

National Park Service
U.S. Department of the Interior
National Trails Intermountain Region



Public Scoping Meeting

February, March, & April, 2012

California, Arizona, New Mexico, Texas, Oklahoma, Arkansas, Missouri

Welcome!

Butterfield Overland National Historic Trail Special Resource Study

EXPERIENCE YOUR AMERICA

Public Scoping Regarding...



The Butterfield Overland National Historic Trail Special Resource Study / Environmental Assessment

What is a National Historic Trail?

Established under the National Trails System Act of 1968, national historic trails commemorate historic (and prehistoric) routes of travel that are of significance to the entire nation. Such trails are established by an Act of Congress.

<http://www.nps.gov/nts/>



National Trails System



Partnerships

National Historic Trails are administered in partnership with...

- Private land owners
- Local, state, and federal agencies
- American Indian Tribes
- Non-profit organizations



The Butterfield Overland Trail

- Historic Context – Why was there a need?
 - A nation growing – pioneers and gold seekers heading to California, with no easy way of communicating with the East
 - A nation divided – by geography, sectionalism, and politics
 - There was a great need to communicate with and provide transportation between east and west

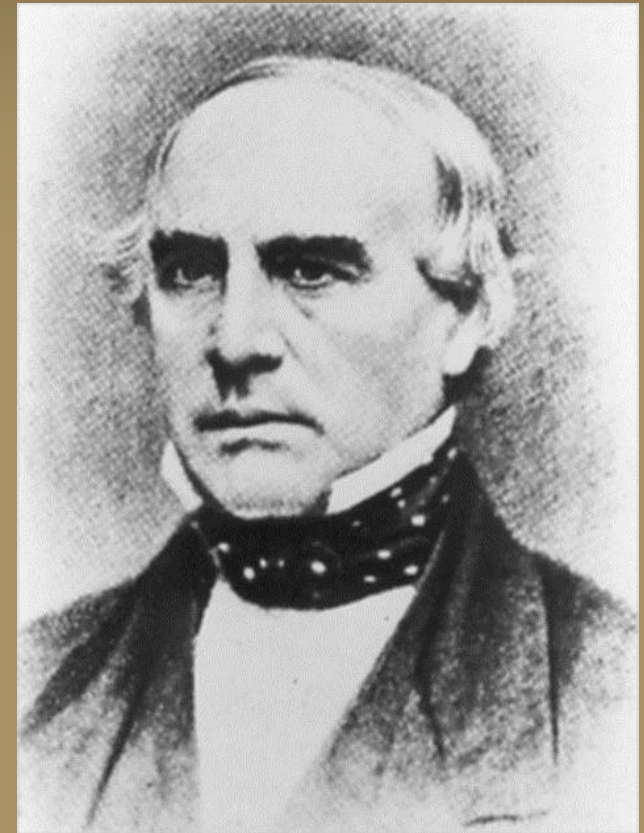
Butterfield Overland Trail, Oklahoma



John W. Butterfield

(1801–1869)

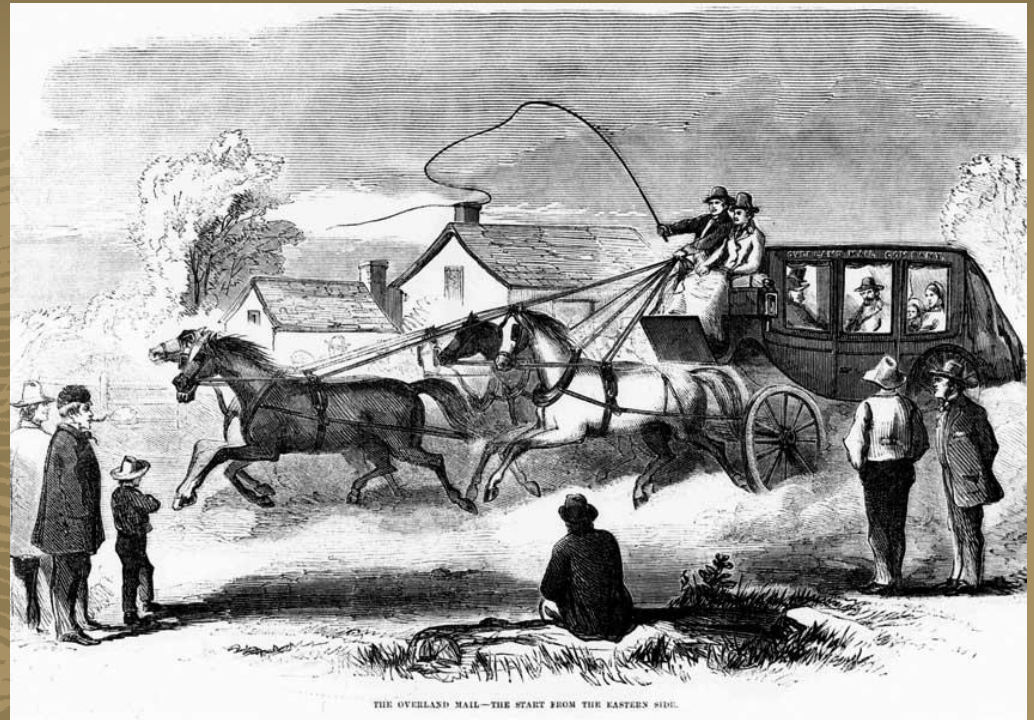
- Operated stagecoach and freight lines in the mid-19th century.
- He founded companies that became American Express and Wells Fargo.
- Butterfield also founded the Butterfield Overland Stage
- From 1858 to 1861 operated a stage route running from St. Louis to San Francisco, establishing an important connection between the new state of California and the eastern states.



