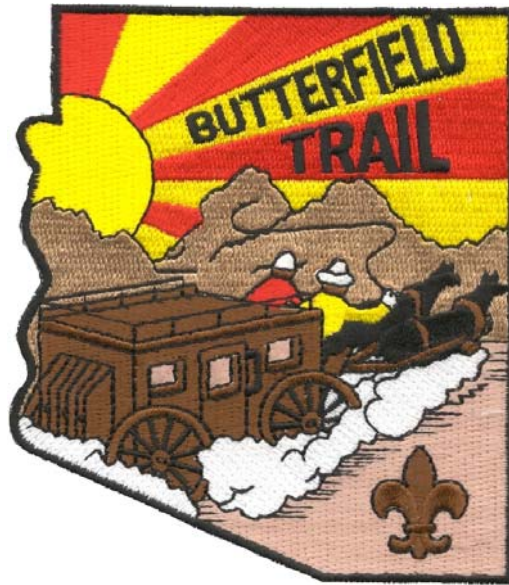


Historic Trails of Arizona

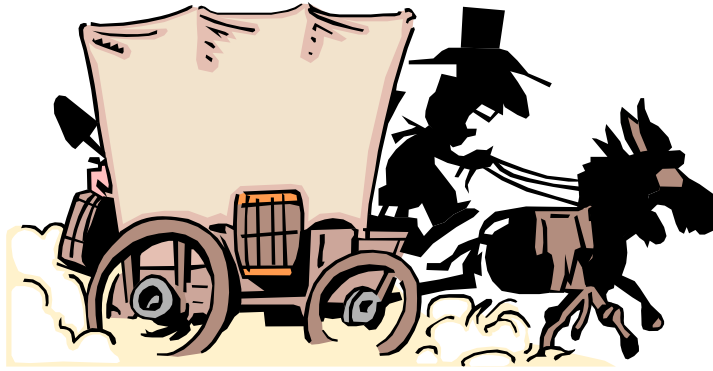


Butterfield Stage Hiking Trail

Facts about the Trail

The Butterfield Overland Mail Route began in 1858 and ended in 1861. It traveled a distance of approximately 2800 miles from St. Louis to San Francisco, and also from Memphis to San Francisco. It was the first transcontinental route in the United States. Its main purpose was to transport mail across the U.S., but it also transported people. Passenger tickets initially cost \$200 westbound and \$100 eastbound, but the price was soon reduced to \$150 both ways. It took about 24 days to travel from one end of the route to the other traveling about 5 to 9 miles per hour.

The coaches ran 24 hours a day with two meal stops daily. The food varied according to local supplies which usually consisted of game meat, beef, goat or mule meat, stews called, "slumgullion", and lots of beans, potatoes, coffee, and tea. It was recommended that transcontinental passengers bring a pair of blankets, a revolver or knife, an overcoat, and some wine to mix with the water, which was described as generally bad. They were also advised to bring three or four dollars to buy provisions in Los Angeles or Yuma to last them over the desert. Travel on the stage was uncomfortable, but to many the adventure of experiencing the West made it worth the trip. Most passengers thought that portions of the trail in California were the most spectacular. The trail over Tejon Pass north of Los Angeles was so steep that passengers had to get out and walk. There were no bridges East of Arkansas. Some rivers were forded and others like the Colorado and Kern in central California had to be ferried. Most diary accounts of the trip through Arizona focused on the various Indian tribes. There was danger of attack by the Apaches especially near Apache Pass in the spectacular Chiricahua Mountains in southeast Arizona. Most accounts of the friendly Indians near Maricopa Wells were very favorable. Most travelers were fascinated by the variety of cactus, particularly the large Saguaro.

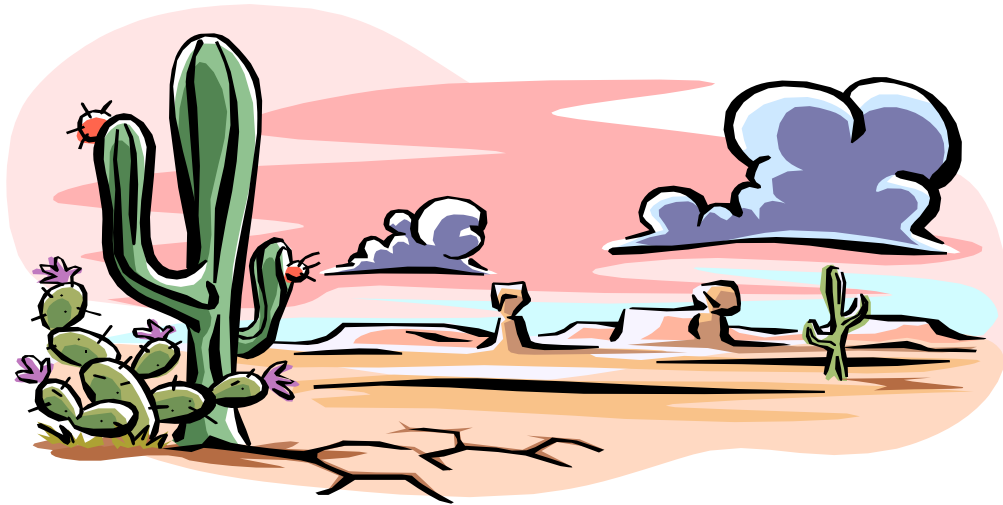


Historical Perspective

The conditions in the West changed very rapidly during the years before and after the operation of the Butterfield Stage. After the Mexican War (1846-1848), the United States gained what later became the states of California, Nevada, most of Arizona, New Mexico and parts of Colorado and Wyoming. In 1848, gold was discovered in California and the population grew rapidly. In the early 1850's the mail was transported to California by way of ship around Cape Horn which was expensive and time consuming. The U.S. wanted a southern land route to California by way of the land south of the Gila River, which was still part of Mexico. The land south of Gila is flat in contrast to the rugged terrain north of the Gila River. In 1854, the U.S. bought this land from Mexico for \$10,000,000 in the treaty called the Gadsden Purchase. This made it possible to have a stage coach route and later a railroad across this stretch of land.

