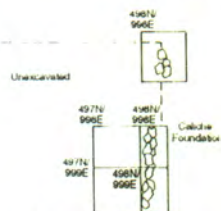
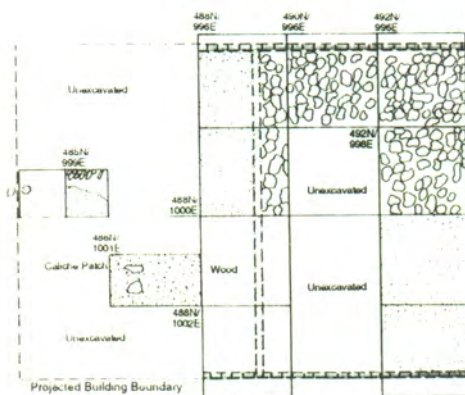


Cultural Resource Technical Series



**Valmont, An Early 1900s Railroad and
Ranching Community near Alamogordo:
Archaeological Data Recovery at LA 115,252,
Otero County, New Mexico**

Technical Report 2001-1



Human Systems Research, Inc.

LA 115,252
HSR 9923

New Mexico State Highway and Transportation Department



**VALMONT, AN EARLY 1900s RAILROAD AND
RANCHING COMMUNITY NEAR ALAMOGORDO:
ARCHAEOLOGICAL DATA RECOVERY
AT LA 115,252, OTERO COUNTY, NEW MEXICO**

NMSHTD Project No. MIP-054-1-(26)56, CN 3230

Prepared for the New Mexico State Highway and
Transportation Department by

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Performed Under
State Permit Number NM-99-005

NMCRIS Project Activity No. 65218

Submitted by
Human Systems Research, Inc.
Tularosa, New Mexico

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ABSTRACT

This document presents the results of data recovery excavations at a turn-of-the-century railroad and ranching community (Site LA 115,252) known as Valmont. The community is located on U.S. Highway 54, 1.6 km (8 mi) south of Alamogordo, Otero County, New Mexico, and .4 km (.25 mi) north of the turnoff to Dog Canyon. The New Mexico State Highway and Transportation Department (NMSHTD) and the Federal Highway Administration (FHWA), using federal funds, propose to reconstruct a portion of U.S. Highway 54 that passes through Site LA 115,252 (Project No. MIP-054-1-(26) 56, CN 3230). This data recovery report is part of archaeological work requested by the NMSHTD. This report is the final stage of the archaeological investigations for Site LA 115,252.

Fieldwork was conducted between October 12, 1999, and November 3, 1999, under the supervision of David T. Kirkpatrick, Principal Investigator, and Helen Shields, Project Archaeologist. Data recovery work was carried out under State Permit Number NM-99-005.

The testing project at Valmont (HSR Project 9906, NMCRIS Project Activity No. 65218) consisted of HSR excavating six test units and three auger transects containing 27 auger holes to determine the extent and importance of cultural material associated with Site LA 115,252 within the NMSHTD right-of-way. The project resulted in the identification of one architectural feature and two artifact

concentrations with subsurface deposits, as well as collecting surface artifacts. A total of 692 historic artifacts were recorded and collected. Informal telephone interviews with former residents of Valmont indicated that additional information was available about the community and its residents.

At the request of NMSHTD, HSR implemented a data-recovery plan to mitigate any potential adverse affects of highway construction at Site LA 115,252. The data-recovery plan was submitted to the NMSHTD and approved by the Historic Preservation Division, State of New Mexico. This report describes the results of the data-recovery program at Site LA 115,252 within the NMSHTD right-of-way, for which the architectural feature, artifact concentrations, and potential activity areas around the architectural feature and in front of two adobe mounds were the focus of the excavations. A total of 6,499 artifacts (includes 692 artifacts from testing portion of the project) was collected.

Research themes addressed through excavation and laboratory analysis, archival research, and oral-histories include Community Structure, Community Composition and Census, and Lifeways of Valmont's residents. Information obtained through the data recovery address the research themes regarding turn-of-the-century railroad and ranching communities.

ACKNOWLEDGEMENTS

HSR personnel performing the work on this project include Deborah Dennis, Executive Director; David T. Kirkpatrick, Principal Investigator; and Helen Shields, Project Archaeologist. The field crew consisted of Gerri Smith, Jackie Talley, Sunshine Dunn, and James M. Mallery. The field personnel were assisted by volunteers Ozzie Bagg, John Fitch, Richard Magee, Deborah Hulett, and Corky Samaniego. James Wakeman completed the map in Terra Model using transit readings. A total of 1,784 hours were spent in the excavation and data recovery program. Gail Wimberly edited and formatted the report, and Sara Eidenbach performed the final drafting.

Special thanks and appreciation go to the former residents of Valmont, who graciously related their memories to Gerri Smith. Brothers Delbert and Floyd Nelson were young boys when they lived at Valmont and recalled some buildings and people. Don Taylor remembered the school house, section foreman's house, bunk house, camp houses, and cistern. He also recalled that Mrs. Camp was buried there and that at one time Valmont was called "Camp City." Sisters Frances Wood (nee Conyers) and Wanda Smith (nee Conyers) remembered daily activities.

Chapter 1

INTRODUCTION

The results of data recovery excavations at Site LA 115,252, Valmont, are presented in this document. The New Mexico State Highway and Transportation Department (NMSHTD) and the Federal Highway Administration (FHWA) propose to reconstruct a portion of U.S. Highway 54 located south of Alamogordo and north of the New Mexico-Texas State Line, in Otero County, New Mexico, using federal funds. Site LA 115,252 is located on both sides (east and west) of the highway, .4 km (.25 mi) north of the Dog Canyon junction (Figures 1 and 2).

Between October 12 and November 3, 1999, archaeologists with Human Systems Research, Inc. (HSR), conducted excavations at the turn-of-the-century railroad and ranching community (Site LA 115,252) known as Valmont.

The work was performed under NMSHTD Project No. MIP-054-1-(26) 56, CN 3230 and Statewide Archaeological Services Contract No. 03884. This project complies with the provisions of the State Cultural Properties Act and applicable regulations. The report is consistent with applicable state standards for cultural resource management. The State Register of Cultural Properties and National Register of Historic Places were consulted. No register sites are located in or within a 1.6-km (1-mi) radius of the project area.

Valmont was a railroad section station that probably provided freight service and was occupied between 1898-1947.

Although limited, the analysis and results of excavation data coupled with archival research and oral recollections provide an opportunity to examine cultural patterns of a turn-of-the-century railroad and ranching community.

PROJECT LOCATION

The project area (Figure 1) is located south of Alamogordo, in Otero County, New Mexico, .4 km (.25 mi) north of the junction of U.S. Highway 54 and Oliver Lee Memorial Park Road, also known as Dog Canyon. The site is situated on an alluvial plain of the Tularosa Basin, approximately 4 km (2.5 mi) west of the base of the Sacramento Mountains. Site LA 115,252 is present on both sides of U.S. Highway 54, and is identified as "Valmont" on the Deadman Canyon, N.M., 1981 USGS quadrangle map (Figure 2). It is located in the SW 1/4 of the SW 1/4 of the NE 1/4 of Section 14, Township 18 South, Range 9 East. The UTM coordinates (Zone 13, NAD 1947) are 407550 Easting by 3623520 Northing.

PROJECT HISTORY

This report of data-recovery excavations at Site LA 115,252 represents the completion of the cultural resource investigations for that portion of the site that lies within the NMSHTD right-of-way.

An electronic search of the New Mexico Cultural Resource Information System (NMCRIS), a computerized database of site and project information at the

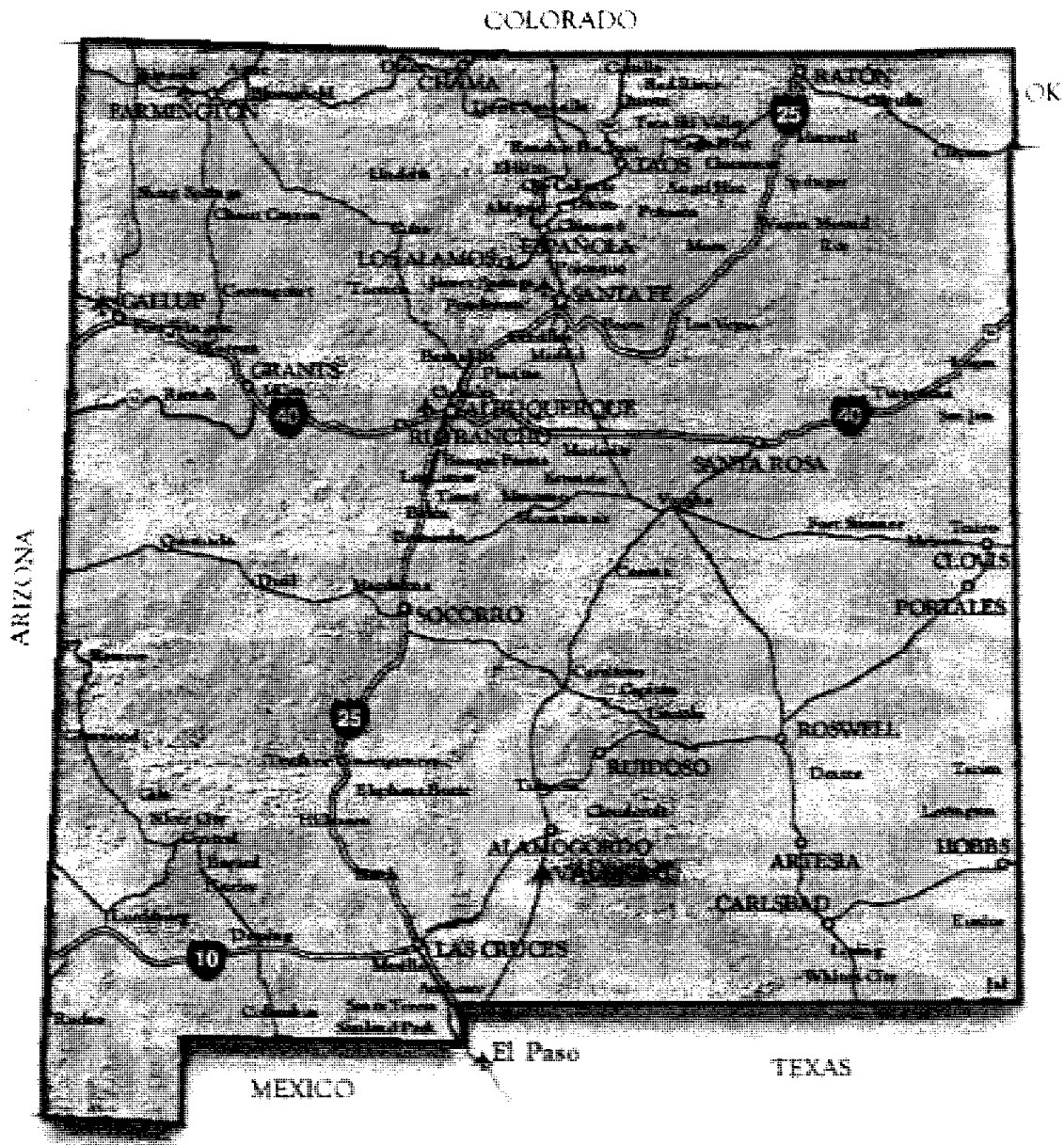


Figure 1. General location of the project area.

Figure 2. USGS map showing the location of the project.

Archaeological Records Management System (ARMS), Santa Fe, was conducted by Helen Shields. The database was checked for information relating to Site LA 115,252 and any other known cultural resources located within or adjacent to the project area.

SURVEY

Michael and Elizabeth Marshall (Cibola Research Consultants) located and recorded Site LA 115,252 in 1996 (see appendix B). The site was recorded as a railroad-ranching community with Anglo and Hispanic cultural affinity dating to ca. 1898-1940. Although the site has been mechanically disturbed since its abandonment in the 1940s, Michael and Elizabeth Marshall (1996) located cultural remains within the U.S. Highway 54 right-of-way, including collapsed adobe buildings with concrete floors. Marshall stated that the house and associated hidden had potential research value and if the features could not be avoided, he recommended testing to determine the nature and potential eligibility of the remains. Also, these materials should be examined for their potential contribution to the knowledge of turn-of-the-century railroad and ranching communities in New Mexico.

TESTING

Following the results of the initial survey (Marshall 1996) and the recommendations of the State Historic Preservation Office, NMSHTD requested that HSR perform a limited testing of Site LA 115,252 to determine, but not substantially diminish, any research potential or National

Register eligibility. General methods were conducted in-field and in the laboratory to adequately assess if there was sufficient integrity and/or cultural material to warrant further excavation at the site.

For the testing project of Site LA 115,252 (Shields and Kirkpatrick 1999), six test units and three auger transects containing 27 auger holes were excavated by HSR to determine the extent and importance of cultural material associated with the site. HSR personnel performed the work under New Mexico State Permit Number NM-99-005, expiration date 31 December 1999, and NMCRIS Project Activity No. 65218. A total of 692 artifacts were collected (one from the surface, and 691 from six test units and 27 auger holes).

Five discernible artifact concentrations were observed on the surface, designated Concentrations 1 through 5 (Figure 3). Concentration 1 was located on the east side of U.S. Highway 54, within the house mound area. Concentration 2 was also on the east side of the highway, at the north end of Site LA 115,252 (Test Unit 5 was placed within this concentration). Concentration 3 occurred at the eastern boundary of the highway right-of-way (Auger Transect 2 was placed here). Concentrations 4 and 5 were located on the west side of U.S. Highway 54.

The test units and auger transects were located where the highest density of surficial artifacts occurred and at the house mound. Detailed descriptions of these test units and auger transects, and a complete catalog of collected artifacts is provided in the HSR report on the testing results (Shields and Kirkpatrick 1999).