http://en.wikipedia.org/wiki/John_Warren_Butterfield

The Butterfield Overland Trail

Even though it only existed for a short time, this route has a well-deserved historical position behind its iconic stature in the lore of the American West and the popular culture that arose around it.



On September 16, 1857, John Butterfield's Overland Mail Company was awarded a six-year contract for operation of the postal route with service to begin in September 1858.

History of the Butterfield Overland Trail

The Butterfield Overland Trail, also known as the Oxbow Route, the Butterfield Overland Stage, or the Butterfield Stage, was a stagecoach route in the United States, operating from 1857 to 1861.



The Celerity
Butterfield
Stagecoach

History of the Butterfield Overland Trail

It was a United States mail delivery service that began in two cities – Memphis, Tennessee and (Tipton) St. Louis, Missouri. The mail routes converged at Fort Smith, Arkansas and continued through Indian Territory, New Mexico, and southern Arizona to its final destination in San Francisco, California.



Butterfield Overland Trail, Arizona

History of the Butterfield Overland Trail



Smith's Station Marker, Barry County, Missouri

The service provided communication between the eastern United States and the western states and territories before coast-to-coast railroad service began. The cost of mailing a letter was 10 cents.

The trip, about 2,800 miles, was made in 25 days and sometimes less. Lack of water and possible attacks by bandits and Indians troubled the route.

History of the Butterfield Overland Trail

The stagecoaches traveled at an average speed of 4 – 7 miles per hour covering anywhere from 70 to 120 miles each day.

It made stops at 175 relay stations or frontier forts, located approximately 20 miles apart. They would load and unload the mail and passengers, eat, get fresh water and new horses. Butterfield employed over 800 people to drive the mail and passengers across the country.

L]

OVERLAND MAIL COMPANY.
THROUGH TIME SCHEDULE BETWEEN
ST. LOUIS, MO.,
MEMPHIS, TENN. } & SAN FRANCISCO, CAL.

GOING WEST.

GOING EAST.