In March 1857, Congress passed an act sponsored by Senator McKendree of California, and Representative John Smith Phelps of Missouri, authorizing a transcontinental land route for the U.S. mail. This act authorized President Buchanan and the Postmaster General to contract for the conveyance of mail from a certain point on the Mississippi River to San Francisco. Bids were solicited and nine competitive bids were received. Three of the bids were submitted by John Butterfield and his associates. A contract was signed and sealed on September 16, 1857. This contract provided for transporting mail from the Mississippi River to San Francisco, and back. The twin terminals at both St. Louis and Memphis were developed to satisfy the interest of both the Northern and Southern States. This route was to be traveled in both directions twice a week with four horse coaches, suitable for carrying passengers. For this service, John Butterfield was to receive \$60,000 per year.

THE Butterfield stagecoach continued to operate until the beginning of the Civil War in 1861. The Civil War focused attention on the eastern part of the country reducing the importance of communication with the West. Also telegraph lines were completed connecting the east and west coasts making the Overland Mail Route less important. Shortly after the Civil War ended, the transcontinental railroad was completed in 1869. In 1875 the Southern Pacific Railroad, which follows the Butterfield Stage route through much of Arizona, was completed. Although transcontinental stage travel could not compete with the comforts and speed of the railroad trains, local stagecoach routes continued to provide local travel and mail distribution for years to come.



A Brief History of the Butterfield Stage Trail through Pima Pass

The portion of the Butterfield Stagecoach Trail through Pima Pass in the Maricopa Mountains in the southwest of Phoenix has great historical significance. As you hike along this portion of the trail, you retrace the steps of many people going back to prehistoric times.

Ancient Indians traveled along this route as a short cut between Maricopa Wells and Gila River. In general the Indians in the southwest desert followed rivers such as the Gila, the San Pedro, the Salt and the Verde. However, in this region, the Gila River flowing east to west swings far to the north to meet with the Salt before swinging south and then west again near Gila Bend. Indians as well as later Spanish and Anglo travelers would stop for water at Maricopa Wells before taking the short cut across the “40 mile desert” to meet with the Gila River slightly north of Gila Bend. They would then follow the Gila River to where it meets the Colorado River. When the Spaniards explored the southwest, they often found Indian guides to show them the way. As a result, the early Spanish trails often followed earlier Indian trails. The Spaniards improved these trails and made detailed maps for others to follow. Much of the Butterfield Stagecoach Route included the stretch from Tucson to Yuma followed such Spanish trails.

Father Kino, a Catholic Jesuit priest, was guided by Indians through Pima Pass in 1699 on his fifth expedition of discovery. His purpose was to do missionary work and bring Christianity to the Indians. Later, Father Garces, another famous Catholic Priest, traveled through Pima Pass in 1775. Both men kept detailed diaries of their travels in this area.

Anglo fur traders and trappers, otherwise known as “Mountain Men”, traveled the area in the early 1800’s and traded with the Indians. Kit Carson followed the Gila River from Yuma into New Mexico in 1846 on his way to Washington D.C. with news that the U.S. troops, which had been transported to California by sea around Cape Horn, had successfully taken control of San Diego. On his way, he met General Kearny who was leading land forces to San Diego from Santa Fe. His message was taken to Washington by General Kearny’s men and Kit Carson served as Kearny’s guide back to San Diego, again following the Gila River except for the short cut through Pima Pass. Under General Kearny’s command, Colonel Cooke led a group known as the Mormon Battalion which brought wagons and supplies about a month behind General Kearny. They followed a route far south of Kearny’s because the terrain along the Gila River in eastern Arizona is too rugged for wagons. After proceeding north from Tucson, they fell behind General Kearny’s path near Sacaton, traveling through Pima Pass on December 26, 1846.

In the 1850’s migrant families traveled over this route on their way to California. In 1857 a mail contract was awarded to operate wagons between San Antonio and San Diego. This was commonly called the “Jackson Mail” and roughly followed the same course as the Butterfield Stagecoaches. Described as the mail line that “started in the middle and didn’t go anywhere”, it was poorly funded and failed before the Butterfield Stage Line began operation.

By far, the most glamorous vehicles to travel through the Maricopa Mountains at Pima Pass were the brand new “Concord” and “Celerity” stagecoaches built for the Butterfield Overland Stage Route was truly of Historic importance to the nation and Arizona.