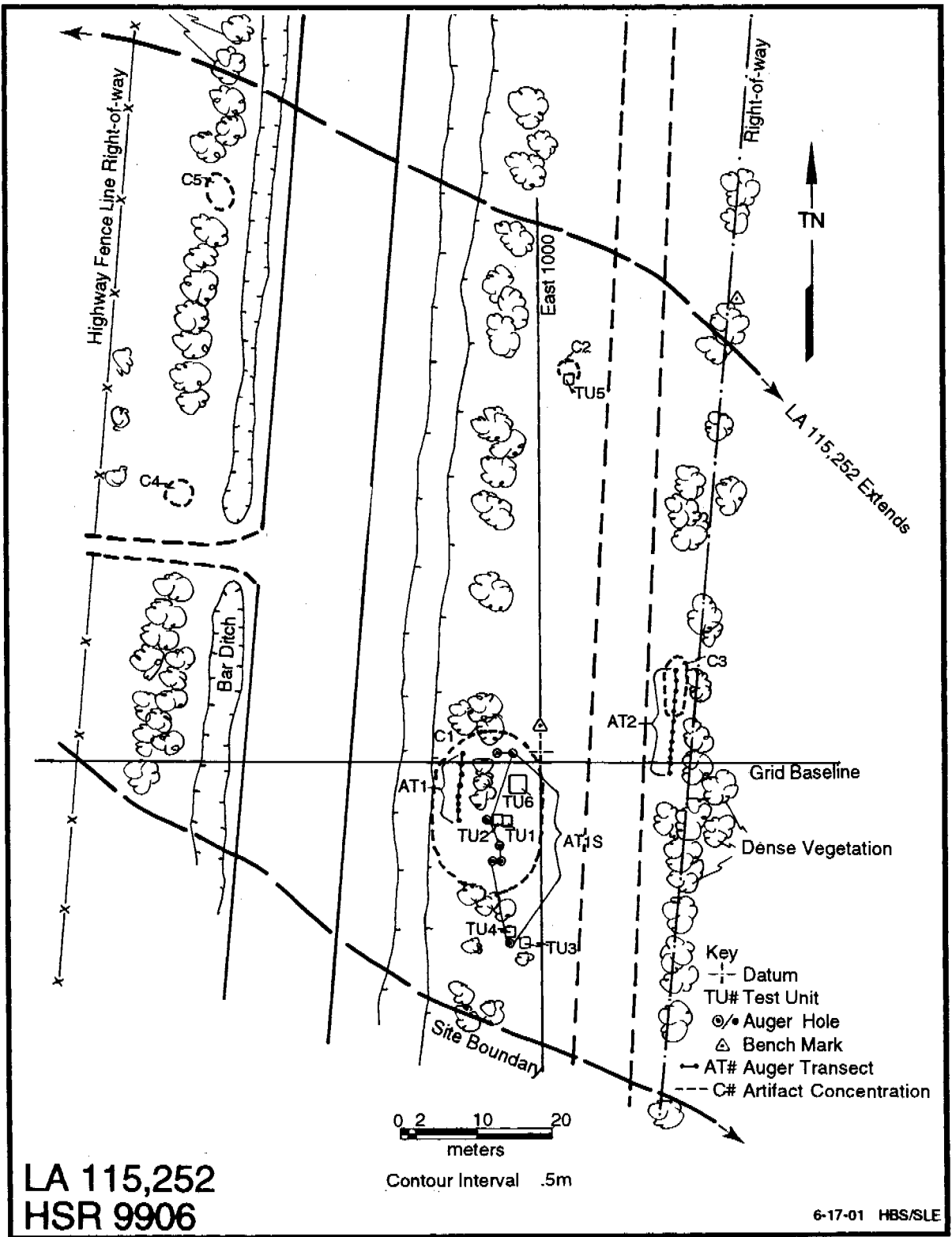


Figure 3. Map of Site LA 115,252 showing the artifact concentrations.

EXCAVATION

Excavations at the site were also confined to the eastern portion of the site within the project right-of-way. Data-recovery efforts followed those outlined in the Data Recovery Plan (Shields and Kirkpatrick 1999). Before excavations began, the site was transversed and diagnostic artifacts were pin flagged and collected.

Fifty-seven units were excavated, ranging in depth from 10 cm to 30 cm below the surface, and 5,857 artifacts were collected. The excavation focused on the floor area, partially uncovered during the testing phase (Figure 4).

In addition to the excavation units placed at the building area, other units were located north and south of the concrete floor and foundation.

Seven 1-by-1-m units were excavated west of the house mounds within the highway right-of-way.

Although relatively few diagnostic artifacts were collected, the high number of artifacts found during the testing and excavation of Site LA 115,252 supports the historical data of nearly 50 years of occupation at Valmont.

PROJECT SCOPE

The Data Recovery Plan (Shields and Kirkpatrick 1999) was approved by the Historic Preservation Division, State of New Mexico, and the NMSHTD requested that HSR conduct the excavation phase of the project. The foci

of the data recovery was the architectural feature, artifact concentrations, and potential activity areas around the architectural feature and in front of two adobe mounds within the highway right-of-way.

The information obtained from the excavation units, augmented by data from the testing phase, oral histories, and archival research, were adequate to meet the project research goals stated below.

PROJECT GOALS

Excavations at Site LA 115,252 were conducted to mitigate any adverse effects of the proposed undertaking through the collection of information important to understanding the history of the area and region. The research themes addressed through excavation and laboratory analysis, archival research, and oral-history interviews are Community Structure, Community Composition, and Lifeways of Valmont's residents. These research themes are addressed in more detail in Chapter 2.

PROJECT LIMITATIONS

As in most contract archaeology projects, limitations in data-recovery efforts become an important issue in the approach to conducting testing and excavations. Testing and excavation activities at Site LA 115,252, Valmont, were confined to the right-of-way. No work was conducted on portions of the site located outside the right-of-way, although cultural remains are located east and west of the highway.

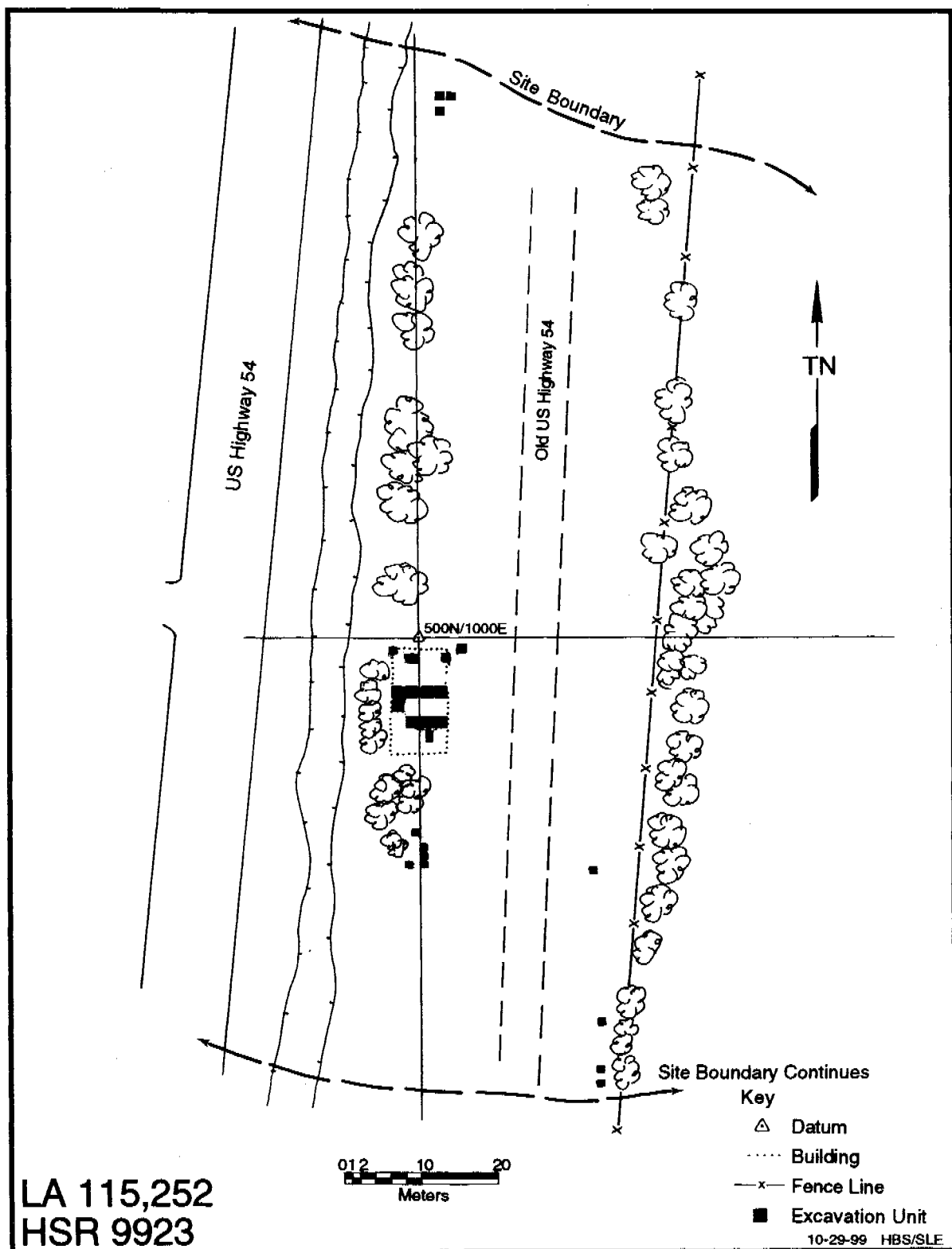


Figure 4. Map of Site LA 115,252 showing the excavation units.

Because of the early highway construction projects, Site LA 115,252 has been highly disturbed and cultural remains such as construction materials may have been removed or relocated. The vegetation has regrown and obscured portions of the site.

At the beginning of the railroad construction, many small communities like Valmont sprang up quickly for immediate occupation. Some of the buildings were expediently built with locally available materials. Although communities were platted and schools built, sometimes occupation was not long enough for a substantial and long-term habitation to be realized. Abandonment of the communities resulted in deterioration of buildings and cultural debris.

When conducting testing and excavation at sites where much of the cultural record is below the surface, it is difficult to imagine what artifacts will be uncovered or how they relate to the research themes.

SUMMARY SITE DESCRIPTION

The Laboratory of Anthropology (LA) Site Record by Marshall (1996) offers the following description of Valmont:

Valmont...in Otero County, on US 54, 10 miles south of Alamogordo. The settlement was probably first established as a railroad siding in 1898 and was the center for a few scattered ranches in the Dog Canyon area. It had a post office from 1916 to 1921. The settlement was first called Dog

Town, probably for the nearby Dog Canyon [just to the east, but possibly for local prairie dogs]. The settlement was later known as Camp City or simply Camp for a rancher by that name. Around 1910 it became Shamrock, for reasons unknown. Finally, in 1915 [sic, actually 1916], the community acquired its present name Valmont, combining the words for "valley" and "mountain" which describes its location in the Tularosa Valley near the Sacramento Mountains. During its heyday, Valmont had about 40 residents, a school, and a post office. Now it is just a locality on the railroad"

(Julyan 1996:369-370).

Marshall describes the site as consisting of various house mounds, middens, wells, and fenced areas. He indicates that other parts of the community may be present to the east of the Southern Pacific Railroad tracks and further west of the U.S. Highway 54 right-of-way. The portion of the site located within the highway right-of-way contains the remains of four structures, four middens, a well and stock tank, and various fenced enclosures. Historic artifacts are scattered over the entire site area.

DATA-RECOVERY EFFORTS

Data-recovery efforts included the testing phase, surface collections, and the excavation of 57 units. Locations were selected based on the high density of artifacts in two artifact concentrations,

areas in front of two adobe mounds, and areas within and around the building mound discovered during testing activities. The building area was excavated with 1-by-1-m, 1-by-2-m, and 2-by-2-m excavation units. The remaining areas were excavated by using 1-by-1-m excavation units. A total of 6,449 artifacts were collected, analyzed, catalogued, and prepared for curation, which includes 692 artifacts from the testing phase.

REPORT ORGANIZATION

This report describes the data recovery methods and results, a regional cultural history, previous work performed at the site, the environment of the project area, a detailed site drawing plotted with a transit, archival research, and a summary of interviews with former residents of Valmont. The first section contains the introductory Chapter 1, and the research orientation in Chapter 2.

The second section includes Chapter 3, with the environmental and cultural settings, and Chapter 4, with the site description, and field and laboratory methods. The results of the data-recovery investigations are provided in Chapters 5 through 7.

CHAPTER 2

RESEARCH ORIENTATION

Valmont is typical of small settlements associated with the development of the railroad in southern New Mexico at the turn of the century. Survey and testing data from Site LA 115,252 indicate that the site had the potential to yield information on the community structure, composition, and census, and on lifeways of the residents. Although limited by the restriction of working within the highway right-of-way, data-recovery efforts produced information on the research themes. Valmont can be used as a sample of a small, turn-of-the-century railroad and ranching community.

