

United States Department of the Interior
National Park Service
National Register of Historic Places Registration Form

1. Name of Property

Historic Name: Butterfield Overland Mail Route Corridor
Other name/site number: Butterfield Overland Mail; Overland Mail; California Overland Mail; Upper Road; Upper Emigrant Road; Upper El Paso Road; Highway 62/180
Name of related multiple property listing: NA

2. Location

Street & number: Guadalupe Mountains National Park, 400 Pine Canyon Road
City or town: Salt Flat State: Texas County: Culberson and Hudspeth
Not for publication: [ ] Vicinity: [x]

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [x] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [x] meets [ ] does not meet the National Register criteria.

I recommend that this property be considered significant at the following levels of significance:
[x] national [ ] statewide [ ] local

Applicable National Register Criteria: [x] A [ ] B [ ] C [x] D

Signature of certifying official / Title

Date

State or Federal agency / bureau or Tribal Government

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

Signature of commenting or other official

Date

Texas Historical Commission

State or Federal agency / bureau or Tribal Government

4. National Park Service Certification

I hereby certify that the property is:

- [ ] entered in the National Register
[ ] determined eligible for the National Register
[ ] determined not eligible for the National Register.
[ ] removed from the National Register
[ ] other, explain: \_\_\_\_\_

Signature of the Keeper

Date of Action

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

**5. Classification**

**Ownership of Property**

<input checked="" type="checkbox"/>	Private
<input type="checkbox"/>	Public - Local
<input type="checkbox"/>	Public - State
<input checked="" type="checkbox"/>	Public - Federal

**Category of Property**

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

**Number of Resources within Property**

Contributing	Noncontributing	
0	1	buildings
49	5	sites
14	13	structures
15	0	objects
78	19	total

Number of contributing resources previously listed in the National Register: 1 (Pinery Station, 74000281)

**6. Function or Use**

**Historic Functions:** Transportation/Road-related (vehicular), pedestrian-related

**Current Functions:** Recreation and Culture/outdoor recreation

**7. Description**

**Architectural Classification:** NA

**Principal Exterior Materials:** limestone, sandstone, mortar, soil, asphalt, concrete

**Narrative Description** (see continuation sheets 7-10 through 7-35)

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

## 8. Statement of Significance

### Applicable National Register Criteria

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

**Criteria Considerations:** NA

**Areas of Significance:** Exploration and Settlement; Transportation

**Period of Significance:** 1849-1958

**Significant Dates:** 1849, 1850, 1855, 1858, 1859

**Significant Person** (only if criterion b is marked): NA

**Cultural Affiliation:** European American, African American, American Indian

**Architect/Builder:** NA

**Narrative Statement of Significance** (see continuation sheets 8-36 through 8-53)

## 9. Major Bibliographic References

**Bibliography** (see continuation sheets 9-49 through 9-52)

### Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register (*Pinery Station*, 74000281)
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

### Primary location of additional data:

- State historic preservation office (*Texas Historical Commission*, Austin)
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository:

**Historic Resources Survey Number** (if assigned): NA

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## 10. Geographical Data

**Acreage of Property:** 2401.3

**Coordinates:** UTM References (see continuation sheets 53-55)

**Verbal Boundary Description:** (see continuation sheets 53-55)

**Boundary Justification:** (see continuation sheets 53-55)

## 11. Form Prepared By

**NAME/TITLE:** Julie McGilvray / Landscape Historian

**ORGANIZATION:** NPS - MWRO

**CITY OR TOWN:** Omaha

**STATE:** NE

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**DATE:** February 2013

**NAME/TITLE:** Jim Steely/ Senior Historian

**ORGANIZATION:** SWCA Environmental Consultants - Denver Office

**CITY OR TOWN:** Denver

**STATE:** CO

**E-MAIL:** jsteely@swca.com

**TELEPHONE:** 303-487-1183

**DATE:** February 2013

**NAME/TITLE:** Ramona Caplan/Historian

**CITY OR TOWN:** Albuquerque

**STATE:** NM

**E-MAIL:** womanwhotracks@msn.com

**TELEPHONE:** 505-332-9873

**DATE:** February 2013

## Additional Documentation

**Maps** (see pages 61-69)

**Additional items** (see pages 70-81)

**Photographs** (see pages 5-9)

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

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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## Photographs

Butterfield Overland Mail Route Corridor  
Guadalupe Mountains National Park  
Salt Flat vicinity  
Culberson and Hudspeth counties, Texas (all photos taken in Culberson County except Photo 21)  
Photographed by Julie McGilvray  
Photo files at the Texas Historical Commission  
Photo location maps are on pages 79-81

### Photograph 1

#### **Pinery Station Ruins (1C) (NRIS 74000281; 41CU193)**

Historic District Segment 1 – Pine Springs  
Photo ID: GUMO\_Butterfield\_20121009\_003  
Date Photographed: October 9, 2012  
UTM: Zone 13, 517279 E 3528701 N  
View facing NE: Ruins along NPS trail. NPS interpretive signage in foreground.

### Photograph 2

#### **Pinery Station Ruins (1C) (NRIS 74000281; 41CU193)**

Historic District Segment 1 – Pine Springs  
Photo ID: GUMO\_Butterfield\_20121009\_004  
Date Photographed: October 9, 2012  
UTM: Zone 13, 517279 E 3528716 N  
View facing SE: Pinery Station ruins in the foreground and US Military outbuilding in the background.

### Photograph 3

#### **Pinery Station Texas Centennial Marker, 1936.**

Historic District Segment 1 – Pine Springs  
Photo ID: GUMO\_Butterfield\_20121009\_001  
Date Photographed: October 9, 2012  
UTM: Zone 13, 517274 E 3528631N  
View N: Texas Centennial Historical Marker placed on the site to commemorate the Pinery Station in 1936.

### Photograph 4

#### **Overland Mail Historical Marker 1858-1958**

Historic District Segment 1 – Pine Springs  
Photo ID: GUMO\_Butterfield\_20121009\_002  
Date Photographed: October 9, 2012  
UTM: Zone 13, 517268 E 3528631N  
View N: Historical marker commemorating the overland mail carriers and the first airmail pilots who used the same route by air.

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**Photograph 5**

**Polanco Park (Signal Peak Roadside Park) Ramada 2 Ruins (2A)**

Historic District Segment 2 – Guadalupe Pass and Guadalupe Canyon

Photo ID: GUMO\_Butterfield\_20120111\_010

Photographer: J. McGilvray

Date Photographed: January 11, 2012

UTM: Zone 13, 515969 E 3525282 N

View facing S: Ramada 2 ruins at Polanco Park (Signal Peak Roadside Park). Constructed ca. 1937.

**Photograph 6**

**Polanco Park (Signal Peak Roadside Park) Ramada 1 Ruins (2A)**

Historic District Segment 2 – Guadalupe Pass and Guadalupe Canyon

Photo ID: GUMO\_Butterfield\_20120111\_009

Date Photographed: January 11, 2012

UTM: Zone 13, 515968 E 3525284 N

View facing NW: Ramada 1 ruins at Polanco Park (Signal Peak Roadside Park). Constructed ca. 1937. El Capitan Peak and Guadalupe Peak in background.

**Photograph 7**

**Overview of Road Segment 6 (2Z) with stone retaining wall (2Q) and Road Segment 1 (2U) with culvert headwall (2C).**

Historic District Segment 2 – Guadalupe Pass and Guadalupe Canyon

Photo ID: GUMO\_Butterfield\_20120111\_016

Date Photographed: January 11, 2012

UTM: Zone 13, 515897 E 3525401 N

View facing NW: Overview of Overland Mail Route-Era road segment (2Z) and stone retaining wall (2Q) below paved road segment with culvert headwall (2C). El Capitan and Guadalupe Peaks in the background.

**Photograph 8**

**Overview of Road Segment 6 (2Z) with stone retaining wall and fill (2Q).**

Historic District Segment 2 – Guadalupe Pass and Guadalupe Canyon

Photo ID: GUMO\_Butterfield\_20120111\_017

Date Photographed: January 11, 2012

UTM: Zone 13, 515857 E 3525434 N

View facing E: Overview of roadbed – facing towards Guadalupe Pass.

**Photograph 9**

**Detailed view of Road Segment 10 (2C) and its stone retaining wall and fill (2R)**

Historic District Segment 2 – Guadalupe Pass and Guadalupe Canyon

Photo ID: GUMO\_Butterfield\_20120112\_031

Date Photographed: January 12, 2012

UTM: Zone 13, 515517 E 3525583 N

View facing N: Detailed view of Road Segment 10 (2C) and its stone retaining wall and fill (2R). The alignment is part of a series of road segments creating a large switchback system on the slope below Guadalupe Pass.

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

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**Photograph 10**

**Stone retaining wall and fill along Road Segment 12 (2EE)**

Historic District Segment 2 – Guadalupe Pass and Guadalupe Canyon

Photo ID: GUMO\_Butterfield\_20120112\_035

Date Photographed: January 12, 2012

UTM: Zone 13, 515512 E 3525619 N

View facing SSE

**Photograph 11**

**“FM” Graffiti (2L) found along Road Segment 10 (2CC).**

Historic District Segment 2 – Guadalupe Pass and Guadalupe Canyon

Photo ID: GUMO\_Butterfield\_20120112\_014

Date Photographed: January 12, 2012

UTM: Zone 13, 515528 E 3525555 N

View facing NE

**Photograph 12**

**Overview of Eastern Slope located below Guadalupe Pass showing Road Segments 10 (2CC) and 13 (2FF) with stone retaining walls and fill.**

Historic District Segment 2 – Guadalupe Pass and Guadalupe Canyon

Photo ID: GUMO\_Butterfield\_20120112\_019

Date Photographed: January 12, 2012

UTM: Zone 13, 515500 E 3525552 N

View facing NNE

**Photograph 13**

**Stone Guard Fence (2K) on Road Segment 2 (2V). Overview of Valley, current US Highway 62/180 fill and alignment in background.**

Guadalupe Mountains National Park

Historic District Segment 2 – Guadalupe Pass and Guadalupe Canyon

Photo ID: GUMO\_Butterfield\_20120113\_040

Date Photographed: January 13, 2012

UTM: Zone 13, 515431 E 3525531 N

View facing ESE: Polanco Park (2A) is in the background (upper left on hill, near Guadalupe Pass, just above new highway corridor on left).

**Photograph 14**

**1937 Metal Culvert and Stone Headwall (TYP.) along Road Segment 1 (2A).**

Historic District Segment 2 – Guadalupe Pass and Guadalupe Canyon

Photo ID: GUMO\_Butterfield\_20121006\_008

Date Photographed: October 6, 2012

UTM: Zone 13, 515950 E 3525337 N

View facing ENE: 30” culvert and headwall in image.

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**Photograph 15**

**1937 US Highway 62 (Road Segment 1/2U) with Masonry Guard Posts (2J)**

Historic District Segment 2 – Guadalupe Pass and Guadalupe Canyon

Photo ID: GUMO\_Butterfield\_20120113\_011

Date Photographed: January 13, 2012

UTM: Zone 13, 515562 E 3525619 N

View facing ENE : El Capitan and Guadalupe Peak in background.

**Photograph 16**

**Overview of Road Segment 27 (3C) – Williams Ranch Road.**

Historic District Segment 3 – Patterson Hills and Salt Dunes

Photo ID: GUMO\_Butterfield\_20120114\_013

Date Photographed: January 14, 2012

UTM: Zone 13, 513384 E 3520093 N

View facing NNW: El Capitan Peak and Guadalupe Mountains in background.

**Photograph 17**

**Overview of Road Segment 24 (3A)**

Historic District Segment 3 – Patterson Hills and Salt Dunes

Photo ID: GUMO\_Butterfield\_20120110\_021

Date Photographed: January 10, 2012

UTM: Zone 13, 513812 E 3521130 N

View facing WNW

**Photograph 18**

**Overview of Road Segment 43 (3O).**

Historic District Segment 3 – Patterson Hills and Salt Dunes

Photo ID: GUMO\_Butterfield\_20120110\_001

Date Photographed: January 10, 2012

UTM: Zone 13, 511627 E 3522972 N

View facing ESE: Road Trace runs into middle-ground and background of photo, evident through changes in vegetation.

**Photograph 19**

**Overview of Road Segment 28 (3D)**

Historic District Segment 3 – Patterson Hills and Salt Dunes

Photo ID: GUMO\_Butterfield\_20120315\_057

Date Photographed: March 15, 2012

UTM: Zone 13, 510665 E 3524295 N

View facing NNW: Road bed is a rocky swale evident in the landscape by trace and vegetation change.

**Photograph 20**

**Overview of Road Segment 32 (3F)**

Historic District Segment 3 – Patterson Hills and Salt Dunes

Photo ID: GUMO\_Butterfield\_20120315\_045

Date Photographed: March 15, 2012

UTM: Zone 13, 510356 E 3525007 N

View facing SSE: Road bed is a rocky swale evident in the landscape by trace and vegetation change.



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**Photograph 21**

**Overview of Road Segment 42 (3N) near dunes.**

Historic District Segment 3 – Patterson Hills and Salt Dunes

Hudspeth County, TX

Photo ID: GUMO\_Butterfield\_20120316\_020

Date Photographed: March 16, 2012

UTM: Zone 13, 501259 E 3532485 N

View facing ESE: Eroded two-track in swale.

**Photograph 22**

**Overview of Road Trace 1/2U - 1937 alignment of Highway 62 showing superelevation and pavement.**

Facing north

Historic District Segment 2

Photo ID GUMO\_Butterfield\_20120113\_015

Photographer: J. McGilvray

Date: January 13, 2012

UTM: E 515357 N 3525639

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## Narrative Description

The Butterfield Overland Mail Route Corridor (Corridor Historic District; Corridor) is a discontinuous historic district consisting of three separate sections containing trail and road segments, trail traces, and associated historic and natural features and sites located within and near the boundaries of Guadalupe Mountains National Park (Park) in Texas. While the district is named after the most famous period of use for the corridor, the trails, roads, and associated sites were used with varying frequency between 1849 and 1958 to traverse Guadalupe Pass, navigate through the rugged terrain of the southern Guadalupe Mountains, and were part of a larger transportation corridor that developed over the nineteenth and twentieth centuries, reflecting a pattern of historic national and regional events in transportation technology and need. The Corridor Historic District contributing properties are organized around key time periods of usage and associated contexts within each district section. Throughout these multivalent events, the Corridor acted as a main southerly route for commerce, trade, transportation, and defense. Further, the road segments provided access and movement for not only goods and services, but also of ideas and culture, which represented large-scale shifts in norms and practices over the nineteenth and early-to mid-twentieth century American West. This dissemination of both tangible and intangible lines of American culture was vital to national goals of American expansionism throughout the period of significance of 1849-1958.

The Corridor Historic District is divided into three sections, comprising 2,401.3 acres (9,717,709 square meters) located in the southeastern and southwestern regions of the Park. The three sections create a discontinuous district based primarily around the restrictions of NPS property boundaries. Thus, the district remains within the boundaries of the Park, except for a small portion of Section 2, which extends beyond federal property to the Texas Department of Transportation Highway 62/180 Right-of-Way, currently owned by the Texas Pacific Land Trust. Despite boundary limitations, the historic road corridor encompasses a relatively large area just north of the current US Highway 62/180 corridor in the Pine Springs area (Section 1). The historic roadbed then extends south to Guadalupe Pass, briefly entering Park boundaries below the Pass (Section 2), then out of park boundaries again in Guadalupe Canyon just south of the current US Highway 62/180 alignment. While outside of NPS boundaries, the road corridor through Guadalupe Canyon was included in survey efforts in 2012. This area contains numerous road alignments dating to the period of significance, historic-age graffiti, and the 1855 headstone-marked grave of José María Polanco. Further research is recommended for this portion of the corridor since it is not included in this National Register Nomination. After passing through Guadalupe Canyon, the road corridor turns abruptly northwest. Section 3 encompasses a portion of this road within Park boundaries.

While each section contains contributing road alignments and associated sites, the natural features and current conservation of the Guadalupe Mountains viewshed and surrounding landscape provides comprehensive environmental integrity to the district. Due to the high level of intact environmental integrity within the Park, integrity of setting, feeling, and association remain intact. This is most evident in Section 3, located on the western side of the park, where long stretches of road can be found winding through the rugged landscape. The Corridor Historic District also retains integrity of location and design as layers of road building over a 100-plus year period are still evident throughout the district landscape. While integrity of workmanship and materials has diminished over time due to erosion and new construction, substantial evidence of material use, construction, and workmanship still remain for each road iteration and related sites. Thus, the Corridor Historic District retains all aspects of integrity.

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Guadalupe Mountains National Park is located at the southern edge of the Guadalupe Mountains range of west Texas and southeastern New Mexico, within the Trans-Pecos ecoregion. The area is arid and rugged, consisting of basins and mountain ranges. It is also part of the Chihuahuan Desert, the largest in North America. The Guadalupe range consists of Permian sandstone and fossiliferous limestone strata, the result of shallow and deep-water deposits from an ancient sea. It contains the jagged remains of a calcareous Permian reef formed approximately

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250 million years ago. Now known as the Capitan Reef, it is considered one of the best-preserved fossil reefs in the world (NPS 2012a). Thus, the visually stunning peaks and foothills are the result of uplifted calcareous reefs, fault lines, and every-changing erosional patterns. Travelers and visitors to the park and surrounding landscape are met with the towering El Capitan (8,085 feet; 2,464 meters) and Guadalupe (8,751 feet; 2,667 meters) peaks, hosting alpine forests at their upper altitudes. The range is skirted to the south by a desert floor composed of an unforgiving terrain of sandstone, limestone, and gypsum flats.

The road segments and related sites were surveyed during three one-week field sessions in 2012. Traces were recorded with a Trimble sub-meter GPS unit. While many of the segments can be interpolated into single road alignments, each segment is recorded for this nomination as encountered in the field to maintain a general record of extant traces and their condition, thus also recording sections where the corridor appears to be no longer extant. Paved sections of the road are designated as structures, while earthen traces, swales, and two-tracks are designated as sites. The total width of the corridor often extends greatly beyond the road alignments. In Section 3, corridor width extends between approximately 100 -170 meters on average to account for viewsheds, changes in topography, and for the possibility of undiscovered road alignments in the landscape.

Road segments vary greatly in condition, both within a single alignment and in comparison to other alignments. Despite a range of conditions, several general road segment types are present. These include paved segments, two-track traces, swales, and traces lined with stonework. Supportive structures such as retaining walls and guard walls are also found along some segments within Section 2. In total there are 37 recorded road segments. They vary in length from 19.35 meters to 6,921.45 meters, with an average width of 3.5 to 4.5 meters. Total length of all recorded segments is 24, 291 meters, with an average length of 656 meters.

Related sites include both recorded archeological sites and non-recorded archeological sites within the corridor that can be directly traced to or are likely related to road corridor usage during the period of significance. Three natural spring sites are also included in the Corridor Historic District since historic documents reveal their relationship to the development and usage of the road corridor.

The viewshed of the Corridor Historic District provides an invaluable backdrop to the corridor, just as it did historically. It is dominated by the southern portion of the Guadalupe Mountain range, and includes El Capitan Peak and Guadalupe Peak, the highest in Texas. The range was documented in numerous historic records and its presence on the horizon provided a landmark and waypoint for early travelers. Currently, the viewshed is intact across most of the Corridor, reinforcing integrity of location, setting, feeling, and association. More research is recommended on the viewshed of the Corridor Historic District to understand how views within the landscape may have established key sightlines and waypoints for travel.

### **Section 1: Pine Springs**

#### **Overview:**

Section 1 is located in the Pine Springs area of the Park and encompasses 467.7 acres (1,892,616 square meters). It is named due to its proximity to Pine Springs and the Pinery Station. The section also encompasses the Park visitor center, parking, current NPS-constructed roads, and other infrastructure, which are non-contributing to the Corridor Historic District. The boundaries for Section 1 are based on field survey work, the location of previously recorded archeological sites, the location of Pine Springs and Upper Pine Springs, and historic accounts of the area by the US Military. The larger survey area was based on the notes and NPS ranger interviews conducted in the 1980s by historian Betsy Swanson (Swanson 1987).

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**Landscape Changes:**

The landscape of Section 1 is highly disturbed due to constant habitation and shifts in land use over the last 100 years. Early-twentieth century impacts can be traced primarily to ranching activities. Late-twentieth century impacts can be traced to NPS ownership and include multiple ranch related building and structure demolitions, the construction of the park visitor center, circulation routes (parking lots, roads, and walking trails), camping areas, public toilets, and other infrastructure. Most of the twentieth century changes (building construction and ranching practices) took place directly over or near the historic road corridor. Natural changes include drainage erosion and the loss of spring flow. Despite a highly altered landscape, the road segments identified in Section 1 were chosen based on extant traces, which relate to and match historic data.

**Physical Description of Contributing Features:**

1A: Upper Pine Springs:

*Associated Period:* 1849 – early twentieth century: US Military Camps; Mescalero Apache; Emigrant Camps; Pinery Station (Butterfield Overland Mail); Ranching.

*Type:* Site

Upper Pine Springs is a now inactive natural spring site located at the northern edge of Section 1. Archeological evidence reveals an extensive period of human habitation near both Upper Pine Springs and Pine Springs, with artifacts dating from the Paleo-Indian Period through the historic ranching period (TARL 41CU31). Both springs attracted US military troop occupation as early as 1849. Lieutenant Francis T. Bryan recorded the quality of the springs' water and how his men crossed a large drainage (located between the road and the springs) to reach a camp near the spring site (Bryan 1849, 21). The springs also became an important component to the establishment of the Pinery Station, an Overland Mail stagecoach stop. Records indicate that fresh water was routed downslope to the Pinery station through an acequia system to a holding tank at the northwest corner of the complex (Conkling 1947). The springs were later used by the Fort Davis Sub-Post located just below the Upper Pine Springs, and later by ranching efforts in the area.

Historically, both springs were noted by large pine tree growth near and around the mouth of the springs. This vegetation can still be seen, along with the remnants of historic-age metal piping likely used to route water to early-twentieth century ranching efforts in the area.

1B: Pine Springs:

*Associated Period:* 1849 – early twentieth century: US Military Camps; Mescalero Apache; Emigrant Camps; Pinery Station (Butterfield Overland Mail); Ranching.

*Type:* Site

Pine Springs is a natural spring site located at the northwestern edge of Section 1. Archeological evidence reveals an extensive period of human habitation near both Upper Pine Springs and Pine Springs, with artifacts dating from the Paleo-Indian Period through the historic ranching period (41CU31). Both springs attracted US military troop occupation as early as 1849. Lieutenant Francis T. Bryan recorded the quality of the springs' water and how his men crossed a large drainage (located between the road and the springs) to reach a camp near the spring site (Bryan 1849, 21). The springs also became an important component to the establishment of the Pinery Station, an Overland Mail stagecoach stop. Records indicate that fresh water was routed downslope to the Pinery station through an acequia system to a holding tank at the northwest corner of the complex (Conkling 1947). The springs were later used by the Fort Davis Sub-Post located just below the Upper Pine Springs, and later by ranching efforts in the area.

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Historically, both springs were noted by large pine growth near and around the mouth of the springs. This vegetation can still be seen, along with the remnants of historic-age metal piping likely used to route water to early-twentieth century ranching efforts in the area.

1C: Pinery Station:

*Associated Period:* 1858-1859; 1859-1885: Overland Mail Stagecoach Station; Mescalero Apache Camps; Emigrant Travel, US Military.

*Type:* Site: NRIS 74000281; 41CU193

The Pinery Station is currently listed on the National Register of Historic Places (NRIS 74000281) and is a recorded archeological site (41CU193). The site is composed of the ruins of the main station and several other smaller related building ruins located to the east of the main station. The main ruin consists of the footprint of the stone building, with partial walls standing on the southeast, northwest, and northeast elevations. The walls are constructed of limestone slabs and mud mortar. They have been stabilized by the NPS. Approximately 30 feet northwest of the main wall, a line of stone rubble marks the northwestern extent of the corral walls. The ruins of another small building, approximately 51.8 meters (170 feet) south-southeast of the main station can be found and is likely related to US military housing at the Pinery. According to historical records, the Overland Mail route ran to the southeast of the Pinery, though a definitive trace is no longer extant in the landscape (Conkling 1947).

The Pinery Station was constructed in 1858 and decommissioned in August, 1859. It was built as one of 200 stations along the 1857-established Great Oxbow Route of the Overland Mail led by John Butterfield (Conkling 1947). The small unit was built in stages and of local materials. Waterman Ormsby, the first west-bound overland mail traveler, reported that the Pinery Station consisted of a “corral built of heavy pine timber” when he stopped there in late-September 1858 (Ormsby 1942, 74). It is likely that the station was built over the next few months and completed at the beginning of 1859.