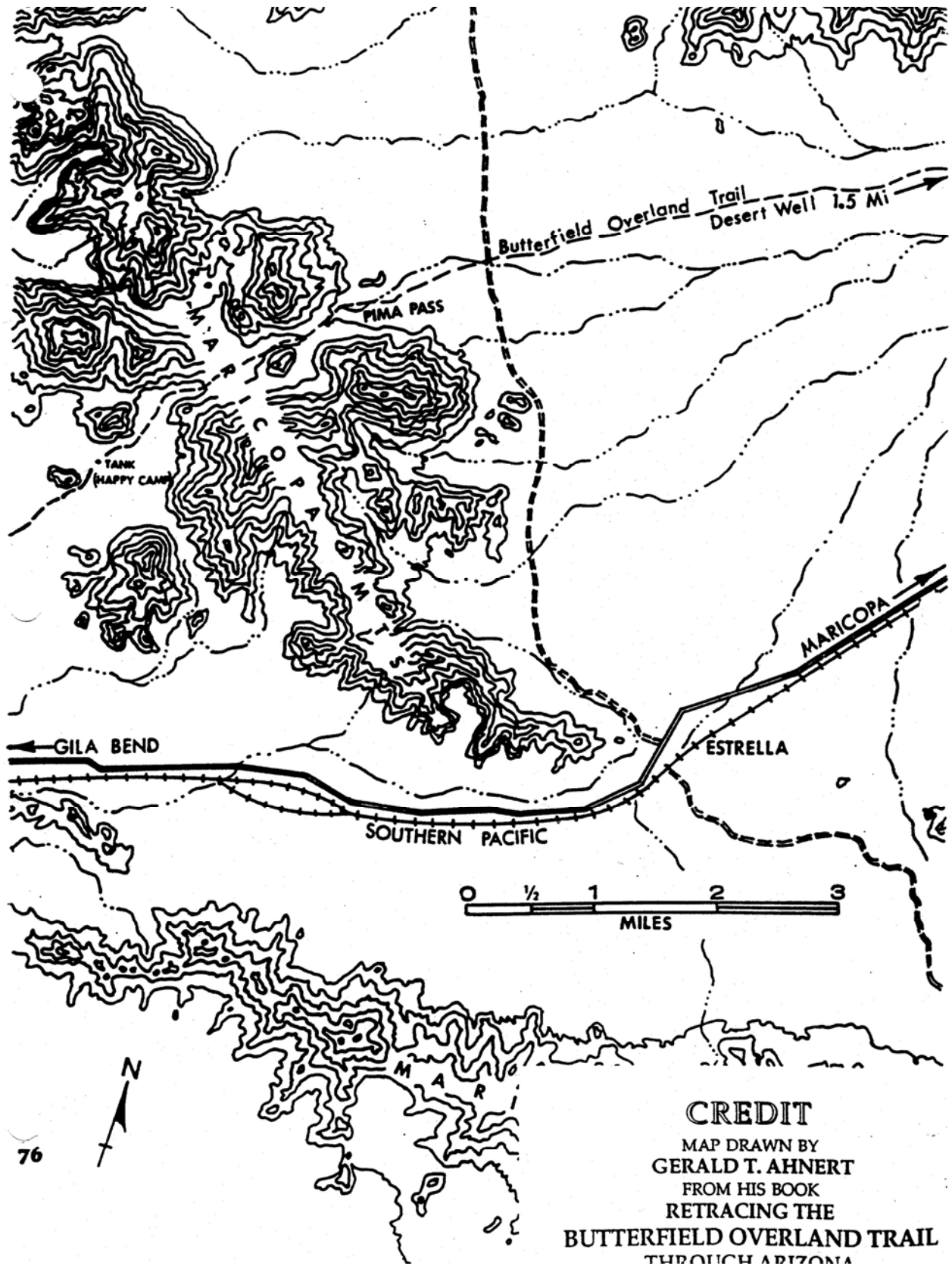
This history was taken from Eagle Project material prepared by Tait C. Willis of Troop 457 in Mesa. We thank him for allowing us to use his material.

Requirements:

1. Be a registered Scout/Venture or Scouter or be a guest hiking with a registered unit. Non-BSA groups are also eligible if they register with council headquarters.
2. BSA Local Tour Permit must be on file.
3. Scouts/Ventures and Scouters should wear their uniform on the trail.
4. Hike the total 5.75 miles.
5. Read material on the historical significance of the trail and take part in a discussion of important features of the trail. The material included in this book is appropriate for this requirement.
6. Assist in maintaining the trail by picking up any trash found along the trail. BE CAREFUL!! Ancient litter may be an important artifact. Leave OLD tin cans or bottles where they lie.
7. A set of trail notes should be submitted with the groups’ application for the award. Included should be listed the wildlife and plants observed along the trail and mention of any possible historic or prehistoric artifacts encountered.
8. Comply with the **GENERAL REQUIREMENTS**.