VALMONT IN HISTORICAL PERSPECTIVE

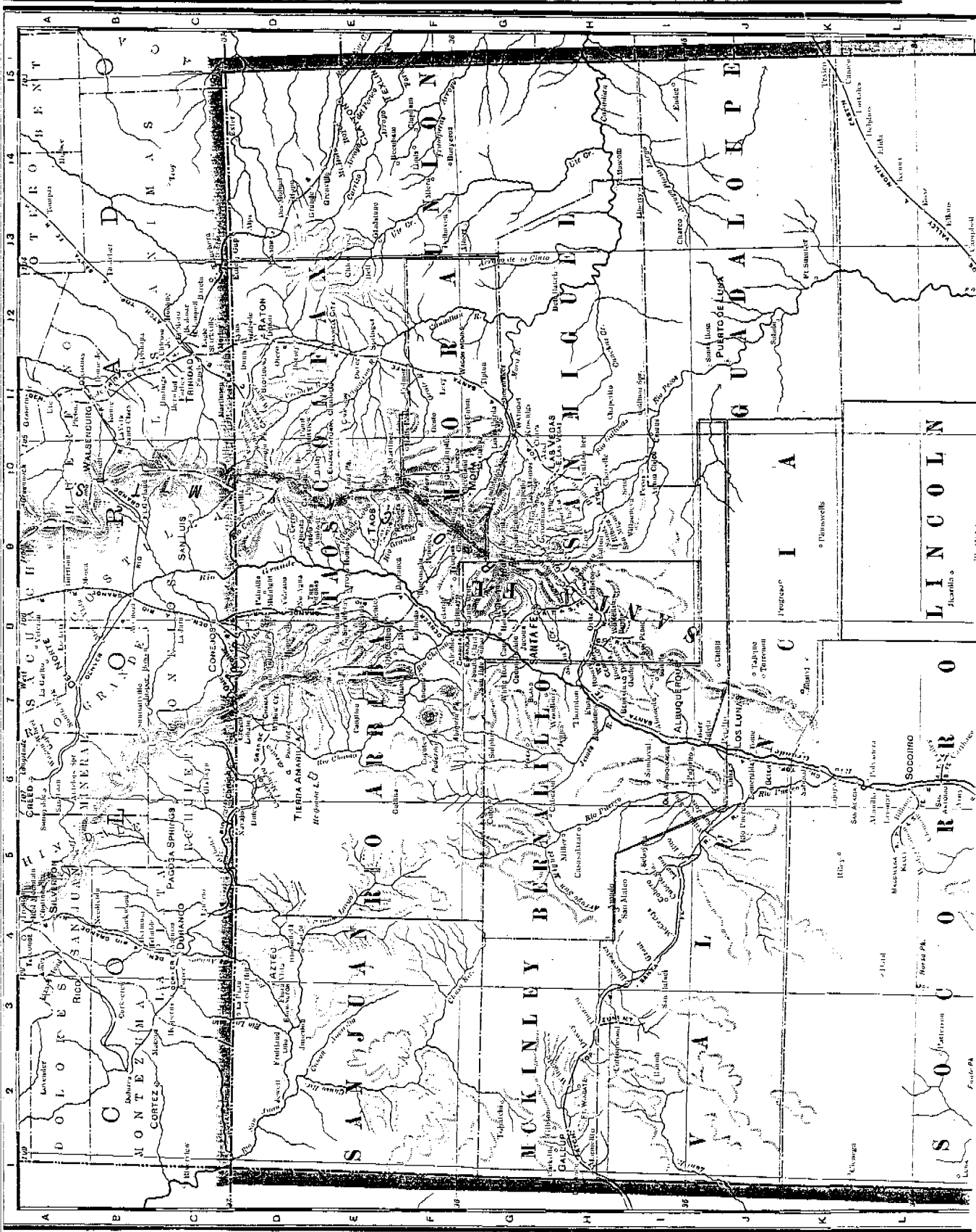
In 1878, the first Santa Fe Railroad locomotive entered New Mexico under the charter of the "New Mexico and Southern Pacific Company," after overcoming the physical barrier of Raton Pass and a small railroad war with the Denver and Rio Grande Railroad (D&RG) for right-of-way through the pass. By September 1879, the line was moving through the Raton tunnel on its southward destination to El Paso, Texas (Williams 1986:123). The Santa Fe eventually linked New Mexico to the Pacific and the Midwest, and was the only rail system to completely traverse the state in both north-south and east-west directions.

The second railroad to enter the territory was the Southern Pacific, which proceeded southeastward from San

Francisco, California, through southern Arizona to El Paso, Texas. In October 1880, the Southern Pacific reached Lordsburg, New Mexico, and entered El Paso by April 1891, a month before the Santa Fe did (May 1881).

Valmont was located near Dog Canyon on the El Paso and Northeastern Railway, which began in 1888 as the Kansas City, El Paso, and Mexican Railway (KCEP&M Railway). However, construction stopped after the first 10 miles and did not resume until Charles Eddy bought the KCEP&M in 1896. Since coal was in high demand and the cheapest coal was in White Oaks, New Mexico (150 miles north of El Paso), the line was started to supply that demand (Wilmer and Ackerly 1990:6), but a disagreement between the railway and the citizens of White Oaks over funding caused the line to end at Capitan, New Mexico (Figure 5). By 1908, the El Paso and Northeastern Railway had become part of the Southwestern Railroad Company's eastern division, consisting of 405 miles of rail from El Paso, Texas, to Santa Rosa, New Mexico, and from Tucumcari to Dawson, New Mexico (Wilmer and Ackerly 1990:6).

Peak main-line mileage in New Mexico occurred around 1914 (3,124 miles). An extensive abandonment of unprofitable lines began in 1925 and continued through the Depression years (1930s), when Southern Pacific discontinued service on all connections between the former El Paso and Southwestern route and its existing main line through



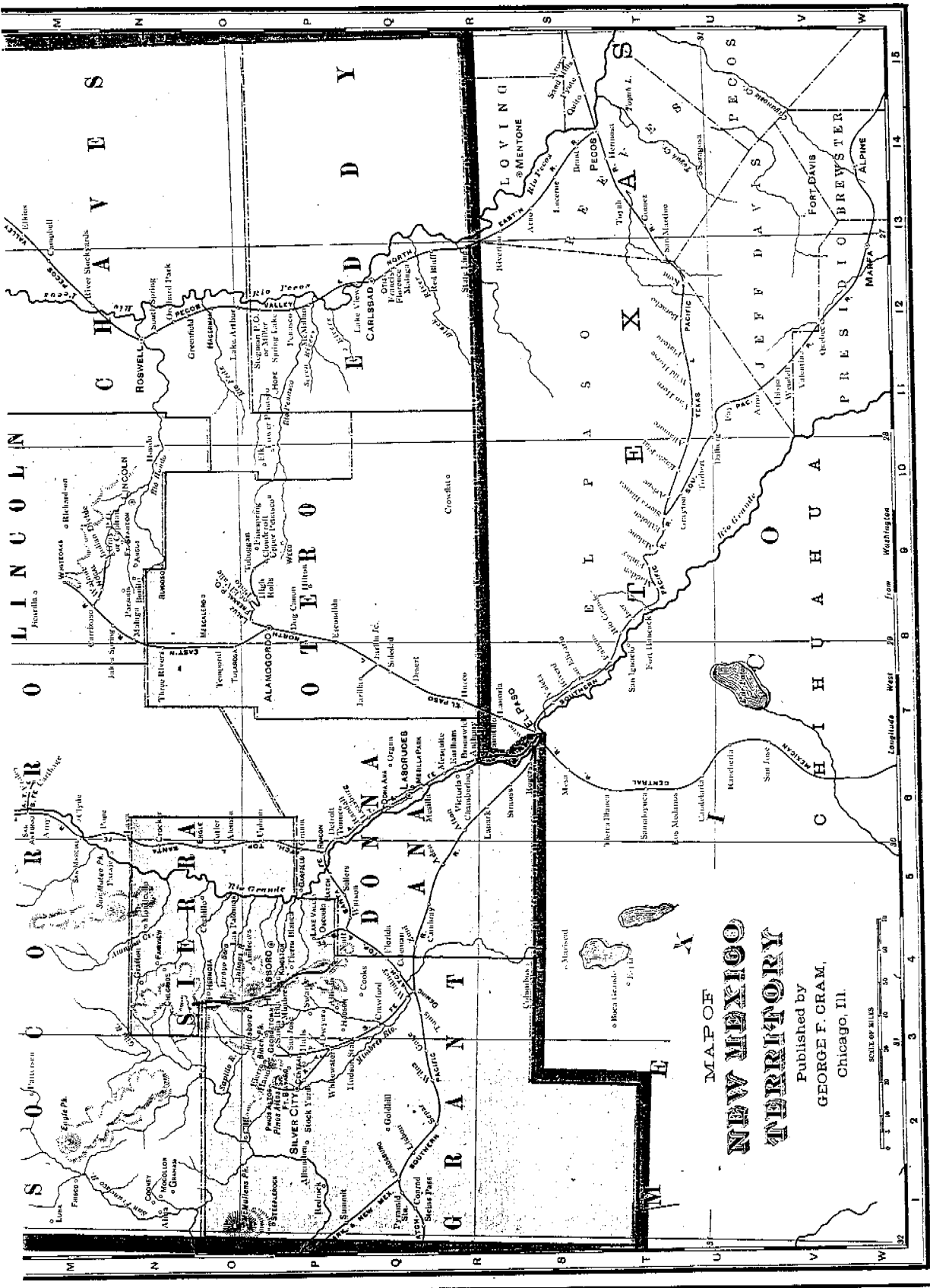


Figure 5. Historical map (ca. 1900) of New Mexico. Note Dog Canon (Valmont) south of Alamogordo.

Deming (Williams 1986:125). When oil replaced coal as engine fuel after World War II, many rail lines leading to coal fields were vacated. Small railroad/ranching communities like Valmont were no longer needed as water stops by the coal-fired steam engines.

The history of coal dates back to fourteenth-century pueblos, with records of the Spanish using coal as a fuel in the eighteenth century. Coal production became important in the late 1800s and into the early 1900s because of the railroad. All but a few small operations out of the 200 underground coal mines in New Mexico were connected to the railroad (Williams 1986:283). In addition to being used as engine fuel, coal was hauled all over the state and beyond by the railroad. The demand for coal reached its peak in 1917-1918, but declined dramatically during the Depression and never regained its prominence as a fuel.

Not only did the railroad use and haul coal, it also provided transportation for livestock as well as people. Although sheep, cattle, and horses had been in New Mexico for at least two centuries, the railroad was instrumental in the growth of sheep and cattle ranching. With the investment in breed stock and the growth of sheep herds, merchants began to develop wool-scouring mills at some of the towns serviced by railroads (Williams 1986:120). Although the sheep population dominated cattle (by an estimated 4 million head to 350,000) in 1880, the railroad spurred explosive growth of the cattle industry and, by 1888, the cattle population had increased to about 1.25 million, compared to an estimated sheep

count of 3.5 million (Williams 1986:120). Large cattle empires spread throughout the eastern half of New Mexico and cattle began to dominate the livestock market. Stock towns and shipping places, such as Valmont, were developed along the railroad.

Cattle ranching required more range space per head than sheep. When herds increased, conflicts over water and rangeland escalated. History recounts the adventures and misadventures of cowhands turned outlaws and rustlers who used the gun to resolve struggles over water and rangeland. However, by 1900, ranching and rangeland began to dwindle, grasslands became public domain, homesteaders moved in from neighboring states, and barbed wire began to surround new and smaller ranches. The huge cattle empires became another piece of history (Williams 1986:122).

Valmont survived the Depression, but the switch to diesel engines and smaller ranches with fewer livestock to ship finally proclaimed the expiration of the railroad-ranching community. Childhood memories of residents, however, reveal stories about the types and construction of buildings, sources of water, the school, and the World War II years that bits and pieces of artifacts and buildings can only hint about (see Appendix C).

RESEARCH THEMES

Data from the survey and testing phases provided direction in the selection of research themes to be addressed during the data-recovery phase of this project.

Results from the archival and oral history studies supplement the excavation data. This section presents the research themes and the data required to address these topics. The foci of the data-recovery program was the architectural feature, two artifact concentrations, and potential activity areas around the architectural feature and in front of the two adobe mounds just outside the right-of-way.

The research themes addressed are Community Structure, Community Composition and Census, and Lifeways of Valmont residents. Information obtained through data recovery addresses the research themes regarding turn-of-the-century railroad and ranching communities.

COMMUNITY STRUCTURE

Valmont was a section station along the El Paso and Northeastern Railroad. As such, major activities would have been associated with railroad maintenance and residential life of the railroad employees. Archival records and oral histories indicate that Valmont was minimally composed of a passenger and freight depot, a section foreman's house, a bunkhouse for workers, a one-room school house, a cistern, and a post office.

Architectural information at the site level consists of two adobe mounds on the east side of the site, and building remains on the west side of the site, outside the right-of-way. Located within the right-of-way are a concrete slab and artifact concentrations.

The types of artifacts collected from excavations can indicate areas of activity. For example, if the adobe ruins and the concrete slab represent housing areas, then it would be expected that domestic artifacts (e.g., china, toys, food cans, bottles) would be recovered adjacent to these remains.

If the building had been associated with railroad maintenance, it would be expected that the artifacts would reflect these types of activities (e.g., spikes, nuts/bolts, scraps of welded metal).

A third means of gathering architectural data is through oral histories.

COMMUNITY COMPOSITION AND CENSUS

The primary source of community composition and census is found in archival information from libraries, museums, census reports, and newspapers. Oral recollections can also add to the data.

Information on community composition and census can also be obtained through the types of artifacts collected from excavations. The presence of bottles from Mexico can indicate ethnic origins. Toys would suggest children living on the site.

LIFEWAYS OF VALMONT RESIDENTS

Valmont was occupied for over 60 years, surviving two world wars and a major economic depression. The lifestyles of its residents were dependent primarily on

the railroad, since the community's purpose was maintaining the railroad bed, rails, and signals. The occupants of Valmont lived in housing provided by the railroad, shopped in nearby Alamogordo or the more distant communities of El Paso and Las Cruces, and interacted with the ranching families around Valmont. At the turn of the century, the Tularosa Basin region was still a frontier. For ranchers living in the Basin or in the lower Sacramento Mountains and Otero Mesa, Valmont and the railroad provided contact with larger communities. Lifeway topics are 1) subsistence, 2) economic status, and 3) daily-life patterns.

Subsistence studies were made using artifacts such as tin cans, bottles and jars, and faunal remains, and archival research.

Railroads often had commissaries from which workers could order supplies. Workers at Malpais Section Station for the El Paso and Southwestern Railroad (later Southern Pacific) had some supplies delivered from El Paso by commissary cars (Kirkpatrick et al. 1994).

Homogeneity of certain artifact types, such as specific size food cans, may indicate use of the railroad commissary as opposed to grocery stores, which probably had a greater selection of canned goods.