With the use of similar Butterfield stagecoach station plans and the current building ruins, the Conklings attempted to reconstruct the likely configuration of the Pinery during their research on the subject in the 1930s and 1940s:

“The inside dimensions of the high walled rectangular inclosure (sic) were approximately fifty-seven feet four inches long, by forty-one feet two inches wide. The walls, built of limestone slabs laid in mud or adobe, were thirty inches thick and eleven feet high. Attached to the inside north and east walls, lean-to fashion, were three rooms; one, ten by ten feet, in the corner, and two, ten by fourteen feet, adjoining. There was one chimney with a double fireplace in it. The rooms were mud roofed, that is, the roof beams were covered with wattles and thatch, overlaid with a thick layer of mud or adobe. In the southeast corner of the inclosure protected by a thatched shelter there was a repair shop and smithy. The station was supplied with water from Pine spring which was conducted by gravity through an acequia or open ditch to a tank located in the northwest corner of the inclosure. There was a stockade built of heavy pine posts which protected the main entrance on the south wall, and on the north end there was a stone walled corral, sixty-seven by thirty-five feet, and five feet in height. Near the station are the ruins of rude dug-out shelter houses which served for the accommodation of soldiers who were garrisoned here at various times as a guard against attacks from Indians.” (Conkling 1947, 392-393)

The ruins were reportedly burned by Mescalero Apache in the 1860s (Conkling 1947). Currently, the ruins still clearly show the outline of the station and are marked with interpretive signage constructed by the NPS. The Pinery Station “has the distinction of being the only ruin of an original company-built, Butterfield station, standing on the route in the close proximity to a national highway” (Conkling 1947, 391).

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1D: US Military Camp/Mescalero Apache Camp:

*Associated Period:* 1849 - 1881: Mescalero Apache Camps; US Military.

*Type:* Site: 41CU44; 41CU193

41CU44 is large archeological site located roughly in the center of Section 1. The site contains the remnants of the Fort Davis Sub-Post where the Ninth and Tenth US Cavalry, and the Twenty-fourth and Twenty-fifth Infantries (all Buffalo Soldier Units) under Colonels Merritt and Grierson were stationed from 1869-1880. Archeological investigations also point to habitation by Mescalero Apache during this time period. 41CU44 was first occupied by Lieutenant Francis T. Bryan's expedition as they camped in the area in 1849. Bryan's notes report crossing from the Upper Road, across a ravine, to the camp area. He noted that his troops had access to clear spring water (Bryan 1849, 21). Evidence found in the camp includes hearths, numerous military artifacts, and evidence of road and bridge construction.

1E: Pine Springs Highway Camp:

*Associated Period:* 1930-1955: Highway Camp; Ranching.

*Type:* Site: 41CU745; 41CU746.

The Pine Springs Highway Camp archeological site is associated with the Pine Springs Highway Camp and Café complex built by the Glover family in the 1930s. The complex was the main stop for travelers along the highway and provided a social hub for the local ranching community. It consisted of a café, a service station, a dance hall, and bunkhouses. The buildings were clustered around and on either side of the road corridor, approximately 243.8 meters (800 feet) southeast of the Pinery Station ruins, also on Glover property at that time. The NPS removed the buildings in the late-20<sup>th</sup> century. Currently, the site has been altered by the present US Highway 62/180 alignment, however, remnants of the asphalt turnout and connections to the highway are still evident in the landscape.

1F: Pinery Station Historical Marker:

*Associated Period:* 1932, 1936. State of Texas Centennial Marker.

*Type:* Object

A marker was first placed on the site to commemorate the Pinery Station in 1932 by the Glover family. It was replaced by the State of Texas in 1936 with a Centennial Marker (celebrating the centennial of the Republic of Texas - 1836). The historical marker is of granite, with a wreath and star. It is dedicated to the "Ruins of the Pinery or Pine Springs Stage Stand." The marker is located approximately 61 meters (200 feet) south of the Pinery ruins along the NPS trail.

1G: Mail Carrier Historical Marker:

*Associated Period:* 1958. American Airlines – Mail Carrier Commemoration of the Overland Mail Route.

*Type:* Object

The mail carrier historical marker was constructed by American Airlines pilots in 1958 to commemorate the 100<sup>th</sup> anniversary and legacy of the Overland Mail route. The same general corridor and viewshed would later be used in the early 20<sup>th</sup> century by the first airmail pilots. The granite historical marker is set on the other side of the path from the Centennial Marker (1F), just south of the Pinery Station. It is marker with a bronze plaque, which holds the same inscription as a matching monument at Guadalupe Peak.

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1H: Road Segment 18:

*Associated Period:* Possibly 19<sup>th</sup> Century; 1900 – 1957. Ranching (Potentially associated with other groups)

*Type:* Site

Road Segment 18 (1H) is approximately 282 meters in length and lies in the central eastern portion of Section 1. The road is an eroded, worn, two-track alignment, located just north of the current NPS trail system. The road is likely associated with historic-age ranching activities but may also be linked to US Military usage.

1I: Road Segment 19:

*Associated Period:* Possibly 19<sup>th</sup> Century; 1900 – 1957. Ranching (Potentially associated with other groups)

*Type:* Site

Road Segment 19 (1I) is approximately 241 meters long and extends northwest from Road Segment 22 (1L). It is a two-track trace and appears to extend in the general direction of Upper Pine Springs, just north of the US Military Camp site (41CU44; 1D). Numerous early-twentieth century artifacts were found along the road including glass, bullet casings, and agricultural equipment. It is likely associated with historic-age ranching activities but may also be linked to US Military usage or Overland Mail usage due to its relationship with the spring site.

1J: Road Segment 20:

*Associated Period:* Possibly 19<sup>th</sup> Century; 1900 – 1957. Ranching (Potentially associated with other groups)

*Type:* Site

Road Segment 20 (1J) is located on the eastern boundary of Section 1. It is a 425 meter-long two-track trace and heads in the general direction of Frijole Ranch. It is unclear if the road is only associated with historic-age ranching activities or if it had earlier uses. However, early sketches of the eastern portion of the historic road corridor place it in the general vicinity of the trace (Figure 3).

1K: Road Segment 21:

*Associated Period:* 1870 - 1958. U.S. Military, Ranching (Potentially associated with other groups)

*Type:* Site

Road Segment 21 (1K) is a 435 meter-long two-track trace, connecting Segment 22 and Pine Springs. The road provides a clear link across the large drainage and is associated with historic-age ranching activities as it likely connected a small ranching site (Houser Home site - 41CU53) into the larger road network. It may be associated with earlier uses including the US Military activities and the Overland Mail due to its proximity to Pine Springs.

1L: Road Segment 22:

*Associated Period:* ca. 1870 - 1957. US Military; Ranching (Potentially associated with earlier uses and groups)

*Type:* Site

Road Segment 22 (1L) is a 994 meter-long two-track trace. The alignment runs within the current NPS hiking trail system. It has an east-west orientation just south of the US Military Camp site (41CU44; 1D) and may be associated with US military usage and later historic-age ranching activities.

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1M: Road Segment 23:

*Associated Period:* Possibly 19<sup>th</sup> Century; Unknown; Ranching  
*Type:* Site

Road Segment 23 (1M) is located on the western side of Section 1. It is a 162-meter swale but it is uncertain if it is actually a road segment or is a natural feature. The site is located in the general vicinity of where the Overland Mail Route likely ran based on Betsy Swanson’s notes from the mid-1980s (Swanson 1987). Historic-age artifacts including glass and white ware were found in the area.

**Non-Contributing Features:**

- 1N – NPS Visitors Center
- 1O – NPS Fuel Tank System
- 1P – NPS Road System and Parking Lots
- 1Q – Parking Lot System for Pinery Station (north of Highway 62)
- 1R – NPS Trail System
- 1S – NPS Signage System
- 1T – NPS Visitors Center Pergola and Walkway System

*Table 1: District Section 1 - Pine Springs: Features*

Feature Name (GIS Data)	National Register Map ID	C/ NC	Property Type	Date Range	Associated Group(s)
Upper Pine Springs	1A	C	Site	1849-Early Twentieth century	US Army Camps; Mescalero Apache Camps; Pinery Station; Ranching
Pine Springs	1B	C	Site	1849-Early Twentieth Century	US Army Camps; Mescalero Apache Camps; Pinery Station; Ranching
Pinery Station	1C	C	Site	1858-1859; 1859-1885	Butterfield Overland Mail Stagecoach Station; Mescalero Apache Camp/Arson; Emigrant Travel; US Military
US Military/Mescalero Apache Camp (41CU44)	1D	C	Site	1849 - 1881	US Military; Mescalero Apache
Pine Springs Highway Camp (41CU745, 41CU746)	1E	C	Site	1930 - 1955	Highway Camp
Pinery Station Historical Marker	1F	C	Object	1936	State of Texas Centennial Marker
Mail Carrier Historical Marker	1G	C	Object	1958	American Airlines Marker
Road Segment 18	1H	C	Site	Possibly 19 <sup>th</sup> Century;	Ranching (Potentially



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Feature Name (GIS Data)	National Register Map ID	C/ NC	Property Type	Date Range	Associated Group(s)
				1900 - 1957	associated with other groups)
Road Segment 19	1I	C	Site	Possibly 19 <sup>th</sup> Century; 1900 - 1957	Ranching (Potentially associated with other groups)
Road Segment 20	1J	C	Site	Possibly 19 <sup>th</sup> Century; 1900 - 1957	Ranching (Potentially associated with other groups)
Road Segment 21	1K	C	Site	Ca. 1870 - 1957	US Military; Ranching
Road Segment 22	1L	C	Site	Ca. 1870 – 1957	US Military; Ranching
Road Segment 23	1M	C	Site	Possibly 19 <sup>th</sup> Century	Unknown; Ranching
NPS Visitor Center	1N	NC	Building	ca. 1975	NPS
NPS Fuel Tank System (tanks, berm, lines)	1O	NC	Structure	Late-20 <sup>th</sup> century	NPS
NPS Road System and Parking Lots	1P	NC	Structure	Late-20 <sup>th</sup> century	NPS
Parking Lot for Pinery Station	1Q	NC	Structure	Late-20 <sup>th</sup> century	NPS
NPS Trail System	1R	NC	Site	Late-20 <sup>th</sup> century	NPS
NPS Signage System	1S	NC	Structure	Late-20 <sup>th</sup> - Early 21 <sup>st</sup> Century	NPS
NPS Visitor Center Pergola and Walkway	1T	NC	Structure	Late-20 <sup>th</sup> century	NPS

**Section 2: Guadalupe Pass and Canyon**

**Overview:**

Section 2 is located just below (west and northwest of) Guadalupe Pass and encompasses 107 acres (433,029 square meters). The boundaries were established by field survey findings, the location of Guadalupe Pass, Guadalupe Springs, and related drainages; recorded archeological sites; artifact scatters; historic records from Marcy, Bartlett, Bryan, and Ormsby from 1849 and the 1850s; Texas Highway Department construction documents from the 1930s; and the location of José María Polanco’s grave in Guadalupe Canyon. The southern portion of Section 2 belongs to the Texas Pacific Land Trust and is the only non-federal land located within the district boundaries.

The landscape below the Guadalupe Pass is rugged, with steep slopes culminating in an ephemeral drainage. Travelling through the pass proved arduous and dangerous until the construction of the current US Highway 62/180 alignment in the 1950s. Until this time, multiple alignments were constructed to handle the slope and changing drainage patterns at the base of the small canyon. Due to these efforts over 100-plus years, the landscape below

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Guadalupe Pass holds an intact and rare sample of road building practices from the late-1840s through the mid-twentieth century. The multiple road alignments range from nineteenth century dirt roads, lined with stone and supported over slopes with the use of fill and retaining features constructed of stone rubble, to a super-elevated, heavily cut and filled paved highway constructed in the 1930s. The general orientation of the different alignments also reveals their age of construction, with a high number of switch-backs and curves found in nineteenth century roads, and straighter, wider alignment found in alignments constructed in the 1920s and 1930s. The corridor was deemed obsolete by the late-1950s, when US Highway 62/180 was realigned. The new roadbed was constructed across the canyon on a high fill berm, with cuts found through the surrounding hills, revealing that at last engineering advances had lifted road construction from many of the confines of terrain.

**Landscape Changes:** Changes to the landscape include heavy erosional patterns based on water flow downslope and through the drainage basin. Constant road construction and alteration over the last century has damaged portions of the older roadbeds. The current US Highway 62/180 roadbed also created an adverse impact to the historic corridor south of the historic district section boundary.

**Physical Description of Contributing Features:**

2A: Polancio Park (Signal Peak Roadside Park):

*Associated Period:* 1937 – 1957; Texas Highway Department  
*Type:* Structure

Polancio Park (as noted on 1937 construction documents from the Texas Highway Department and named after the grave of Jose Maria Polancio, which is located below the park in Guadalupe Canyon) was also known in guidebooks as Signal Peak Roadside Park (Federal Writers Program 1940). The park is located just below Guadalupe Pass, overlooking Guadalupe Canyon and a stunning view of El Capitan (Signal Peak, Cathedral Peak), which rises 8,085 feet above the surrounding desert plain. It was designed by Jac L. Gubbels, the first landscape architect for the Texas Highway Department and author of the 1938 *American Highways and Roadsides*. The park is constructed of local materials in a rustic architectural style, common to roadside parks of the 1930s. The complex consists of two timber ramadas and concrete picnic table units, located on either side of the park. Open fire pits are located on each end of the complex, next to the two ramadas and picnic tables. This 30-by-90-foot complex is set on a stone deck overlooking Guadalupe Canyon. It is connected to the parking area via stone steps. The parking area is protected from the roadbed by a 115-by-13-foot planter constructed with a low stone retaining wall. A concrete plinth was constructed on the edge of the complex in the 1950s and inscriptions in the concrete bear the date 1954.

2B: 30" Culvert and Headwalls:

*Associated Period:* 1937 – 1957; Texas Highway Department  
*Type:* Structure

Replacement galvanized metal culverts along the 1937- planned improvements to Highway 62 (Road Segment 1; 2U) in Guadalupe Canyon. Stone headwalls are constructed with local stone and mortar riprap.

2C: 36" Culvert and Headwalls:

*Associated Period:* 1937 – 1957; Texas Highway Department  
*Type:* Structure

Replacement galvanized metal culverts along the 1937- planned improvements to Highway 62 (Road Segment 1; 2U) in Guadalupe Canyon. Stone headwalls are constructed with local stone and mortar riprap.

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2D: 30" Culvert and Headwalls:

*Associated Period:* 1937 – 1957; Texas Highway Department  
*Type:* Structure

Replacement galvanized metal culverts along the 1937- planned improvements to Highway 62 (Road Segment 1; 2U) in Guadalupe Canyon. Stone headwalls are constructed with local stone and mortar riprap.

2E: 30" Culvert and Headwalls:

*Associated Period:* 1937 – 1957; Texas Highway Department  
*Type:* Structure

Replacement galvanized metal culverts along the 1937- planned improvements to Highway 62 (Road Segment 1; 2U) in Guadalupe Canyon. Stone headwalls are constructed with local stone and mortar riprap.

2F: 24" Culvert and Headwalls:

*Associated Period:* 1937 – 1957; Texas Highway Department  
*Type:* Structure

Replacement galvanized metal culverts along the 1937- planned improvements to Highway 62 (Road Segment 1; 2U) in Guadalupe Canyon. Stone headwalls are constructed with local stone and mortar riprap.

2G: 120" Culvert and Headwalls:

*Associated Period:* 1937 – 1957; Texas Highway Department  
*Type:* Structure

Replacement galvanized metal culverts along the 1937- planned improvements to Highway 62 (Road Segment 1; 2U) in Guadalupe Canyon. Stone headwalls are constructed with local stone and mortar riprap.

2H: 24" Culvert and Headwalls:

*Associated Period:* 1937 – 1957; Texas Highway Department  
*Type:* Structure

Replacement galvanized metal culverts along the 1937- planned improvements to Highway 62 (Road Segment 1; 2U) in Guadalupe Canyon. Stone headwalls are constructed with local stone and mortar riprap.

2I: Masonry Guard Fence:

*Associated Period:* 1937 – 1957; Texas Highway Department  
*Type:* Structure

Local stone and mortar guard fence located along Road Segment 1 (2U) (Highway 62). The wall is 30 inches high and 18 inches wide at the top. It is battered a minimum of two inches per foot and the base is approximately 25 inches wide and extends 12 inches below grade. The wall is placed at a minimum of 12 feet from the highway crown. It protects the downslope side of the highway bed where it is exposed through the canyon.

2J: Stone Guard Posts (13 total):

*Associated Period:* 1937 – 1957; Texas Highway Department

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*Type:* Objects

Stone guard posts located along Road Segment 1 (2U) on the eastern side of the alignment as it winds through Guadalupe Canyon towards Guadalupe Pass. The posts are placed every 10 feet on center, at a minimum of 12 feet, 3 inches from the crown of the highway. Each post is at minimum 5 inches wide and is 30 inches tall. Each post extends at a minimum of 3 feet below grade. The posts were finished with silver reflective paint.

2K: Masonry Guard Fence:

*Associated Period:* 1917-1937; Texas Highway Department

*Type:* Structure

The Masonry Guard Fence is located along the 1917 – 1937 constructed highway, which became known as Highway 62 in 1923 (Conkling 1947). The fence is constructed of local stone and is of dry rubble. It extends approximately 18 inches above grade and protects the downslope side of the Road Segment 2 (2V) in Guadalupe Canyon. Portions of the fence were destroyed during the Highway 62 improvements in the 1930s.

2L: “FM” Graffito:

*Associated Period:* 19<sup>th</sup> Century; Unknown

*Type:* Site

2L is a stone etching of the letters “F” and “M,” which are likely initials. The graffito measures 15.2 cm (6 inches) long and approximately 7.6 cm (3 inches) tall. The letters are found carved into a sandstone outcropping along a nineteenth century road alignment (Road Segment 10; 2CC) in Guadalupe Canyon. It is unclear which cultural group made the graffito. However, it is unlikely that the letters are associated with the Overland Mail since the drivers were on a strict time schedule. The graffito may instead be linked to emigrants, the US Military, or perhaps later ranchers in the area, such as Felix McKittrick, who settled in the Guadalupe Mountains in the late 1860s.

2M: Stone Fire Rings:

*Associated Period:* 19<sup>th</sup> Century and possibly early 20<sup>th</sup> Century; US Military; possibly Ranching

*Type:* Site; 41CU42 and 41CU43

2M is an archeological site found on the west side of Guadalupe Canyon just above the main road corridor, near Guadalupe Spring. One stone ring was observed during field investigations in 2012, however, earlier survey work has located more stone rings in the landscape. The stone ring found in 2012 was approximated 1.2 meters (4 feet) wide and constructed of local stacked stone.

It is unclear when the stone rings were constructed or by which cultural group. Early reports by the US Military note that horses and mules were lead beyond the road corridor and up into the springs (Bryan 1949). Thus it is likely that the spring site and the surrounding landscape may have been in use as a camp and watering hole by multiple groups over the course of the nineteenth century.

2N: Stone Alignments:

*Associated Period:* 1865-1881; US Military; possibly Ranching

*Type:* Structures

2N consists of multiple stone alignments found perpendicular to Road Segment 16 (2II). The alignments are constructed of local limestone cobbles placed end to end across the approximately 3.6 meter (12-foot) wide

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roadbed. They are placed along steep portions of the road heading up Guadalupe Canyon toward a possible military camp (41CU63 and 41CU64; 2O; 2P).

2O: Military Camp:

*Associated Period:* 1865-1881; US Military; possibly Ranching  
*Type:* Site (41CU63)

The military camp consists of five features along Road Segment 16 (2II). It is unclear how the camp was originally constructed or how the features functioned. Currently four of the features consist of stone lined depressions and berms. The fifth feature appears to have been a rifle pit and was constructed with stacked stone above a small depression. The site is located high along a narrow strip of land at Guadalupe Canyon, approximately half a mile north-northwest of Guadalupe Spring and two-thirds of a mile above the main road corridor through Guadalupe Pass.

2P: Camp:

*Associated Period:* 19<sup>th</sup> and possibly early 20<sup>th</sup> Centuries; US Military; possibly Ranching  
*Type:* Site (41CU64)

2P is a camp or outpost site located approximately 550 feet north of the military camp (2O) and located at the northern tip of Road Segment 16 (2II). The site consists of the ruins of a stone building constructed with local limestone and mud mortar. Two stone semi-circular stone alignments were found near the building ruins. Wire nails and milled wood were found near the site during archeological survey work in 2009. These artifacts placed use and possible habitation to the twentieth century, however, a longer, earlier period of habitation may be possible.

2Q: Stone Retaining Wall:

*Associated Period:* ca. 1858; Overland Mail, possibly US Military  
*Type:* Structure

2Q is a segment of retaining wall and stone fill associated with Road Segment 6 (2Z). The wall and fill creates part of the foundation of the roadbed and is constructed with dry-stacked local stone cobbles. The road segment may have been used by the Overland Mail, with the retaining wall functioning as part of the Butterfield-engineered improvements to the existing roadbed through Guadalupe Pass. Currently, the stacked stone clearly demarcates the roadbed in the landscape and has helped protect the roadbed against erosion occurring along the steep slope.

2R: Stone Retaining Wall:

*Associated Period:* ca. 1858; Overland Mail, possibly US Military  
*Type:* Structure

2R is a series of stone retaining walls and stone fill associated primarily with Road Segment 10 (2CC). The wall creates part of the foundation of the roadbed and is constructed with dry-stacked local stone cobbles. The road segment may have been used by the Overland Mail, with the retaining wall functioning as part of the Butterfield-engineered improvements to the existing roadbed through Guadalupe Pass. Currently, the stacked stone clearly demarcates roadbed segments in the landscape and has helped protect the roadbed against erosion occurring along the slope.

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2S: Guadalupe Springs:

*Associated Period:* 19<sup>th</sup> Century; US Military, Overland Mail, Emigrants, possibly used by Ranching in the 20<sup>th</sup> Century.

*Type:* Site

Guadalupe Springs is located approximately 304 meters (1,000 feet) north of the main road corridor below Guadalupe Pass. Military records from the mid-nineteenth century note that mules and horses were taken up to the spring site and it was frequently used as a watering hole for travelers (Bryan 1849). Road Segment 17 (2JJ) provides a route from the main road corridor to the spring site. Stone fire circles have been found in the vicinity (2M).

2T: 1940s Car and Trailer Wreckage:

*Associated Period:* 1940s; Highway 62 Traffic

*Type:* Site

2T consists of a 1940s-era automobile and trailer located downslope and just north of Polanco Park (2A) and is associated with Road Segment 1 (2U). The wreckage site provides a visible and tangible record of the well-known and recorded dangers of the early-twentieth century Highway 62 alignment, which led, in part to a re-alignment of the road away from the original historic corridor in the 1950s due to the steep slopes and dangerous curves of the 1930s alignment.

2U: Road Segment 1:

*Associated Period:* 1937 – 1957; Texas State Highway Department

*Type:* Structure

Road Segment 1 is a 1272.8 meter segment of paved Highway 62, designed in 1937. The road was placed in the historic corridor over portions of earlier road alignments dating from the nineteenth and early-twentieth centuries. Road Segment 1 was an improved road passing through Guadalupe Canyon, complete with asphalt pavement, an extensive culvert system, guard walls and posts, and a roadside park overlooking Guadalupe Canyon and El Capitan Peak. The roadbed was approximately 24 feet wide, with superelevation through curves, allowing a straighter alignment below Guadalupe Pass. The road was also created through a series of moderate cuts and fills below Guadalupe Pass in order to make the steep grades more passable. The 1937-designed alignment was the final iteration of road building through this historic corridor. It was replaced by a wider, highly engineered alignment in the 1950s, located to the south of the Corridor.

2V: Road Segment 2:

*Associated Period:* 1917-1937; Texas State Highway Department

*Type:* Site

Road Segment 2 is a wide unpaved roadbed found below Guadalupe Pass, inside the curve created by Road Segment 1. The 295.5 meter long roadbed is flat (lacking superelevation) and protected on the downslope side by a dry stacked guard wall of local stone rubble. It is located on the western bank of the drainage and, at one time, was likely connected to Road Segment 5 (2Y), creating an early continuous road alignment across the drainage just below Guadalupe Pass. It was constructed in the late-teens or early 1920s by the Texas Highway Department. Records indicate that the road was improved in 1923 and assigned as Highway 62. The roadbed was constructed very near the drainage and the nineteenth century road alignments in the corridor. Portions of the segment were

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destroyed with the construction of the 1930s paved roadbed (Road Segment 1; 2U) as part of the new alignment was laid directly over the older roadbed.

2W: Road Segment 3:

*Associated Period:* 1917-1937; Texas State Highway Department  
*Type:* Site

Road Segment 3 is a 124.2 meter long unpaved roadbed found below Guadalupe Pass, inside the curve created by Road Segment 1. It connects with Road Segment 2 and, at one time likely connected to and provided access along the drainage to Guadalupe Canyon. Currently, the alignment has been cut and partially destroyed by the 1950s Highway alignment, which cuts directly across Guadalupe Canyon and through the historic road corridor.

