**NAME**

**HISTORIC**
35th Parallel Route

AND CIVIC
Beale Camel Trail

**LOCATION**

**STREETS NUMBER**

Not applicable (Petrified Forest National Park)

**CITY TOWN**

**STATE**

Arizona

**CLASSIFICATION**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>OWNERSHIP</th>
<th>STATUS</th>
<th>PRESENT USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>OBJECT</td>
<td>PUBLIC</td>
<td>OCCUPIED</td>
<td>AGRICULTURE</td>
</tr>
<tr>
<td>SITE</td>
<td>PUBLIC ACQUISITION</td>
<td>OCCUPIED</td>
<td>MUSEUM</td>
</tr>
</tbody>
</table>

**AGENCY**

Western Regional Office, National Park Service

**LOCATION OF LEGAL DESCRIPTION**

Apache County Courthouse

**REPRESENTATION IN EXISTING SURVEYS**

None
The 35th Parallel Route exists today as: (1) a long-abandoned wagon road; (2) a modern railroad; and (3) a modern highway. This nomination applies only to the remains of the wagon road within Petrified Forest National Park. The abandoned trace of the wagon road enters Petrified Forest National Park from Navajo Spring to the east, crossing the park boundary at the southeast corner of Section 36, T 20 N, R 24 E. The trail or road then courses southwesterly across the park for about six miles, leaving the park on the south side of Section 17, T 19 N, R 24 E, en route to the ruins of a stage station located outside the Park beside Lithodendron Wash.

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

The railroad and the modern highway are not considered part of this property.
The 35th Parallel Route is of regional significance in the categories of exploration/settlement and transportation. The 35th Parallel Route was pioneered in historic times by traders and trappers, explored and mapped by Army topographical engineers, developed into a wagon road by the Beale Camel expedition, surveyed for a railroad by a government survey party, used by a stagecoach line across northern Arizona, constructed as a railroad route roughly paralleling the wagon road, the wagon road portion later taken over by automobiles and upgraded through successive pavings and realignments to an automobile highway, and in recent years, reconstructed as a divided interstate highway. Thus, the route was a historically significant avenue of discovery, settlement, and transportation. The 35th Parallel Route has been used by all forms of ground transportation and today forms a major traffic artery across the desert Southwest.

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

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

In 1853, Congress appropriated $150,000 for six transcontinental railroad surveys, one of which, along the 35th Parallel, followed this route. In 1853 and 1854, 1st Lieutenant Amiel Weeks Whipple led an expedition across this route and surveyed it as the 35th Parallel Route. Whipple's survey was the detailed examination of the route which made it prominent, and it was published as Senate Executive Document 73 and House Executive Document 91, 33rd Congress, Second Session. (Volumes III and IV of the Pacific Railroad Surveys.)

From August 1857 to January 1858, an expedition to establish a wagon road from Fort Defiance to California followed Whipple's route. It was headed by a civilian (and ex-Navy Officer) named Edward Fitzgerald Beale, and although Beale's survey was not as important as Whipple's, it became equally famous due to the fact that Beale's party employed camels which the U.S. Army imported to Texas for experimentation in the Southwest. References to the 35th Parallel Route as the 'Beale Camel Trail' commemorate Beale's passage and his work clearing a wagon road, although Beale's party neither pioneered the trail nor was the first to survey it.
The trail was used by others in intervening years, including wagon freighters, emigrants, and stagecoaches. Between 1800 and 1880, the Atlantic and Pacific Railroad constructed its Western Division along this route between Albuquerque and Needles, forming part of yet another transcontinental railroad route and proving the feasibility of Whipple's route. In the 1830's, this division of the A & P was absorbed by the Atchison, Topeka and Santa Fe Railway, and today comprises part of one of the main transcontinental line of the Santa Fe railway system.

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

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

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

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

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

GEOGRAPHICAL DATA

APPEARANCE OF NOMINATED PROPERTY

SW 1/4 61 3 1, 5 ZONE EASTING 675, 500 NORTING UTM

VERBAL BOUNDARY DESCRIPTION

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

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

STATE CODE COUNTY CODE

FORM PREPARED BY

Gordon Chappell, Regional Historian

National Park Service, Western Regional Office

September 17, 1976

450 Golden Gate Avenue - Box 36063

(415) 556-6165

San Francisco California 94102

CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

IN COMPLIANCE WITH EXECUTIVE ORDER 11596, I HEREBY NOMINATE THIS PROPERTY TO THE NATIONAL REGISTER CERTIFYING THAT THE STATE HISTORIC PRESERVATION OFFICER HAS BEEN ALLOWED 90 DAYS IN WHICH TO PRESENT THE NOMINATION TO THE STATE REVIEW BOARD AND ANY RECOMMENDATIONS. THE EVALUATION OF SIGNIFICANCE IS AS FOLLOWS:

NATIONAL LOCAL

DATE 12-17-76

ATTEST

DATE 12-17-76
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1. Topeka and Santa Fe, and is the scope of National Park Order 11533. The present thoroughly modern railroad railroad technology, and in its in the fifty year restriction the railroad, not subject to as of historic preservation, ay which represents the result int form ineligible for the tional Register crituria.


10. Geographical Data

UTM References

Eastern Rectangle

SW: 12/6/13/440 38/32/900
NN: 12/6/13/460 38/83/300
NE: 12/6/15/260 38/83/300
SE: 12/6/15/260 38/82/900
35th Parallel Route (Beale Camel Trail) in center of scene, view towards west-southwest
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

FOR NPS USE ONLY
RECEIVED  JAN  24  1977
DATE ENTERED  DEC 6  1977

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC
35th Parallel Route

AND/OR COMMON
Beale Camel Trail

2 LOCATION

CITY, TOWN

X VICINITY OF Holbrook
COUNTY Apache
STATE Arizona

3 PHOTO REFERENCE

PHOTO CREDIT National Park Service photo
by George Johnson

DATE OF PHOTO June 1972

NEGATIVE FILED AT Petrified Forest National Park

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

35th Parallel Route (Beale Camel Trail) in center of scene, view toward West

PHOTO NO. 2