The Trailhead:

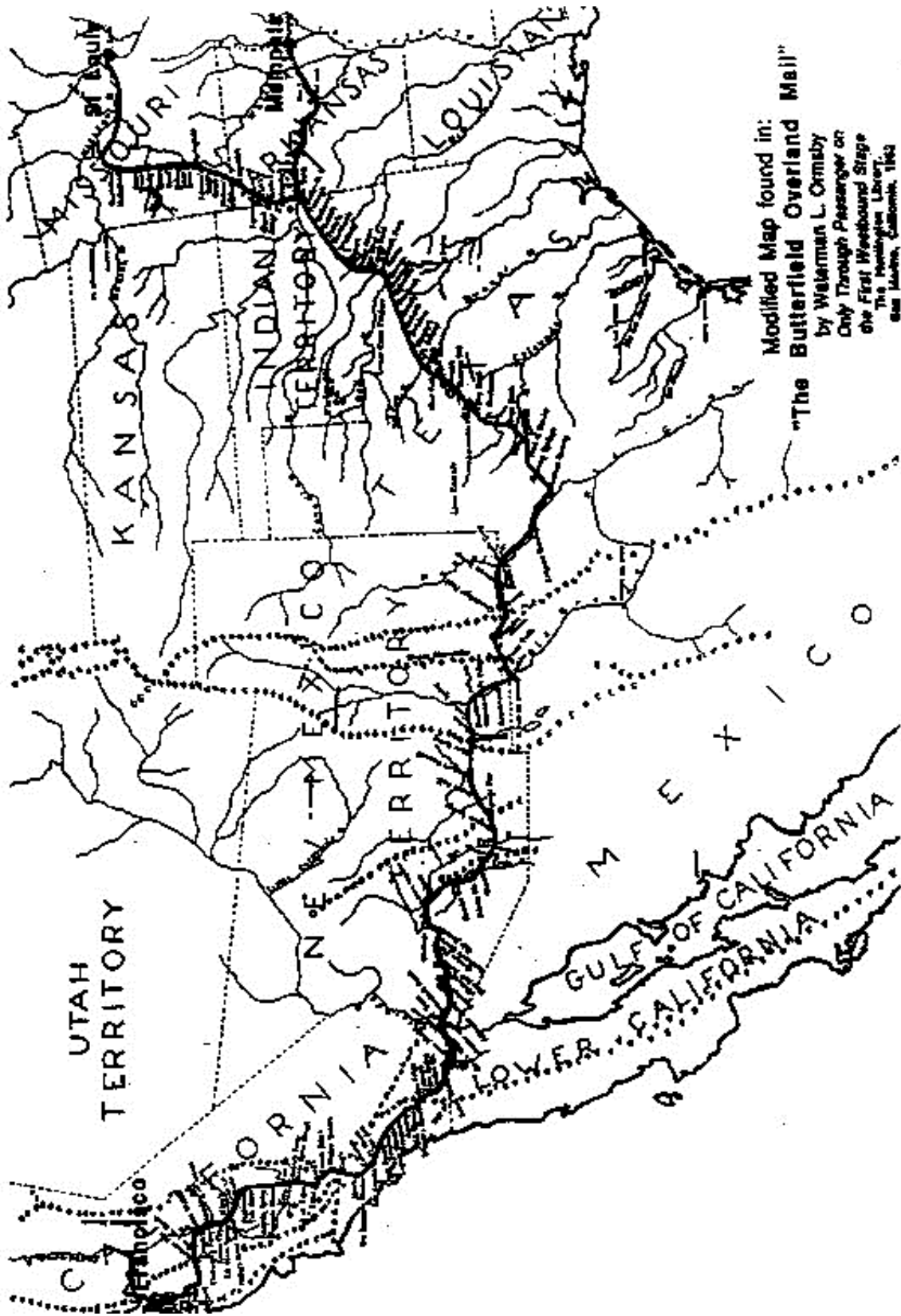
The portion of the trail that is to be hiked runs about 5.75 miles through the Maricopa Mountains South of Phoenix. To reach the trail take the Maricopa exit off the freeway (I-10) and go South almost to Maricopa, Arizona. Just north of the town there is paved road that heads towards to Gila Bend. Follow this road which will turn to dirt several miles later a total of about 23.2 miles west of Maricopa to the sign that reads, “Butterfield Trail”. This 4.3 mile road leads to the East end of the trail but is too rough for low clearance passenger cars. The West trailhead is about 6.6 miles farther down the Gila Bend Road. Here a dirt road leads off the main dirt road for about 1.3 miles to the trailhead. This trailhead is not marked but you can see a road heading through the pass.



CREDIT
MAP DRAWN BY
GERALD T. AHNERT
FROM HIS BOOK
RETRACING THE
BUTTERFIELD OVERLAND TRAIL
THROUGH ARIZONA

Butterfield Stage Hiking Trail

Butterfield Overland Stage Route



Modified Map found in:
"The Butterfield Overland Mail"
by Waieman L. Ormsby
Only Through Passenger on
the First Westbound Stage
The Huntington Library,
San Marino, California, 1963

Butterfield Stage Hiking Trail

No. 1.]

[Sep. 16th, 1858.

OVERLAND MAIL COMPANY.

THROUGH TIME SCHEDULE BETWEEN
ST. LOUIS, MO., MEMPHIS, TENN., & SAN FRANCISCO, CAL.

GOING WEST.