2X: Road Segment 4:

*Associated Period:* 1849-1917; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

Road Segment 4 is a two track trace and swale, partially lined with medium-sized stonework. It is approximately 175.2 meters in length and connects Road Trace 3 with other alignments (Road Traces 10, 13, 14, and may have connected to Road Trace 11 in the past) across the Guadalupe Spring drainage. It appears that the trace provided the main road line into Guadalupe Canyon during the nineteenth century. Currently the trace is badly eroded and ends abruptly at the fill of the current Highway 62/180 alignment.

2Y: Road Segment 5:

*Associated Period:* 1917-1937; Texas Highway Department  
*Type:* Site

Road Segment 5 is a 238.6 meter unpaved two track trace that is likely the eastern bank roadbed of Road Segment 2 (2V). It was constructed in the late-teens or early 1920s by the Texas Highway Department. Records indicate that the road was improved in 1923 and assigned as Highway 62. Currently, Road Segment 5 is in poor condition compared to Road Segment 2, due to the construction of the 1937-designed Highway 62, which was placed partially on top of the earlier roadbed.

2Z: Road Segment 6:

*Associated Period:* 1849-1917; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

Road Segment 6 is a 537.3 meter long trace that was constructed in the nineteenth century and may have been used into the early-twentieth century. The trace is located just below (downslope of) Road Segment 5 along the eastern bank of the canyon. It appears that the road trace provided direct access through Guadalupe Pass before Road Trace 5 and 1 were constructed, destroying portions of the older alignment. The eastern-most and highest area of the road is marked by a dry-stacked stone retaining wall and rubble fill (2Q). The retaining wall is still extant in the landscape and runs along a natural outcropping, providing stability for the alignment. Due to the retaining wall feature, the road is clearly visible in the landscape despite slope erosion. As the road winds down from the higher elevations near the pass, the retaining wall vanishes and the road bed becomes more difficult to discern. It is marked in places by a visible but narrow two track, which later becomes a rock-lined swale before disappearing just below the termination point of Road Trace 5 (2Y). It likely provided a drainage crossing in the same area as that used by later road iterations. The trace also connects to a series of switchbacks found along the eastern canyon slope at its northern terminus.

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2AA: Road Segment 7:

*Associated Period:* 1849-1917; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

Road Segment 7 is a short 20 meter trace connecting Road Trace 5 (2Y) to a larger system of switchbacks and lower road traces (primarily Road Trace 6 (2Z) and Road Trace 10 (2CC). The trace likely dates to a 1849-1917 period and is evident in the landscape by a faint swale and a subtle shift in vegetation density and type along the swale surface.

2BB: Road Segment 9:

*Associated Period:* 1849-1917; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

Road Segment 9 is a short 37 meter-long shallow swale, which provides a terminus zone at its northern end for Road Segments 7, 6, 10, and 12. The trace likely extended further northwest to cross the canyon drainage, however, it is no longer visible past the documented segment due to vegetation and erosion. The trace likely dates to the nineteenth and early-twentieth century.

2CC: Road Segment 10:

*Associated Period:* 1849-1917; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

Road Segment 10 is a 296.4 meter-long trace marked by a distinct swale lined with stone along its southern end. The trace likely dates to the nineteenth and early-twentieth centuries and is marked clearly in the landscape. It runs in a distinct north-south orientation parallel to Road Segment 13 (2FF) and terminates in the northwestern/southeastern oriented Road Segment 4 (2X). The road segment lies below a sandstone outcropping on which the "FM" (2L) graffito is located. Just north and south of the stone outcropping, the road segment is supported by a dry-stacked stone retaining wall and stone fill (2R), constructed similarly to the stone retaining walls (2Q) located along Road Segment 6 (2Z). The road creates the upper-most alignment in a series of connected switchbacks along the eastern slope below Guadalupe Pass. It terminates into Road Segment 9 (2BB) and connects to lower road alignments at this point.

2DD: Road Segment 11:

*Associated Period:* 1849-ca. 1937; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

Road Segment 11 is a 91.1 meter road trace consisting of a two track trace, which connects Road Segment 2 (2V) and 4 (2X). It runs along the western side of the drainage slope. It is heavily eroded due to close proximity to the drainage and placement downslope of two road alignments. It may have functioned as an early alignment on the western slope dating from the mid- to late-nineteenth century. It may also be associated with early highway construction along the slope.

2EE: Road Segment 12:

*Associated Period:* 1849-1917; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

Road Segment 12 is a 39.3 meter-long trace. It provides a connection between Road Segment 9 (2BB) and 13 (2FF). The trace likely dates to the mid-nineteenth century and is constructed with a stone rubble retaining wall



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and fill, similar to that found along Road Segment 10 (2CC and 2R) and Road Segment 6 (2Z and 2Q). Much of the road is eroded due to its location along a steep slope on the eastern side of the drainage. The retaining wall is in poor condition but is the only extant feature of the alignment.

**2FF: Road Segment 13:**

*Associated Period:* 1849-1917; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

Road Segment 13 is a heavily eroded swale lined with stone, measuring approximately 279 meters in total length. It runs parallel to the slightly higher elevated Road Segment 10 (2CC) and provides a main alignment in a series of switchbacks located along the eastern slope below Guadalupe Pass. It likely dates to the mid-nineteenth century and is connected to Road Segments 4 (2X) and 14 (2GG) at the southern end of District Section 2. The road appears to reach the vicinity of Road Segment 12 (2EE) and terminates at retaining wall of the higher elevated Road Segment 10 (2CC and 2R). It is unclear how these road segments functioned together or if they were constructed at different periods of time.

**2GG: Road Segment 14:**

*Associated Period:* 1849-1917; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

Road Segment 14 is a highly eroded swale measuring approximately 39 meters long. The short alignment connects Road Segment 13 (2FF) at its northern terminus and Road Segment 4 (2X) at its southern terminus. It likely dates to the nineteenth and early twentieth century, following the road traces around it.

**2HH: Road Segment 15:**

*Associated Period:* 1849-1917; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

Road Segment 15 is a heavily eroded trace located between Road Segment 13 (2FF) (downslope to the west) and Road Segment 10 (2CC) (upslope to the east). The 42 meter-long swale is lined with large stone rubble. During survey work in 2012, it was difficult to discern if the trace was actually a road alignment or a gully. If it is a road trace, it is likely part of a larger switchback system created dating to the mid-nineteenth century to traverse Guadalupe Pass.

**2II: Road Segment 16:**

*Associated Period:* Ca. 1870 – 1957; US Military; Ranching  
*Type:* Site

Road Segment 16 measures approximately 1,455 meters and extends upslope from the main road corridor north-northwest, reaching a possible US military camp (41CU63; 2O) and a later historic camp ruin (41CU64; 2P). The road winds near a current NPS hiking trail but is marked primarily as a two-track road lined with stonework. Evidence of ranching can be found along the road, including wire, metal pipe work, a metal stock tank, and historic-age artifact scatters. Just south of the possible US military camp, stone alignments are placed perpendicular across the roadbed (2N). The road runs almost parallel to Road Segment 17 (2JJ) for approximately 300 meters before the two road segments appear to connect. The road appears to be related to US military usage and ranching. However, the roadbed may date to earlier uses in the nineteenth century.

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**2JJ: Road Segment 17:**

*Associated Period:* 1849 - 1957; US Military; Overland Mail; Emigrants; Ranching.  
*Type:* Site

Road Segment 17 is a 300 meter-length of road that runs north from the main road corridor, almost parallel to Road Segment 16 (2II) before terminating into it. Historic records reveal that the road may have been used throughout the nineteenth century as a way to access Guadalupe Spring (2S) to water animals before and after traversing Guadalupe Pass (Bryan 1849). Stone fire circles (2M - 41CU42; 41CU43) are found around the northern portion of the road bed, which may have functioned as a historic camp near the spring site.

**Non-Contributing Features:**

- 2KK – NPS Gates
- 2LL - Fencing
- 2MM – Memorial Tree
- 2NN – NPS Signage System
- 2OO – NPS Trail System

**Associated Figures and Photographs: Figures 1, 2, 8, 9; Photographs 5 - 15**

*Table 2: District Section 2 – Guadalupe Pass and Canyon*

<b>Feature Name (GIS Data)</b>	<b>National Register Map ID</b>	<b>C/NC</b>	<b>Property Type</b>	<b>Date Range</b>	<b>Associated Group(s)</b>
Polanco Park (Signal Peak Roadside Park)	2A	C	Structure	1937-1957	Texas Highway Department
30" Culvert/Headwalls	2B	C	Structure	1937-1957	Texas Highway Department
36" Culvert/Headwalls	2C	C	Structure	1937-1957	Texas Highway Department
30" Culvert/Headwalls	2D	C	Structure	1937-1957	Texas Highway Department
30" Culvert/Headwalls	2E	C	Structure	1937-1957	Texas Highway Department
24" Culvert/Headwalls	2F	C	Structure	1937-1957	Texas Highway Department
120" Culvert/Headwalls	2G	C	Structure	1937-1957	Texas Highway Department

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Feature Name (GIS Data)	National Register Map ID	C/NC	Property Type	Date Range	Associated Group(s)
24" Culvert/Headwalls	2H	C	Structure	1937-1957	Texas Highway Department
Masonry Guard Fence	2I	C	Structure	1937-1957	Texas Highway Department
Stone Guard Posts (13 Total)	2J	C	Objects	1937-1957	Texas Highway Department
Masonry Guard Fence	2K	C	Structure	1917-1937	Texas Highway Department
"FM" Graffito	2L	C	Site	19 <sup>th</sup> Century	Unknown
Stone Fire Rings (41CU42; 41CU43)	2M	C	Site	19 <sup>th</sup> and possibly early 20 <sup>th</sup> centuries	US Military; possibly other groups
Stone Alignments (associated with road)	2N	C	Structures	1865 – 1881	US Military; possibly ranching
Military Camp (41CU63)	2O	C	Site	1865 – 1881	US Military; possibly ranching
Camp (41CU64)	2P	C	Site	19 <sup>th</sup> and possibly early 20 <sup>th</sup> centuries	US Military; possibly ranching
Stone Retaining Wall	2Q	C	Structure	ca. 1858	US Military; Overland Mail
Stone Retaining Wall	2R	C	Structure	ca. 1858	US Military; Overland Mail
Guadalupe Springs	2S	C	Site	19 <sup>th</sup> Century	US Military; Overland Mail; Ranching; Emigrants
1940s Car Wreckage	2T	C	Site	ca. 1940	Highway Traffic
Road Segment 1	2U	C	Structure	1937-1957	Texas Highway Department
Road Segment 2	2V	C	Site	1917-1937	Texas Highway Department
Road Segment 3	2W	C	Site	1917-1937	Texas Highway Department

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<b>Feature Name (GIS Data)</b>	<b>National Register Map ID</b>	<b>C/NC</b>	<b>Property Type</b>	<b>Date Range</b>	<b>Associated Group(s)</b>
Road Segment 4	2X	C	Site	1849-1917	US Military; Overland Mail; Emigrants; Ranching
Road Segment 5	2Y	C	Site	1917-1937	Texas Highway Department
Road Segment 6	2Z	C	Site	1849-1917	US Military; Overland Mail; Emigrants; Ranching
Road Segment 7	2AA	C	Site	1849-1917	US Military; Overland Mail; Emigrants; Ranching
Road Segment 9	2BB	C	Site	1849-1917	US Military; Overland Mail; Emigrants; Ranching
Road Segment 10	2CC	C	Site	1849-1917	US Military; Overland Mail; Emigrants; Ranching
Road Segment 11	2DD	C	Site	1849-ca. 1937	US Military; Overland Mail; Emigrants; Ranching
Road Segment 12	2EE	C	Site	1849-1917	US Military; Overland Mail; Emigrants; Ranching
Road Segment 13	2FF	C	Site	1849-1917	US Military; Overland Mail; Emigrants; Ranching
Road Segment 14	2GG	C	Site	1849-1917	US Military; Overland Mail; Emigrants; Ranching
Road Segment 15	2HH	C	Site	1849-1917	US Military; Overland Mail; Emigrants; Ranching

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<b>Feature Name (GIS Data)</b>	<b>National Register Map ID</b>	<b>C/NC</b>	<b>Property Type</b>	<b>Date Range</b>	<b>Associated Group(s)</b>
Road Segment 16	2II	C	Site	ca. 1870 – 1957	US Military; Ranching
Road Segment 17	2JJ	C	Site	1849-1957	US Military; Overland Mail; Emigrants; Ranching
NPS Gates	2KK	NC	Structure	Late 20 <sup>th</sup> Century	NPS
Fencing	2LL	NC	Structure	20 <sup>th</sup> Century	Ranching; NPS
Memorial Tree	2MM	NC	Site	20 <sup>th</sup> Century/21 <sup>st</sup> Century	Local
NPS Signage System	2NN	NC	Structures	Late 20 <sup>th</sup> Century	NPS
NPS Trail System	2OO	NC	Site	Late 20 <sup>th</sup> Century	NPS

**Section 3 – Patterson Hills to Salt Dunes**

**Overview:**

Section 3 is located along the southwestern and western side of the park. Survey work was based on and the corridor boundaries were based primarily on USGS maps showing an alignment of the Overland Mail route (USGS 1973 a and b), the current placement of Williams Ranch Road, and US Military survey notes from the nineteenth century (Bryan 1849). Archeological site and artifact scatters also support the corridor location and period of significance. More survey work is recommended to locate road traces on the northern-most area of the Section 3. This research is needed to not only find additional alignments, but to also discern how earlier alignments and traces may differ in location and condition from later ranch roads.

**Landscape Changes:**

Section 3 has suffered adverse effects through erosion, cattle grazing, and other ranching activities. Road uses have evolved to reflect ranch usage. While this use may have changed the original roadbed surface and width, it also acted to preserve certain alignments.

**Physical Description of Contributing Features:**

**3A: Road Segment 24:**

*Associated Period:* 1849 – ca. 1940; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

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Road Segment 24 is a 1,817 meter-long two-track trace located north of the Williams Ranch Road (Road Segment 27; 3C). The trace runs in a northwest-southeast orientation and much of the road is evident in the landscape through a distinct two-track marking, often lined with medium sized local stone. The northern end of the trace joins within Road Segment 27, and the southern end extends beyond NPS boundaries and terminates near the current highway alignment. The road is eroded throughout the length and is cut deeply by arroyos. The alignment can be tied to twentieth century ranching activities through archeological evidence and improvements made to the roadbed. However, it may be tied to earlier uses including US military exploration, the Overland Mail, and emigrant travel.

3B: Road Segment 25:

*Associated Period:* ca. 1940; Ranching (potentially older).

*Type:* Site

Road Segment 25 is a 293.5 meter-long segment, which was constructed to avoid arroyo cutting along Road Segment 24 (3A). The segment wraps the edge of a large arroyo, which has deeply cut through the longer alignment, maintaining road usage. The road likely dates to the mid-twentieth century and is associated with ranching activities but may be older. It is unclear how long the trace has been in use.

3C: Road Segment 27:

*Associated Period:* 1849 - 1940; US Military; Overland Mail; Emigrants; Ranching

*Type:* Site

Road Segment 27 is a 6,921 meter-long improved NPS road (Williams Ranch Road) that is tied to both the Overland Mail and local ranching activities. The current roadbed is graded and graveled with culverts constructed along drainage areas. It provides access to the early-twentieth century Williams Ranch house and is in use by the NPS and visitors. Access to the northwest-southeast oriented road is from a marked gate along US Highway 62. The road was used during the early- to mid-twentieth century by local ranchers. It was labeled as a segment of the Overland Mail route by the USGS in 1973 (USGS 1973b). Historical documents reveal this alignment or portions of Road Segment 24 are associated with early US military survey and may be associated with the Upper Road (Bryan 1849, 21). Improvements to the roadbed may have destroyed earlier rock alignments and original wagon ruts, however, the overall alignment and corridor are well preserved due to recent road building efforts.

3D: Road Segment 28:

*Associated Period:* 1849 - 1940; US Military; Overland Mail; Emigrants; Ranching

*Type:* Site

Road Segment 28 measures 170.9 meters in length and is located between Road Segments 27 (3C) and 29 (3E). The alignment is part of a long northwest-southeast oriented road corridor that is no longer evident in the landscape as a single alignment due to erosion and lack of use. The road was used during the early- to mid-twentieth century by local ranchers. It was labeled as a segment of the Overland Mail route by the USGS in 1973 (USGS 1973b). Historic documents reveal this alignment is associated with early US military survey and may be associated with the Upper Road (Bryan 1849, 21). The trace is marked by stonework and a two-track roadbed is evident. It terminates to the northwest at a deeply cut drainage, and to the southeast at the improved Williams Ranch Road.

3E: Road Segment 29:

*Associated Period:* 1849 - 1940; US Military; Overland Mail; Emigrants; Ranching

*Type:* Site

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Road Segment 29 measures 24.3 meters and is clearly evident in the landscape as a wide shallow swale lined with small- to medium-sized stones. It is badly eroded and lies between two drainages. The road was used during the early- to mid-twentieth century by local ranchers. It was labeled as a segment of the Overland Mail route by the USGS in 1973 (USGS 1973b). Historical documents reveal this alignment is associated with early US military survey and may be associated with the Upper Road (Bryan 1849, 21).

3F: Road Segment 32:

*Associated Period:* 1849 - 1940; US Military; Overland Mail; Emigrants; Ranching

*Type:* Site

Road Segment 32 is a 1,687.3 meter-long trace. It is badly eroded and marked infrequently with stonework. Portions of the alignment pass by historic-age ranch fencing and pens. The roadbed is evident through this area by changes in vegetation. It is also possible that this portion of the trace was realigned slightly by ranching activities. The alignment was labeled as a segment of the Overland Mail route by the USGS in 1973 (USGS 1973b). Research reveals this alignment is associated with early US military survey or may be associated with the Upper Road (Bryan 1849, 21).

3G: Road Segment 33:

*Associated Period:* 1849 - 1940; US Military; Overland Mail; Emigrants; Ranching

*Type:* Site

Road Segment 33 is a badly eroded two-track trace with infrequent stonework and changes in vegetation marking the faintly visible trace. It measures approximately 230 meters in length. The trace was labeled as a segment of the Overland Mail route by the USGS in 1973 (USGS 1973b). Research reveals this alignment is associated with early US military survey and may be associated with the Upper Road (Bryan 1849, 21). The road was likely used by local ranchers in the twentieth century.

3H: Road Segment 34:

*Associated Period:* 1849 - 1940; US Military; Overland Mail; Emigrants; Ranching

*Type:* Site

Road Segment 34 is a 200.9 meter-long trace, marked by changes in vegetation and an eroded swale. The trace was labeled as a segment of the Overland Mail route by the USGS in 1973 (USGS 1973b). Documents reveal this alignment is associated with early US military survey and may be associated with the Upper Road (Bryan 1849, 21). Historic-age fencing is located around the roadbed revealing that the trace was likely used as a ranch road in the twentieth century.

3I: Road Segment 36:

*Associated Period:* 1849 - 1940; US Military; Overland Mail; Emigrants; Ranching

*Type:* Site

Road Segment 36 measures approximately 348.6 meters. The roadbed is visible in the landscape as an eroded swale marked by stone alignments. It terminates to the northwest at a major drainage. The trace was labeled as a segment of the Overland Mail route by the USGS in 1973 (USGS 1973b). The alignment is associated with early US military survey and may be associated with the Upper Road (Bryan 1849, 21). The road may have also been used by early twentieth century ranching.

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3J: Road Segment 37:

*Associated Period:* 1849 - 1940; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

Road Segment 37 is a badly eroded two track trace and swale. It is marked infrequently by stonework and measures approximately 237.5 meters in length. The trace was labeled as a segment of the Overland Mail route by the USGS in 1973 (USGS 1973b). Research reveals the alignment is associated with early US military survey and may be associated with the Upper Road (Bryan 1849, 21). The road may have also been used by early twentieth century ranching.

3K: Road Segment 38:

*Associated Period:* 1849 - 1940; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

Road Segment 38 measures 280.9 meters. The roadbed is badly eroded but faintly visible in the landscape as a two-track trace. The trace was labeled as a segment of the Overland Mail route by the USGS in 1973 (USGS 1973b). Documents reveal this alignment is associated with early US military survey and may be associated with the Upper Road (Bryan 1849, 21). The road may have also been used by early twentieth century ranching.

3L: Road Segment 39:

*Associated Period:* 1849 - 1881; US Military; Overland Mail; Emigrants; Possibly associated with Ranching  
*Type:* Site

Road Segment 39 measures approximately 271 meters. It is badly eroded but a few rock alignments remain to mark the remnants of a two-track road. The trace was labeled as a segment of the Overland Mail route by the USGS in 1973 (USGS 1973b). Documents reveal this alignment is associated with early US military survey and may be associated with the Upper Road (Bryan 1849, 21). The road may have been associated with or used by twentieth century ranching efforts, however, the road does not appear on USGS maps from the early twentieth century as such.

3M: Road Segment 40:

*Associated Period:* 1849 - 1940; US Military; Overland Mail; Emigrants; Possibly associated with Ranching  
*Type:* Site

Road Segment 40 is a heavily eroded swale that may be the remnants of an early road that measures roughly 246 meters in length. The trace was labeled as a segment of the Overland Mail route by the USGS in 1973 (USGS 1973b). Research reveals this alignment is associated with early US military survey and may be associated with the Upper Road (Bryan 1849, 21). The road may have been associated with or used by twentieth century ranching efforts, however, the road does not appear on USGS maps from the early twentieth century as such.

3N: Road Segment 42:

*Associated Period:* 1849 - 1957; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

Road Segment 42 is an eroded two-track road used most recently by local ranching efforts in the area. The roadbed is wide and clearly marked in the landscape. It runs directly east of a series of dunes, which have encroached over



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portions of the alignment. The trace was labeled as a segment of the Overland Mail route by the USGS in 1973 (USGS 1973b). Documents reveal this alignment is associated with early US military survey and may be associated with the Upper Road (Bryan 1849, 21).

**3O: Road Segment 43:**

*Associated Period:* 1849 - 1940; US Military; Overland Mail; Emigrants; Ranching  
*Type:* Site

Road Segment 43 is a faint two-track trace most evident in the landscape by vegetation change. The alignment measures approximately 593.8 meters and terminates to the northwest at Road Segment 27 (3C), also known as the Williams Ranch road. The trace may have provided an alternative route from the east and is likely tied to US military, emigrant, and ranching uses.

**Non-Contributing Features:**

- 3C – NPS Improvements to Williams Ranch Road
- 3P – NPS Signage System
- 3Q – NPS Gates and Fencing
- 3R – Current Property Fencing (Non-NPS)
- 3S - Historic-age Ranch Fencing and Pens
- 3T - NPS Trail System
- 3U – Other Historic-Age Ranch Roads

**Associated Photographs: Photographs 16 - 21**

*Table 3: District Section 3 – Patterson Hills and Salt Dunes*

<b>Feature Name (GIS Data)</b>	<b>National Register Map ID</b>	<b>C/NC</b>	<b>Property Type</b>	<b>Date Range</b>	<b>Associated Group(s)</b>
Road Trace 24	3A	C	Site	1849- ca. 1940	US Military; Overland Mail; Emigrants; Ranching
Road Trace 25	3B	C	Site	Ca. 1940 (Potentially Older)	Ranching (Potentially Associated with other groups)
Road Trace 27	3C	C	Site	1849- ca. 1940	US Military; Overland Mail; Emigrants; Ranching

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<b>Feature Name (GIS Data)</b>	<b>National Register Map ID</b>	<b>C/NC</b>	<b>Property Type</b>	<b>Date Range</b>	<b>Associated Group(s)</b>
Road Trace 28	3D	C	Site	1849- ca. 1940	US Military; Overland Mail; Emigrants; Ranching
Road Trace 29	3E	C	Site	1849- ca. 1940	US Military; Overland Mail; Emigrants; Ranching
Road Trace 32	3F	C	Site	1849- ca. 1940	US Military; Overland Mail; Emigrants; Ranching
Road Trace 33	3G	C	Site	1849- ca. 1940	US Military; Overland Mail; Emigrants; Ranching
Road Trace 34	3H	C	Site	1849- ca. 1940	US Military; Overland Mail; Emigrants; Ranching
Road Trace 36	3I	C	Site	1849- ca. 1940	US Military; Overland Mail; Emigrants; Ranching
Road Trace 37	3J	C	Site	1849- ca. 1940	US Military; Overland Mail; Emigrants; Ranching
Road Trace 38	3K	C	Site	1849- ca. 1940	US Military; Overland Mail; Emigrants; Ranching
Road Trace 39	3L	C	Site	1849-1881	US Military; Overland Mail; Emigrants
Road Trace 40	3M	C	Site	1849-1881	US Military; Overland Mail; Emigrants

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Feature Name (GIS Data)	National Register Map ID	C/NC	Property Type	Date Range	Associated Group(s)
Road Trace 42	3N	C	Site	1849-1957	US Military; Overland Mail; Emigrants; Ranching
Road Trace 43	3O	C	Site	1849- ca. 1940	US Military; Overland Mail; Emigrants; Ranching
Current Williams Ranch Road Improvements (Associated with Road Trace 27)	Found along 3C	NC	Structures	Late-20 <sup>th</sup> Century	NPS
NPS Signage System	3P	NC	Structures	Late-20 <sup>th</sup> Century	NPS
NPS Gates and Fencing	3Q	NC	Structures	Late-20 <sup>th</sup> Century	NPS
Current Property Boundary Fencing (Non-NPS)	3R	NC	Structure	20 <sup>th</sup> Century	Ranching
Historic-Age Ranch Fencing and Pens	3S	NC	Structure	Early 20 <sup>th</sup> Century	Ranching
NPS Trail System	3T	NC	Site	Late-20 <sup>th</sup> Century	NPS
Other Historic-Age Ranch Roads	3U	NC	Site	Early to Mid 20 <sup>th</sup> Century	Ranching

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### Statement of Significance

The Butterfield Overland Mail Route Corridor (Corridor Historic District; Upper Road; Overland Mail Route) is located within and adjacent to the boundaries of Guadalupe Mountains National Park, Texas. While the district is named after the most famous period of use for the corridor, it is composed of multiple road alignments and related sites spanning a continuum of national and regional use from the mid-nineteenth to mid-twentieth centuries. It is directly associated with pivotal events and a broad-sweeping national pattern of western expansion and settlement through which all-purpose transportation corridors were conceived and constructed to unite the vast American landscape. Thus, the Corridor Historic District has a period of significance spanning 1849-1958 and is eligible for listing in the National Register of Historic Places under Criteria A and D, in the areas of Transportation and Exploration/Settlement at the national level of significance.