LEAVE.	DAYS.	Hour.	Distance, Miles.	Time allowed.	Average Miles per Hour.	LEAVE.	DAYS.	Hour.	Distance, Miles.	Time allowed.	Average Miles per Hour.
St. Louis, Mo., & Memphis, Tenn. }	Every Monday & Thursday.	8.00 A.M.	160	10 16	16	San Francisco, Cal.	Every Monday & Thursday.	8.00 A.M.	160	10 16	16
P. K. R. Terminus, "	" Monday & Thursday.	6.00 P.M.	143	37 32	3 32	Firebaugh's Ferry, "	" Tuesday & Friday.	11.00 A.M.	163	27 6	6
Springfield, "	" Wednesday & Saturday.	7.45 A.M.	100	26 32	3 32	Visalia, "	" Wednesday & Saturday.	5.00 A.M.	82	13 4 1/2	4 1/2
Fayetteville, "	" Thursday & Sunday.	10.15 A.M.	65	17 32	3 32	St. Tejon, (via Los Angeles)	" Thursday & Sunday.	9.00 A.M.	127	28 4 1/2	4 1/2
Fort Smith, Ark.	Friday & Monday.	3.30 A.M.	205	45 4 1/2	4 1/2	San Bernardino, "	" Friday & Monday.	5.30 P.M.	150	32 1/2	4 1/2
Sherman, Texas	" Monday & Thursday.	12.30 A.M.	146 1/2	32 1/2	4 1/2	Fort Yuma, "	" Sunday & Wednesday.	1.30 P.M.	200	44 4 1/2	4 1/2
Fort Belknap, "	" Tuesday & Friday.	9.00 A.M.	136	30 1/2	4 1/2	Gila River, Arizona	" Monday & Thursday.	7.30 P.M.	135	30 4 1/2	4 1/2
Fort Chadbourn, "	" Thursday & Sunday.	3.15 P.M.	165	36 1/2	4 1/2	Tucson, "	" Wednesday & Saturday.	3.00 A.M.	141	31 1/2	4 1/2
Pecos River, (via Crossing)	" Saturday & Tuesday.	11.00 A.M.	248 1/2	55 1/2	4 1/2	Soldier's Farewell, "	" Thursday & Sunday.	8.00 P.M.	184 1/2	41 1/2	4 1/2
El Paso, "	" Sunday & Wednesday.	8.30 P.M.	150	33 1/2	4 1/2	El Paso, Tex.	" Saturday & Tuesday.	5.30 A.M.	150	33 1/2	4 1/2
Soldier's Farewell, "	" Tuesday & Friday.	1.30 P.M.	184 1/2	41 1/2	4 1/2	Pecos River, (via Crossing)	" Monday & Thursday.	12.45 P.M.	248 1/2	55 1/2	4 1/2
Tucson, Arizona	" Wednesday & Saturday.	9.00 P.M.	141	31 1/2	4 1/2	Fort Chadbourn, "	" Wednesday & Saturday.	1.15 A.M.	165	36 1/2	4 1/2
Gila River, "	" Friday & Monday.	3.00 A.M.	135	30 1/2	4 1/2	Sherman, "	" Thursday & Sunday.	7.30 A.M.	136	30 1/2	4 1/2
San Bernardino, "	" Saturday & Tuesday.	11.00 P.M.	200	44 1/2	4 1/2	Fort Smith, Ark.	" Friday & Monday.	4.00 P.M.	146 1/2	32 1/2	4 1/2
St. Tejon, (via Los Angeles)	" Monday & Thursday.	7.30 A.M.	150	32 1/2	4 1/2	Fayetteville, Mo.	" Sunday & Wednesday.	1.00 P.M.	205	45 4 1/2	4 1/2
Visalia, "	" Tuesday & Friday.	11.30 A.M.	127	28 4 1/2	4 1/2	Firebaugh's Ferry, "	" Monday & Thursday.	6.15 A.M.	65	17 1/2	3 1/2
Firebaugh's Ferry, "	" Wednesday & Saturday.	5.30 A.M.	82	13 4 1/2	4 1/2	Visalia, "	" Tuesday & Friday.	8.45 A.M.	100	26 1/2	3 1/2
(Arrive) San Francisco,	" Thursday & Sunday.	8.30 A.M.	163	27 6	6	P. K. R. Terminus, "	" Wednesday & Saturday.	10.30 P.M.	143	37 1/2	3 1/2
						(Arrive) St. Louis, Mo., & Memphis, Tenn.	" Thursday & Sunday.	160	10 16	16	16

This Schedule may not be exact—Superintendents, Agents, Station-men, Conductors, Drivers and all employees are particularly directed to use every possible exertion to get the Stages through in quick time, even though they may be ahead of this time.

If they are behind this time, it will be necessary to urge the animals on to the highest speed that they can be driven without injury.

Remember that no allowance is made in the time for ferries, changing teams, &c. It is therefore necessary that each driver increase his speed over the average per hour enough to gain the necessary time for meals, changing teams, crossing ferries, &c.

Every person in the Company's employ will always bear in mind that each minute of time is of importance. If each driver on the route loses fifteen (15) minutes, it would make a total loss of time, on the entire route, of twenty-five (25) hours, or more than one day. If each one loses ten (10) minutes it would make a total loss of sixteen and one half (16 1/2) hours, or the best part of a day.

On the contrary, if each driver gains that amount of time, it leaves a margin of time against accidents and extra delays.