GOING EAST.

| LEAVE | DATE | Hour | Days | LEAVE | DATE | Hour | Days | Arrive | Days | Days | Days | Days | Days | Days | Days | Days | Days |
|----------------|--------------------------|------------|------|-----------------------|--------------------------|------------|------|--------|------|------|------|------|------|------|------|------|------|
| St. Louis, Mo. | Every Monday & Thursday. | 8:00 A.M. | 18 | San Francisco, Cal. | Every Monday & Thursday. | 8:00 A.M. | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |
| St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 10 | Franklin's Ferry, Mo. | Monday & Thursday. | 11:00 A.M. | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| St. Louis, Mo. | Monday & Thursday. | 7:48 A.M. | 14 | Vianna, Mo. | Monday & Thursday. | 8:00 A.M. | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| St. Louis, Mo. | Monday & Thursday. | 10:18 A.M. | 100 | St. Joseph, Mo. | Monday & Thursday. | 8:00 P.M. | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| St. Louis, Mo. | Monday & Thursday. | 9:00 A.M. | 45 | St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 |
| St. Louis, Mo. | Monday & Thursday. | 12:00 A.M. | 925 | St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 925 | 925 | 925 | 925 | 925 | 925 | 925 | 925 | 925 | 925 | 925 |
| St. Louis, Mo. | Monday & Thursday. | 9:00 A.M. | 245 | St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 245 | 245 | 245 | 245 | 245 | 245 | 245 | 245 | 245 | 245 | 245 |
| St. Louis, Mo. | Monday & Thursday. | 8:18 P.M. | 158 | St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 |
| St. Louis, Mo. | Monday & Thursday. | 8:48 A.M. | 146 | St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 | 146 |
| St. Louis, Mo. | Monday & Thursday. | 11:00 A.M. | 348 | St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 348 | 348 | 348 | 348 | 348 | 348 | 348 | 348 | 348 | 348 | 348 |
| St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 184 | St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 184 | 184 | 184 | 184 | 184 | 184 | 184 | 184 | 184 | 184 | 184 |
| St. Louis, Mo. | Monday & Thursday. | 9:00 P.M. | 141 | St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 141 | 141 | 141 | 141 | 141 | 141 | 141 | 141 | 141 | 141 | 141 |
| St. Louis, Mo. | Monday & Thursday. | 8:00 A.M. | 125 | St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 |
| St. Louis, Mo. | Monday & Thursday. | 11:00 P.M. | 260 | St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 260 | 260 | 260 | 260 | 260 | 260 | 260 | 260 | 260 | 260 | 260 |
| St. Louis, Mo. | Monday & Thursday. | 7:30 A.M. | 159 | St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 159 | 159 | 159 | 159 | 159 | 159 | 159 | 159 | 159 | 159 | 159 |
| St. Louis, Mo. | Monday & Thursday. | 11:30 A.M. | 137 | St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 |
| St. Louis, Mo. | Monday & Thursday. | 5:30 A.M. | 52 | St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 | 52 |
| St. Louis, Mo. | Monday & Thursday. | 8:00 A.M. | 158 | St. Louis, Mo. | Monday & Thursday. | 8:00 P.M. | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 | 158 |

This schedule may not be exact—Dependence on Agents, Stationers, Conductors, Drivers and all employees are particularly desired to see every possible expedient to get the stages through in quick time, even though they may be ahead of this time. It will be necessary to keep the schedule as to the night ahead that they can be done without delay. It is therefore necessary that each driver carries his speed over the stage for hour enough to give the necessary time for all changing teams, crossing ferries, &c.

Every person in the Company's employ will always be held to the strictest order of discipline. If each driver on his route has (10) mules, it would make a total team of three, on the day of the stage, if each driver gets that amount of time, it leaves a margin of time in that condition and extra days.

All hands will see the great necessity of punctuality and promptly every minute of the day, if they will do so, they will be able to do so. They will see that they are under heavy loads if the mail is behind time. Conductors must note the hour and day of departure from Station, the amount of delay, if any, and all particulars. They will also report the same fully to their respective Superintendents.

JOHN BUTTERFIELD, Pres't



Safford – Morenci Trail

History:

Pioneer farmers and ranchers in the Gila Valley and Bonita Creek area gouged out the Safford-Morenci Trail about 1874. They needed a shorter route to Morenci, Metcalf, and Clifton, where the booming mines offered a market for their produce and meat. Also, as the mines developed and the need for wood to burn in the smelters increased, Mexican wood haulers and their pack trains of mules and burros used the trail to haul wood to sell to the copper companies.

It was this trail from the Morenci side that horse rancher Albert Bellmeyer and his Forman rode on October 25, 1892.

Six years earlier Geronimo had surrendered ending for all practical purposes the threat to settlers from hostile Indians. But there were renegades who left the San Carlos Reservation for forays as far south as Mexico, 125 miles away.

Reports that Indians had been seen on Turtle Mountain prompted Bellmeyer to check on his horse herd that was grazing on the mountain. What exactly occurred, or the sequence of events, is conjecture. But from evidence at the scene, it was thought that Bellmeyer and his Forman, a man named Gordonier, were ambushed and had no opportunity to defend themselves. Bellmeyer was shot twice and apparently died instantly, falling from his horse at the notch or “Saddle” in the mountain. The two quick shots gave Gordonier a split-second warning and he wheeled his horse and spurred the frightened animal down the Bonita Creek side of the mountain. But 100 yards down the trail Gordonier was also hit and fell from his horse. The wound was not fatal and the Indians crushed his head with rocks.

When a man named Ben Parks found the bodies and alerted authorities in Morenci, a posse was dispatched to search for the murderers. Other volunteers tied the bodies on mules and took them to Morenci for burial. Before they left, they piled rocks beside the trail where each man had fallen. The point where the murders occurred was named Bellmeyer Saddle.

The guilty parties were never caught and their identities were never known for sure. The infamous Apache Kid and two other renegades, Chato and Natchez, were suspected.