The Corridor Historic District meets Criterion A at the national level as it is associated with a series of critical events over the course of a century, culminating in the creation of a viable transportation corridor connecting the Southwestern frontier to a larger national multi-modal network. The corridor came to the attention of U.S. Army Surveyors and emigrants after the signing of the Treaty of Guadalupe Hidalgo and the discovery of gold in California in 1848, quickly becoming an important southerly route to the West. Known throughout the 1850s as the Upper Road or the Upper Emigrant Road, the ribboned alignments cut through vast and rugged terrain, providing a faster route from Central Texas to El Paso than its southerly neighbor, the Lower Road. The Upper Road was adopted for U.S. mail service in 1857 through the creation of the Butterfield Overland Mail Route. Butterfield's efforts improved existing alignments, constructed new roads where needed, and established a series of stagecoach stations across his St. Louis and Memphis to San Francisco Route. Known as the Pinery Station and listed on the NRHP in 1974, the ruin of the Butterfield-built masonry stagecoach station still stands within the Corridor Historic District and survives as a rare example of a historic stagecoach route still located next to an active transportation corridor (Conkling 1947). Following the close of the Civil War, Buffalo Soldiers actively patrolled the region and created an outpost near the Pinery Station. During their time in the Guadalupe Mountains, they improved existing roads, and by the late 1870s, had driven the Mescalero Apache from the area ushering in the rise of ranching and private land ownership. By the early-twentieth century, the influence of the Good Roads Movement and the creation of the Texas Department of Highways could be seen along portions of the route as improved roads were constructed next to and on top of the older alignments dating from the mid-nineteenth century, creating a reliable through-corridor to support regional settlement and a burgeoning tourism trade based on the automobile and a new concept of American freedom and exploration.

The Corridor Historic District is also eligible under Criterion D at the national level for yielding and for the potential to yield valuable information about road construction technologies and associated usage over a period of 100-plus years. The Guadalupe Pass segment of the district (Segment 2) contains a rare example of stacked roads within a corridor showing the evolution of road building technology and usage throughout the period of significance. The switchback traces and dry-stacked retaining walls found at Guadalupe Pass show early efforts to construct roads over steep mountain terrain in the nineteenth century by the U.S. Army, the Butterfield Overland Mail crews, and emigrants. Next to and over these early road alignments, later iterations can be found, showing the evolution into straighter, wider alignments created in the early years of the twentieth century by the local ranching community and later, the State of Texas Highway Department. In general, road segments found throughout the district show a continuity of use as an exploration and settlement route throughout the nineteenth century evolving into a series of local ranch roads and a State Highway into the twentieth century. As such, the road traces retain a high level of integrity leaving a bold mark on the desert landscape. Contributing archaeological sites such as the Pinery Station, the Buffalo Soldier Camp at Pine Springs, historic graffiti, temporary camps, historic dump sites, traces of two-track wagon trails, and surficial isolated finds are located throughout the district, and support the overall context of incremental development and usage of the corridor during the period of significance. Further

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research into these sites and recorded pre-contact sites within the corridor has the potential to reveal more information about early uses of the corridor before 1849.

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Period of Significance

The period of significance for the Butterfield Overland Mail Route Corridor spans 1849 to 1958. During this period, the corridor was used as a major transportation corridor facilitating the exploration and settlement of a portion of the western frontier. As such, the statement of significance is written as a linear narrative exploring key events, relating the complex evolution of the road alignments as appropriate. Thus, the period of significance is divided into these areas of study: The Upper Road in Texas - Reconnaissance, Survey, and Establishment 1849-1861; The Overland Mail 1858-1859; Emigrants, Soldiers, Indians, and Ranchers 1860-1957; From Wagon Road to Paved Highway 1917-1957; and, Commemoration and Advancement of the Corridor 1936-1958. These areas of study reflect continuity of use related to key events in American history for a 109-year period. The narrative concludes with a summary of research potential in the district.

Common to well-chosen transportation routes, the Corridor Historic District was used with frequency over an extended period of time. Numerous recorded pre-contact archeological sites dot the landscape near the corridor and lithic scatters along with several pre-contact diagnostic artifacts were found during survey efforts in 2012. However, the original creators of the trail traces found within the Corridor Historic District are not known at this time. It is likely that contributing alignments pre-date the period of significance and further work may be needed to explore how the archeological record may extend the period of significance back in time.

The Upper Road in Texas: Reconnaissance, Survey, and Establishment 1849-1861

By the mid-nineteenth century with expansionist strategies brilliantly in place, the U.S. laid claim to the American Southwest with the signing of the Treaty of Guadalupe Hidalgo in 1848. The treaty ceded almost half of Mexico's territory and approximately four percent of its population to the U.S. government. It also resolved territorial disputes over the U.S. - Mexico border in Texas, which became a contested issue when Texas declared its independence from Mexico in 1836 and then, in turn, was annexed by the U.S. in 1845. Thus the Treaty of Guadalupe Hidalgo gave the U.S. the American Southwest and included the present states of New Mexico, Arizona, California, Utah, Nevada, and portions of Colorado and Wyoming.

As the U.S. acquired significant new territory from Mexico, gold was discovered along the South Fork of the American River near Sacramento, California in 1848. News traveled relatively fast, with an overland courier delivering the news, first to San Francisco, and then to the eastern part of the country. By December of that year, prospectors were leaving eastern ports aboard steamers, and western cities like Independence and St. Joseph, Missouri, by wagon. While American travels into the western frontier had been relatively slow until 1848, the discovery of gold and the opening of new U.S. territory spurred interest and substantial growth. Quickly following the discovery, New York newspapers focused on overland travel routes to California, rather than previously preferred water routes. This focus highlighted multiple ways to move across the frontier depending on starting points in the East. Access for southerly travelers came through Texas, Arkansas, and Missouri. Newspapers in major U.S. cities, such as New Orleans, Philadelphia, Mobile, and Washington D.C. followed in the listing and promotion of these overland paths. Taking advantage of the overland travel rush, Texas advertised its road offerings, several of which had been recently surveyed and improved during the Mexican War (Wallace 2008). By 1851, the estimated number of new arrivals to California was approximately 300,000 (Lang 1940).

The U.S. government responded to the physical need for new routes as early as 1849, sending out teams of engineers to begin the arduous work of reconnaissance, survey, and construction where possible (Martin 1925).

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This speed of response differed greatly from the federal transportation funding in the first half of the nineteenth century. Road building under the Jefferson to the Van Buren administrations was recognized as vitally important but agreement was slow to be reached in terms of how to fund construction and later necessary improvements. James Monroe made numerous attempts to spur federal involvement, finally concluding that federal monies would only be spent on roads used for defense or on those found vital to U.S. interests. While John Quincy Adams had a decidedly looser interpretation of road funding, Andrew Jackson returned to Monroe's stricter interpretations. Despite administration preferences, overall vagueness, uncertainty, and questions of constitutionality continued to plague federally funded and maintained infrastructure projects throughout the first half of the nineteenth century (Jackson 1952). By 1840, the Democratic Party Platform made a clear pronouncement of its view that federal involvement in large-scale improvement projects was unconstitutional. However, over the course of that decade and due to expansion in the territorial landscape, interest groups, primarily from the west, began the process of changing this view on the role of the federal government (Jackson 1952). Post and military road building projects initially slipped easily past the Monroe- and Jackson-era ideals of federal infrastructure spending. This allowed road survey, construction, and maintenance to fall under the guise of federal defense, creating a "constitutional justification" for road building (Jackson 1952, p. 320). These projects fell under the leadership of Secretary of War Jefferson Davis, placing the U.S. Army in the role of the first national road-building agency (Jackson 1952, p. 320). By 1846, road development took on a new urgency as the addition of the Oregon Country and the war with Mexico pushed the federal government to action. In 1849, under the Thirtieth Congress, 50,000 dollars went to the U.S. Army for surveying routes from the Mississippi Valley to California (Jackson 1952). With road corridor expansion clearly underway, the Thirty-second Congress of 1851 approved 150,000 dollars for the reconnaissance of all possible routes for a Pacific railroad under the leadership of the Army Corps of Engineers. This extensive project created an interdisciplinary team of scientists, surveyors, and engineers, who set out to find viable routes while exploring the fauna, flora, and natural resources of the western frontier. Further funding of 564,000 dollars, including support for wagon roads, was approved by the Thirty-third Congress in 1853-1855 (Jackson 1952). Road survey and construction developed further and moved beyond the purview of the War Department in 1856, when the Department of the Interior (DOI) became the supervising agency for the Fort Ridgely-South Pass Wagon Road bill. The bill expanded federal governance of public works, and allowed for the development of new roads planning through the DOI. This expansion included the important Pacific Wagon Road Office (1856-1873), which focused on emigrant road improvement projects for the western frontier (Jackson 1952).

With the survey and construction of new roads, and the improvement of older, more established trails, southern routes to the west were attractive to emigrants as they provided a less mountainous corridor and an all-weather travel season. Further, routes opened during the Mexican War, such as the military road between San Antonio and El Paso, were thought to be safer than other, less-protected routes. In order to organize western-bound traffic, hubs were established in Central Texas towns, such as Fredericksburg, Austin, and San Antonio, which were then connected to larger transportation networks from port cities, such as Corpus Christie, Port Lavaca, and Galveston (Wallace 2008). Emigrants also poured into Texas from other overland routes from Louisiana, Arkansas, and even north from Mexico. Of key importance to the success of southern routes was the discovery of a viable trail along the Rio Grande Valley to California by Colonel Philip St. George Cooke in 1846-1847, and portions of the corridor would become part of the United States under the Gadsen Purchase in 1853. Cooke's Road provided a route of travel west beyond the Rio Grande Valley city of El Paso, which acted as a terminus for the two main emigrant roads through West Texas in the late 1840s and 1850s. Known as the Lower and Upper Roads, both received attention as viable travel corridors and were tested by both emigrant and U. S. Army efforts. The Lower Road, opened as a military road under General William Jenkins Worth during the Mexican war, ran from Corpus Christie via San Antonio to El Paso. The Upper Road (also known as the Upper Emigrant Road and the Upper El Paso Road) ran through the Texas Hill Country, with pick up points in Austin and Fredericksburg, heading west to the Guadalupe Mountains, then merging with the Lower Road in El Paso. These two routes were of interest to the federal government along with other viable southern routes leading into the Rio Grande Valley. The other routes

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included corridors from Fort Smith, Arkansas to Santa Fe and El Paso. These four new corridors, coupled with access from the Santa Fe Trail, allowed movement west through the Rio Grande Valley (Martin 1925).

With the need for establishing new routes to the west in place, U.S. government efforts often overlapped and paralleled with local necessity and excitement of western expansion. One of the first expeditions along with the Upper Road came through this type of collaboration. In late 1848 and early 1849, the small Texas capitol of Austin felt a growing need for a good road to El Paso. Led by Austin doctor and Mexican War veteran John S. Ford, a small band of explorers set up a survey expedition west (Conner 2012). Ford partnered with Major Robert S. Neighbors, the U.S. Indian Agent in Texas, and received guidance from Major General William J. Worth, who was responsible for U.S. Army efforts in Texas. The men were accompanied by several Indian guides along with D. C. Sullivan and A. D. Neal (Texas State Historical Association 2013). The goal of the small band was to find a sufficient multi-use transportation corridor capable of handling wagon traffic, troop movement, and trade. The men arrived in El Paso via a more southerly route from San Antonio by May 2, 1849. Returning to Austin, the team passed through Hueco Tanks and by the southern tip of the Guadalupe Mountains, along the Upper Road (Jackson 1952).

Paralleling the Neighbors Survey, other U. S. Army expeditions were quickly underway to compare the Upper and Lower Roads to El Paso, linking Texas to the established Rio Grande routes to California. Lieutenants Whiting and Smith of the Engineering Corps and the Topographical Engineers, respectively, conducted a wagon-road survey from San Antonio to El Paso in early 1849 for the U. S. Army. The Lieutenants were aware of the Neighbors expedition and had also received guidance from General Worth. Whiting wrote that the survey had several goals for their ideal route, which included not only the abundance of water and grass, but also the need of a corridor that needed little construction work and could eventually support the construction of rail (Jackson 1952). On return to San Antonio, Whiting's favorable report of the Lower Road guided Major Jefferson Van Horn's move to El Paso as he had intended to take the Upper Road with a starting point in Fredericksburg but changed his itinerary to the Lower Road. Van Horn's extensive wagon train was escorted by Lieutenant Colonel Joseph E. Johnston, chief topographical engineer of the Department of Texas, and previously an engineer with the Texas-U.S. Boundary Survey in the early 1840s (Vandiver 2012). Johnston made additional surveys of the Lower Road on his way back to San Antonio after escorting Van Horn to his El Paso Post, exploring variations and options for the road. Van Horn's chief topographical officer, Lieutenant Francis T. Bryan, in turn, set out from San Antonio to Fredericksburg on the Upper Road with several supply wagons and approximately 30 men. Exploring the route in its entirety, Bryan reported that the Upper Road was another viable option for travel to El Paso. Water could be found every 25 miles except for a 68 mile stretch from Concho to the Pecos. Bryan also encountered numerous emigrant watering holes and thought that additional wells could be dug along the route to allow for safer travel (Jackson 1952; Bryan 1849). On July 20, 1849 and his 27<sup>th</sup> day in the field, Bryan and his men had their first glimpse of the Guadalupe Mountains, noting that their course was due west and they were following a crooked road "sometimes limestone, sometimes sand" through the hills with the "three high peaks of the Sierra Guadalupe" serving as "landmarks for a great distance" (Bryan 1849, p. 21). The following day, Bryan reached the mountains writing that he and his men explored various spurs around the area and that, despite topographical challenges, the existing road was in good condition. On July 22, Bryan and his men reached the foot of the Guadalupe Mountains and made a camp near a "fine spring of pure cold water" (Bryan 1849, p. 21). Bryan noted that the spring was about a quarter of a mile and across a ravine "to the right of the road, in a corner of the mountains" (Bryan 1849, p. 21). Making camp for the night, the expedition headed out to cross Guadalupe Pass the following day. Bryan writes that the descent was "very rough and continued for about two miles down the mountainside" (Bryan 1849, p. 22). The reconnaissance party continued along a rocky road for another seven miles before it smoothed out and became sandy. At 20 miles, Bryan and his men noticed a "range of pure white sand, extending some distance on the left side of the road, and four miles beyond this, the sand hills disappeared into a dry sandy bed" (Bryan 1849, p. 22). Bryan's successful reconnaissance and survey of the Upper Road secured his reputation as one of the best

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road surveyors in the U.S. Army. Further, his extensive work opened the Upper Road and it quickly became a popular route with California emigrants (Jackson 1952). Johnston summarized both parties findings in a letter dated December 28, 1849, stating that both the Upper and Lower Roads were good route choices, with the Lower Road running approximately 30 miles longer than the Upper. Johnston reiterated both his and Bryan's thoughts that both roads could be improved and shortened. His recommendations for the Guadalupe Mountains segment would require several days of work with a small party of men. He added that the Upper Road should be straightened, reducing unnecessary curves (Johnston 1849).

Captain Randolph B. Marcy, a veteran of the Mexican War and experienced western pathfinder, joined the push for southern road reconnaissance in 1849. Beginning in April, Marcy's orders were to explore a possible emigrant route from Fort Smith, Arkansas to Santa Fe under the direction of the U.S. Army Seventh Military Department (Flint 1849). Further orders instructed Marcy, with his dragoons and infantry, to travel as quickly as possible, making improvements to the road en route. He was to keep a daily journal of events, with accurate notes on road conditions, measurements, distances between water sources, general observations on the country through which they passed, and to establish good relations with any Indians encountered if possible (Flint 1849). After reaching his destination, Marcy returned along a portion of the Upper Road. His first glimpse of the Guadalupe Mountains is noted on September 8, 1849. Bearing directly towards Guadalupe Peak, the men traveled from Crow Spring heading east, making camp at the base of the mountains on the evening of September 9. Marcy noted that they made camp at the base of a ravine, approximately 200 yards south of a spring. To reach the spring, the animals were unleashed from wagons, which were not able to pass into the canyon. Describing his camp, Marcy wrote that the "Guadalupe range of mountains terminates at this place in an immense perpendicular bluff of light-colored sandstone, which rises to the enormous height of nearly two thousand feet, and runs off to the northeast" (Marcy 1849, p. 201). The following day, Marcy's writing states that they moved through Guadalupe Pass and arrived "upon very high rolling table land." Only traveling four miles, Marcy and his men made camp after passing "in a northeast direction around under the mountains, and encamped in a ravine which runs down through a large grove of pine timber from a gap in the Guadalupe Mountains" also noting that "there is a fine spring three hundred yards to the west of the road, which affords an abundant supply of water" (Marcy 1849, p. 201). He saw bear, quail, deer, and bighorn, the latter of which, was skipping playfully along rock ledges. The peak of the Guadalupe Mountains (likely El Capitan), which he called a "good landmark," could be seen for many miles (Marcy 1849, p. 202). Due to weather, the abundance of fresh water, and the need for rest, Marcy and his party stayed at the southern edge of the Guadalupe Mountains, likely at Pine Spring and at the base of Guadalupe Pass, near Guadalupe Springs, from September 9 – 12, giving him ample time to note the presence of Mescalero Apache in the area (Marcy 1849). Marcy's experiences were later used to create *The Prairie Traveler: An Handbook for Overland Expeditions*, first published by the U.S. War Department in 1859 and then internationally in 1863. In his authoritative account of the roads and travels west, he recommended the southern routes through Texas to avoid harsh winter conditions (Marcy 1863).

While U.S. Army engineers worked to establish the Lower and Upper Roads for military, emigrant, and trade travel, U. S. Boundary Commissioner John Russell Bartlett traveled the Upper Road during his survey efforts in 1850. The boundary survey was the first attempt to establish an international border between Mexico and U.S. lands, and was undertaken in conjunction with Mexican boundary commissioner General Garcia Conde. Under Bartlett's survey and likely due to erroneous mapping and contradictory instructions, approximately 30,000 acres containing the Mesilla Valley went to Mexico (Gunn 2012). With tensions already increasing between northern and southern land interests, Bartlett's boundary decision garnished southern criticism as it was seen as a flippant act of giving away valuable southern acreage. To address the issue, the contested land was acquired by the U.S. through the Gadsen Purchase in 1853. Due to the misstep, Bartlett was ousted from his position as boundary commissioner and the survey was later completed under Secretary of the Interior William Emory in 1857-59. While not successful in the completion of the controversial survey, he nonetheless wrote his accounts of the



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expedition in the popular *Personal Narrative of Explorations and Incidents in Texas, New Mexico, California, Sonora, and Chihuahua Connected with the United States and Mexican Boundary Commission*, published in 1854. In Volume I, Chapter VI, titled “Delaware Creek to El Paso.” Bartlett describes his visual experience with the Guadalupe Mountains,

November 10<sup>th</sup>:

“No sunrise at sea or from the mountain’s summit could equal in grandeur that which we now beheld, when the first rays struck the snow-clad mountain, which reared its lofty head before us. The projected cliffs of white and orange stood out in bold relief against the azure sky, while the crevices and gorges, filled with snow, showed their inequalities with a wonderful distinctness. At the same time the beams of sun playing on the snow produce the most brilliant and ever-changing iris hues. No painter’s art could reproduce, or colors imitate, these gorgeous prismatic tints.” (Bartlett 1853, p. 121)

Bartlett’s poetic description of the Guadalupe Mountains at first sighting was befitting of his background as a member of literary and scientific circles in Providence, Rhode Island. After relocating from Providence to New York, he opened a bookstore with Englishman Charles Welford. Located in the Astor House Hotel, the store attracted the attention of writers such as James Fenimore Cooper and Edgar Allen Poe. In 1848, he published his *Dictionary of Americanisms*, which became an important nineteenth century guide to American English (Gunn 2012). Prior to his dictionary, he became interested in ethnology, co-founding the American Ethnological Society (AES) in 1842 with Albert Gallatin. Grounded in Jeffersonian theory and firmly entrenched in the ideals of the manifest destiny generation, Bartlett understood that involvement with the boundary survey would provide a valuable opportunity to expand his nascent research network into American Indian and Mexican cultures (Gunn 2012). Accepting his appointment on June 19, 1850 from Secretary of the Interior Thomas Ewing, Bartlett created his own goals and instructions for the survey. Focusing on the exploration of geography and natural history, Bartlett’s 150-man crew followed expedition precedent set half a century earlier by Lewis and Clark. Staffed with skilled scientists and artists, such as the Thomas Cole protégé Henry Cheever Pratt (official “draughtsman” to the U.S. Boundary Survey), Bartlett set out to record the west (Albuquerque Museum 1996 p. 33). After his first encounter with the Guadalupe Mountains in early November, Bartlett and his men moved past Pine Springs over a “very hard road” and passed a site where, a few months before, four men were killed when their wagon train was attacked (Bartlett 1853, p. 120). As they began their descent into Guadalupe Pass, Bartlett, a skilled artist in his own right, was able to create a sketch of the event. Titled *Guadalupe Mountains, Texas*, the sketch is dated November 10, 1850. Moving through the pass, an arduous descent that took over six hours, Bartlett’s narrative reveals that he walked next to his carriage due to the roughness of the terrain. He describes the road as winding “for some distance along the side of the mountain” then plunging “down some deep abyss, and then it suddenly rises again upon little castellated spur, so that one almost imagines himself to be in a veritable fortress” and “whenever the prospect opened before us, there stood the majestic bluff in all its grandeur, solitary and alone”(Bartlett 1853, p. 120).

Into the mid-1850s, the Upper Road continued to be used by emigrants, U.S. Army patrol and reconnaissance, and early railroad surveys. In the mid-1850s, Captain John Pope was sent along the Upper Road region to explore options for drilling artesian wells. In correspondence with T. J. Rusk from December 1856, Pope argues for the “wonderful benefit to the Government and to the human race” his experiment in boring wells in the “wild regions” of the western frontier (Pope 1856 p. 2). Pope, having travelled and surveyed the Upper Road region for viable railroad routes since 1853, felt that the arid zone could be reclaimed for settlers with the establishment of wells, and his proposal recommended sinking multiple wells along the established route. Pope’s experiments, conducted from 1855 – 1858, would prove ineffectual. However, his abandoned camp, located along the Upper Road, some 60 miles east of the Guadalupe Mountains, would later be used as an Overland Mail station (Ormsby 1942). Other

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uses of the Upper Road included U.S. Army pursuits of Indians after raids in the area. A particularly grim chase involved U.S. Army troops, under the leadership of Major John Simonson and Captain James Longstreet, on the trail of Mescalero Apache cattle thieves. Unprepared for the taxing terrain of the Guadalupe Mountains, the troops returned to camp, sending their guide, José María Polanco, to search for water. Unaware that the sought-after Apache were camped nearby, Captain Longstreet found his murdered guide the following day, “stripped and pierced with seven arrow wounds” (NARA 1855). The army unit buried their guide with a headstone marking the grave. The headstone can still be found along the Upper Road at the base of Guadalupe Pass and reads, “Jose Maria Polanco, Guide: Killed Feb. 1<sup>st</sup>, 1855, by Indians” (McGilvray 2012). Railroad surveys also examined the Upper Road as a viable route in the mid-1850s. In an 1856 report made by A. B. Gray for the Southern Pacific Railroad, a route through Guadalupe Pass to Crow Springs was discussed. Information on the steep grades of Guadalupe Pass and the surgical cuts and fills necessary to improve the Upper Road for rail construction was also included. Gray’s findings include two exceptional drawings of the Guadalupe Mountains, labeling present day El Capitan as Cathedral Rock (Gray 1856).