The various types and relative quantities of bottles and jars that held food and sauces provide data on the daily diet. Similarly, the types of beverage bottles provide insight into the use of soft drinks versus beer, wine, and hard liquor.

Faunal remains reflect sources of protein from beef, pork, chicken, turkey, and wild game animals and birds. A comparative study of butchering techniques may provide insight into the purchase of meat from a commercial store versus home butchering of range animals. The economic status of the Valmont residents may be inferred from the different types of food being eaten. The presence of bones from wild game animals may indicate variety in the diet or dependence on these animals during times of economic stress, such as the Great Depression.

The economic status of residents can be inferred from the variety or lack of variety in the artifactual assemblage. Certain patterns of ceramic and glass are more costly than others. Regional economics may be studied if artifacts commonly manufactured in Mexico are found on the site, including ceramics and glass.

Artifacts associated with personal use include jewelry, watches, and for children, ceramic dolls and metal toys. Recovery of such artifacts might provide insight into the social and economic status of Valmont's citizens.

Oral history interviews and archival documents are used to supplement and cross-check the archaeological data. The oral recollections are especially valuable in examining the aspects of daily life at Valmont.

ENVIRONMENT AND CULTURAL SETTING

ENVIRONMENT

The elevation in the project area is 4,030 ft (1,228 m). Site LA 115,252 is situated on both the east and west sides of U.S. Highway 54, and extends east of the railroad. Excavations were limited to the NMSHTD right-of-way acquired from private sources.

The climate in the area is arid to semiarid. Winters are clement, while summer days are hot with cool nights. The average annual temperature is 16 degrees C (61 degrees F), with extremes of -32 degree C (-25-degrees F below zero) in the winter and 44 degrees C (112 degrees F) in the summer. Winds blow predominantly from the west-southwest and are strongest in March and April. Annual precipitation ranges from 20 to 22 cm (8 to 9 in.), falling primarily from July through September (Derr 1981:1).

There is no perennial drainage at Valmont. Dog Canyon is the nearest named drainage. The Tularosa Basin drains internally and during heavy rains, runoff may be deposited in shallow depressions, playas, or constructed earthen tanks. There is some ponding in the site area, which accounts for a dense desertscrub vegetative community.

The types of vegetation observed in the project area include an overstory of mesquite (*Prosopis juliflora*), fourwing saltbush (*Atriplex canescens*), and creosotebush (*Larrea tridentata*), with an

understory of various desert grasses and low growing forbs. Yucca, cacti, mesquite, creosotebush, and saltbush are some of the plants that may have provided food, construction, and medicinal resources. There are several disturbed areas within the highway right-of-way, which would support plants that move in and grow well in disturbed areas, such as silverleaf nightshade (*Solanum elaeagnifolium*) and tumbleweed (*Salola kali*). Table 1 lists the vegetation observed during the project and some of the potential prehistoric and historic uses.

The soils in the project area are deep alluvial silts classed as Mimbres-Tome association (Derr 1981:31). The surface is pale brown silt loam about 12.7-17.7 cm (5-7 in.) thick over about 48.3 cm (19 in.) , of brown silt loam, with a substratum of brown silty clay loam and. very few gravels. As a result of mechanical disturbance, some portions of the site have hard-packed stratum within 17.7 cm (7 in.).

Currently, the area surrounding the project area is considered rural. Homes are located east of the site, in the community of Dog Canyon, with minimal ranching and agricultural use.

CULTURAL SETTING

Prehistoric occupation in the Tularosa Basin ranged from the Paleoindian period (13,500 B.P.) to Formative abandonment (about A.D. 1400).

Table 1. Vegetation Observed within the Project Area.

Common Name	Biological Name	Use Classes*
SHRUBS AND TREES		
creosotebush	<i>Larrea tridentata</i>	D, F, M, O
fourwing saltbush	<i>Atriplex canescens</i>	F, O
mesquite	<i>Prosopis juliflora</i>	F, M, O
HERBS		
coyote melon	<i>Cucurbita foetidissima</i>	F
leabane (spreading)	<i>Erigeron divergens</i>	
strewwheel	<i>Gaillardia pulchella</i>	D
globemallow	<i>Sphaeralcea</i> sp.	M
paperflower	<i>Psilostrophe cooperi</i>	
peppergrass, western	<i>Lepidium montanum</i>	F
silverleaf nightshade (horsenettle)	<i>Solanum eleagnifolium</i>	F, M
bumbleweed	<i>Salola kali</i>	D, F
CACTI AND YUCCA		
prickly pear cactus	<i>Opuntia</i> sp.	F
coaptree yucca	<i>Yucca elata</i>	F, O
GRASSES		
needle-and-thread	<i>Stipa comata</i>	F
poverty three-awn	<i>Aristida divaricata</i>	F

D=Dye, F=Food, M=Medicinal, C=Construction, O=Other (Bliss 1976; Shields 1989)

Apachean and historic groups used the basin after about 1600. Since Valmont, Site LA 115,252, is a turn-of-the-century railroad/ranching community, major emphasis of this cultural history is on the historic occupation of the Tularosa Basin, with a brief chronological summary of the prehistoric periods.

PALEOINDIAN PERIOD

10,000–6,000 B.C.)

Paleoindian sites (older than 7,000 years) in the Tularosa Basin are usually present on alluvial slopes below 5,000 ft elevation.

Paleoclimatic conditions were wetter and cooler than today's climate. The area consisted of a large savanna, or open woodlands, with heavily forested areas in the mountains. The earliest occupation, termed Clovis (10,000–9500 B.C.), is poorly represented in the Tularosa Basin, but the Folsom Complex (9500–8500 B.C.) is somewhat better represented (Meyer and Eidenbach 1996). Clovis and Folsom artifacts have been found associated with remains of the extinct mammoth and bison. Folsom sites are usually concentrated near water, possibly because of a decrease in effective

moisture during that time period. Folsom hunters exploited herds of bison in the basins of southern New Mexico.

ARCHAIC PERIOD (6,000 B.C. – A.D. 200)

After the Ice Age, starting about 7,500 years ago, the bison essentially disappeared. Climatic conditions were drier than that of the previous period. Nomads turned more and more to plants for food, which required moving seasonally to take advantage of plant availability. During the Archaic period, the inhabitants of the area used tools such as stone knives and scrapers, and broad, flat rocks that were used as grinding stones for plant foods. They built seasonally occupied structures to live in, but not permanent dwellings. They also did not manufacture pottery.

FORMATIVE PERIOD (A.D. 200 – 1400)

The Formative period is considered to be the advent of the use of domesticated plants and ceramics. Small pithouse settlements, identified as the Mesilla Phase of the Jornada Mogollon (A.D. 200–1100) were established at the mouths of canyons and on the highest alluvial terraces along the margins of the basin floor, where both dry-land and flood-land agriculture were feasible. Brownware ceramics were produced for cooking, storing, and serving.

Settlements of the Doña Ana Phase of this period (A.D. 1100–1200) contained both pithouse and surface structures of adobe.

Lithic and ceramic artifacts of this period were also from the preceding and succeeding phases.

The El Paso Phase (A.D. 1200–1400) is the latest and most well-documented prehistoric occupation in the southern portion of the Tularosa Basin (Meyer and Eidenbach 1996). Settlements of this phase include large adobe pueblo villages, with special ceremonial structures (Marshall 1973) and rock art motifs (Schaafsma 1979).

An increased dependence on agriculture was probably brought on by drought conditions about 1,500 years ago (A.D. 500-700). With a more sedentary occupation of the basins and valleys, the political, social, and cultural aspects of community living became more complex. A massive reorganization in the distribution of human populations occurred in the Southwest during the century following A.D. 1300. By A.D. 1400, the Tularosa Basin and adjacent areas seem to have been largely abandoned by sedentary agriculturists. There is some speculation that the more complex social, political, and cultural aspects of community living drove people out of the pueblos and back into a simpler nomadic life that depended upon hunting and gathering of wild native animals and plants.

HISTORIC PERIOD (POST A.D. 1400-1940)

No evidence indicates that hostile Athabascan-speaking groups forced the abandonment of agricultural villages

before A.D. 1400. By the time of Spanish colonization in the mid-seventeenth century, nomadic groups of Athabascans were apparently well-established in the area. The Mescalero Apaches, to the northeast of the Tularosa Basin, are descendants of the Athabascans encountered by the Spanish.

In 1541, Francisco Vasquez de Coronado crossed New Mexico and moved his army to the Pecos River in preparation for the expedition to Quivera (Tainter and Levine 1987). It was 40 years later when Spaniards re-entered New Mexico to colonize the area. These efforts continued until the Pueblo Revolt in 1680. There was infrequent trading between the Spanish and the Apache during the 1600s and 1700s.

Around 1700, the Comanche came from the north and east into New Mexico and began raiding Spanish settlements. A Spanish defeat of the Comanche in 1778 led the way for a Comanche peace, which in turn encouraged the beginning of the Comanchero trade, but raids resumed during the Mexican and American periods.

With fear of invasion, New Mexico was closed to foreign traders during the Spanish period. The Comanche were encouraged to prevent Americans from entering the Southwest. In 1821, when Mexico gained independence from Spain, the Mexican government was eager to trade with the United States.

In 1878, the first Santa Fe locomotive entered New Mexico after overcoming the physical barrier of the Raton Pass and a

small railroad war with the Denver and Rio Grande (D&RG) for right-of-way through the pass (Williams 1986:123-125). By September 1879, the line was moving through the Raton tunnel on its southward destination to El Paso, Texas. The Santa Fe eventually linked New Mexico to the Pacific and the Midwest, and became the only rail system to completely traverse the state both north-south and east-west.

The second railroad to enter the territory was the Southern Pacific from San Francisco, which ran in a southeasterly direction through southern Arizona to El Paso, Texas. October 1880 found the Southern Pacific in Lordsburg, New Mexico, and by April 1891 it entered El Paso.

During the late 1800s, the project area was sparsely colonized by people subsisting off the land. However, the introduction of the railroad opened the basin to economic and population growth.

Peak main-line mileage in New Mexico occurred around 1914. Extensive abandonment of unprofitable lines began in 1925 and continued through the Depression years of the 1930s. After oil replaced coal as engine fuel in the 1940s (World War II), many rail lines to coal fields were vacated. Small railroad/ranching communities like Valmont lost status as a water stop needed for the railroad coal engine.

Coal production became important in the late 1800s and into the early twentieth century because of the railroad; however, the history of coal dates back to

fourteenth-century pueblos, with records of the Spanish using coal as a fuel in the eighteenth century. All but a few small operations out of the two hundred underground coal mines in New Mexico were connected to the railroad (Williams 1986:283). In addition to being used as engine fuel, coal was hauled all over the state and beyond by the railroad. The demand for coal reached its peak in 1917-1918, but declined dramatically during the Depression and never regained its prominence as a fuel.

The abandoned agricultural lands of the prehistoric inhabitants in the Tularosa Basin were partially resettled by ranchers who grazed sheep, angora goats, and cattle. Under the Homestead Act of 1862, homesteads were purchased for a minimum of \$1.25 per acre, and were established to control permanent water sources and productive agricultural and grazing lands. The Homestead Act required that water be available on lands where homesteads were to be established. Vast acreage between water holes was available for grazing livestock free of charge, and livestock ranged openly as far and as wide as owners could maintain control. Settlements at the mouth of well-watered canyons would eventually thrive in the Sacramento Mountains, and it was inevitable that settlements would develop near or in Dog Canyon, located adjacent to the boundaries of the present project area. Francois-Jean ("Frenchy") Rochas and Oliver Lee played prominent roles in the settlement history of the Dog Canyon area and the Tularosa Basin.

Francois-Jean Rochas, a middle-aged French immigrant with neither local

family nor friend, established a residence at the mouth of Dog Canyon by June 1886. Exactly when French arrived is unknown. However, tax records for Doña Ana County indicate substantial personal property, probably cattle, valued at \$2,680, suggesting that Frenchy had probably established his homestead a few years earlier. Frenchy built a cabin, a vineyard, and an orchard containing olive, fig, apple, pear, cherry, plum, and peach trees. Frenchy was also known for constructing stone walls to control his cattle and to keep neighboring cattle off his land. By 1888, Frenchy maintained a herd of 400 cattle and six horses (Meyer and Eidenbach 1996).

Although little is known about their relationship, integral to Frenchy's history was his neighbor, Oliver M. Lee. In the Spring of 1884, Lee and his half-brother, Perry Altman, arrived in New Mexico from Taylor County, Texas. Lee and Altman had settled just west of Tularosa, but in the early Spring of 1885, they moved to Dog Canyon and established a ranch, the Circle Cross Cattle Company, approximately 1 mi southwest of Frenchy's cabin. During Lee's early years at Dog Canyon, he built an extensive series of water-control projects, diverting the permanent flow in Dog Canyon and flood waters from San Andres and Escondido Canyons (Meyer and Eidenbach 1996). These water-control projects continued and included the construction of a pipeline from the upper Sacramento River to Orogrande, through the desert, and along the Basin floor and to Valmont. By 1914, Lee's Circle Cross Cattle Company had become the largest ranching enterprise in southern New

Mexico, controlling nearly 1 million acres of ranch land in the Tularosa Basin (Wimberly et al. 1979).

Open-range grazing of livestock began to slowly disappear early in the twentieth century, when new Public Land laws took effect. The development of mining and timber economy, and construction of railroads and other communication and transportation systems arose. In 1934, the leasing of specific tracts of public lands to individuals brought an end to free grazing and was the first major step in the shift to a cash-based economy. Economic problems and the drought years of the 1930s combined to further disturb the early settlement pattern.

MILITARY PERIOD (1941-PRESENT)

In the late 1930s, the U.S. government began to set aside vast tracts of land in the central and western portions of the Tularosa Basin. By the end of the 1940s, these tracts were designated for defense-systems testing as part of present-day White Sands Missile Range and Holloman Air Force Base.