All hands will see the great necessity of promptness and dispatch: every minute of time is valuable as the Company are under heavy forfeit if the mail is behind time.

Conductors must note the hour and date of departure from Stations, the causes of delay, if any, and all particulars. They must also report the same fully to their respective Superintendents.

* The Station referred to on Gila River, is 62 miles west of Maricopa Wells.

JOHN BUTTERFIELD.

Pres't.

Butterfield Schedule and Timetable as published by the company, 1858



Strickler Station Cabin (Washington County AR) - At present location; 299 S. Serenity Drive, West Siloam Springs OK. Photo 06/18/2011 by Glenn Jones, Rogers AR -- Heritage Trail Partners NW Arkansas

Why are we here today?

President Obama signed the Omnibus Public Land Management Act on March 30, of 2009 (P.L. 111-11).

This Act calls for a special resource study of the “Ox-Bow Route” of the Butterfield Overland Trail from St. Louis, Missouri and Memphis, Tennessee, west to their meeting point at Fort Smith, Arkansas and continuing west to San Francisco, California.

How a National Historic Trail is Designated

National historic trails require three steps to become designated:

1. Congress amends the National Trails System Act of 1968 (NTSA) to authorize a feasibility and suitability study of a historic route.
2. The study is conducted (often by the National Park Service) to determine if the route(s) meets NTSA criteria and to evaluate how designation may impact communities, private land owners, and public land managers along the route.
3. Based on the study findings, Congress decides whether to designate the route(s) as a national historic trail.

National Historic Trail Designation

A trail must meet all three of the following criteria based on the National Trails System Act of 1968 (P.L. 90-543):

- It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential.



National Historic Trail Designation

- It must be nationally significant. To qualify as nationally significant, historic use of the trail must have had a far reaching effect on broad patterns of American culture. Trails significant in the history of Native Americans may be included.
- It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation.

What will be included in the study?

- Purpose and Need
- Evaluation of Significance, Feasibility, and Suitability
- Alternatives (no action and action)
- Affected Environment
- Environmental Consequences
- Consultation and Coordination
- Glossary, Bibliography, Index



Lee Creek, AR (photo by Mark Christ)

What is 'national significance?'

National Historic Landmarks (NHL) Program criteria are used to assess significance. Meeting any one of six criteria will make a study route nationally significant.

Three of the six criteria are potentially applicable for the Butterfield Trail:

1. Properties that are associated with events that have made a significant contribution to, and are identified with, or that outstandingly represent, the broad national patterns of United States history and from which an understanding and appreciation of those patterns may be gained.

3. Properties that represent some great idea or ideal of the American people.

What is 'national significance?'

National Historic Landmarks (NHL) Program criteria are used to assess significance. Meeting any one of six criteria will make a study route nationally significant.

6. Properties that have yielded or may be likely to yield information of major scientific importance by revealing new cultures, or by shedding light upon periods of occupation over large areas of the United States. Such sites are those which have yielded, or which may reasonably be expected to yield, data affecting theories, concepts and ideas to a major degree.

National Significance of the Butterfield Overland Trail

Based on research conducted for this study --
potential themes related to national significance

- Communication
- Transportation
- Development
Ramifications
 - Indian Tribes
 - Communities
 - Commerce
- Popular Culture



NPS photo

What is an Environmental Assessment?

An environmental assessment (EA) evaluates the impacts of a federal action:

- All federal actions must comply with the National Environmental Policy Act (NEPA).
- An EA includes:
 - An analysis of the impacts of the alternatives (consequences) on the natural and cultural resources in the area of the federal action –
 - ❖ What are the beneficial and adverse impacts?

Your comments and thoughts?



NPS photo



NPS photo

Discussion Topics

1. What do you know about the study route, its location, uses and places of interest?
2. Are there opportunities for the public to enjoy and visit sections of the route?
3. How do you currently use the route?
4. Do you think the route is historically and nationally significant? Why or why not?
5. How might designation of this route as a national historic trail affect you and your community?
6. Are there other ways the route could be commemorated other than as a national historic trail?

Next Steps

- Prepare a report of public meetings and comments – 2012
- Gather data on route locations and interpretive and recreational opportunities, and determine national significance – 2012 & 2013
- Apply national historic trail criteria and develop draft alternatives – 2012 & 2013
- Prepare draft feasibility study and environmental assessment – 2012 & 2013
- Conduct public review of the draft study – 2013
- Address public review comments and prepare the final study – 2013
- Transmit the study to the U.S. Congress – 2014

Comments or Questions?