### The Overland Mail 1858-1859

As the Upper and Lower Roads in Texas created the foundation for essential transportation networks, and provided a strategic link between the east and the developing western frontier, reconnaissance work continued through the U.S. Army, with Fort Davis acting as the central military hub for the region (Jackson 1952). Nationally, with emigrant travel and western settlement on the rise, California began to pressure the U.S. government for better, more reliable mail services. Necessitating improved roads for travel and mail, Californians supplied the U.S. Congress with a petition containing 75,000 signatures requesting new laws for better road construction in 1856 (Thompkins 1985).

The first Post Offices were established in California in November 1848, with initial mail routes by steamer. Lines ran from New York to New Orleans via the Gulf of Mexico, and New York to California via the Isthmus of Panama, predating the completion of the canal by 66 years. This process was arduous and time consuming, as California-bound mail moved from steam ships in the east, through the Isthmus of Panama by pack animals or canoe, then onto steamers in the west, and up the coast to California. Searching for faster routes, Congress authorized four overland trails. These new overland passages were segmented and linked with steamer lines and rail where possible. George Chorpenning’s initial 1851 mail route provided connections from Salt Lake City to Sacramento, with Salt Lake connected to Independence, Missouri, by rail. Chorpenning’s central route into California was timed at every 30 days and his fee was \$14,000 a year. Proving difficult due to weather, terrain, and loss of mail, carriers, and his partner to Indian raids, Chorpenning struggled to keep his troubled mail line functioning (USPS 2012). Following Chorpenning’s trials as an early overland postal carrier, the San Antonio to San Diego route ran from June 1857 to September 1858. The contract for the line went to James Birch, the previous owner of California Stage Company. Birch hired Isaiah Woods to run the route, which was planned to provide bi-monthly service, with mail arriving from the east via New Orleans. Burdened by poor equipment choices, heavy coaches slowed progress to a crawl, forcing Woods to find new equipment along the way. Due to these issues, the initial run took 38 days to cross 1,500 miles. Birch’s untimely death, which occurred when the U.S. Mail steamship *Central America* sank en route from Panama and New York, eventually ended the line in 1858 (USPS 2012).

Overland mail routes like those provided by Birch and Chorpenning were not only early experimentations in equipment, time, and money, but also tested northern and southern road options. Questions of weather, danger from Indian raids, and terrain were concerns for travelers. Further, factions in northern and southern states also had purpose and preference in route choices. These interests, supported at times with fractious and aggressive tactics, grew more divided and heated as the decade before the Civil War passed. Opportunity to test a better, longer

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overland mail route came in 1857. Funded through the U.S. government, but contracted out for development and management under private enterprise, the Overland Mail was yet another partnership between the public and private sectors with a goal of western expansion. Further, it provided the U.S. government with a way, to not only physically connect the nation, but to begin the more intricate challenge of culturally uniting the vast landscape. The beginnings of the new overland mail route came through a bill passed on March 3, 1857, created by a committee consisting of Congressmen from California, Vermont, Indiana, and led by Senator Rusk of Texas (Conkling 1947). It authorized the postmaster-general to create a contract with a private company for overland mail service initiating from a point on the Mississippi River to San Francisco. The starting point was to be decided by the contracting party. Other stipulations included a six-year contract, the use of four-horse drawn spring coaches, and a variety of budget options including \$300,000 for semi-monthly service, \$450,000 for weekly service, or \$600,000 for semi-weekly service. Land would also be provided for stagecoach stations along the way and the service should be able to make the run in 25 days (Conkling 1947).

While the mail contract was a progressive step towards the establishment of a better mail route, the details of the actual road and its location were left open, laying the difficult choice in the hands of postmaster Aaron Brown and his contractor. The line's actual route was not resolved in the bill, in part, because few men in Washington D.C. had a significant knowledge base for the land west of the Mississippi. Further, few maps existed of the regions of the west, and no accurate map existed of the whole western territory, making planning difficult at best (Conkling 1947). Through these constraints, four routes emerged as viable options for the overland mail. Each would have its proponents and opponents throughout the deciding process. The Central Route (Northern Route) ran from St. Louis, to Independence, on to Fort Laramie, through the south pass of the Rocky Mountains to Salt Lake, then following part of the Oregon Trail, terminated in Sacramento. The second option, known as the Middle Route (Thirty-fifth Parallel Route), had two choices for its starting point. Either running from St. Louis or Memphis, the road would pass through Fort Smith, to Albuquerque, then San José, and onto San Francisco. The third choice, known as the Southern Route (Thirty-second Parallel Route), ran from St. Louis to Fort Smith, then crossing the Red River in Texas, it passed through Preston, Fort Belknap, Big Springs, and then northwest through the Delaware, Guadalupe, Cornudas, and Hueco ranges, through El Paso, Tucson, Fort Yuma, San Bernardino, and then through the Cajón Pass into San Francisco. The fourth choice was known as the Extremely Southern Route and took advantage of U.S. Mail steamers to New Orleans, with mail then traveling by land through Indianola, San Antonio, and into El Paso. The route west of El Paso would then follow the same corridor as the Southern Route (Conkling 1947).

Calling on U.S. Army engineers and other expert witnesses from the frontier, postmaster Aaron Brown and Congress listened and fielded discussions about an appropriate road choice for all-weather travel. The Central or Northern route was deemed too cold, with General Burr of Utah reporting deep snow through the Rocky Mountains into April. Colonel's Fremont and Cooke also reported extreme conditions through the route through spring and into early summer. The Middle Route received more discussion as a viable option. While access to a well-populated city such as Albuquerque remained a positive, reports of extreme temperatures throughout winter months also plagued the passage. Leaving the two southern routes as the best options, supporters used previous U.S. Army reconnaissance records as proof of easy passage throughout the year (Conkling 1947). While the U.S. Post Office set out to determine the best route options, northern and southern tempers flared. Newspapers in the east ran stories comparing corridor options, laying out statistics on length, railroad viability, importance, and other factoids set up to show the preferences and superiority of routes (Lang 1940).

As the postmaster and a small team sorted through viable corridor options, the contract was put out for bid on April 20, 1857. Nine bids returned, three of which were submitted by John Butterfield and Company, following the bidding instructions to include pricing for the semi-monthly, weekly, and semi-weekly runs (Postmaster 1857). John Butterfield's team included William B. Dinsmore, William G. Fargo, James V.P. Gardner, Marcus L. Kinyon,

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Hamilton Spencer, and Alexander Holland. His competition for the project included bids by James Birch; James Glover; S. Howell and A. E. Pace; David D. Mitchell and others; and James Johnston with his partner Joseph Clark. Butterfield's proposal for semi-weekly service for \$595,000 per year was accepted on July 2, 1857 (Postmaster 1857). The awarded sum was later changed to \$600,000. On September 16, 1857, John Butterfield and his associates entered into contract No. 12,578 with the U. S. government to provide the largest-yet proposed overland mail service in U.S. history (Postmaster 1857).

John Butterfield and his partners, like other bidders for the postal contract, were experienced stagecoach drivers and investors. Operating initially out of Utica, New York, Butterfield understood coaches, roads, and their role in the evolution of transportation in the U.S. He started as a livery stable operator and driver, investing not only in his operation, but in barges on the Erie Canal and street rail for Utica. By the mid-1840s, he was a significant investor in the New York, Albany and Buffalo Telegraph system (Salsbury 2012). Continuing business in the development of transportation and communication systems, Butterfield created Butterfield, Wasson & Company in 1849, specializing in the movement of goods to and from short line railways to coach, steamer, or canal boat for transfer and delivery (John 2012).

William Fargo, now arguably the most famous of the Overland Mail partners, also hailed from upstate New York. His first job was as a mail carrier, likely following in the footsteps of his father. By 1842, he landed a new position as a freight agent for the Auburn & Syracuse Railroad. Pomery & Company, an express firm, hired him a year later giving him a job along a 24-hour route delivering small packages and mail. Relocating to Buffalo the following year, Fargo quickly realized the value in building transportation corridors connecting the east to the developing Midwest, and by 1844, had organized an express company for western expansion. Partnering with Henry Wells, the company was named Wells & Co. This quickly changed to Livingston & Fargo after Livingston bought out Henry Wells' share of the company (John 2012). Not soon after, Butterfield, Wells, Fargo, Livingston, and other smaller investors created the new consolidated American Express Company. American Express focused on eastern and Midwestern markets by offering a key link in the growth of the burgeoning U.S. transportation system between rail, ship, and coach. With eyes to the west, Wells, Livingston, Fargo, and Edwin B. Morgan, began another line called the Wells, Fargo, & Company in 1852. The firm specialized in western overland transport, complimenting the eastern and Midwestern focus of American Express. The Overland Mail contract came to the attention of the investor group as a way to take advantage of their existing western-bound cargo line and to further expand their already successful operations in the west (Milner et al. 1994).

With Butterfield's accepted bid in place, postmaster Aaron Brown worked to find the best overland route. Butterfield's initial bids included optional starting points in St. Louis or Memphis, and the creation of a bi-furcated route with starting points in both cities, running through Albuquerque (the Middle or Thirty-fifth Parallel Route) (Postmaster 1857). The bi-furcated route, surprisingly caused tension between north and south interests as it seemed to benefit neither. Railroad interests also played into the mix of opinions, adding to the complexities of the issue. Further, postmaster Brown, a southerner, preferred the southern routes through El Paso, despite the fact that his preference garnished criticism from northern interests (Lang 1940). Butterfield, showing flexibility and acumen, agreed to alter his proposed routes at the recommendation of postmaster Brown after discovering, much to his surprise that despite a contract stipulation stating the route may be chosen "as the contractors may select," he actually had little power over Brown's final decision. With a shorter running distance and supporting testimony of Captains Pope, Marcy, and Gray, Commissioner Bartlett, and others, the southern route was chosen over the Middle or Thirty-fifth Parallel route. Thus, finding a compromise on weather issues, northern rail interests, and southern trade worries, the final route was set to commence from both Memphis and St. Louis, with eastern rail lines connecting to both of these points with western-bound mail. The line would then converge in Fort Smith, Arkansas, rather than the initially proposed Little Rock. Running through Indian Territory, the corridor would pass over the Red River at Colbert's Ferry and then run to Fort Belknap and onto Fort Chadburne along military roads.

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The route was set to cross the Pecos River then proceed to Pope's camp. From there the road skirted the Guadalupe Mountains, passing through Guadalupe Pass along the Upper Road Corridor. Passing through the Hueco Mountains, the route traveled west to Franklin (El Paso), then to Fort Yuma and onto San Francisco. In total, the route was set to run approximately 2,600 miles from the St. Louis starting point (Lang 1940). The contract was signed on September 16, 1857, giving Butterfield and his team one year to survey and construct his Overland Mail route.

Butterfield set to work, traveling the eastern portion of his line with work crews. While the contract with the Post Office didn't include terms for road building, Butterfield's crew worked where needed to make the existing alignments function, with the most difficult portion lying between the Red River and El Paso (Tompkins 1985). This section of road, skirting several mountainous areas including the Guadalupe range, was subject to severe erosion with every rain. While the general route was chosen to follow previously surveyed alignments by U.S. Army engineers, the actual trail could fluctuate greatly depending on conditions. However, Butterfield's men, using the general corridor scoped out during the earlier years of the 1850s were able to find a way to pass through the difficult landscape (Tompkins 1985). Within the allotted one-year preparation window, Butterfield's crews field checked and staked the entire route, keeping in mind that coaches would not only run day and night, but also need access to water within a day's ride. Supporting the staked roadbed, with land supplied through the contract, stations were created approximately every 30 miles along the route. Each station housed a small staff capable of tending mules, horses, equipment, and procuring a supply of food, often consisting of nearby game, for travelers. Several men were hired to take charge of station construction, including Silas St. John, Frank de Ruther, William Brainard, and James Burr, all from New York; Preston Cunningham of Iowa; and, James Laing of Kentucky (Conkling 1947). Stations were constructed of local materials, which is still evident in the local stone used to build the Pinery Station near Guadalupe Pass. Stations in Indian country were constructed as small military forts, and sometimes later used for that purpose (Tompkins 1985). With a staked roadbed to follow and stations along the way, emigrant and local travel increased along the route, creating a prototype for later highways.

Equipment was key to the success of the overland mail. To avoid repeat issues of too-heavy coaches, such as those used previously by James Birch's crew on the San Antonio to San Diego route, Butterfield chose his equipment carefully. The three companies chosen as outfitters were the leading companies of the day. They were: J. S. Abbot & Sons of Concord, New Hampshire; the James Goold Company of Albany; and, Eaton, Gilbert & Company of Troy, New York. Harnesses came from the shops of James B. Hill & Sons of Concord, New Hampshire (Conkling 1947). Two types of coaches were produced for the route: the *Southern Style* coach, and the Butterfield-innovated *Celerity* wagon, which was a lighter vehicle designed for rougher, more difficult portions of the route. Four horses pulled the coaches until entering the rougher country of Texas, at which point, horses were exchanged for mules. The coaches were designed to carry the mail and nine passengers at maximum capacity inside the coach compartment. Each was labeled with a serial number and *Overland Mail Company* (Conkling 1947, p. 132). The price for a finished coach was roughly \$1,400. Butterfield funded his expenditures with an initial two million dollar investment to cover survey work, equipment (1,500 coaches, 1,800 horses and mules), the construction of 200 stations, and a staff of 1,000 employees located throughout the corridor (Conkling 1947; Tompkins 1985).

The first two coaches left their respective eastern and western starting points on September 16, 1858. The nation was supportive and excited about the new endeavor. Butterfield, himself, had become an icon of western expansion. The *New York Herald*, reporting from St. Louis at the start of the San Francisco-bound mail and triumphantly capturing the zeitgeist of the period wrote, "The theory that mountains separate nations, or that there lay between us and our California brethren an impossible obstacle, erected by the hand of God, is thus scattered to the winds" (Lang 1940 p. 13). Traveling the newly named *Great Oxbow Route*, the first western-bound coach arrived in San Francisco on October 10, 1858 at 7:30 am, two days ahead of schedule (Lang 1940, p. 82). Waterman Lily Ormsby, the 23-year old special correspondent for the *New York Herald*, was the first through

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passenger on the route bound for San Francisco. By all accounts and by the thoroughness of his record keeping, Ormsby took his job seriously and understood that he was playing an important role in a historic event (Ormsby 1942). Ormsby passed into the Upper Road territory approximately 10 days into his 23 day journey. He writes that the road was dusty and that the party was “jolting along almost at snail’s pace,” which he later recorded as just under three miles per hour as compared to the average of five for the route (Ormsby 1942, p. 61, 71). Reaching Pope’s camp, he notes that their mules were wearing out and were left along the road as this happened. Like other travelers along the corridor before him, Ormsby was awe-struck by his first sighting of the Guadalupe Mountains, writing that he could see the Guadalupe Mountains in the moonlight, “some sixty miles distant on the other side of the river, standing out in bold relief against the clear sky, like the walls of some ancient fortress covered with towers and embattlements” (Ormsby 1947, p. 71). Stopping at Pope’s camp just long enough to eat a supper of “shortcake, coffee, dried beef, and raw onions,” and to change out their team of four mules, they set their sights on the landmark of the Guadalupe Mountains (Ormsby 1947, p. 72). Crossing the Delaware Creek at sunrise, the party moved across the landscape all day and Ormsby writes that “Guadalupe Peak loomed up before us all day in the most aggravating manner. It fairly seemed to be further off the more we traveled, so that I almost gave up in despair all hope of reaching it” (Ormsby 1947, pages 72-73). With the current driver, Captain Skillman, laughing at his desperation, Ormsby begged to know how long until the coach would reach the base of the mountains. With only five miles left, after winding through the foothills of the range, Ormsby and Skillman beat their mules with rocks to make it to the Pinery Station. Reaching the Pinery, Ormsby notes that “the hills and gulleys bore the appearance of having been created by some vast, fierce torrent rushing around the base of the peak, and tearing its way through the loose earth and it seems as if nature had saved all her ruggedness to pile it up in this colossal form of the Guadalupe Peak, which rears its head four thousand feet above the level of the plain, and seven thousand above the level of the sea (Ormsby 1947, p. 74). Ormsby writes that the Pinery Station has a corral constructed of heavy pine timber, and after another typical meal including beans and venison pie, the team descended through Guadalupe Pass into Guadalupe Canyon. Describing his descent, Ormsby writes,

“The wild grandeur of the scene in the cañon is beyond description. The peak itself, sometimes called Cathedral Peak, towers a full 600 feet above the base of the cañon, where is the tortuous white, sandy bed of a stream which was now dry but which in the rainy season much be a fierce torrent. The road winds over some of the steepest and stoniest hills I had yet seen, studded with inextricable rocks, each one of which seems ready to jolt the wagon into the abyss below. It is enough to make one shudder to look at the perpendicular side of the cañon and think what havoc one mischievous man could make with an emigrant train passing through the canon. Just before the bottom of the cañon is reached there stands by the roadside the grave of a Mexican guide, who had ventured in advance of his party and was murdered by Indians – a thrilling reminder of another of the dangers of this dreadful pass.” Ormsby 1947, pp. 74-75).

Exiting Guadalupe Canyon at dusk, the crew encountered a light in the distance. Upon meeting, they discovered the eastern-bound Overland Mail coach, which left San Francisco on September 15 and was running eight hours ahead of schedule. Passing onto Crow Spring, Ormsby notes that the road to the Cornudos consists of grass and mesquite, similar to the rest of the plain (Ormsby 1947).

Other travelers stopping at the Pinery and passing through Guadalupe Pass and Guadalupe Canyon made similar notations. Special Overland Correspondent J. M Farwell, from the Daily Alta California, based in San Francisco, wrote of the road, heading east from Crow Springs to the Pinery,

“This portion of the route is a very bad road; there are six miles of heavy sand to be passed, then a rough, rocky road of about 12 miles, after which we came to the Guadalupe Pass, or cañon, and rocks. In going up the cañon we passed two graves. It was getting dark as we passed these graves, and we had yet five miles to travel, and were now in the midst of the pass. We climbed to the summit and still high on our left towered

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the Guadalupe rocks, several thousand feet. They are 8,000 feet above the sea level, resembling the ruins of some huge castle, and may be seen about 200 miles. An hour afterward, we were at the Pinery, where fresh animals were procured and we took supper (Lang 1940, p. 121-122).

By January, 1859, the Overland Mail Company released its revised *Through Time Table* published from the Butterfield offices located at 84 Broadway, New York City. It contained a go-by set of instructions to employees while on the road, time tables for each location, and postage rates. Instructions for possible Indian encounters were included and stated, "No intercourse should be had with them, and let them alone; by no means annoy or wrong them. At all times an efficient guard should be kept, and such guard should always be ready for any emergency" (Overland Mail Company 1859). Butterfield's men apparently held to their plan to steer clear of Indian harassment as there were few dangerous encounters along the line with most Indian attacks focused on taking horses and mules from stations (Conkling 1947).

Despite the hardships of the 25-day journey, tickets sold out fast, with the New York Herald reporting that in a rush for seats, applicants adopted a lot system for determining who would be able to take passage (Conkling 1947 p. 140). Tickets were not cheap, with the initial through passage to San Francisco fare set at 200 dollars and the eastern bound set at 100 dollars. This changed quickly to 150 dollars both ways for through passage due to a high number of complaints. The Overland Mail also allowed a "way" fare at 10 cents a mile and all passengers were restricted to 40 pounds of baggage. Valuables were shipped by steamer through Wells, Fargo, & Company to reduce the chance of hold-ups and robberies along the route. Upon approach to each station, the post horn would be sounded, letting way passengers and station keepers know of the approaching coach. The post horn on the Overland Mail consisted of a small brass bugle, a newer, more compact version of the longer horn used in the northeast for the earliest post routes in the nation (Conkling 1947).

Despite the shortened length of the Upper Road portion of the Overland Mail Route, the line was moved to the Lower Road in late 1859 to place the corridor in closer contact with military protection provided by Fort Stockton and Fort Davis. During the process of moving the line to the south, 10 stations were closed along the Upper Road portion of the route throughout the summer of 1859. The Pinery Station was officially decommissioned in August of that year. The Pinery, after its completion in November, 1859, and before it was decommissioned, consisted of a masonry enclosure measuring approximately 57 feet long by 41 feet wide (Matthews 1999; Conkling 1947). The masonry walls, constructed of local limestone slabs with mud or adobe mortar were approximately 37 inches thick and 11 feet high. Three rooms were located inside the north and east elevations, with one double chimney. The roof consisted of mud and thatch over the wooden beams. A smithy and repair shop was located along the southeast portion of the enclosure, also covered by a mud-thatched roof. An acequia and tank system connected the station to its water supply located at nearby Pine Springs. A stockade of pine timbers was located along the main entrance on the south elevation of the enclosure. The station was surrounded by smaller dugouts built of earth and stone, which housed soldiers garrisoned at the station at various times during and after its role as a stagecoach station (Conkling 1947).

Emigrants, Soldiers, Indians, and Ranchers 1860-1957

Following the secession of Texas from the Union in 1861 and the start of the Civil War, the federal government moved the Overland Mail to the Middle Route along the Thirty-fifth Parallel in 1862 (Mullin 1983). The Overland Mail Route, though in use a short time across the Texas frontier, gave importance to the Upper Road, moving it beyond usage as a military passage and emigrant trail to a mapped strategic transportation corridor by 1859 (Bureau of Topographic Engineers 1859). Due to its known location, access to springs, and the still-extant Pinery Station, use continued after the departure of the Overland Mail. The Pinery gave "emigrants, freighters and drovers, soldiers, squatters, and renegades" an arguably comfortable stopping point on the frontier and new roads were

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constructed north of the area (Conkling 1947, p. 393). However, despite this continuity of use, road conditions and the Pinery began to decline without the regular use and maintenance of Butterfield's company. Further, it appears that the Mescalero Apache attempted to burn the station at some point in the early 1860s (Tompkins 1985; Matthews 1999).

With the end of the Civil War, U.S. Army troops resumed patrol and reconnaissance in the Guadalupe Mountains (Matthews 1999). Following the Civil Rights Act of 1866, African-American men were allowed to serve in the U. S. Army leading to the establishment of several African-American Army units. Given the name *Buffalo Soldiers*, possibly by plains Indians comparing not only their hair but also their courage to that of the buffalo, the name was quickly adopted by the troops. Typically led by European American officers, the majority of African-American units were placed along the western frontier at outposts like Fort Davis in West Texas and saw most of the fighting during the Indian Wars. This placement was strategic, segregating African-American troops from European American settlements and communities by locating them on the remote and less-populated frontier (King and Haecker 2008). Facing isolated and dangerous environments, the African-American troops contributed heavily to the cause of western expansion, and made up the front line of defense as the Apache Wars of Texas and New Mexico escalated in the late-nineteenth century (King and Haecker 2008).

Organized in 1866, the Ninth Cavalry under the leadership of Colonel Wesley Merritt, moved into the abandoned Fort Davis in 1867. They were followed and replaced by several companies of the Tenth Cavalry under Colonel Benjamin Grierson, in 1875. The Cavalry was supported by the Twenty-fourth and Twenty-fifth Infantries, working from Fort Davis roughly from 1869-1880 (NPS 2012). The tasks set out under Merritt and Grierson were diverse, including the rebuilding and maintenance of the fort, the escort of emigrants and stagecoaches along with the reconnaissance, construction, and improvement of new and existing roads through the region. These tasks were set up to help control the building tension between settlers and the Mescalero Apache, who had inhabited the Guadalupe Mountains and the region without significant interruption until the mid-nineteenth century. While relations between the U.S. government, settlers, and the Apache started off relatively smoothly, after years of government demands on Apache lifeways, tensions erupted into a full-fledged war following the close of the Civil War. With settlers calling for their removal or even extermination, and Indian Agents attempting to move them to stark reservations, Apache parties were soon known for their guerilla warfare-like raids on surrounding non-Indian settlements (King and Haecker 2008). As nimble nomadic hunters, they moved elusively through the mountains, creating highly mobile camps along ridges that could be easily altered if U.S. Army troops caught or stumbled upon their trail. This, coupled with their deeply rooted and inherited knowledge of the landscape, made them a difficult and formidable target for the cumbersome U.S. Army.

Key to the management of Indian raiding parties, the army countered with the establishment of quick-response sub-posts located on a network of roads providing access to water and supplies. Building upon extant alignments, the increasingly sophisticated transportation and communication network grew under construction efforts conducted by the Twenty-fourth and Twenty-fifth Infantries led by Grierson, who also called for the creation of the numerous Fort Davis sub-posts across the area. Sub-post commands were generally small and adept, allowing soldiers to fan out over the terrain to monitor trails, roads, and water sources. Captain Louis Carpenter of the Tenth Cavalry was sent to the edge of the Guadalupe Mountains to establish a Fort Davis sub-post in March, 1878. Already familiar with the area after mapping it extensively, Carpenter was aware that several plentiful springs lined the edge of the mountains down into the pass and chose a site at Pine Springs for the post (Matthews 1999). The camp was moved closer to the Pinery when it was occupied by troops under the leadership of Captain Thomas Lebo in September 1878. Troops from the European American Third and Eighth Cavalry also occupied the area. With plentiful supplies left behind in the interim period between post occupancy, Mescalero Apache also camped in the Pine Springs area, picking up valuable raw materials left behind by the U.S. Army (King and Haecker 2008). The longest known camp at Pine Springs was in the fall of 1878 when Lebo and his troops made camp for two months.