In 1941, development began within the present-day boundaries of Holloman Air Force Base, with the construction of the Alamogordo Bombing and Gunnery Range. The post was originally intended as a training site for the British Overseas Training Program, but was elevated to Army Air Base status as Alamogordo Army Air Field in 1942 (Meyer and Eidenbach 1996).

Currently, Holloman Air Force Base is headquarters for the 49th Fighter Wing,

Air Combat Command, and supports a variety of Air Force, Department of Defense, and Army tenant organizations (Mattson and Tagg 1995; Eidenbach and Wessel 1994).

White Sands Missile Range (portions originally established in 1945 as White Sands Proving Ground) rose to early prominence as the site for research and development of the nation's first guided missiles, which responded to and fueled the growing tensions of the Cold War (1946-1989).

A large portion of the Tularosa Basin was designated as part of White Sands Missile Range and the land was officially transferred to the U.S. Army in 1952. From its onset, White Sands was a multiservice facility with an international flavor. Today's nearly 4,000-square mile range was formed from earlier World War II bombing and gunnery ranges and subsumes several other agencies' properties within its boundaries.

In partnership with the U.S. Navy on post and neighboring Holloman Air Force Base, White Sands was the scene of pioneering efforts in missile-systems testing, space biology, guidance, telemetry, meteorology, and atmospheric science, which allowed the United States to leap beyond the narrow constraints of the military Arms Race toward the stars (Eidenbach et al. 1996).

CHAPTER 4

SITE DESCRIPTION, FIELD AND LABORATORY METHODS

This chapter provides descriptive information based upon the testing and excavation efforts conducted on Site LA 115,252. The site description includes discussion of the physical setting, integrity of the remains, specific field methods, and detailed descriptions of the excavation units. The quantities and types of items recovered from the units are included in this portion of the report, and detailed information will be discussed in later chapters.

SITE LA 115,252

Site LA 115,252, Valmont, is located on both the east and west sides of U.S. Highway 54, and portions of the site have been removed by previous highway construction. The highway right-of-way was acquired from private ownership.

When Michael and Elizabeth Marshall first recorded this site for the NMSHTD in 1996, they located cultural remains within the right-of-way that included collapsed adobe buildings with concrete floors. Marshall (1996) stated that the house and associated midden had potential research value and if they could not be avoided, archaeological testing should be completed to determine the nature and potential eligibility of the remains. In addition, these materials should be examined for their potential contribution to increasing the knowledge of turn-of-the-century railroad communities.

The NMSHTD, in concurrence with the State Historic Preservation Office, tasked

HSR to conduct limited testing through the use of test units and auger holes to determine if cultural remains were sufficient in number and integrity to determine, but not substantially diminish, research potential or eligibility to the National Register of Historic Places (NRHP).

The results of the testing phase (Shields and Kirkpatrick 1999) indicated the presence of subsurface architectural and artifactual features, making the site potentially eligible to the NRHP. Upon approval of the data-recovery plan by both the NMSHTD and the State Historic Preservation Officer, HSR conducted a data recovery of Site LA 115,252.

PHYSICAL SETTING, VEGETATION AND SITE STRATIGRAPHY

The site is situated on an alluvial plain of the Tularosa Basin, approximately 4 km (2.5 mi) west of the base of the Sacramento Mountains. The elevation in the project area is 4,030 ft (1,228 m). There is no perennial drainage at Valmont. Dog Canyon is the nearest named drainage. During heavy rains, runoff may be deposited in shallow depressions, playas, or constructed earthen tanks. There is some ponding in the site area, which accounts for a dense desertscrub vegetative community.

The soils in the project area are deep alluvial silts classed as Mimbres-Tome association (Derr 1981:31). The surface is pale brown silt loam about 12.7-17.7 cm

(5-7 in.) thick over about 48.3 cm (19 in.) of brown silt loam, with a substratum of brown silty clay loam and very few gravels (Figure 6). Mechanical disturbance has created a hard-packed stratum within 17.7 cm (7 in.) in some portions of the site.

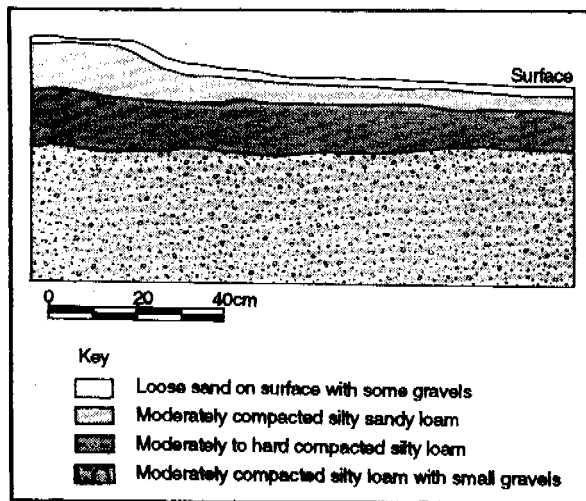


Figure 6. Soil stratigraphy at Site LA 115,252.

The vegetation observed is typical desertscrub and includes an overstory of mesquite (*Prosopis juliflora*), fourwing saltbush (*Atriplex canescens*), and creosotebush (*Larrea tridentata*), with an understory of various desert grasses, low growing forbs, and cacti. There are several disturbed areas within the highway right-of-way that support plants such as silverleaf nightshade (*Solanum elaeagnifolium*) and tumbleweed (*Salola kali*), which move in and grow well in disturbed areas. Table 1 in Chapter 3 provides a complete list of vegetation observed in the project area.

DATA-RECOVERY FIELD METHODS

Since the NMSHTD does not plan to disturb the west side of U.S. Highway 54,

no excavations were conducted on that side of the highway during the testing and data recovery efforts. HSR archaeologists redefined the eastern boundaries of Site LA 115,252 within the right-of-way using pin flags to mark all observed surface cultural artifacts, features, existing baseline, and the railroad right-of-way. The study area measures 195 by 170 m (639.8 by 557.7 ft). The locations and elevations at excavation units were mapped using a transit. Because the grid system used the baseline of North 500, East 1000, all excavation units were established relative to their southwest corner.

Prior to excavation, an intensive survey was conducted to recover any diagnostic surface artifacts that may have become exposed as a result of the recent rains.

The basic excavation unit was a 1-by-1-m square. These units were used in sampling the artifact concentrations, the area in front of the adobe mounds, and the areas around the building. Initially, the perimeter of the building foundation was defined by excavating alternate 1-by-1-m units. However, to expose selected portions of the building floor, 2-by-2-m units were dug.

Excavation records of level descriptions, level maps, and stratigraphic profiles were completed. Photographs with an accompanying photographic log were maintained.

The surface of each excavation unit was photographed and all observed artifacts were recorded and collected. A complete list of collected artifacts is on file at

Human Systems Research, Inc. HSR field personnel excavated the units in 10-cm levels to depths ranging from 10 to 30 cm. The loose blow sand was excavated as the first level. A 1/4-in. screen was used to sift each level from the units. Originally, fill was to be screened through 1/8-in. mesh hardware cloth. However, this was impractical because the screen became clogged with the high amount of pebbles and gravels associated with the old road bed and construction debris. The artifact recovery rate was monitored and, after several sterile screens, a decision was made to use the 1/4-in. mesh screens.

All of the cultural materials found on the surface and during the screening process were placed in a field envelope and marked with the site number, HSR project number, excavation unit number, level information, and a short description of the artifact. All surface and unit-level envelopes were placed in a paper bag, one for each unit, and labeled with the appropriate unit number.

Using the transit data from the testing phase and this phase, a detailed site map was created by James Wakeman using the software program TerraModel (see Appendix A). The site boundaries occurring within the highway right-of-way, the grid baseline, locations of excavation units, roads, U.S. Highway 54, and general site contours are indicated on the map.

Site LA 115,252 was excavated using the following data-recovery procedures. These procedures apply to the east side of the site, since no impact is planned for the west side.

The mapping activities continued to use the datum of the brass geodetic marker adjacent to the concrete/caliche floor, which was established during the testing phase. Excavation grids, diagnostic surface artifacts, architectural features, and relevant contour points were mapped. This data was entered into a computer equipped with TerraModel mapping software, which allowed generation of a contour and feature map. The site map was placed in an ArcView Geographic Information System (GIS). All collected/ analyzed artifacts were entered into a table and plotted on the maps.

Initially, the perimeter of the building foundation was defined by excavating alternate 1-by-1-m units. However, to expose selected portions of the building floor, 2-by-2-m squares were dug.

TESTING PHASE AT SITE LA 115,252

The testing phase (Shields and Kirkpatrick 1999) was conducted on the east side of the highway within the portion of the site within the NMSHTD right-of-way (see Figure 3, Chapter 1).

Six test units and three auger transects containing 27 auger holes yielded the collection of 691 cultural artifacts, including fragments of glass, metal, coal clinkers, tarpaper, and red brick. One fragment of purple glass was collected from the surface, making a total of 692 artifacts collected. In addition, a white caliche floor surface with a concrete overlay was found.

Five discernible artifact concentrations were observed on the surface, which were

designated Concentrations 1 through 5. Concentration 1 is located on the east side of the highway, within the house mound area. Concentration 2 is also on the east side of the highway, at the north end of Site LA 115,252 (Test Unit 5 was placed within this concentration). Concentration 3 occurs at the eastern boundary of the highway right-of-way (Auger Transect 2 was placed within this location). Concentrations 4 and 5 are located on the west side of the highway.

When an auger test hit a hard floor-like stratum, an excavation unit was placed there, designated as Test Unit 6. The 2-by-2-m test unit was cleared to expose the caliche feature (Figures 7 and 8). Informal trowel tests to the north and east indicated that this feature measured at least 30 by 30 ft.

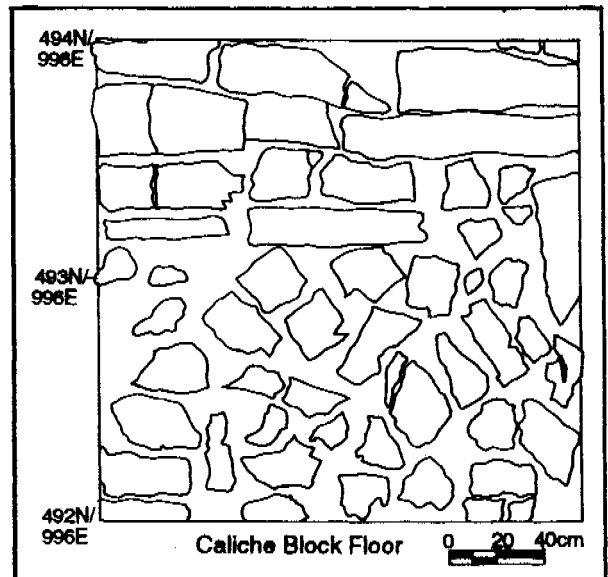


Figure 7. Test unit at caliche floor.



Figure 8. Exposed caliche-block floor, looking west.

EXCAVATION PHASE AT SITE LA 115,252

Before excavations began, the site was surveyed and diagnostic artifacts were pin flagged. The artifacts recovered include Collections 1, 3, 6, 8b, and 11.

Collection 1 is a partial base of a ceramic saucer with a hallmark that reads "Goodwin B" in black on white glazed stoneware. Goodwin Brothers Pottery Company dates range from 1844-1912 (Lehner 1988:175).

Collection 3 is a metal lid from a hole-in-cap meat can. This lid exhibits the use of a key-opening device. This method involved using a rolled, scored strip so that the top could be removed as a single unit (Berryman 1983:53, 84). This method of opening began in 1890 and continues today. The hole-in-cap was used from the early 1800s to 1929 (New Mexico Archaeological Council 1991:39).

Collection 6 is a bottle base fragment of natural-colored glass. A similar base was found in Unit 472N 1000E, Level 2. In the center of the natural base is an embossed "C" within a circle. Although this trademark is not documented as a trademark of Cunninghams & Co., these bottle bases are probably from beer bottles made by Cunninghams Bottle Co., because the color is right for beer bottles produced by that company (Toulouse 1971:99). Cunninghams & Co., Pittsburgh, PA, used this mark between 1879 and 1909, which falls within the occupation dates of Valmont (Bill Lockhart, personal communication 1999). Both bases have a

distinctive "Owens Ring," which indicates the use of a Owens Illinois automatic bottling machine in manufacture, and narrows the dates to between 1904 and 1909. These dates conform with the Cunningham Bottle Co. dates of 1879-1909 (Bill Lockhart, personal communication 1999).

Collection 8b includes glass bottle fragments from clear, soft drink, and applied color label (ACL) bottles developed in 1934. The ACL is yellow enamel paint that reads "Imitation Grape Flavor/Bottled by Authority/National NuGrape/Atlanta, GA." Another partial label reads "Nug__e Soc__." The base reads "Min. Contents/8 Fl Oz." In the center are "__8" over "3" and "57" over "3." All the letters and numbers are embossed. The back label is possibly NuGrape soda (Jones and Sullivan 1985:16). The NuGrape Company of America was organized in 1921 in Atlanta under management of O. R. Randall (New Mexico Archaeological Council 1991:119).

Collection 11 is a clear-glass base fragment embossed with "666G" over "LM" within a circle, over "6." The LM within a circle stands for Latchford Marble Glass Co., Los Angeles, California, in business from 1939-1957. In 1957, the company changed its name to The Latchford Glass Company, and the maker's mark was changed to "L" alone or in an oval (Toulouse 1971:332).

SUMMARY OF EXCAVATION UNITS

Fifty-seven units were excavated, ranging in depth from 10 to 30 cm below the surface of aeolian sand (Table 2)

Table 2. Excavation Units at Site LA 115,252 (includes both testing and excavation units).

