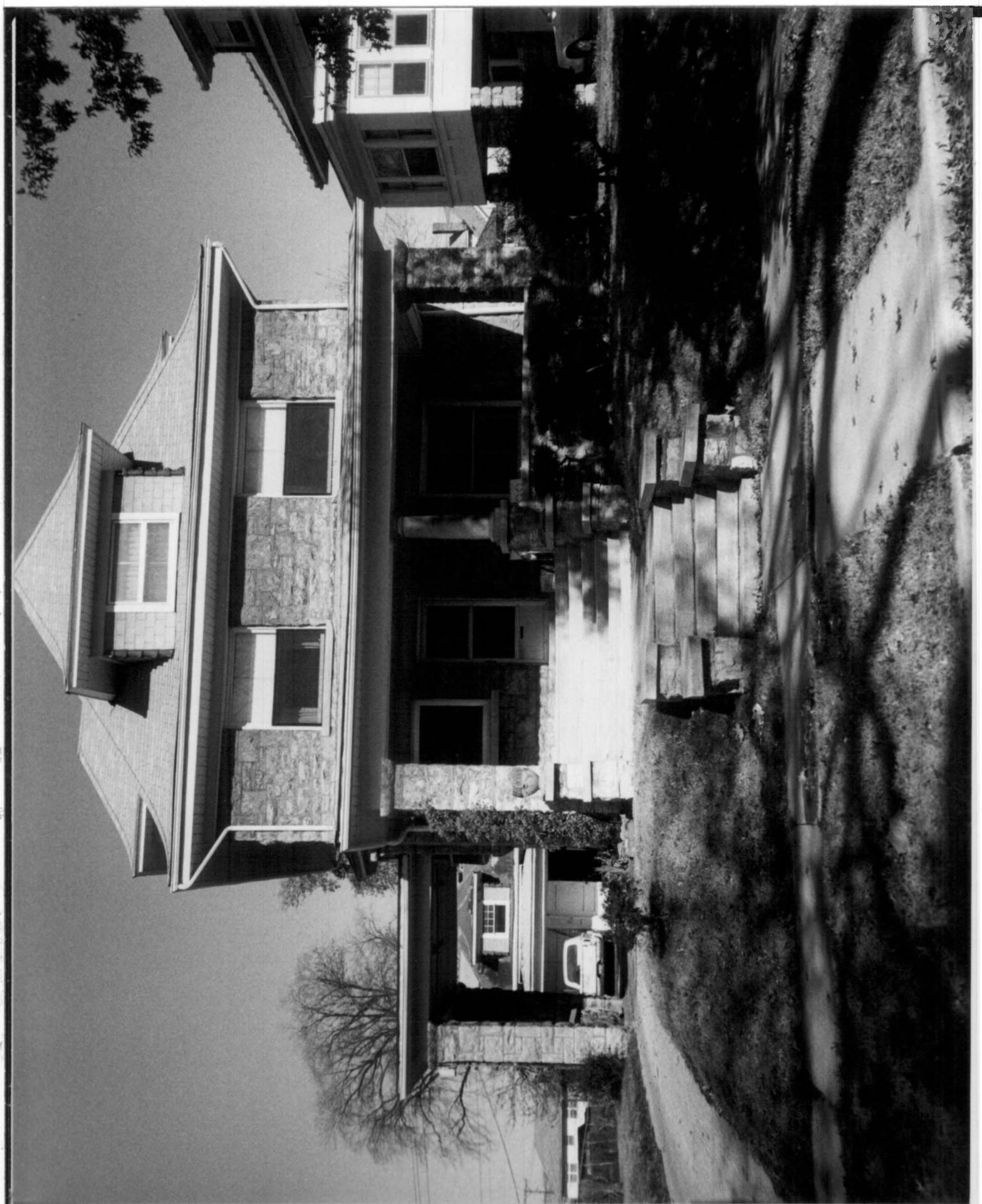


PHOTO

UNAVAILABLE

Santa Fe Historic District  
(#817, 2610 E. 29th St.)  
2610 E. 29th St.  
Kansas City, Mo. Jackson County  
Photographer: Patricia Brown Glenn  
October 12, 1981  
Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.  
View from S.  
Picture 20 of 23

2614 3 29 81



2941 Prospect Ave.

Santa Fe Historic District  
(#850, 2941 Prospect)  
2941 Prospect  
Kansas City, Mo. Jackson County  
Photographer: Patricia Brown Glenn  
October 12, 1981  
Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.  
View from NW  
Picture 22 of 23



Santa Fe Historic District

(#946, 3239 Victor)