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Lebo and the Tenth Cavalry returned to map portions of the old Upper Road running along the western side of the Guadalupe range in 1879 (Lebo 1879). Further, evidence of bridge construction, built by the Twenty-fifth Infantry, still remains at the site and likely connected the camp across the ravine to the Pinery Station and the main road beyond (King and Haecker 2008). Thus, the Pine Springs and Pinery area served as a major camp station from 1849 to 1881, occupied by Bryan, Marcy, Pinery residents, the Buffalo Soldiers and possibly other regiments during the Indian Wars, and the Mescalero Apache. The official sub-post at Pine Springs likely saw the last activity during the Victorio Campaign. Under the leadership of Grierson, the Tenth Cavalry patrolled the Guadalupe Mountains to the Rio Grande, cutting off the Mescalero Apache from known watering holes. With the defeat of Victorio in place, the Apache were driven from the Guadalupe Mountains, allowing Grierson to abandon the Fort Davis Sub-post at Pine Springs in 1881 (Matthews 1999).

With the removal of the Apache as the final act in the opening of the Trans-Pecos frontier, ranchers began to move into the region. The rugged landscape of the Guadalupe Mountains attracted a few hearty settlers, willing to try their hand with cattle, sheep, and goats in the area. As noted by surveyors and travelers throughout the 1850s, the region lying to the northwest, after the descent through Guadalupe Canyon was covered with grasses, with springs located nearby, differing greatly from its appearance today. Taking advantage of the open landscape on the western side of the rugged Guadalupe Mountains, the Belcher Family moved to the area around 1908. They raised longhorn cattle, supplying water for stock tanks from nearby Bone Springs. Access to the Belcher's simple ranch house, which sat high up on the foothills of the Guadalupe Range, was likely over a portion of the well-established Upper Road and Overland Mail Route. Now known as the Williams Ranch Road, it takes its current name from James Adolphus Williams, who purchased the ranch from the Belcher family ca. 1917 (a. NPS 2013). Williams owned the ranch until 1941, running cattle, then sheep and goats throughout portions of the Historic District Corridor. Segments of the old roadbed, lying east of the Pinery station, were also incorporated into ranch roads until the early 1930s (Conkling 1947). Much of this land, along with that owned by James Adolphus Williams, was later purchased by the Hunter family through several acquisitions dating from the 1920s through the 1940s. The Hunter family purchased acreage east of the Pinery Station from the Smith family, which was initially settled by the Rader and Wolcott families in the late nineteenth century (NPS 2013). Hunter ranch lands would later become the first land acquired by the federal government in 1966 from which Guadalupe Mountains National Park would be developed (Public Law 89-667, 80 Stat. 920 [HR 698] 1966). Land in the immediate vicinity of the Pinery Station ruins was acquired by the Glover family in 1913. Over the course of 60 years of ownership, they built multiple buildings across the old Upper Route landscape, which corresponded not only to ranch use, but later development of the highway along the old Upper Road corridor (Soulliere 1983). Further evidence of ranching activities can be found across the Corridor Historic District, including additional two-track road traces, early automobile parts, and ruins of shelters located near the Pinery Station and above Guadalupe Springs and Guadalupe Canyon. These ranching roads often connect to the main corridor or may have been earlier iterations of survey routes and mail routes taken to avoid newly created arroyos or eroded roadbeds. The adoption of earlier alignments as ranch roads supports the evolution and re-use of the Corridor Historic District over the early years of the twentieth century, denoting a significant shift in land-use for the region.

From Wagon Road to Paved Highway 1917-1957

Public road building throughout the nineteenth century had been plagued by questions of constitutionality. To circumvent the issue of constitutionality, roads were primarily funded under the War Department at a national level, with some assistance given to primary western expansion routes under the DOI. States were slow to levy road taxes for upkeep, and Texas placed the responsibility of road construction and maintenance on counties and local residents (Wallace 2008). With rail seemingly eclipsing roads as large scale travel corridors in the last half of the nineteenth century, things began to change for road building in both Texas and the nation in the 1890s. As states grappled with the need for good roads and how to fund them, the federal government created the Office of Road

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Inquiry (ORI) in 1893. Led by Roy Stone, the role of the tightly funded office took an advisory position on the possibility and importance of road construction. Involved with state governments, Stone worked his way throughout the northeast, guiding legislation and experimentation on roads and road-building technology. Materials testing also began in earnest during the last decade of the nineteenth century, and played a critical role in local and national efforts to create better roads (Goddard 1994; FHWA 2011).

While federal and state interest grew during the 1890s, the real demand for road improvement came through the development of the automobile and the Rural Free Mail Delivery (RFD) in 1893. Just as road development and mail service were inextricably linked in the 1850s, the same held true for the next push for mail delivery and road creation half a century later. Until the creation of the RFD, rural residents had to travel to local post offices to pick up their mail, unlike city dwellers, who benefitted home delivery since 1863 (USPS 2007). Developed by Postmaster General John Wanamaker, and tested in limited markets in 1890, a bill was passed on March 3, 1893 with funding of just 10,000 dollars. During most of the next decade, the RFD would remain in testing mode, finally becoming permanent in 1902 (USPS 2007). Road conditions were key to the success of the RFD and initially the Post Office did not require drivers to make their deliveries if roads were impassible or in poor condition (USPS 2007; Goddard 1994). As the service quickly grew, more than tripling in size from 1902-1905, the Post Office created a system of route inspectors, who reported poor conditions to the appropriate party. The program also worked directly with Department of Agriculture and the Office of Public Road Inquiries, the predecessor of the ORI, to make sure improvements in rural areas were addressed (Wallace 2008). Through these efforts, the line between rural routes and post roads began to vanish, as it had under the creation and use of the Overland Mail, some 50 years before.

With the Post Office, the Office of Public Road Inquires, and the Department of Agriculture pushing for better roads, the founding of the public initiated National Good Roads Association in 1900 came at an opportune time (Wallace 2008). With their *Good Roads Trains*, created in partnership with the Southern Railway Company and the Office of Road Inquiry, the good roads movement spread through the south. Stressing economic and social benefit through the extirpation of rural isolation, the good roads supporters also pointed out the symbiotic relationship between roads and rail, with the idea that every wagon road feed into the larger rail network (Goddard 1994, p. 47). Building momentum, the success of the good roads movement began to slowly change the attitude of state governments toward road funding and improvement (Wallace 2008). The first National Good Roads Association meeting in Texas was held in Houston in 1895. Discussing the progress of other state road building efforts, the meeting produced eight resolutions, including the creation of a Texas Good Roads Association and the formation of the first State Road Board (Wallace 2008). Despite these advances, Texas was already behind in road development and continued to lack a true highway department well into the twentieth century. Still grappling with special interests and questions of constitutionality of government road building, both Texas and the federal government wouldn't see real road funding progress until the Federal Highway Acts of 1916 and 1917 were passed, setting precedent for national and state road building (Wallace 2008). Following national momentum, the Texas Legislature passed law creating the Texas Highway Department on April 4, 1917. Control of the new agency was in the hands of the State Highway Engineer and the State Highway Commission, the latter of which was governor appointed and senate approved (Wallace 2008). The new Texas Highway Department granted state aid to counties, maintained statistical data on roads, created road building standards and specifications, and tracked fiscal inflows and outflows. Progress for Texas roads followed through the amendment of Federal Aid Road Act in 1921, allowing federal and state fund matching. Removing the county level of management from the state agenda, states were required to take control of design standards for all road development to remain eligible for federal fund matching after 1924 (Wallace 2008). While Texas continued to struggle with internal political issues for authority, the availability of federal dollars was too good to pass up, insuring the slow growth of better roads throughout the state. By 1924, the Texas Highway Department took control of state highway maintenance with funding assistance

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from a one-cent gasoline tax implemented in 1923. Quickly evolving, the State Highway Department had a construction plan for new state highways in place in 1925 (Kite 2012).

Much of the old Upper Road and Overland Mail Corridor remained intact throughout the early road building efforts of the twentieth century through use as local ranch roads. However, portions of the road near the Pinery Station and through Guadalupe Pass and Guadalupe Canyon evolved through the teens and twenties into an important segment of federal highway by the 1930s. At the earliest efforts of the newly established Texas Highway Department, the route through Guadalupe Pass appears as a “proposed highway” as adopted in June, 1917 (Texas State Highway Department 1917). The road location through Guadalupe Pass, as represented on the map, was “approximated” and labeled as Highway 10. Otherwise known as the “Ft. Worth – Brady – Ft. Stockton” Highway, the route was commissioned to be a primary highway running from Fort Worth to Fort Stockton, catching portions of both the Upper and Lower Roads corridors in the process (Texas State Highway Department 1917). Further evolution of the route can be seen on the Texas Highway Map of 1919, which labeled the route as “designated highway” 12 (Texas State Highway Department 1919). Over the 1920s, the road continued to change, going from a “Third Class Road” in 1926, to a “State Highway – State Aid Only” in 1928 (Texas State Highway Commission 1926, 1928). During these two years, traffic likely increased along the route with the opening of the important El Paso to Carlsbad section of highway, adding to the existing flow of traffic heading north to Guadalupe Pass from Van Horn (Texas Highway Commission 1928). By 1933, the State Highway map shows a more detailed image of the route going through Guadalupe Canyon, Guadalupe Pass, and running along the older corridor by the Pinery Station. The road is numbered as State Highway 54 and U.S. Highway 62. It is categorized as “graded earth” with a note to “make special inquiry during wet weather” (Texas State Highway Commission 1933). A two and a half foot high dry rubble masonry stone fence protected the earthen roadbed as it curved through the steep pass (Texas State Highway Commission 1937). The 1933 map also included notation of Frijole (a Post Office at that time) and El Capitan Peak (Texas State Highway Commission 1933). A major leap in construction technology came to the road through Texas Federal Aid Project 233-2-3 in 1937-1938. The highway, then known as U.S. 62, was not only realigned and paved, but significant improvements were also added. These included culverts, concrete bridges and abutments, cattle guards, decorative railings, stone guard posts, and Polancio Park, a roadside lookout and picnic area. While the roadbed was not widened, superelevation was added to all curves along the alignment, along with new cut and fill lines. (Texas State Highway Department 1938).

The addition of Polancio Park (Signal Peak Roadside Park) to the 1937-1938 highway improvement plans revealed a full evolution of road use for the corridor. Changing slowly from military, emigrant, mail, and ranch travel, the road began to embrace the twentieth century demands of pleasure travel made possible by the automobile. Further, the creation of the Carlsbad Cave National Monument in 1923 and its evolution into Carlsbad Caverns National Park in 1930, arguably placed the corridor on more tourists itineraries beginning in the 1930s. Following the demands of automobile travel and increased automobile ownership, the State of Texas started a roadside park program in 1936. Jac L. Gubbels, the first landscape architect for the Texas Highway Department and author of the 1938 *American Highways and Roadsides*, led the program. Funded through land donations, National Youth Administration labor, and construction planning through the state landscape architect, Texas roadside parks were designed with rustic architectural features oriented to take advantage of natural scenery while providing a safe respite from the challenges of driving on long road trips (TXDOT 1999). Signal Peak Roadside Park, the highway corridor, stops, and attractions were listed under Tour 29 (Carlsbad, NM to El Paso, TX – 130 miles) in a roadside guide for Texas created by the Federal Writers’ Project in 1940. The route was described as paved, with filling stations located every 20 miles. Ranching was listed as the chief occupation of area residents and the small Post Office, operated from the Frijole Ranch house, was noted. According to the guide, Pine Springs not only had excellent water, but also a filling station (operated by the Glover family), and limited tourist accommodations. The Pinery Station also was mentioned, along with its historical association with the Overland Mail and Indians. Signal Peak Roadside Park was noted at mile 22.8, and was described as an observation point with seating and an open-air

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fireplace (Federal Writers Project 1940). The Glover family owned development at Pine Springs also developed with the road and provided a social hub for ranchers in the area. As mentioned in the 1940s Federal Writer's Project guide, the area at Pine Springs had accommodations and a filling station. The station included a café and functioned as the informal meeting place for locals. A nearby dance hall, constructed in 1930, was found in the grouping of buildings, along with the aforementioned tourist lodging, built as a simple wooden framed bunkhouse. Another bunkhouse was converted into tourist lodging and was supported by a washhouse, garage, and other numerous buildings associated with both the ranching and tourists trades (Soulliere 1983). This lively area, tied together by locals, travelers, and the road, functioned near the Pinery Station until the late 1970s. It was removed by the NPS in the late twentieth century.

The old Upper Road and Overland Mail Route running from the base of Guadalupe Canyon, through Williams Ranch Road, and onto the northwest to Crow Springs was not incorporated into state and federal highway planning. Portions of the road remained in use for ranching activities into the 1940s and 1950s, with numerous wells and secondary roads connecting to the main corridor from the surrounding area and the Salt Flats to the west. The United States Geological Survey (USGS) first mapped route in 1933, showing a portion of the corridor as a dirt road leading to the Williams Ranch and Bone Canyon (USGS 1933). A dirt road labeled as the "Butterfield Trail" first appeared on USGS maps in 1951, placing the corridor near the Salt Flats, to the west of where historic accounts gave the location (USGS 1951). In 1973, this route was corrected after cartographers interviewed local ranchers, who claimed that the trail was along the Williams Ranch Road, placing it between the Guadalupe Mountains (to the east) and the Patterson Hills (to the west), heading due northwest past the Salt Flat dunes to Crow Springs (USGS 1973a, 1973b).

### Commemoration and Advancement of the Corridor 1936-1958

In 1936, the State of Texas created a set of memorial markers to commemorate the Centennial of the founding of the Republic of Texas. One of these markers was placed between the Pinery Station and Highway 62. The granite marker is dedicated to the ruins of "The Pinery" or the "Pine Spring" Stage Stand. A second marker was erected next to the Centennial Marker in 1958 commemorating the airmail pilots, who also flew through the Guadalupe Pass area in the early twentieth century. Guided by El Capitan and Guadalupe Peaks, pilots delivered mail in the area, guided not only by large landmarks but also by a set of beacons within several miles of Guadalupe Pass (USGS 1933). A larger marker bearing the same inscription to the post airmen was placed on top of Guadalupe Peak that same year. The early postal air delivery system of the 1930s across Guadalupe Pass was the humble origins of American Airlines.

By the late 1950s, a new highway was slated for construction at Guadalupe Pass and the Pine Springs. Improvements to the alignment were needed as numerous accidents along the Guadalupe Pass had occurred and guidebooks noted that the area was dangerous and difficult to drive (FWP 1940). The proposed road would straighten curves and completely realign the corridor through the Guadalupe Pass. The work would also remove traffic from much of the older Upper Road corridor. Based on massive cuts and fills, construction started on the new alignment in 1957. The resulting road was wider, straighter, and cut across Guadalupe Canyon with a massive berm located just north of the dwarfed grave marker of Polancio. The old roadbed lay to the side, cut in two by the new, larger, and technologically advanced corridor, which, for the first time in the history of road improvements through the pass was no longer burdened by topographic demands (Texas State Highway Department 1957). A new roadside park was placed along the new road, in the shadow of El Capitan Peak.

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

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Research Potential

The Butterfield Overland Mail Route Corridor Historic District has yielded and is likely to yield information about the evolution of road construction techniques, road related settlement patterns and construction, and the interaction of different cultural groups in the late-nineteenth century in the western frontier. The integrity of above ground resources, artifact scatters, and previously recorded archeological sites provide physical evidence of historic events and support continued work in the area.

Of the three sections in the district, Section 1 (Pine Springs) and Section 2 (Guadalupe Pass and Guadalupe Canyon) contain previously recorded archeological sites that point to multiple habitation periods and areas of use. Section 1 contains Site 41CU44, a U.S. Army camp, which was initially used by surveyors in the mid-nineteenth century, followed by multiple occupations by the US Army, the Apache, and other groups associated with stage coach and emigrant travel. Evidence reveals that the camp was strategically placed near two spring sites and was connected at times to the Pinery Station area and the larger transportation corridor via several small bridges spanning a large drainage. Since the camp contains evidence of multiple occupations, it not only reveals that the site was important throughout much of the nineteenth century but also that access to the springs was vital for all groups travelling through the area. Later ranching structures and buildings were placed near the camp and it is likely that access roads were incorporated into ranching circulation routes. Section 1 also contains the stabilized ruins of the Pinery Station (NRIS 74000281; 41CU193) and the early-twentieth century Pine Springs roadside camp (41CU745, 41CU746). These areas may reveal information about non-military road-related settlement in the nineteenth and early-twentieth centuries. Existing road traces in Section 1 reveal that access to water and ease of movement through the rugged terrain drove alignment placement.

Section 2, located just below Guadalupe Pass and along the northern portions of Guadalupe Canyon, contains a rare series of intact road alignments spanning the period of significance. Further, the current Highway 62/180 alignment, built on fill, spans the canyon not only cutting across the older alignments as they passed through the canyon (just below the southern boundary of the district), but offers a look at the current iteration of road work along the historic corridor. Taken as a whole, the network of nineteenth and twentieth-century roads, laid side by side, provide an unusual glimpse of how road building at a strategic mountain pass evolved from a terrain-dependent wagon and stage coach trail to an improved paved highway. Section 2 also contains a series of road-related settlements with access to Guadalupe Springs. While not as developed as the camp found in Section 1, camp sites in Section 2 (41CU43) are important in revealing the relationship between water access and road location. Camps located at the northern tip of Section 2 (41CU64, 41CU63) contain the ruins of buildings and other structures. Further research is needed to determine occupancy of these sites. 41CU63 may contain rifle pits and may have been associated with U.S. Military operations in the late-nineteenth century.

Section 3, located near the Patterson Hills and dunes, contains multiple road segments spanning an open landscape over a heavily eroded terrain of shifting soils. The corridor is defined by extant road traces but also by surficial artifact scatters, which acted to help delineate portions of the corridor when road traces were not discovered during 2012 survey efforts. Further research may reveal new alignments within the corridor or new associated archeological sites, thus potentially expanding the corridor boundaries in the future.

Overall, the Butterfield Overland Mail Route Corridor Historic District has the potential to reveal information about cultural history and process in the area. Main themes include road construction evolution and road-related settlement patterns, including placement near water and with terrain challenges. Pre-contact archeological sites also dot the corridor and may offer information about how long the corridor functioned as a viable path between spring sites across open, formidable terrain and a steep mountain pass before the period of significance.

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

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Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

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**Section 10 – Geographical Data**

**UTM Coordinates**

Datum: NAD 1983

**Section 3: Zone 13,**

1. Easting: 499803.6289 Northing: 3533723.4599
2. Easting: 499943.3292 Northing: 3533907.6102
3. Easting: 509791.8020 Northing: 3526738.4459
4. Easting: 514387.1823 Northing: 3520931.5625
5. Easting: 513268.6115 Northing: 3519752.1076
6. Easting: 506517.5768 Northing: 3528222.7614
7. Easting: 502568.9740 Northing: 3531061.1671

**Section 2: Zone 13,**

8. Easting: 514614.5705 Northing: 3526713.1193
9. Easting: 514725.6958 Northing: 3526748.8381
10. Easting: 515376.5721 Northing: 3526213.0558
11. Easting: 515915.3177 Northing: 3525441.1169
12. Easting: 516025.3361 Northing: 3525244.1990
13. Easting: 515432.9284 Northing: 3525292.3040
14. Easting: 515236.0780 Northing: 3525644.7297
15. Easting: 514999.5401 Northing: 3526125.7431
16. Easting: 514816.9772 Northing: 3526403.5562

**Section 1: Zone 13,**

17. Easting: 517204.8722 Northing: 3529898.2133
18. Easting: 518973.8454 Northing: 3529168.5097

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

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19.Easting: 517867.3557 Northing: 3528558.6439  
20.Easting: 517556.0644 Northing: 3528463.5323  
21.Easting: 517456.8455 Northing: 3528474.1156  
22.Easting: 517437.6715 Northing: 3528575.5772  
23.Easting: 517075.7208 Northing: 3528558.6439  
24.Easting: 516817.4869 Northing: 3528338.5101  
25.Easting: 516491.9165 Northing: 3528489.3229  
26.Easting: 516458.8435 Northing: 3528605.0783  
27.Easting: 516733.3492 Northing: 3529236.7723  
28.Easting: 516859.0266 Northing: 3529299.6110  
29.Easting: 517097.1521 Northing: 3529164.0117  
30.Easting: 517294.6639 Northing: 3529282.9422  
31.Easting: 517104.1635 Northing: 3529784.5932

**Verbal Boundary Description:**

(Boundary Justification found in Section 7 under Section Overviews)

**Section 3 – Patterson Hills and Dunes:** The boundary for Patterson Hills and Dunes Section 3 includes all recorded road segments located on the western side of the Park. The northern limits of the boundary begin 157 meters southeast of the NPS service road located 986 meters southeast the northern terminus of road segment 42. The eastern limits of the boundary extend approximately 20,000 meters (12.43 miles) southeast to the southern terminus of road segment 24. The boundary then runs 1,914 meters south and 1,125 meters west following the boundary of the Park and catching the southern terminus of road segment 27. The western boundary of the section runs northwest approximately 20,000 meters from the southern-most point of road segment 27.

**Section 2 – Guadalupe Pass and Canyon:** The boundary for the Guadalupe Pass and Guadalupe Canyon Section 2 is bounded to the north by the northern limits road segment 16 and historic camp 41CU64. The eastern boundary edge follows a ridgeline extending southeast approximately 2,200 meters to catch Guadalupe Springs, terminated at a southeastern point near Polanco Park (Signal Peak Roadside Park), just below Guadalupe Pass. The southern boundary runs from Polanco Park, 597 meters west, following the northern right-of-way of the current Highway 62/180, terminating just west of the 1937 highway (road segment 1). The western boundary runs approximately 1,636 meters northwest from the Highway 62/180 northern right-of-way, terminating at the northern limits of road segment 16.

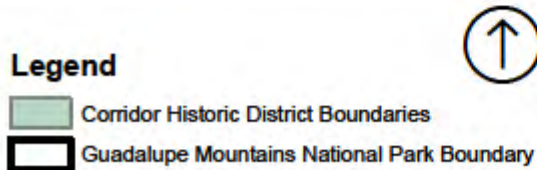
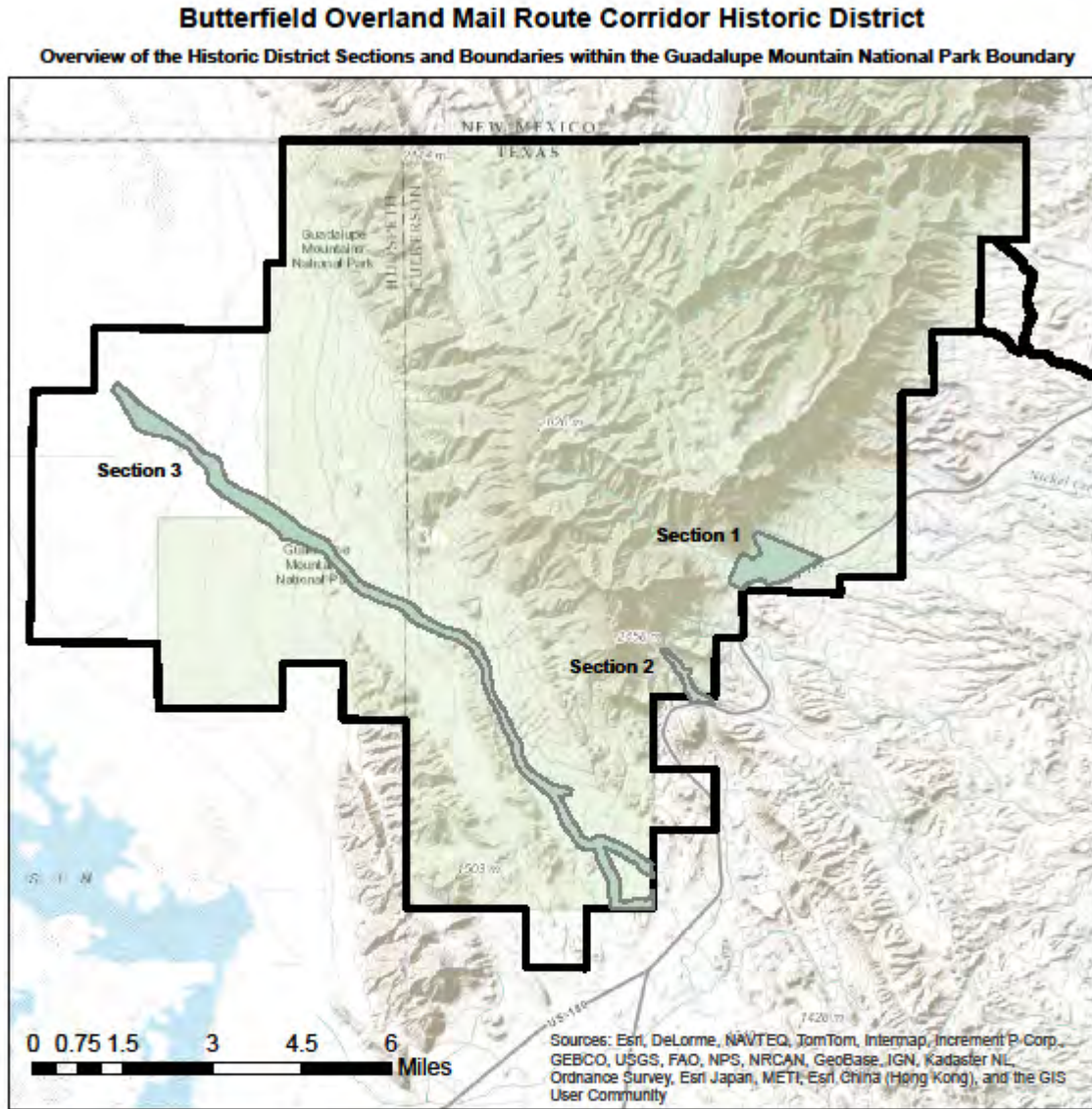
**Section 1 – Pine Springs:** The boundary for the Pine Springs Section 1 encompasses Upper Pine Springs, Pine Springs, and the extent of contributing road segments, object (two historical markers), and recorded archeological

**Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas**

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sites. The boundary is bounded to the north by Upper Pine Springs, to the east by the lower limits of Frijole Ranch Road (1,913 meters southeast of Upper Pine Springs), to the south by the current Highway 62/180 northern right-of-way (dipping to the southern highway right-of-way to catch the Pine Springs Camp ruins (41CU745), approximately 1,490 meters west-southwest of the eastern limit at Frijole Ranch Road). The boundary then stretches 720 meters southwest from the Pine Springs Camp (41CU745) ruins along the northern Highway 62/180 right-of-way. The western limits of the boundary are set to catch the western-most road segment 23. This is located 446 meters west of the southwestern-most point of the boundary. The western boundary then runs 1,500 meters to Upper Pine Springs.