Please submit comments online at
<http://parkplanning.nps.gov/butterfieldsrs>

or

Contact:
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National Trails Intermountain
Region
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Santa Fe, NM 87504
gretchen_ward@nps.gov
505-988-6033



NPS photo

The deadline for comments is May 18, 2012

Public Scoping Meetings

February 6 – El Paso, Texas
El Paso Museum of History
510 North Santa Fe Street
5:30-7:30 pm

February 7 – Las Cruces, New Mexico
Las Cruces City Hall, Room 2007-C
700 North Main Street
3:00-5:00 pm

February 8 – Tucson, Arizona
The Murphy-Wilmot Library
530 North Wilmot Road
5:30-7:30 pm

February 9 – Yuma, Arizona
Historic City Hall, Council Chambers
180 West First Street
3:00-5:00 pm

February 27 – Los Angeles, California
Wells Fargo History Museum
333 South Grand Avenue
6:00-8:00 pm

February 28 – Bakersfield, California
Kern County Administrative Office
1115 Truxtun Avenue
6:00-8:00 pm

March 12 – San Jose, California
Guadalupe River Park & Gardens
438 Coleman Avenue
6:00-8:00 pm

March 13 – San Francisco, California
Wells Fargo History Museum
420 Montgomery Street
6:00-8:00 pm

April 10 – Springfield, Missouri
Historic City Hall
830 North Boonville Avenue
4:30-6:30 pm

April 11 – Fayetteville, Arkansas
City Administration Building
113 West Mountain Street
10:00-12:00 pm

April 11 – Fort Smith, Arkansas
Riverfront Park Events Building
121 Riverfront Drive
5:30-7:30 pm

April 12 – Atoka, Oklahoma
Atoka Community Building
909 West Liberty Road
3:00-5:00 pm

April 13 – Abilene, Texas
Frontier Texas!
625 North First Street
6:00-8:00 pm

National Trails System Act - SEC. 3. [16USC1242]

The national system of trails shall be composed of the following:

National recreation trails

- provide for a variety of outdoor recreation uses
- are reasonably accessible to urban areas
- In 2010 there were 1,150 national recreation trails in the system

National scenic trails

- are extended trails – there are 11 national scenic trails
- provide for maximum outdoor recreation potential
- and for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass

National historic trails

- are extended trails – there are 19 national historic trails
- follow as closely as possible and practicable the original trails or routes
- have national historic significance
- are continuous, but the established or developed trail, and acquisition thereof, need not be continuous onsite
- identify and protect the historic route and its remnants and artifacts for public use and enjoyment

National Trails System

■ Trails overview

- Together the 11 national scenic and 19 national historic trails total almost 54,000 miles in combined lengths.
 - 21 of the 30 trails are administered by the National Park Service (NPS)
 - Six are administered by the US Forest Service
 - Two are co-administered by NPS and Bureau of Land Management (BLM)
 - One is administered by the BLM
 - They are found in all 50 states, DC, and Puerto Rico



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What is 'national significance?'

National Historic Landmarks (NHL) Program criteria are used to assess significance. Meeting any one of the six criteria will make a study route nationally significant.

The six criteria are:

1. Properties that are associated with events that have made a significant contribution to, and are identified with, or that outstandingly represent, the broad national patterns of United States history and from which an understanding and appreciation of those patterns may be gained; or
2. Properties that are associated importantly with the lives of persons nationally significant in the history of the United States; or

NHL Criteria (continued)

3. Properties that represent some great idea or ideal of the American people; or
4. Properties that embody the distinguishing characteristics of an architectural type specimen exceptionally valuable for a study of a period, style or method of construction, or that represent a significant, distinctive and exceptional entity whose components may lack individual distinction; or



Butterfield Pass, AZ (Photo by Gerald T. Ahnert)

NHL Criteria (continued)

5. Properties that are composed of integral parts of the environment not sufficiently significant by reason of historical association or artistic merit to warrant individual recognition but collectively compose an entity of exceptional historical or artistic significance, or outstandingly commemorate or illustrate a way of life or culture; or
6. Properties that have yielded or may be likely to yield information of major scientific importance by revealing new cultures, or by shedding light upon periods of occupation over large areas of the United States. Such sites are those which have yielded, or which may reasonably be expected to yield, data affecting theories, concepts and ideas to a major degree.