Unit	Size (m)	Depth to Sterile (cm)	Depth of Artifacts (cm)	Soil	Artifact Total	Comments
441N 1028E	1x1	10	10	silty loam, aeolian	9	Soil became hard and compact at 3 cm
443N 1023E	1x1	10	10	silty loam, aeolian	33	Artifacts scattered throughout
449N 1023E	1x1	10	10	loose, silty loam	9	Oil-soaked soil in NE
469N 1022E	1x1	10	10	silty loam, aeolian	18	Artifacts scattered throughout fill
470N 998E	1x1	20	20	silty loam, aeolian	137	Soil became hard and compact at 17cm
470N 1000E	1x1	22	20	silty loam, aeolian	118	Ash stain in SE corner disappeared at 20cm
470N 1022E	1x1	10	10	compact silty loam	36	Artifacts scattered throughout fill
471N 100E	1x1	20	20	fine silty loam	379	Metal and glass fragments, nails
472N 1000E	1x1	20	17	loose to hard silty loam	485	Glass and metal fragments
478N 999E	1x1	20	20	soft silty loam	272	Glass, roofing fragments
485N 999E	1x1	10	10	fine silty loam	13	Caliche floor on south half
486N 1001E	2x2	17.5	17	gravelly silty loam	364	Glass, metal, wood, and brick fragments
488N 996E	1x1	10	10	loose silty loam	165	Caliche and concrete floor on north half
488N 998E	4x4	13	10	loose silty loam	402	Glass and metal fragments on caliche and concrete floor
488N 1000E	4x4	13	10	silty loam, aeolian	905	Glass and metal fragments on caliche and concrete floor
488N 1002E	4x4	10	10	silty loam over floor	233	Glass and metal fragments on caliche and concrete floor
490N 996E	4x4	10	Surface-3	silty loam over floor	99	Glass and metal fragments on top of floor
492N 998E	4x4	10	Surface-3	silty loam over floor	101	Glass and metal fragments on top of floor

Table 2. Excavation Units at Site LA 115,252 (includes both testing and excavation units) (cont.).

Unit	Size (m)	Depth to Sterile (cm)	Depth of Artifacts (cm)	Soil	Artifact Total	Comments
492N 1000E	4x4	10	10	silty loam and few gravels	55	Glass and metal fragments, ceramic and mineral
492N 1002E	4x4	10	10	silty loam over floor	137	Glass and metal fragments on top of floor
494N 1003E	1x1	10	10	silty loam over hard-packed soil	64	Glass and metal fragments, ceramic and mineral
496N 1002E	4x4	10	10	silty loam over hard-packed soil	89	Glass and metal fragments, ceramic and mineral
497N 998E	1x1	10	10	silty loam with gravel	42	Glass and metal fragments
497N 999E	1x1	10	10	silty loam	63	Glass and metal fragments, ceramic on top of floor
497N 1003E	1x1	20	17	silty loam over hard-packed soil	584	Glass and metal fragments, ceramic, nail and roofing material
498N 996E	1x1	26	25	silty loam over hard-slumped soil	78	Glass and metal fragments, roofing and caliche nodules
498N 998E	1x1	30	30	silty loam over hard-packed soil	369	Glass and metal fragments, brick, roofing and metal gear
498N 999E	1x1	10	10	silty loam with caliche nodules	91	Glass and metal fragments, tar and nails
498N 1005E	1x1	14	10	silty loam, aeolian	63	Glass and metal fragments, concrete and ceramic pieces
545N 1003E	1x1	10	10	silty loam, aeolian	73	Glass and metal fragments, bone, charcoal and tar
547N 1003E	1x1 ¹ / ₂	15	10	silty loam, aeolian	159	Glass and metal fragments with some charcoal ash in SE corner
547N 1004E	1x1	10	10	silty loam, aeolian	48	Glass and metal fragments

THE BUILDING

All that remains of the building is an adobe-brick foundation with a concrete floor over a caliche subfloor and a concrete floor on soil. The thin concrete layer (Figure 9) is poured over a subfloor of caliche blocks (Figure 10) on the northern portion of the building. The caliche blocks range in size from 15.2 cm (6 in.) square to 35.6 cm (14 in.) in length and from 10 to 17.8 cm (3.9 to 7 in.) thick. The blocks are laid as close as possible within the adobe-brick foundation.

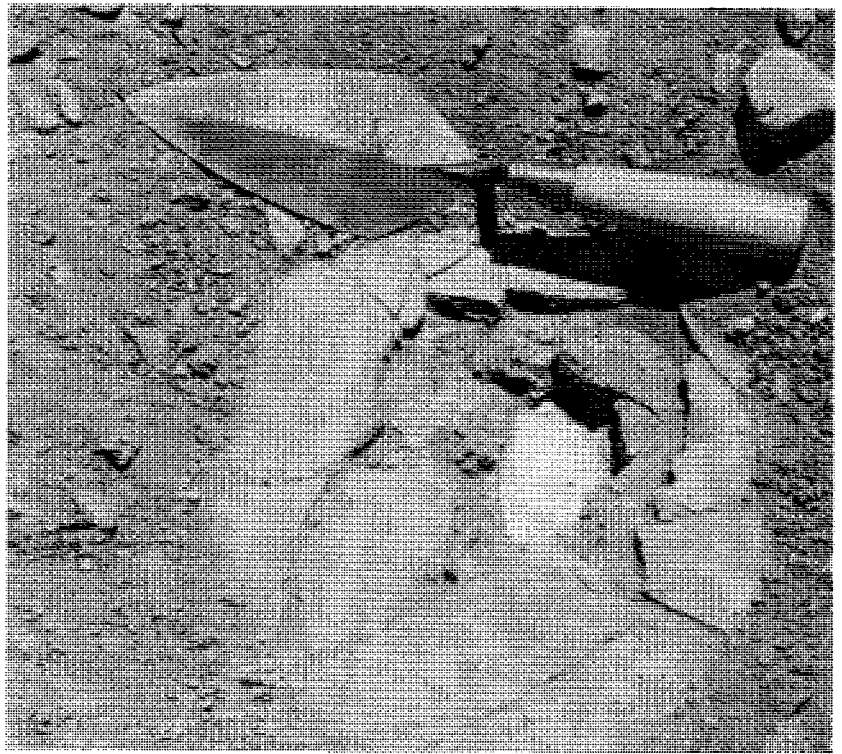


Figure 9. Concrete floor over caliche subfloor.

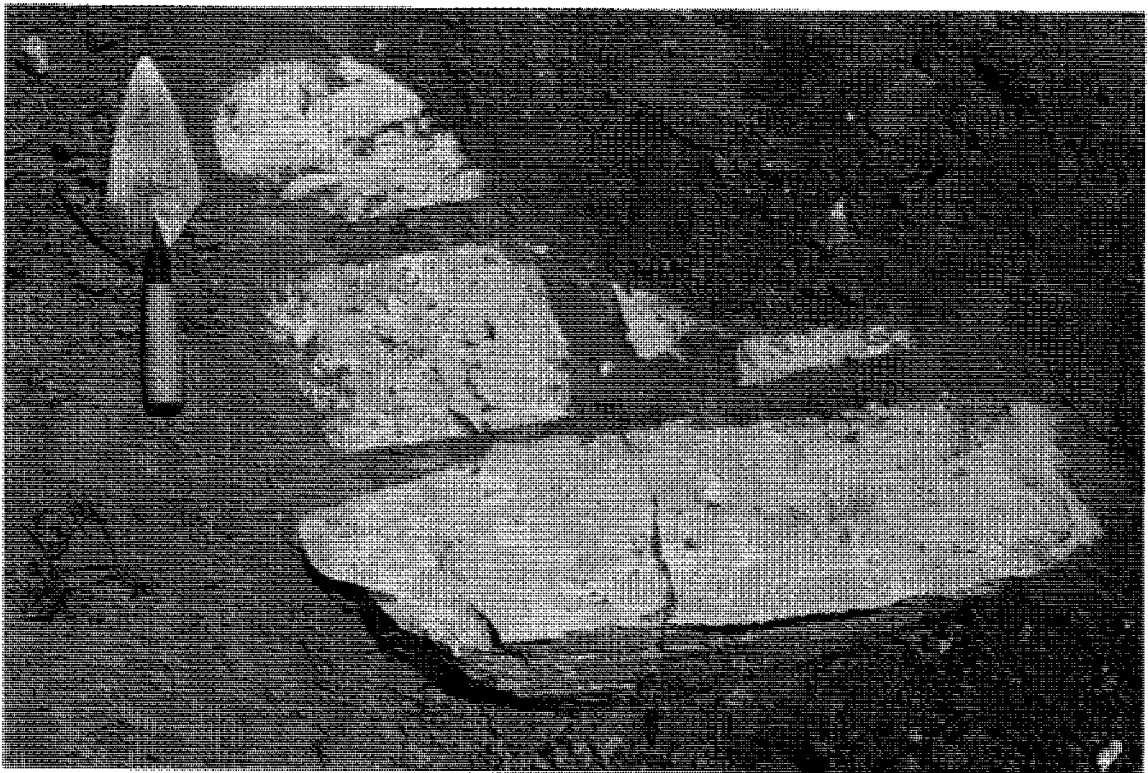


Figure 10. Caliche-block subfloor.

A previously unknown floor was discovered adjacent to what was thought to be the exterior wall of the building (Figures 11-15). The southern room has a concrete floor laid over soil and no subfloor (Figures 12 and 17). The alignment of the exterior adobe bricks with the bricks dividing the two rooms indicates that the southern room was probably contemporaneous with the northern room (Figures 16 and 18). The concrete floor is very friable in this area. Fragments of wood were discovered at the base of a wall, adjacent to an adobe brick (Figure 19). The function of the wood is unknown at this time. Based on the exposed portions of the two floors, the building measured 22 by 44 ft.

There is a lack of building materials such as lumber, metal roofing, and adobe and masonry bricks, which indicates post-occupation disturbance. These materials may have been recycled, or removed because of highway and railway construction and maintenance.

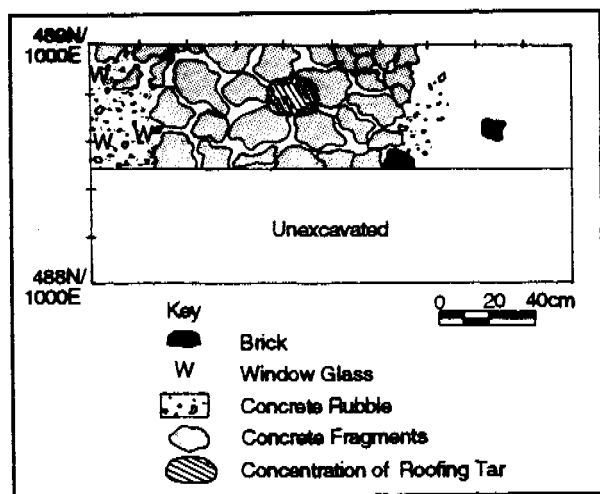


Figure 11. Surface of Unit 488N/1000E.

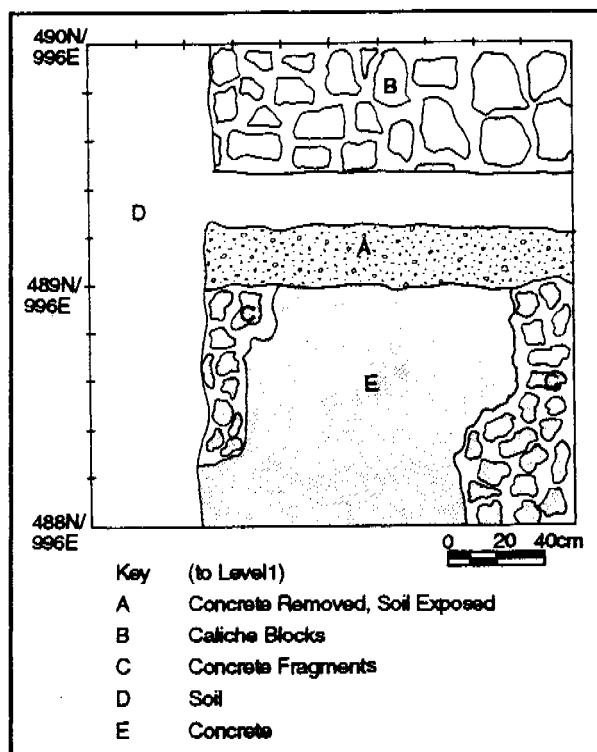


Figure 12. Unit 488N/996E, showing southern room with concrete floor over soil.

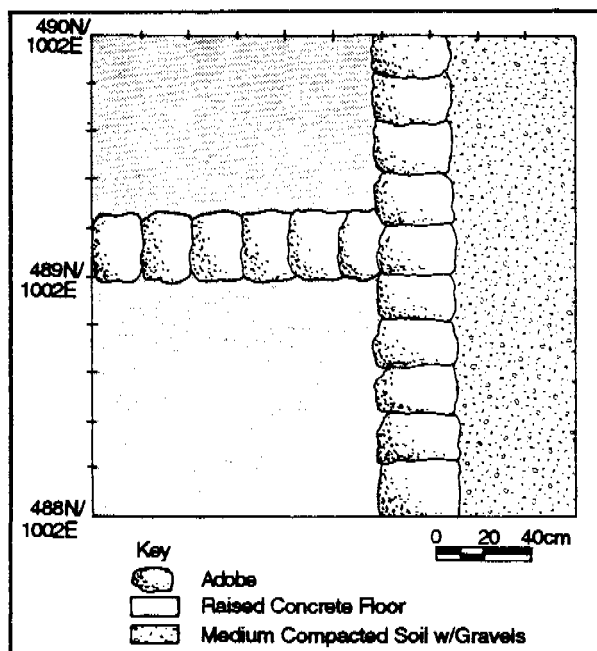


Figure 13. Unit 488N/998E (east of Figure 12), also showing southern room with concrete floor.