3239 Victor

Kansas City, Mo. Jackson County

Photographer: Patricia Brown Glenn

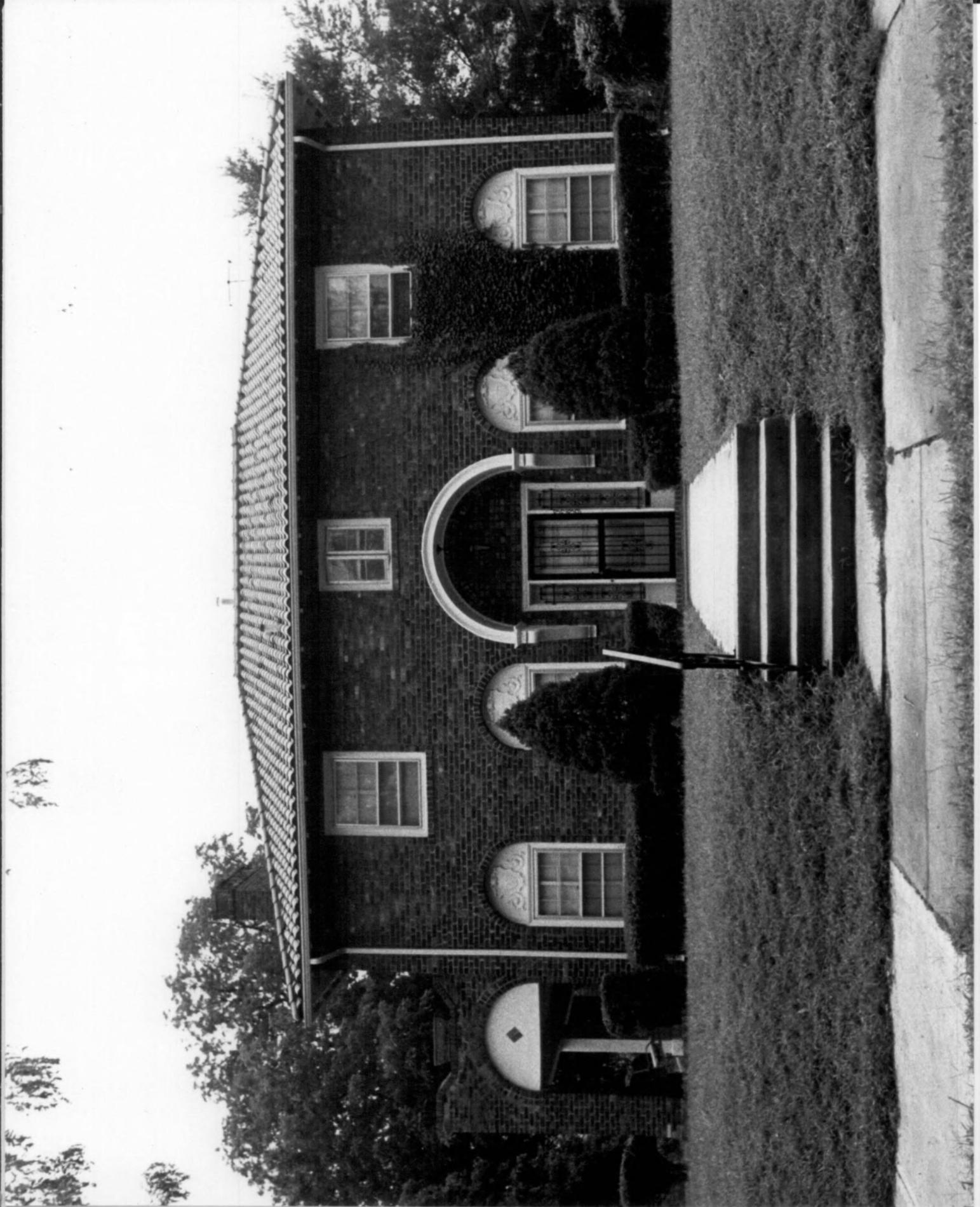
October 12, 1981

Neg. Loc: Historic Kansas City Foundation  
20 W. 9th St.

View from N

Picture 23 of 23

3239 Victor



EXTRA  
PHOTOS



Santa Fe Place Historic District  
Kansas City, Jackson

S





Santa Fe Place Historic District  
Kansas City, Jackson Co

5

Leivens Apartments

2606-08 East 30th St.









~~San~~ Santa Fe Place Historic District #3

5

Kansas City, Jackson Co

Geivens Apartments

2614-16 East 30th St











Santa Fe Place Historic District #4  
Kansas City, Jackson Co

S

McCanles Apartments

2615-17 East 29th St











Santa Fe Place Historic District #5  
Kansas City, Jackson Co  
Givens Apartments

5

2618-20 East 30th St











Santa Fe Place Historic District  
Kansas City, Jackson Co  
Rose Apartments  
2619-21 East 30th St

#6

S







Santa Fe Place Historic District #7  
Kansas City, Jackson Co

5

Rose Apartments  
2623-25 East Both St.