Some of the other people of note who lived on or near the trail included Topsy Johnson whose real name was Presley Cantrell, who before coming to Arizona, served a stretch of time in the Santa Fe Prison for cattle rustling. Another group was the Fulchers who were in the illegal horse-trading business. The Mother Fulcher committed suicide on Bonita Creek where the trail crosses it. Two young cowboys named Putt Golding and Shorty Eaton loaded her remains on a large mule and transported her via the trail to Morenci. This is just a small part of the history that has taken place along the trail.

Trail Description

The trail winds through some rugged and beautiful terrain with elevations ranging from 3,700 feet to just over 6,000 feet. On your route of travel you will encounter a variety of vegetation types and species. These range from Mesquite-Creosote bush at the West Ranch trailhead end, to riparian species of Cottonwood, Willow, and Sycamore along Bonita Creek, to Pinyon-Juniper and Oaks in the Smith Canyon vicinity.

Geologic types vary from Rhyolite, Andesite, and Basalt, which together produce an abundance of majestic rock outcrops and multi-colored formations.

The area provides habitat for a wide variety of wildlife. Game animals include: mule deer, mountain lion, javelin, rabbit, dove, and quail. Other varieties of mammals, reptiles, and amphibians common to the deserts and lower mountains also inhabit the area.

Many songbirds native to the southwest are represented. The Bonita Creek drainage provides the greatest numbers and species of bird life. The cliffs along the steeper areas of Bonita Creek provide homes for many species of hawks, eagles and other bird life.

Culture features are also common within the region, ranging from numerous prehistoric Indian cliff dwellings in Bonita Creek to remnants of early day homesteads of ranchers and miners strewn along the trail.

Travel is recommended for foot or horseback use only. The trail is not designed or developed for motorized vehicles. We hope you will cooperate by traveling only by the means for which it was originally intended. With the coming of the automobile in the early 1900's, the trail ceased to function and soon fell into poor condition and minimal use.

The entire trail has been reconditioned and maintained by the Youth Conservation Corps, working under the direction of the Bureau of Land Management. The trail has also been signed to provide better safety and information for the visitor.

Litter cans are provided at each trailhead. We ask that all travelers pack out all trash and leave the area as natural as possible, and sign the register before hiking the trail.

It is highly advisable to bring an ample supply of drinking water, since streams and springs are scarce and may contain high counts of harmful bacteria.

For those staying overnight, campfires are left to your own judgment and preference. Bonita Creek does provide a good camping area but remember to camp far from and high above the creek to avoid flash floods. For further information you may contact the Safford District Office of the Bureau of Land Management (BLM).

NOTE: The preceding was taken from notes compiled by Lester Rosenkrance of BLM and submitted along with his nomination of this trail to the Arizona State-wide Trails System.

SAFFORD – MORENCI TRAIL

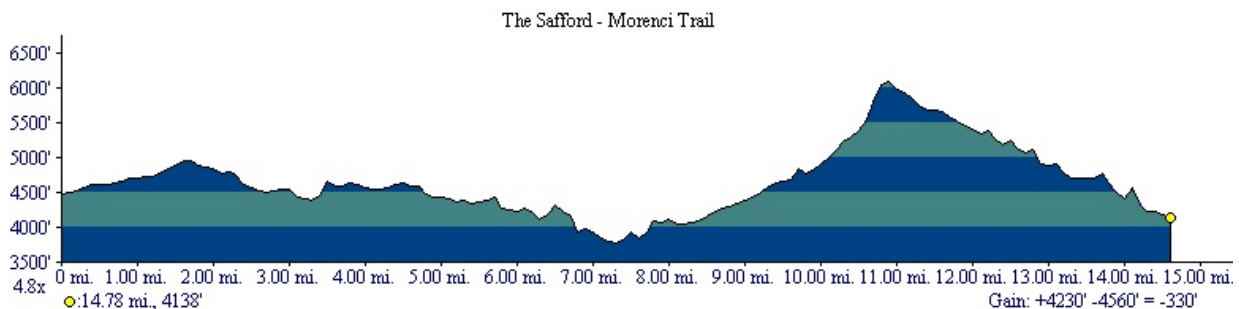
Requirements:

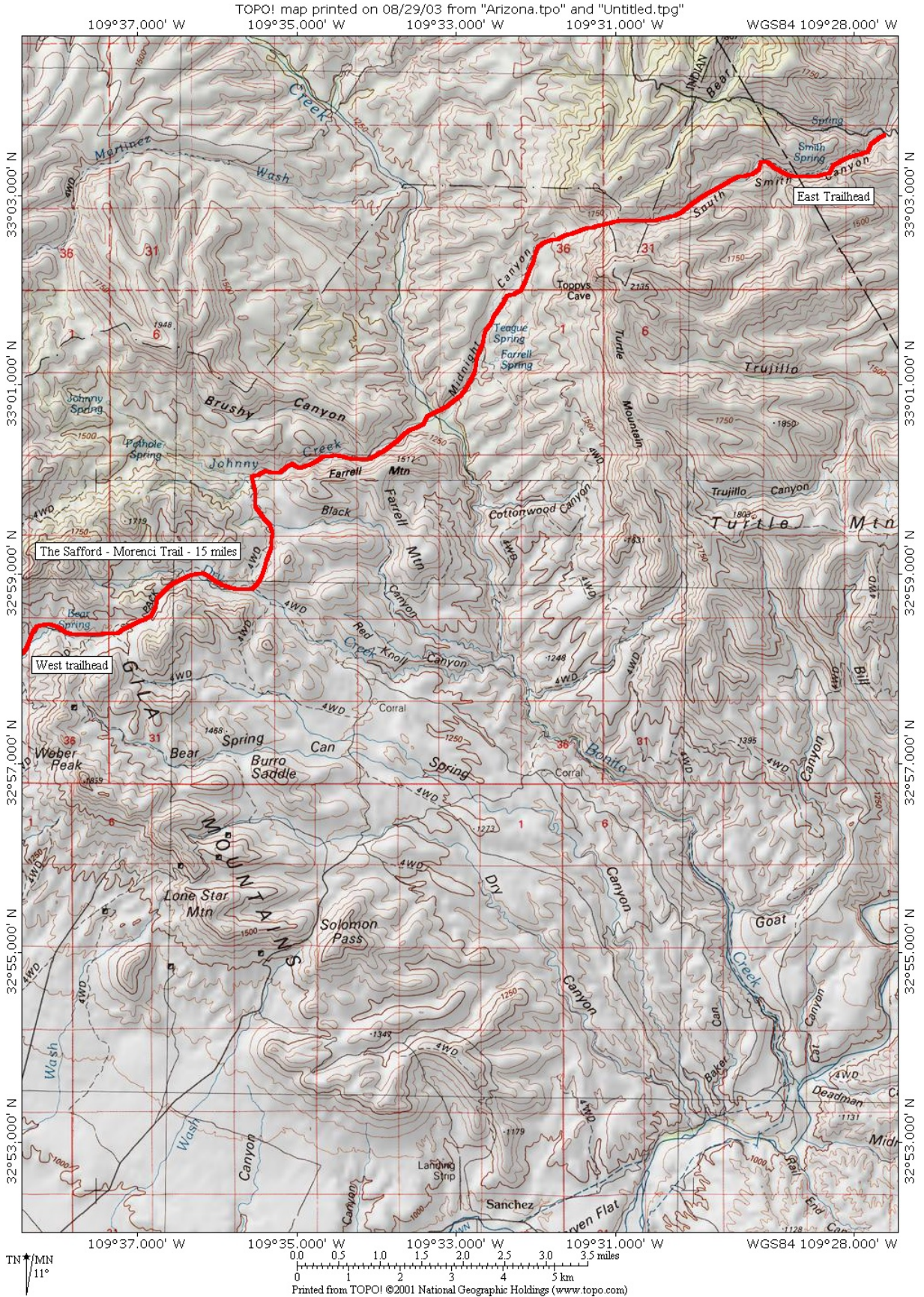
1. Be a registered Scout/Venture or Scouter or be a guest hiking with a registered unit. Non-BSA groups are also eligible if they register with council headquarters.
2. BSA Local Tour Permit must be on file.
3. Scouts/Ventures and Scouters should wear their uniform on the trail.
4. Hike the total 15 miles.
5. Read material on the historical significance of the trail and take part in a discussion of important features of the trail. The material included in this book is appropriate for this requirement.
6. Assist in maintaining the trail by picking up any trash found along the trail. BE CAREFUL!! Ancient litter may be an important artifact. Leave OLD tin cans or bottles where they lie.
7. A set of trail notes should be submitted with the group's application for the award. Included should be listed the wildlife and plants observed along the trail and mention of any possible historic or prehistoric artifacts encountered.
8. Comply with the GENERAL REQUIREMENTS.

Trailhead:

The west trailhead can be reached from Safford by heading north on 8th Avenue across the Gila River and taking the San Juan Road into the Gila Mountains. The start of the trail is near West Ranch. To reach the east trailhead head out of Clifton west on Eagle Creek Road about one mile past the pumping station and water tanks. From the west trailhead at West Ranch you head east-northeast up over a saddle and travel on the north side of Farrell Mountain following the creek down to Bonita Creek. Cross Bonita Creek and go up Midnight Canyon, pass Wild Deer Spring, cross over Bellmeyer Saddle, and travel down South Smith Canyon until you reach a jeep trail. Follow the jeep trail until you reach the major dirt road, which is the east trailhead. Additional information can be obtained from BLM's Safford District Office at 425 East 4th Street, Safford, Arizona 85546 (Telephone 520-428-4040).

Safford – Morenci Trail





General Crook Trail



General Information:

In 1871, General George Crook ordered a wagon road built from the Arizona Territorial Capital at Prescott, east to New Mexico, and to Fort Apache. The road was used to move troops and supplies into remote eastern Arizona until the railways were built in the 1880s.

History:

The General Crook Trail was conceived in 1871 when Crook led men out of Fort Apache and on to the present location of Show Low. From there they turned west and sought the best wagon route to move supplies from Fort Whipple to Fort Apache. No suitable route had yet been built, and General Crook himself led much of the reconnaissance work along the Mogollon Rim. Work on the trail began the following year, and by 1873 it was first used to bring supplies to Fort Apache by pack mules. In September of 1874 the first wagon made its way over the complete distance. As a main supply route, the trail was used only until 1879, when the Atlantic and Pacific Railroad reached Holbrook and provided a faster way to provide provisions to Fort Apache. The road was used for military patrols for 22 years and saw some civilian use for another 24 years until the Rim Road was built in 1928.