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas



**Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas**

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**(Restricted Map)**

**Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas**

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**(Restricted Map)**

**Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas**

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**(Restricted Map)**



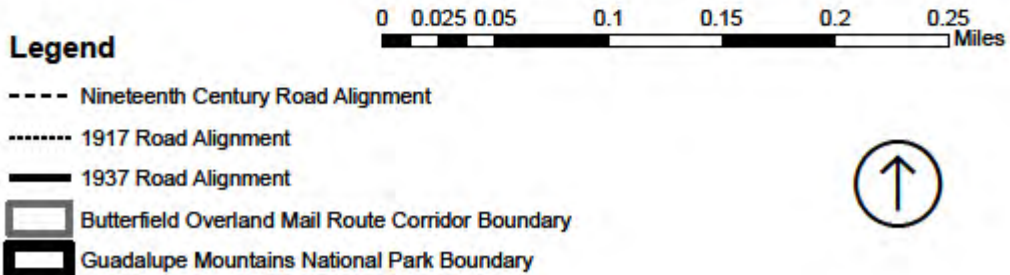
**Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas**

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**(Restricted Map)**

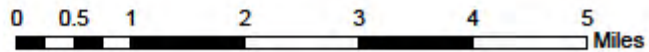
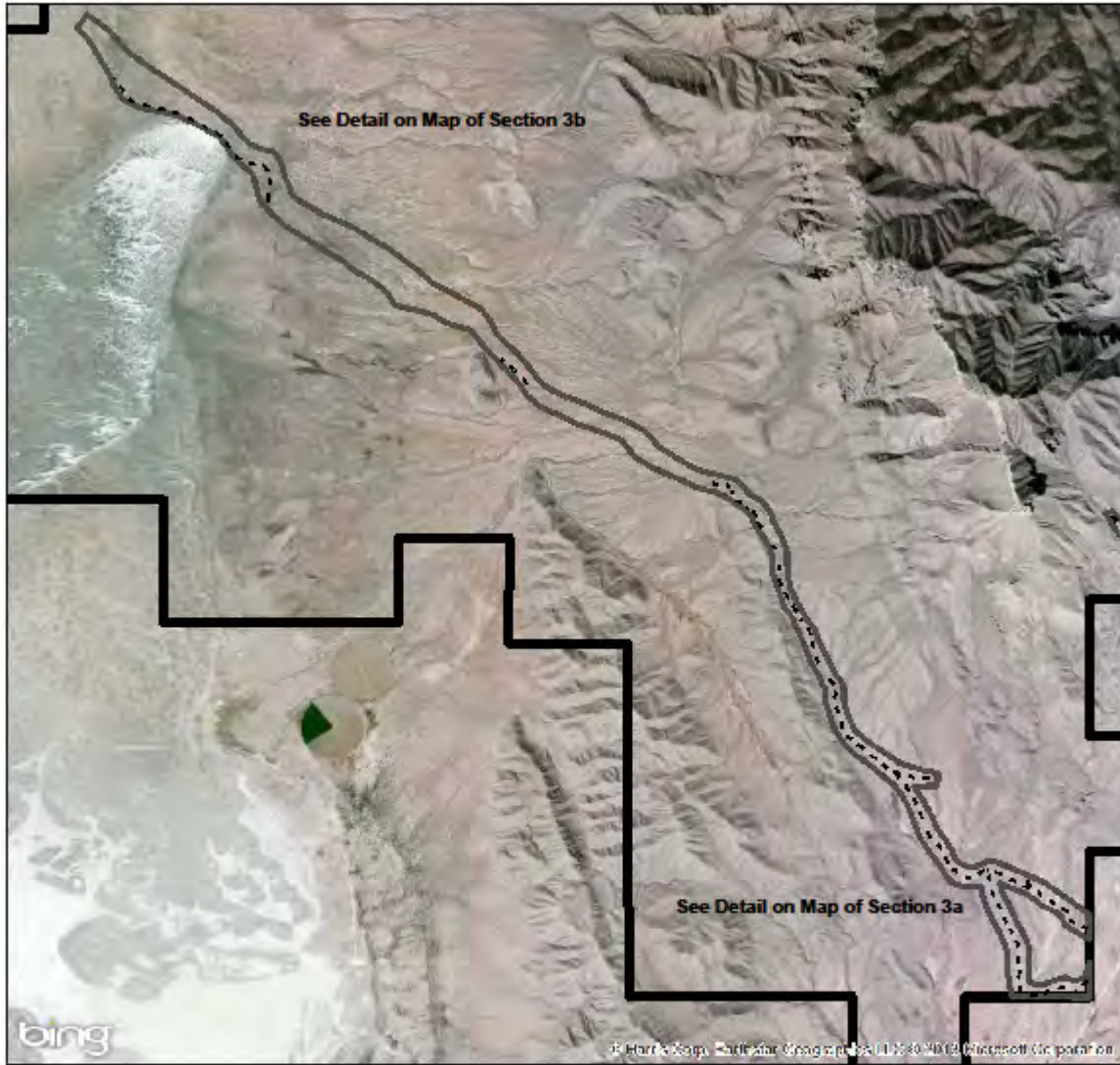
Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

**Butterfield Overland Mail Route Corridor  
Section 3b - Historic Road Alignments at Gaudalupe Canyon and Pass**



Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

**Butterfield Overland Mail Route Corridor  
Section 3 - Patterson Hills and Dunes Overview**



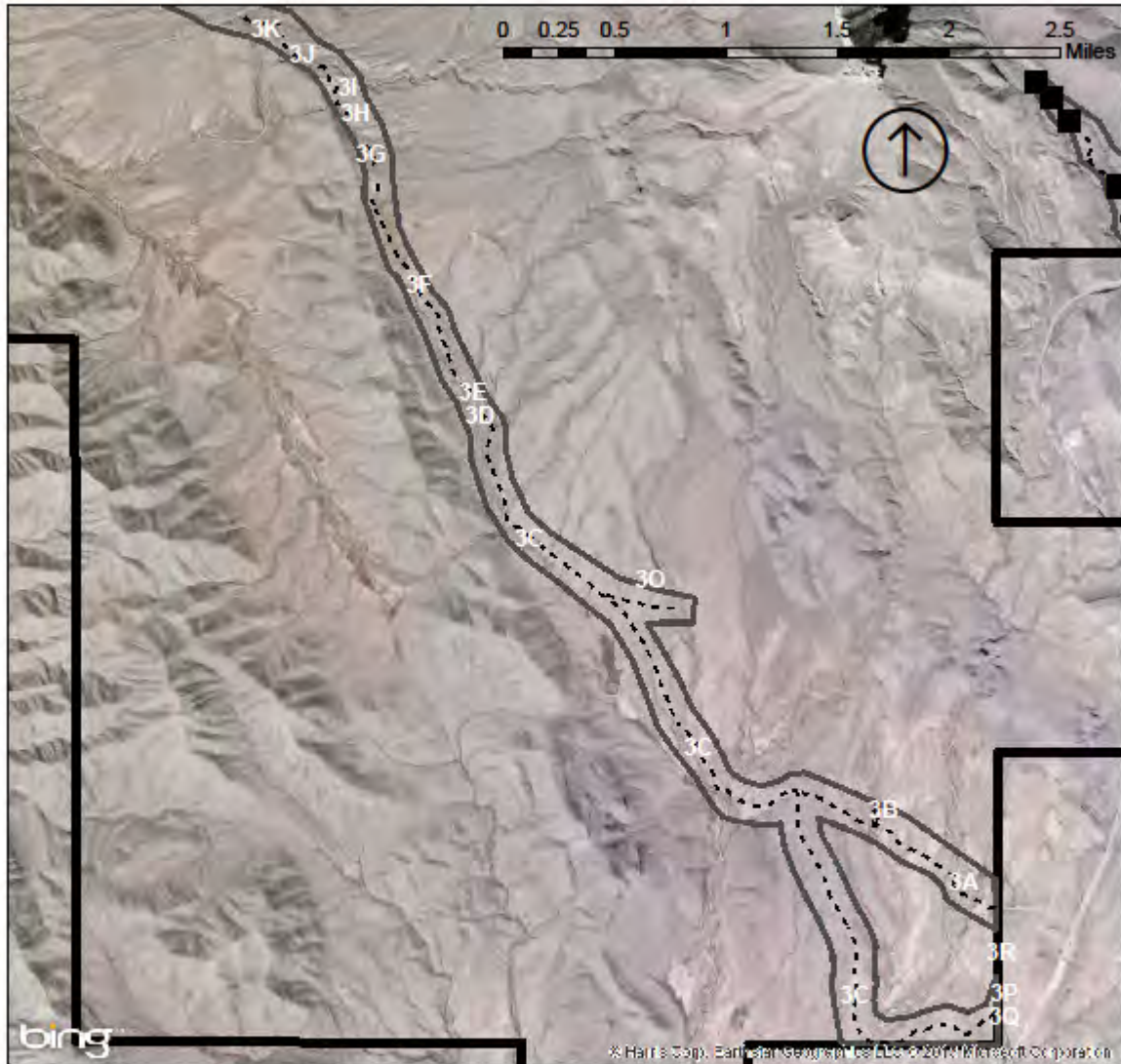
**Legend**

- Contributing Road Traces
-  Butterfield Overland Mail Route Corridor Boundary
-  Guadalupe Mountains National Park Boundary



Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

**Butterfield Overland Mail Route Corridor  
 Section 3a - Patterson Hills and Dunes Southern Portion  
 Contributing and Non-Contributing Features**



**Legend**

- Contributing Feature Points
- Contributing Road Traces
- Non Contributing Features
- Butterfield Overland Mail Route Corridor Boundary
- Guadalupe Mountains National Park Boundary

**Key: Contributing Features**

- 3A - Road Segment 24
- 3B - Road Segment 25
- 3C - Road Segment 27
- 3D - Road Segment 28
- 3E - Road Segment 29
- 3F - Road Segment 32
- 3G - Road Segment 33
- 3H - Road Segment 34
- 3I - Road Segment 36
- 3J - Road Segment 37

**Non-Contributing Features**

- 3P - NPS Signage
- 3Q - NPS Gates and Fencing
- 3R - NPS Boundary Fencing
- 3T - NPS Trail System

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

**Butterfield Overland Mail Route Corridor  
 Section 3b - Patterson Hills and Dunes Northern Portion  
 Contributing and Non-Contributing Features**



**Legend**

- Contributing Feature Points
- Contributing Road Traces
- Non Contributing Features
- Butterfield Overland Mail Route Corridor Boundary
- Guadalupe Mountains National Park Boundary

**Key: Contributing Features**

- 3L - Road Segment 39
  - 3M - Road Segment 40
  - 3N - Road Segment 42
- Non-Contributing Features**
- 3U - Other Ranch Roads (TYP.)

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

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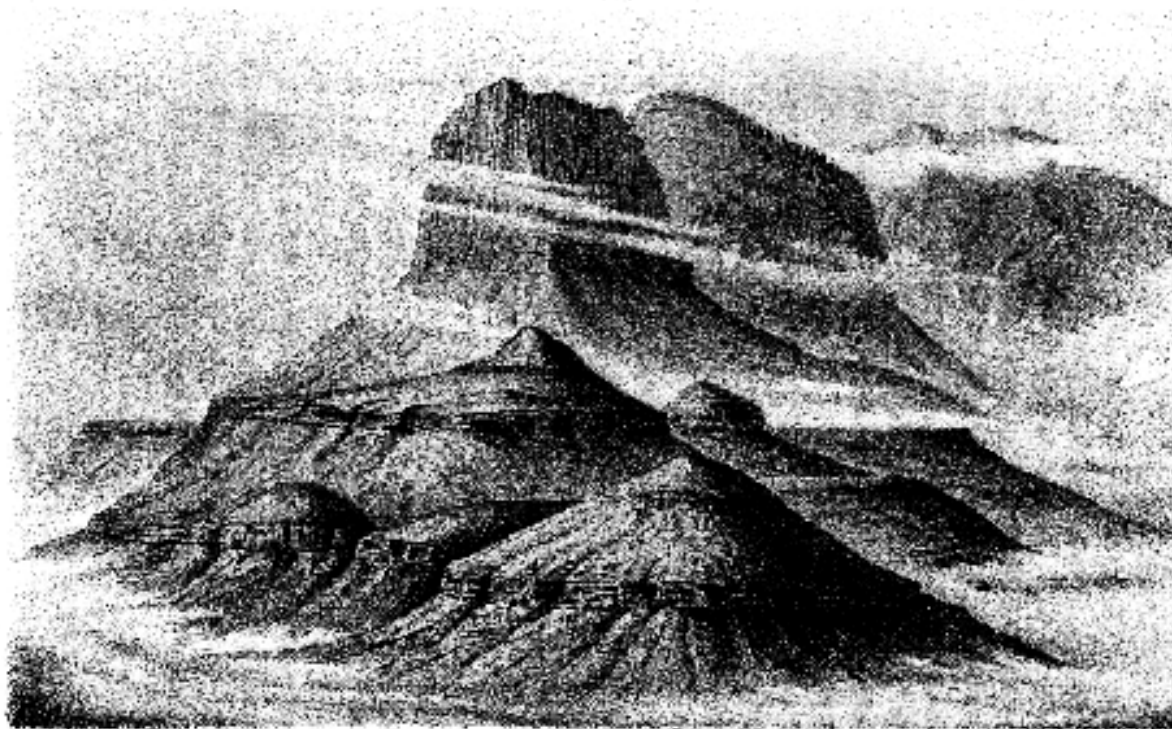
**Historic Images**



**Figure 1. Guadalupe Mountains, Texas. November 10, 1850.**  
9 1/2" x 13" Pencil and Sepia Wash. Credited to John Russell Bartlett.  
The John Carter Brown Library, Brown University, Providence, Rhode Island

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

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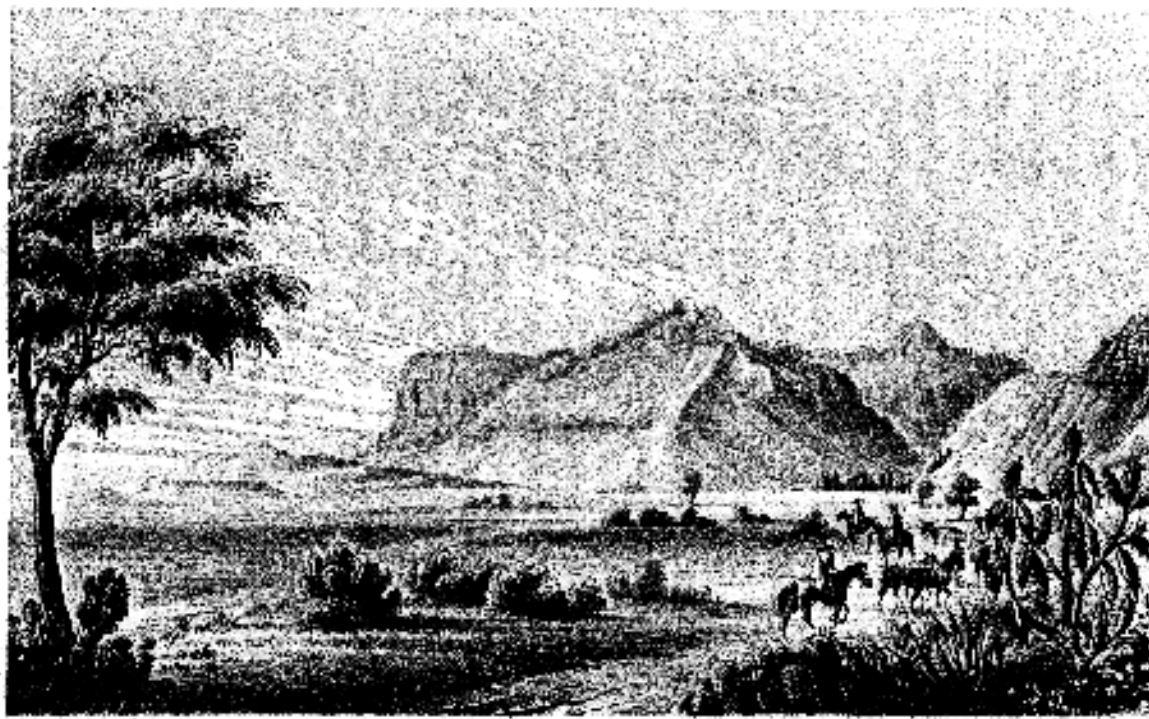
**CATHEDRAL ROCK,**  
South Peak of Guadalupe Mountains.  
EL PASO COUNTY, TEXAS.

**Figure 2. Cathedral Rock, South Peak of the Guadalupe Mountains, El Paso Co. Texas.**  
By Middleton, Wallace, and Co., Cincinnati, OH

Credited to *Survey of a Route for the Southern Pacific R. R. on the 32<sup>nd</sup> Parallel.* By A.B.Grey for the Texas Western R.R.Company. Wrightson and Co.'s R.R. Record Print  
1856

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

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GUADALUPE MOUNTAINS,  
NEAR EL PASO TEXAS.  
Viewed from the East.

**Figure 3. Guadalupe Mountains, Near El Paso, Texas – Viewed from the East.**

By Middleton, Wallace, and Co., Cincinnati, OH

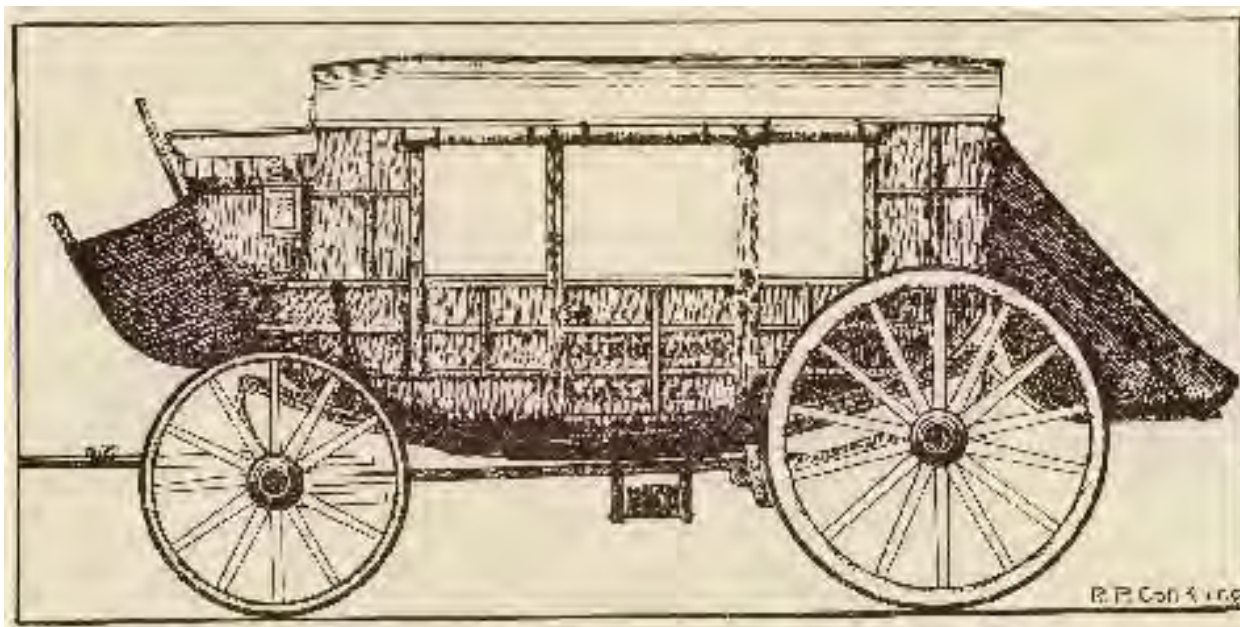
Credited to *Survey of a Route for the Southern Pacific R. R. on the 32<sup>nd</sup> Parallel*. By A.B.Grey for the Texas Western R.R.Company. Wrightson and Co.'s R.R. Record Print

1856



Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

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**Figure 4. Butterfield "Celerity" Stage-Wagon.**

Plate 14

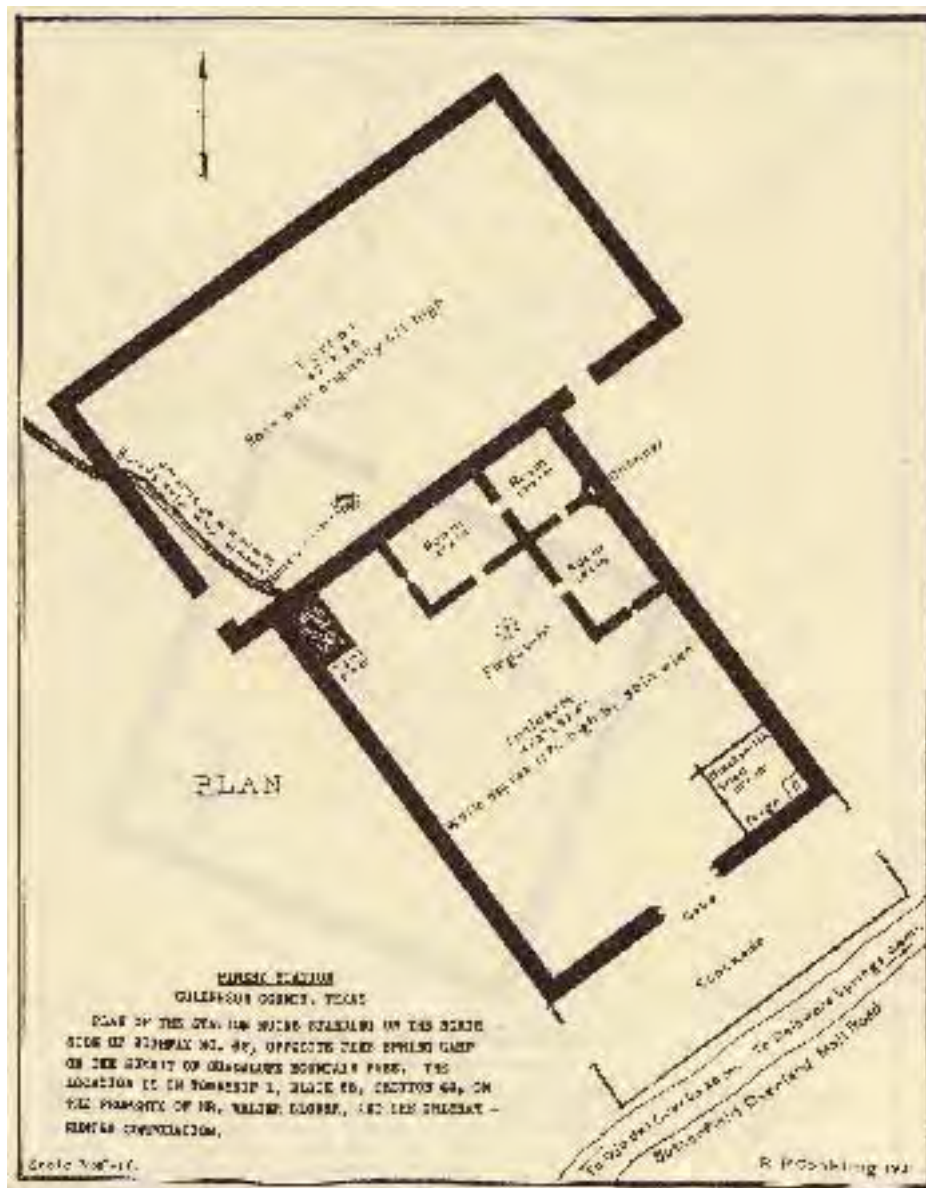
Credited to: *The Butterfield Overland Mail, 1857 – 1869. Volume III.*