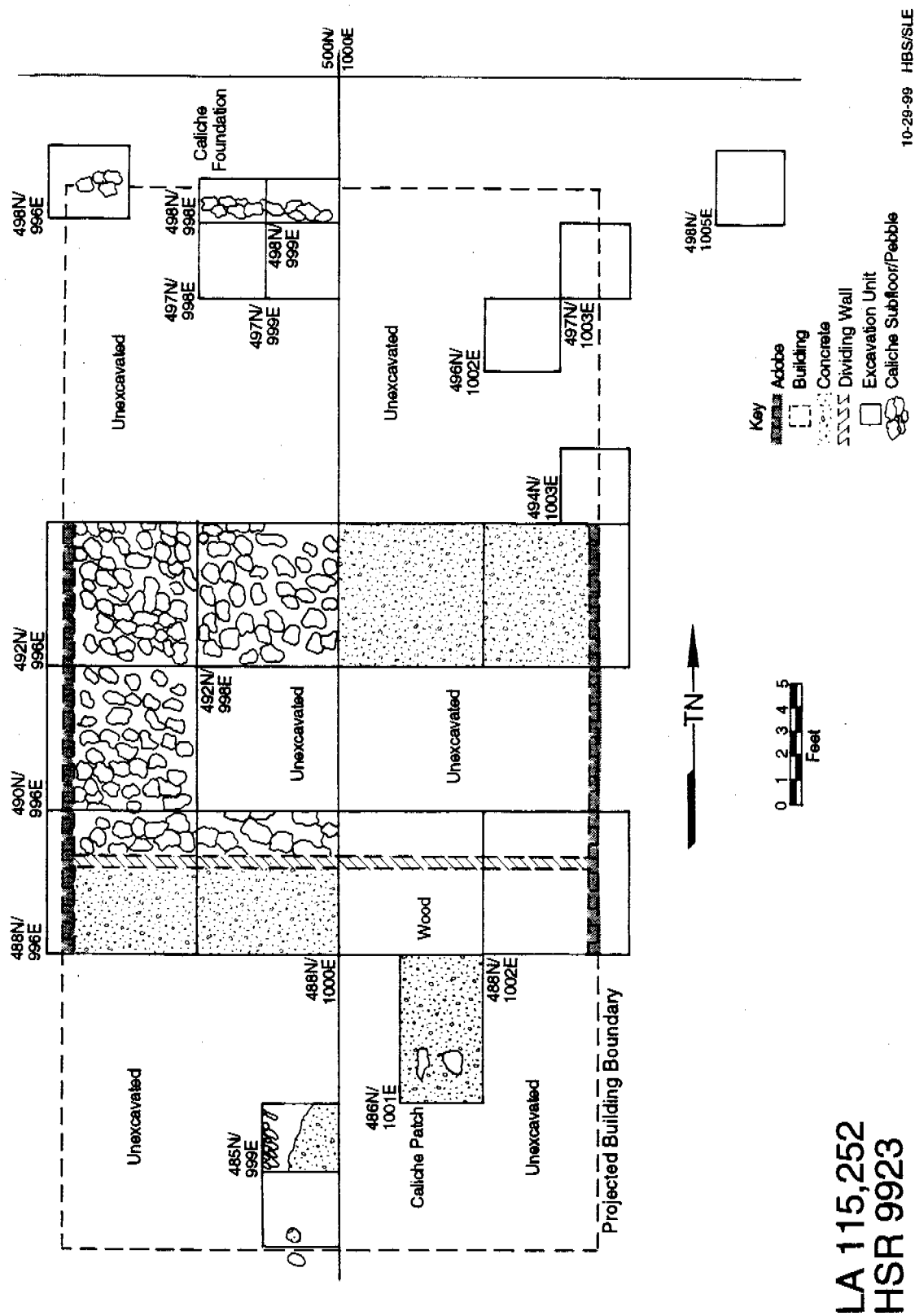


Figure 14. Map of exposed building remains and excavation units.



Figure 15. Overview of floor and caliche blocks beneath building, looking southwest.

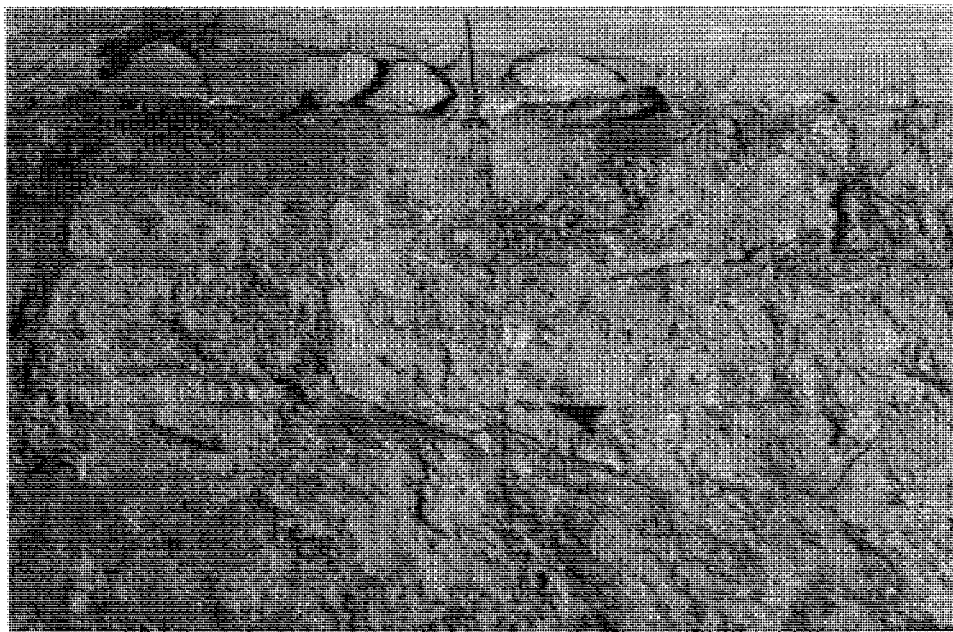


Figure 16. Detail view of the concrete floor, adobe bricks, and cultural fill in Excavation Unit 492N/1002E (arrow points to the boundary between adobe bricks and cultural fill).

In addition to the excavation units placed at the building area, other units were located north and south of the concrete floor and foundation. Glass and metal fragments were found in the excavation units placed immediately north of the floor and foundation. Three bottle fragments were found with applied color labels (ACL), which were developed in 1934 (Jones and Sullivan 1985:16).

Two units south of the floor (471N/1000E and 472N/1000E) yielded the most artifacts apart from the building area. These units were placed in a refuse pile (Figure 20). Although a large number of artifacts were recovered, most were small fragments, which prevented obtaining diagnostic information. However, one glass fragment was found that reads *J. Heinz Co.*, along with 10 body sherds exhibiting a panel style similar to catsup bottles. The *J. Heinz Co.* manufactured catsup under this trademark from 1888 to the present (Toulouse 1971:236).

Four 1-by-1-m units were excavated south and east of the building within the highway right-of-way (see Figure 4). No diagnostic artifacts were found within these units.

Although over 200 artifacts were found in the three northern excavation units (see Figure 4), no diagnostic artifacts were recovered from these units.

LABORATORY METHODS

Lab personnel cleaned, catalogued, and bagged all collected artifacts for curation at the Museum of New Mexico in Santa Fe. After the artifacts were cleaned, they

were sorted and categorized by excavation unit, excavation level, and type.

Analysis included the description of all artifacts by material, size, and color, when and where appropriate. All glass and ceramic analyses included a descriptive statement as to portion (rim, body, foot ring, etc.), decoration (presence or absence), and probable function, if determinable. All makers' marks were noted for manufacturer and date.

ARTIFACT ANALYSIS

The analysis of artifacts from historic archaeological sites is an integral part of behavioral reconstruction. Artifact analysis provides information on the types, quality, and amounts of goods available to a site's occupants. The condition of artifacts indicates the type of environment the artifacts were in before and/or during deposition. Diagnostic artifact manufacturer's marks, sizes, styles, and types provide exact dates and date ranges which, in turn, provide temporal information or corroborate information on existing site chronology. Particular types of artifacts (such as toys or indulgent toiletries) indicate the presence of specific genders or age groups. The location of artifacts in relation to one another, to architectural features, and to other features provides information about site formation processes, dumping patterns, and general behavior. Historic artifact analysis provides such basic information about a site's occupants and the economic, social, and political environment for the time period. Without the artifact analysis, a

behavioral reconstruction for a site would, no doubt, be lacking. The artifact analysis and interpretation of the data followed procedures used in the study of the McSween House in Lincoln, New Mexico (Kirkpatrick and Hart 1989), and the Rayado Ranch at Philmont Scout Ranch, New Mexico (Kirkpatrick and Hart 1993).

ARTIFACT TYPOLOGIES

Artifacts were analyzed in two phases, descriptive and analytical (Duran and McKeown 1980:1027). The descriptive phase involves describing the artifacts using either technological/material criteria or functional criteria. The Valmont analysis focused on technological/material criteria. By analyzing artifacts in this way, subsequent analysis can focus on reuse or modification. Use of technological/material criteria also allows artifacts to be analyzed by period of manufacture. Conversely, analysis using functional criteria tends to be limiting in that once an artifact has been identified as having performed a single function, other functions, from possible reuse or cultural modification, are difficult to reconcile. For example, artifact analysis from twentieth-century Navajo sites in the Farmington area revealed that the Navajo tended to make sheep rattles from tin cans, wire, and pebbles, and to make jewelry from cartridge cases (Duran and McKeown 1980:1090, 1112). Analysis using only functional criteria would have restricted the identification of the tin cans, wire, and cartridge casings as respective artifact classes and disallowed the modification and reuse of the above items.

The analytic phase involved descriptive data addressing specific research questions. Topics for research questions usually include artifact use, acculturation, trade networks, lifeways, and comparison with historic descriptions of the site (Kirkpatrick and Hart 1989:74). Chronology problems such as time lag can be an important research topic addressed during this phase.

Errors due to time lag and recycling are always considered a factor when attempting to assign specific dates or date ranges to artifacts and sites. Time lag involves the delays between the manufacture of an item and its ultimate disposition. Transportation, storage, sale, use, and discard are the components of time lag, while reuse, re-discard, and discovery in possible archaeological contexts are components of recycling. Considering that building materials, such as nails, screws, tools, wood, etc., are prime candidates for recycling, a relationship between any diagnostic specimens and their newer contexts cannot always be assumed.

Likewise, ceramics and glass tend to be the types of artifacts used until their destruction. In cases where breakage is intermittent and preferably at a minimum, as with fine china passed from generation to generation, ceramics from the early 1900s could still be in use today. If an item from a situation like this were to be recovered from a modern trash dump, the dump may incorrectly be assumed to date to the earlier time period. Therefore, definitive temporal assignment for a site, grid unit, or level should not be

attempted without an awareness of time lag and recycling, and without multiple diagnostic artifact classes or chronometric dating.

Next, an artifact typology serves to describe artifacts and provide data for various manipulations. A typology based on material and technological criteria was used for the Valmont analysis. Initially, artifacts were sorted by material type (e.g., ceramic, glass, metal, etc.) and technology (e.g., drawn vs. rolled metal, etc.) or diagnostic characteristics (e.g., color, size, design elements, etc.). Sixteen material types were available for classifying artifacts. These are ceramic, glass, metal, leather, fiber, plastic, rubber, paper, non-wood building material, wood, stone, bone, multiple-class, botanical remains, and faunal remains. The "bone" material type denotes modified bone, such as bone handles or buttons. Multiple-class artifacts are those made from several material types, such as a pocket knife with a bone handle, a shoe made of leather and metal, or a pencil made of wood, metal, and graphite.

In some instances, functional criteria were used out of necessity and efficiency. For instance, plaster, and caliche was coded by their function as a non-wood building material. Although these materials are not artifacts and they exhibit few descriptive characteristics, their presence in the deposits provides information about building decomposition or purposeful refurbishing.

Subsistence remains such as cut cow bone were cataloged in faunal categories. Once catalogued, these artifacts were analyzed by the appropriate consultant.

ARCHIVAL STORAGE

The excavation notes, artifact analysis forms, maps, photographs, and other project-related documents will be deposited with the Archaeological Records Management Section of the New Mexico State Historic Preservation Division, in the Laboratory of Anthropology, Museum of New Mexico, Santa Fe. The artifacts will be curated in the Archaeological Research Collection in the Laboratory of Anthropology.

CHAPTER 5

ARTIFACT ANALYSIS

This chapter presents the results of the analysis of historical artifacts recovered during the testing and excavations conducted as part of the archaeological investigations at Site LA 115,252.

A total of 6,449 cultural artifacts were collected during the testing and excavation phases. The items catalogued and analyzed include fragments of glass, ceramics, metal, mineral, clinkers, and building materials.

A brief discussion of the artifact types (i.e. glass, ceramic, etc.) precedes the results of the analysis. Characteristics of glass include color and vessel/object form. Attributes of ceramics include decoration, paste, and type of object. Maker's marks, if available, were researched. Metal items were identified when possible and their function noted. All information was recorded in catalog form for each unit or surface collection. This catalog is on file at Human Systems Research, Inc. in Tularosa, New Mexico.

The glass and ceramic artifacts provide the largest number of items, thereby giving the best data for site use, activity areas, and economic status of the site's occupants.

ARTIFACT TYPES

Some historic sites, like Valmont, which are dated in the historical record, are of relatively short term; thus, the chronological information does not need to come from the artifacts. Dates obtained

from the artifacts collected reflect the period of occupation. The following is a brief summary of the classes and types of artifacts recovered from Site LA 115,252, without emphasis on manufacturing dates.

GLASS

Silica is the major component in glass. In its pure state, it can be melted and formed in glass (Jones and Sullivan 1985:10). The required high temperature to create glass from pure silica prohibited commercial use. Alkali was added to the silica to serve as a flux so that the melting temperature could be lower. When purer raw materials came into use to create a consistently higher quality of glass, it was discovered that a non-alkaline additive was needed to act as a stabilizer. Without the stabilizer, glass suffered from crizzling, which is a condition found on some early and late eighteenth-century tumbler and stemware (Jones and Sullivan 1985:10)

The fluxes and stabilizers mixed with silica, in various combinations, have been used to define the main different types of silicate glasses. Soda-lime glass, potash-lime glass, potash-lead glass, and lime glass are the types that remained in production into the twentieth century. With the continuing development of other types of glasses, large amounts of inexpensive glass and jars were made in the mid 1840s, but not commonly brought into New Mexico until the first railroads were constructed in the state (Kovacik

2000:106). Several references were used to determine types of glass and manufacturers (Fike 1987; Jones and Sullivan 1985; Zumwalt 1980).