In 1976, as a bicentennial project, BSA's Grand Canyon Council joined Dr. Eldon Bowman and countless others to locate and mark this historic route across the Mogollon Rim. 134 miles of the route were located and marked with metal chevrons, rock cairns, and 4x4 mile-markers. In 1978, the Museum of Northern Arizona Press and BSA published Bowman's, "A Guide to the General Crook Trail"; now out of print but available in most libraries. The information within this booklet is not without challenge, but to date, no better reference exists. In the late 1980's some of the trees bearing chevrons were removed by a logging interest that did not bother to replace them from the down trees. It had also been recognized by that time that the route was incorrect in some places. The Forest Service issued a contract to correct the route as well as replace missing chevrons. Under that contract, new white chevrons were to replace chevrons missing from the actual original route. Yellow chevrons were to mark the present trail where it could not follow the original route. Incorrectly placed chevrons were to be removed. This last phase of the contract was never completed and it is easy to confuse correct and incorrect routes. In addition, most of the 4x4 mile-markers have been removed by vandals or lost to the elements.

Although this trail still provides excellent opportunities, it should be considered in a state of flux. Many people have taken an interest in the trail and some have ridden it all the way from Fort Apache to Prescott. They report many difficulties along the route including but not limited to:

- Permission needed from the White Mountain Apache Tribe at the East end.
- Conflict between accepted published alignments and old military maps.
- Correct and incorrect chevrons both existing simultaneously.
- Development on privately owned land and fencing.

Until these conflicts are resolved, we will recommend two segments of the hike, Fort Verde to General Springs and General Springs to Cottonwood Wash. The west half of the Fort Whipple to Fort Verde segment has never been marked, although you can still earn this segment with some research, some detours, and some bushwhacking. This section of the trail could be marked soon with BSA units working with the people who have ridden the entire route. This effort is coming and will provide an opportunity for Scouts/Ventures to earn the Trail Builder segment. The trails Committee will advertise this opportunity through your district roundtables after groundwork has been completed with other volunteers and government agencies. The trail passes through three



- National Forest and the Fort Verde State Park at Camp Verde. Contact:
- Prescott National Forest, 344 South Cortez Street, Prescott, AZ 86301
- Coconino National Forest, 2323 East Greenlaw lane, Flagstaff, AZ 8601
- Apache-Sitgreaves National Forest, P.O. Box 968, Overgaard, AZ 85933
- Fort Verde State Historic Park, P.O. Box 397, Camp Verde, AZ 86322

Fort Whipple (1863-1913)

Fort Whipple was established in November 1863 one-mile northeast of Prescott in the Chino Valley after Camp Clark was abandoned. Cavalry and Infantry soldiers stationed there participated in many Indian engagements. The Whipple Barracks became the Headquarters for the Military Department of Arizona on April 15, 1870. The post was General George Crook's District of Arizona headquarters in 1882. Centrally located in the state, the fort had a major influence on all Indian affairs in the region. The old post was condemned in 1869; all the buildings were torn down and rebuilt. The post was discontinued in 1898 and re-garrisoned in 1902. New officers' quarters, built in 1904 from modern designs of architect Stanford White, were vastly different from earlier structures, but the post was later abandoned February 15, 1913. In 1922 the reservation was transferred to the Secretary of the Treasury, and later was taken over by a Veterans Administration Hospital. The fort is one mile east of Prescott on US 89.

Trail Description:

FORT WHIPPLE TO FORT VERDE, FORT VERDE TO GENERAL SPRINGS, GENERAL SPRINGS TO COTTONWOOD WASH: These segments of the trail are approximately 50 miles long each and can be earned either by hiking, cycling or horseback riding. Backpacking is not required and vehicles may be used to transport gear. Each 50-mile segment may be spread over several weekends. It is not necessary to hike the whole segment in one outing. You are seldom far from a good road or campsite. (Topos: see list below. All are USGS 7.5' series).

FORT WHIPPLE TO FORT VERDE: Prescott, Prescott Valley South, Humboldt, Cherry, Middle Verde, and Camp Verde Quads.

FORT VERDE TO GENERAL SPRINGS: Camp Verde, Walker Mountain, Hackberry Mountain, Buckhorn Mountain, Strawberry, Calloway Butte, Pine, and Kehi Ridge Quads.

GENERAL SPRINGS TO COTTONWOOD WASH: Kehl Ridge, Dane Canyon, Knoll Lake, Promontary Butte, Woods Canyon, O.W. Point, Brookbank Point, Outlaw Draw, Day Spring, and Springs Quads.

Consult. “*A Guide to the General Crook Trail*”, at your local library for the trail maps. Remember that many of the mile-posts are gone; some of the route alignment is in dispute. You can visit the museum at Fort Verde State Historic Park in working on that patch.

Requirements:

1. The segments on this hike are approximately 50-miles long and are earned when each segment is hiked, cycled or ridden on horseback.
2. Backpacking is not required; camping gear may be carried by vehicle.
3. The hiking, cycled (or riding) segment need not be done all at one time; it can be done in pieces.
4. The trail is close to existing roads and easily driven to all but a few short sections.
5. **TRAIL BUILDER** segment is earned when 16 hours of trail work has been completed on the basis of arrangements previously made with the appropriate Ranger District, U.S. Forest Service.

General Crook Trail Medal

Requirements:

1. This award can be earned by completing the requirements for all the segment awards.
2. Medals are consecutively numbered.
3. Applications must be individually submitted.

General Crook Trail