By Roscoe P. and Margaret B. Conkling

The Arthur H. Clark Company, Glendale 4, California, USA

1947

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas



**Figure 5. The Pinery Station, Culberson County, Texas**  
Plate 39

Credited to: *The Butterfield Overland Mail, 1857 – 1869. Volume III.*  
By Roscoe P. and Margaret B. Conkling  
The Arthur H. Clark Company, Glendale 4, California, USA  
1947

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas



**Figure 6. Map of the Butterfield Overland Mail Route**  
Sheet 1

Credited to: *The Butterfield Overland Mail, 1857 – 1869. Volume III.*  
By Roscoe P. and Margaret B. Conkling  
The Arthur H. Clark Company, Glendale 4, California, USA  
1947

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

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**Figure 7. Map Segment showing Guadalupe Pass.**

Taken from: Old Territory and Military Department of New Mexico  
Compiled by the Bureau of Topographical Engineers of the War Department  
(Chiefly for Military Purposes)  
Under the Authority of the Secretary of War  
1859

Courtesy of the Library of Congress

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

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**Figure 8. The End of the Guadalupe Range, the Highest Point in Texas**

Postcard showing the 1937-planned alignment of the corridor in Guadalupe Canyon.  
Credited to: TexasTripper.com Collection

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

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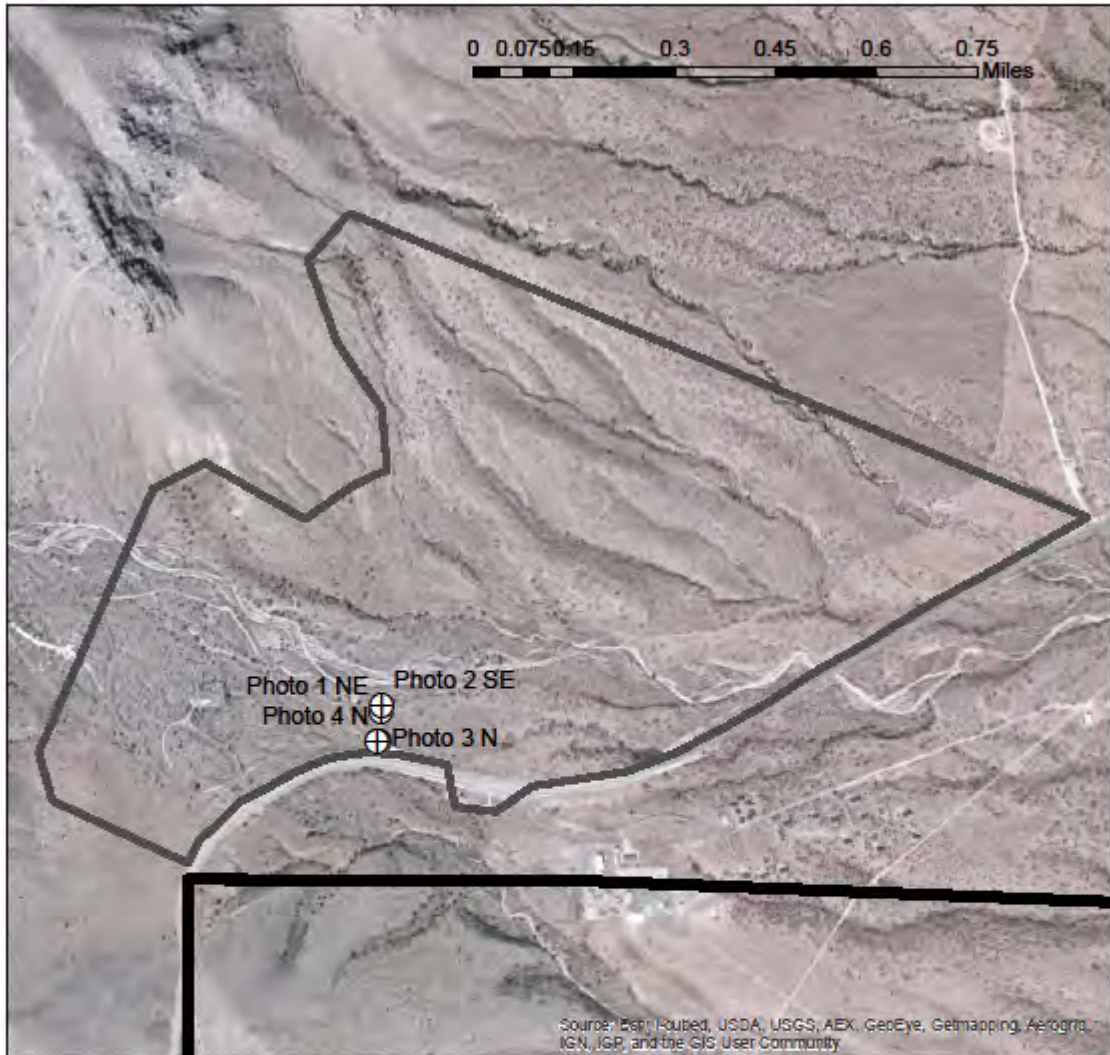


**Figure 9. Polancio Park (Signal Peak Roadside Park) ca. 1945**

Postcard credited to Texasescapes.com  
<http://www.texasescapes.com/TRIPS/Signal-Peak-Road-Side-Park.htm>

Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

**Butterfield Overland Mail Route Corridor  
Section 1 Photograph Locations**



**Legend**

- ⊕ Photograph Locations and Facing Direction
- ▭ Butterfield Overland Mail Route Corridor Boundary
- ▭ Guadalupe Mountains National Park Boundary




Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas

**Butterfield Overland Mail Route Corridor  
Section 2 Photograph Locations**



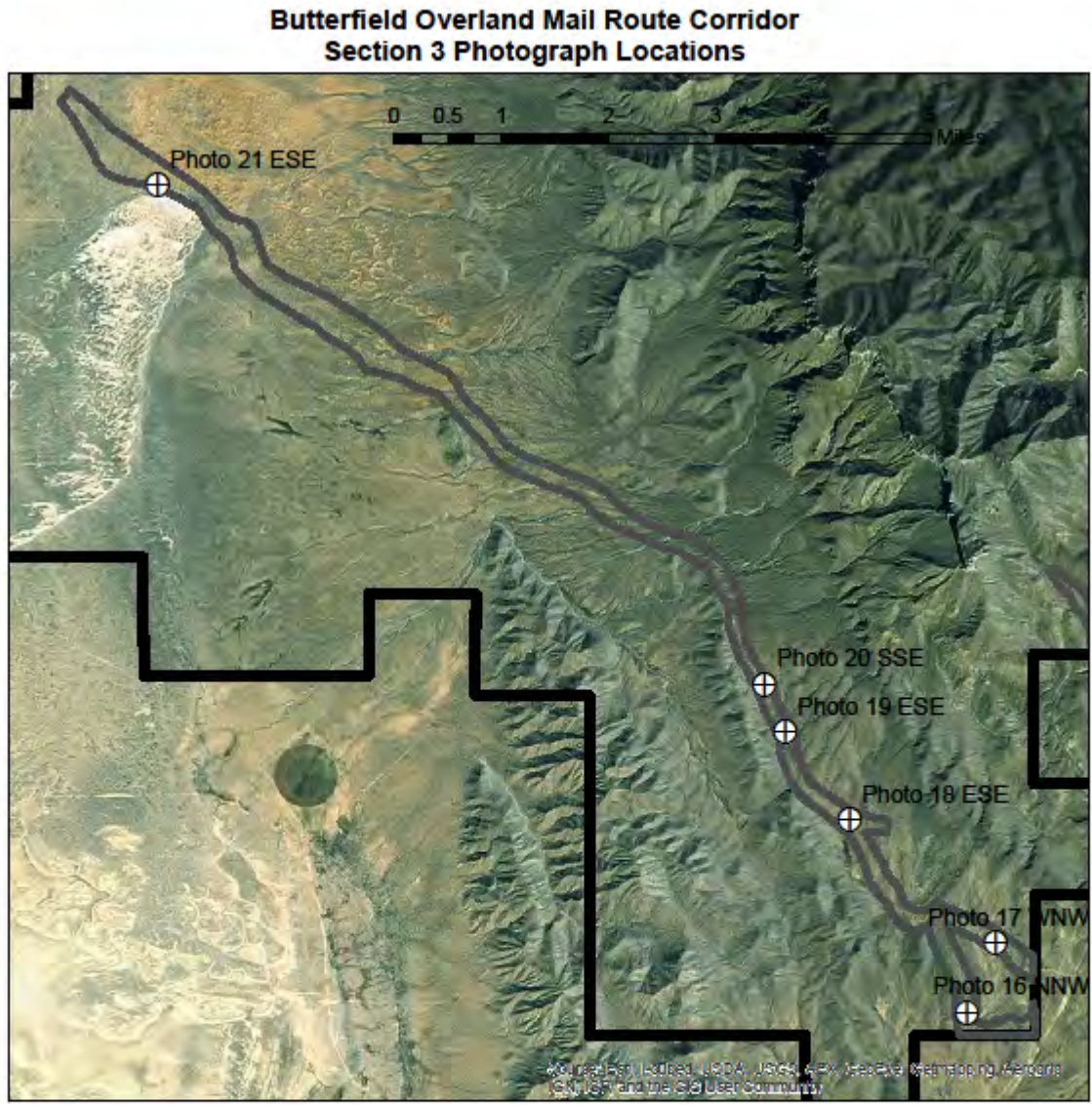
**Legend**

-  Photograph Locations and Facing Direction
-  Butterfield Overland Mail Route Corridor Boundary
-  Guadalupe Mountains National Park Boundary








Butterfield Overland Mail Route Corridor, Salt Flat vicinity, Culberson and Hudspeth counties, Texas



#### Legend

-  Photograph Locations and Facing Direction
-  Butterfield Overland Mail Route Corridor Boundary
-  Guadalupe Mountains National Park Boundary



## Photographs



**Photograph 1: Pinery Station Ruins (1C) (NRIS 74000281; 41CU193)**

Guadalupe Mountains National Park

Historic District Segment 1 – Pine Springs

Culberson County, TX

Photo ID: GUMO\_Butterfield\_20121009\_003

Photographer: J. McGilvray

Date Photographed: October 9, 2012

UTM: Zone 13 517279 E 3528701 N

View facing NE: Ruins along NPS trail. NPS interpretive signage in foreground.



**Photograph 2: Pinery Station Ruins (1C) (NRIS 74000281; 41CU193)**

Guadalupe Mountains National Park  
Historic District Segment 1 – Pine Springs  
Culberson County, TX  
Photo ID: GUMO\_Butterfield\_20121009\_004  
Photographer: J. McGilvray  
Date Photographed: October 9, 2012  
UTM: Zone 13 517279 E 3528716 N

View facing SE: Pinery Station ruins in the foreground and US Military outbuilding in the background.



**Photograph 3: Pinery Station Texas Centennial Marker, 1936.**

Guadalupe Mountains National Park  
Historic District Segment 1 – Pine Springs  
Culberson County, TX  
Photo ID: GUMO\_Butterfield\_20121009\_001  
Photographer: J. McGilvray

Date Photographed: October 9, 2012  
UTM: Zone 13 517274 E 3528631N

View N: Texas Centennial Historical Marker placed on the site to commemorate the Pinery Station in 1936.



**Photograph 4: Overland Mail Historical Marker 1858-1958**

Guadalupe Mountains National Park  
Historic District Segment 1 – Pine Springs  
Culberson County, TX  
Photo ID: GUMO\_Butterfield\_20121009\_002

Photographer: J. McGilvray

Date Photographed: October 9, 2012

UTM: Zone 13 517268 E 3528631N

View N: Historical marker commemorating the overland mail carriers and the first airmail pilots who used the same route by air.



**Photograph 5: Polancio Park (Signal Peak Roadside Park) Ramada 2 Ruins (2A)**

Guadalupe Mountains National Park

Historic District Segment 2 – Guadalupe Pass and Canyon

Culberson County, TX

Photo ID: GUMO\_Butterfield\_20120111\_010

Photographer: J. McGilvray

Date Photographed: January 11, 2012

UTM: Zone 13 515969 E 3525282 N

View facing S: Ramada 2 ruins at Polancio Park (Signal Peak Roadside Park). Constructed ca. 1937.



**Photograph 6: Polancio Park (Signal Peak Roadside Park) Ramada 1 Ruins (2A)**

Guadalupe Mountains National Park

Historic District Segment 2 – Guadalupe Pass and Canyon

Culberson County, TX

Photo ID: GUMO\_Butterfield\_20120111\_009

Photographer: J. McGilvray

Date Photographed: January 11, 2012

UTM: Zone 13 515968 E 3525284 N

View facing NW: Ramada 1 ruins at Polancio Park (Signal Peak Roadside Park). Constructed ca. 1937.  
El Capitan Peak and Guadalupe Peak in background.



**Photograph 7: Overview of Road Segment 6 (2Z) with stone retaining wall (2Q) and Road Segment 1 (2U) with culvert headwall (2C).**

Guadalupe Mountains National Park  
Historic District Segment 2 – Guadalupe Pass and Canyon  
Culberson County, TX

Photo ID: GUMO\_Butterfield\_20120111\_016

Photographer: J. McGilvray

Date Photographed: January 11, 2012

UTM: Zone 13 515897 E 3525401 N

View facing NW: Overview of Overland Mail Route-Era road segment (2Z) and stone retaining wall (2Q) below paved road segment with culvert headwall (2C). El Capitan and Guadalupe Peaks in the background.





**Photograph 8: Overview of Road Segment 6 (2Z) with stone retaining wall and fill (2Q).**

Guadalupe Mountains National Park  
Historic District Segment 2 – Guadalupe Pass and Canyon  
Culberson County, TX  
Photo ID: GUMO\_Butterfield\_20120111\_017  
Photographer: J. McGilvray  
Date Photographed: January 11, 2012  
UTM: Zone 13 515857 E 3525434 N  
View facing E: Overview of roadbed – facing towards Guadalupe Pass.



**Photograph 9: Detailed view of Road Segment 10 (2CC) and its stone retaining wall and fill (2R)**

Guadalupe Mountains National Park  
Historic District Segment 2 – Guadalupe Pass and Canyon  
Culberson County, TX

Photo ID: GUMO\_Butterfield\_20120112\_031

Photographer: J. McGilvray

Date Photographed: January 12, 2012

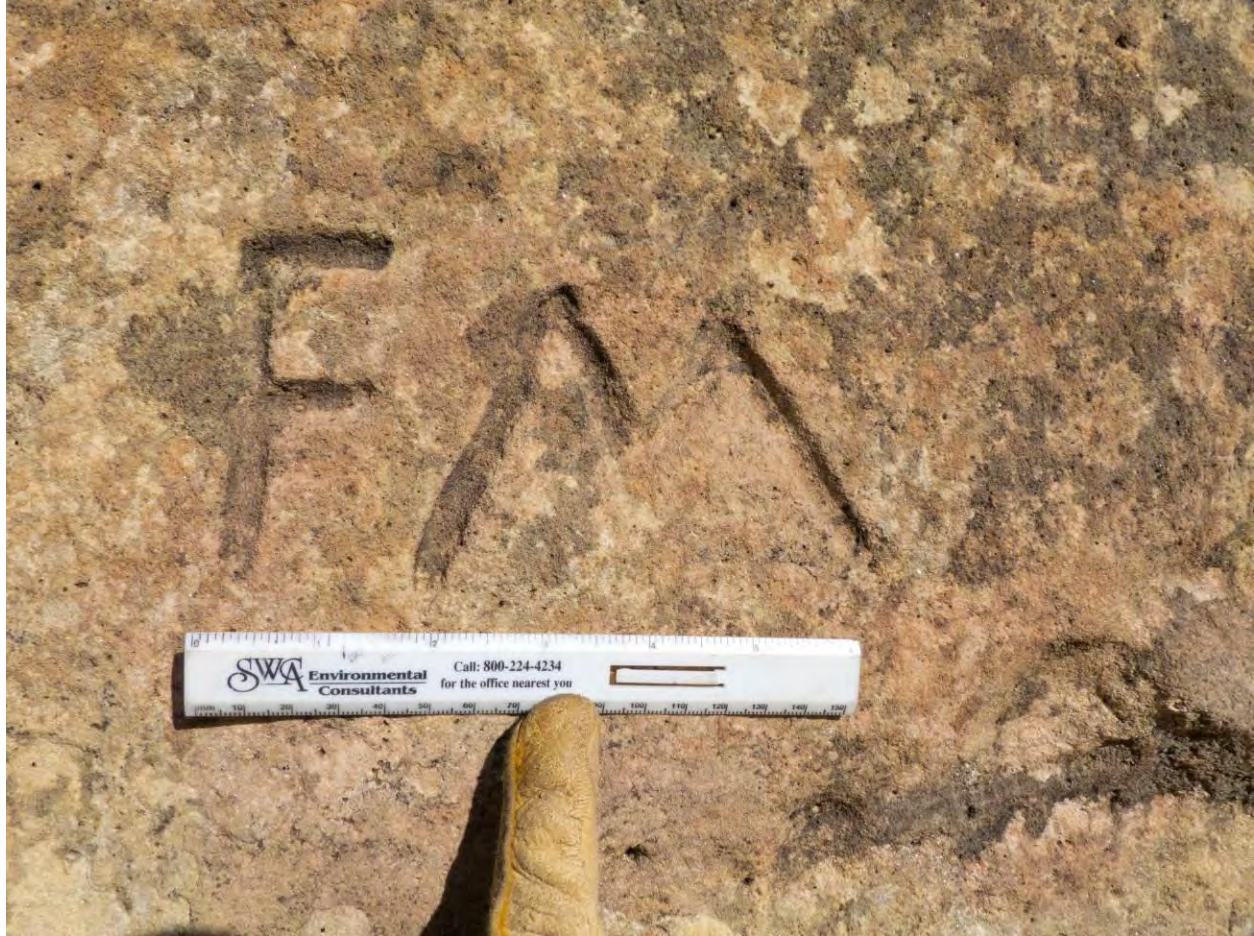
UTM: Zone 13 515517 E 3525583 N

View facing N: Detailed view of Road Segment 10 (2C) and its stone retaining wall and fill (2R). The alignment is part of a series of road segments creating a large switchback system on the slope below Guadalupe Pass.



**Photograph 10: Stone retaining wall and fill along Road Segment 12 (2EE)**

Guadalupe Mountains National Park  
Historic District Segment 2 – Guadalupe Pass and Canyon  
Culberson County, TX  
Photo ID: GUMO\_Butterfield\_20120112\_035  
Photographer: J. McGilvray  
Date Photographed: January 12, 2012  
UTM: Zone 13 515512 E 3525619 N  
View facing SSE



**Photograph 11: “FM” Graffito (2L) found along Road Segment 10 (2CC).**

Guadalupe Mountains National Park  
Historic District Segment 2 – Guadalupe Pass and Canyon  
Culberson County, TX  
Photo ID: GUMO\_Butterfield\_20120112\_014  
Photographer: J. McGilvray  
Date Photographed: January 12, 2012  
UTM: Zone 13 515528 E 3525555 N  
View facing NE



**Photograph 12: Overview of Eastern Slope located below Guadalupe Pass showing Road Segments 10 (2CC) and 13 (2FF) with stone retaining walls and fill.**

Guadalupe Mountains National Park  
Historic District Segment 2 – Guadalupe Pass and Canyon  
Culberson County, TX  
Photo ID: GUMO\_Butterfield\_20120112\_019  
Photographer: J. McGilvray  
Date Photographed: January 12, 2012  
UTM: Zone 13 515500 E 3525552 N  
View facing NNE



**Photograph 13: Stone Guard Fence (2K) on Road Segment 2 (2V). Overview of Valley, current US Highway 62/180 fill and alignment in background.**

Guadalupe Mountains National Park  
Historic District Segment 2 – Guadalupe Pass and Canyon  
Culberson County, TX

Photo ID: GUMO\_Butterfield\_20120113\_040

Photographer: J. McGilvray

Date Photographed: January 13, 2012

UTM: Zone 13 515431 E 3525531 N

View facing ESE: Polanco Park (2A) is in the background (upper left on hill, near Guadalupe Pass, just above new highway corridor on left).



**Photograph 14: 1937 Metal Culvert and Stone Headwall (TYP.) along Road Segment 1 (2A).**

Guadalupe Mountains National Park  
Historic District Segment 2 – Guadalupe Pass and Canyon  
Culberson County, TX  
Photo ID: GUMO\_Butterfield\_20121006\_008  
Photographer: J. McGilvray  
Date Photographed: October 6, 2012  
UTM: Zone 13 515950 E 3525337 N  
View facing ENE: 30” culvert and headwall in image.



**Photograph 15: 1937 US Highway 62 (Road Segment 1/2U) with Masonry Guard Posts (2J)**

Guadalupe Mountains National Park

Historic District Segment 2 – Guadalupe Pass and Canyon

Culberson County, TX

Photo ID: GUMO\_Butterfield\_20120113\_011

Photographer: J. McGilvray

Date Photographed: January 13, 2012

UTM: Zone 13 515562 E 3525619 N

View facing ENE : El Capitan and Guadalupe Peak in background.





**Photograph 16: Overview of Road Segment 27 (3C) – Williams Ranch Road.**

Guadalupe Mountains National Park

Historic District Segment 3 – Patterson Hills and Salt Dunes

Culberson County, TX

Photo ID: GUMO\_Butterfield\_20120114\_013

Photographer: J. McGilvray

Date Photographed: January 14, 2012

UTM: Zone 13 513384 E 3520093 N

View facing NNW: El Capitan Peak and Guadalupe Mountains in background.



**Photograph 17: Overview of Road Segment 24 (3A)**

Guadalupe Mountains National Park  
Historic District Segment 3 – Patterson Hills and Salt Dunes  
Culberson County, TX  
Photo ID: GUMO\_Butterfield\_20120110\_021  
Photographer: J. McGilvray  
Date Photographed: January 10, 2012  
UTM: Zone 13 513812 E 3521130 N  
View facing WNW



**Photograph 18: Overview of Road Segment 43 (30).**

Guadalupe Mountains National Park  
Historic District Segment 3 – Patterson Hills and Salt Dunes  
Culberson County, TX

Photo ID: GUMO\_Butterfield\_20120110\_001

Photographer: J. McGilvray

Date Photographed: January 10, 2012

UTM: Zone 13 511627 E 3522972 N

View facing ESE: Road Trace runs into middle-ground and background of photo, evident through changes in vegetation.



**Photograph 19: Overview of Road Segment 28 (3D)**

Guadalupe Mountains National Park

Historic District Segment 3 – Patterson Hills and Salt Dunes

Culberson County, TX

Photo ID: GUMO\_Butterfield\_20120315\_057

Photographer: J. McGilvray

Date Photographed: March 15, 2012

UTM: Zone 13 510665 E 3524295 N

View facing NNW: Road bed is a rocky swale evident in the landscape by trace and vegetation change.



**Photograph 20: Overview of Road Segment 32 (3F)**

Guadalupe Mountains National Park

Historic District Segment 3 – Patterson Hills and Salt Dunes

Culberson County, TX

Photo ID: GUMO\_Butterfield\_20120315\_045

Photographer: J. McGilvray

Date Photographed: March 15, 2012

UTM: Zone 13 510356 E 3525007 N

View facing SSE: Road bed is a rocky swale evident in the landscape by trace and vegetation change.



**Photograph 21: Overview of Road Segment 42 (3N) near dunes.**

Guadalupe Mountains National Park  
Historic District Segment 3 – Patterson Hills and Salt Dunes  
Culberson County, TX  
Photo ID: GUMO\_Butterfield\_20120316\_020  
Photographer: J. McGilvray  
Date Photographed: March 16, 2012  
UTM: Zone 13 501259 E 3532485 N  
View facing ESE: Eroded two-track in swale.



**Photograph 22: Overview of Road Trace 1/2U - 1937 alignment of Highway 62 showing superelevation and pavement.**

Facing north  
Historic District Segment 2  
Photo ID GUMO\_Butterfield\_20120113\_015  
Photographer: J. McGilvray  
Date: January 13, 2012

UTMs: E 515357 N 3525639