Household glass includes a wide range of shapes and uses. Bottles are usually containers for foodstuffs and other household goods, and kerosene lamp glass.

CERAMICS

The majority of ceramics made in the United States up to the nineteenth century were limited to coarse earthenwares and stonewares, and the finer wares came from England. When the British ceramics began to be characterized as coarse and heavy in the mid 1850s, the American potteries experienced a growth into the whiteware field. Although type names are often used interchangeably, the following outline adapted from *A Guide to Historic Artifacts* (Rosenberg and Kvietok 1981:53-55) gives a brief description of pottery types.

Coarse Earthenwares are ceramics fired at a low temperature and are very porous. They are opaque and, when broken, have a granular earthy appearance. Paste color ranges from pinkish buff to brown.

Stonewares are usually utilitarian pieces such as crocks, jugs, jars, and mugs. They have a wide range of paste colors (i.e., buff, mustard, yellow, reddish-brown, and black-brown).

Fine Earthenwares are those commonly referred to as ironstone/whiteware, refined whiteware, or semi-porcelains. They are fired at a higher temperature

than the coarse earthenwares and are not as porous. These wares are most often factory produced tablewares.

TIN CANS

Early tin cans (beginning in 1819) are classified as hole-in-top (a.k.a. hole-and-cap) and are manufactured by hand. A piece of tinplate was bent into shape on a roller and overlapping edges were soldered together. The two round ends were cut, and their edges bent down and soldered to the body. The top could be soldered on after the can was filled. The hole-in-top (a.k.a. hole-and-cap) can allowed food to be inserted through a circular hole in the top and a small cap with a vent hole was soldered over the opening. During the process of heating the can with the food inside, steam would escape. When a sufficient amount of steam was expelled, the vent hole was soldered.

The hole-in-top (a.k.a. hole-and-cap) can continued with many refinements until 1897. At that time, there was a switch from the hole-in-top to the sanitary can, where can ends were attached to the body by crimping the edges together with a gasket between the body and top. In 1900, the hermetically sealed, double-seamed body was introduced, which is still used today.

SOURCES OF GOODS AND MATERIALS

Not only did the construction of the railroad in 1898 give birth and growth to communities like Valmont and Alamogordo, it also provided a means of

receiving goods and materials. Trains allowed travel to larger communities, like El Paso, to purchase needed supplies. Items could also be ordered from mail-order catalogs, with advertised free delivery to rural areas. Sears and Roebuck and Montgomery Ward offered a wide variety of merchandise (Kovacik 2000).

DISCUSSION OF ARTIFACTS

A total of 6,449 cultural artifacts were collected during the project, which include fragments of glass, metal, ceramics, and building materials, among others. All of the artifacts recovered fall within the dates provided by reference documents.

The artifacts were sorted by material type as part of the initial analysis. The totals are presented in Tables 3 and 4-9.

GLASS

Following window glass (1,996 items), bottles (1,565 items) account for the highest number of glass items identified (Table 4). These fragments include a possible toiletry bottle, a condiment bottle, a *Coca Cola* bottle, and several fragments with portions of applied color labels (ACL), which were developed in 1934 (Jones and Sullivan 1985:16). The next highest number of glass artifacts occurred in the unidentified category, with 241 items. Fifty-four kerosene lamp fragments were recovered and 24 jar fragments, which include body and rim sherds from two medicine jars (Figure 21). Some jar items may have been from home canning jars, since they are similar to modern canning jars in use today. Seven glass bowl fragments were also identified.

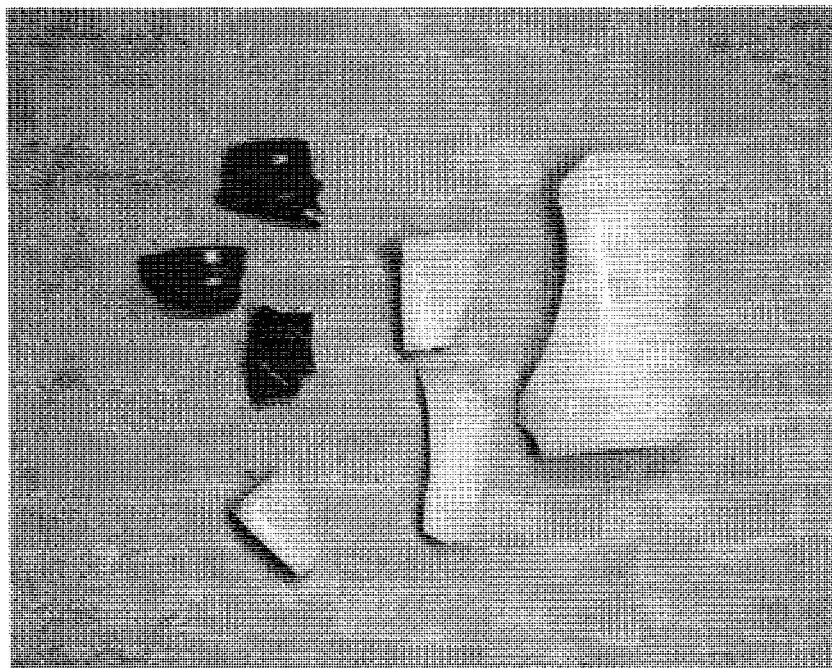


Figure 21. Fragments from two glass medicine jars.

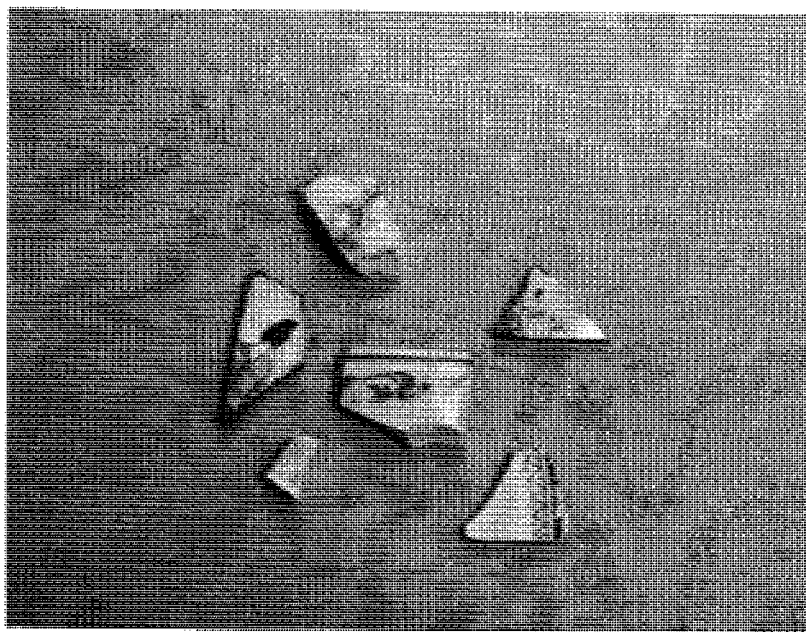


Figure 22. Decorated ceramics.

CERAMICS

Eighty-nine ceramic fragments were recovered during testing and excavations (Table 5), 55 of which were small and could not be identified. Forty-two ceramic fragments are decorated, but the fragments are so small that a full pattern could not be determined (Figure 22). A partial maker's mark was also recovered (Figure 23). A white ceramic door knob



Figure 23. Homer Laughlin maker's mark.

fragment was collected. This type of door knob is listed in the *Sears and Roebuck 1987* catalog (Israel 1968:90).

BUILDING MATERIALS

Building materials (Table 6) recovered total 595 items, and include roofing paper, plaster, wood, and bricks (whole and fragments). The school house at Valmont was constructed of brick (see Figure 29 in Chapter 7).

METAL

Metal artifacts (Table 7) recovered total 1,543 items (Figure 24). These include unidentified items (576), can fragments (423), and nails (416). One decorative metal piece from a cast-iron stove was recovered (Figure 25). The cartridges include five .22-caliber and one .410 shotgun centerfire *Winchester*. Two of the cartridges recovered are not identifiable.



Figure 24. A sample of metal artifacts (note degree of corrosion and rust on several items).



Figure 25. Decorative metal piece from a cast-iron stove.

MINERAL

In the mineral category (Table 8), coal chunks and clinkers were recovered (171 fragments). At the turn of the century and into the first 27 years, coal was a primary source of heat as well as railway fuel.

MISCELLANEOUS

Miscellaneous items (Table 9) total 79, and include bone (41), leather (14), cork (10), and rubber (5).

Table 3. Artifact Frequency by Material Type.

Material	Number	Percent
Glass	3,887	60.2
Metal	1,543	23.9
Ceramic	89	1.3
Mineral	256	3.9
Building Material	595	9.2
Miscellaneous	79	1.2
Total	6,449	99.7

Table 4. Glass Artifact Frequencies at Site LA 155,252.

Phase	Fragment						Bottle, Jar, Bowl Colors							Total
	b o t t l e	b o w l	j a r	l a m p	w i n d o w	U n i d e n.	natural	purple	blue	green	brown	clear	milk	
Excavation	1,429	6	22	52	1,952	184	2,319	89	35	34	473	533	28	2,645
Testing	136	1	2	2	44	57	81	24	12	2	26	95		242
Total	1,565	7	24	54	1,996	241	2,400	113	47	36	499	628	28	3,887

Table 5. Ceramic Artifact Frequencies at Site LA 155,252.

Phase	Fragment						Style				Total
	plate	cup	bowl	rim	hard-ware	Unid.	crockery	white-ware	earthen-ware	deco-rated	
Excava-tion	2	1	1	1	8	22	3	25	2	8	38
Testing	7		2	11	1	30	17			34	51
Total	9	1	3	12	9	55	20	25	2	42	89

Table 6. Building Material Artifact Frequencies at Site LA 155,252.

Phase	roofing	plaster	wood	brick	concrete	paving	tar	Total
Excavation	469	11	31	8	19	4	22	564
Testing	17	5	8	1				31
Total	486	16	39	9	19	4	22	595

Table 7. Metal Artifact Frequencies at Site LA 155,252.

Phase	can	lid	nail	Hardware, bolts, screws	wire	cartridge	Button, rivet, eyelet	Uniden.	Total
Excavation	422	7	400	60	5	7	5	392	1,299
Testing	1	34	16	8		2		184	244
Total	423	41	416	68	5	9	5	576	1,543

Table 8. Mineral Artifact Frequencies at Site LA 155,252.

Phase	coal			charcoal	caliche	copper	Uniden.	Total
	chunk	clinker	slag					
Excavation	56	28	8	27	30	1	12	162
Testing	87					5	2	94
Total	143	28	8	27	30	6	14	256

Table 9 Miscellaneous Artifact Frequencies at Site LA 155,252.

Phase	cable	bone	leather	cork	rubber	plastic	phenolic	fabric	peach pit	Total
Excavation	1	17	11	8	5	1	1	2	3	49
Testing	1	24	3	2						30
Total	2	41	14	10	5	1	1	2	3	79

FUNCTIONAL CATEGORIES

Further analysis placed the artifacts in functional categories, which included food, domestic, household, personal,

hardware, transportation, construction/building materials, and unidentified items. The total number of artifacts in each of these functional categories are provided in Table 10.

Table 10. Artifact Frequencies within Functional Categories.

FUNCTIONAL CATEGORY and Items	Number	Percentage
FOOD		
food cans or lids	464	
catsup bottle fragments	12	
canning jar lids	3	
Total	479	7.4
DOMESTIC		
ceramics (plates/serving platters/saucers, bowls, and cups)	25	
glass (bottles, bowls, lamps, and ornamental glass)	1,613	
Total	1,638	25.4
HOUSEHOLD		
coal for heating or cooking/charcoal/clinker/slag	206	
metal pail	1	
metal bucket	1	
metal box	1	
Total	209	<1
PERSONAL		
cartridges	9	
button (metal)	5	
glass snuff bottle	1	
glass fragments from <i>Mentholatum</i> or <i>Vaseline</i> jars	20	
glass bottle neck to a possible medicine bottle	1	
Total	36	<1

Table 10. Artifact Frequencies within Functional Categories (cont.).

FUNCTIONAL CATEGORY and Items	Number	Percentage
HARDWARE		
nails	416	
bolts	64	
ceramic door knob (2), insulators (6)	8	
Total	488	7
TRANSPORTATION		
auto gear with shank	2	
rubber auto tire	2	
Total	4	<1
CONSTRUCTION/BUILDING MATERIALS		
window glass	1,996	
red brick	9	
wood	39	
plaster chunks	16	
concrete	19	
paving	4	
tar	22	
wire	5	
cable	2	
caliche	30	
roofing material	486	
Total	2,628	41
UNIDENTIFIED		
metal	576	
glass	241	
ceramic	55	
mineral samples	14	
copper	6	
animal bone	41	

Table 10. Artifact Frequencies within Functional Categories (cont.).

FUNCTIONAL CATEGORY and Items	Number	Percentage
UNIDENTIFIED (cont.)		
cork	10	
rubber	3	
plastic	1	
phenolic	1	
fabric	2	
peach pit	3	
leather	14	
Total	967	14
GRAND TOTAL	6,449	100

FOOD ITEMS

Food items are those related to food, such as food cans and canning jars/lids. A total of 467 items were placed in this category (7.4 percent of the assemblage), making it the fourth smallest category. Among those items identified were two base fragments, one with embossed letters "Pat," and one with "J. Heinz Co." Ten fragments exhibit panel styles similar to catsup bottles. The H. J. Heinz Co. manufactured catsup under this trademark from 1888 to the present (Zumwalt 1980:212).

DOMESTIC ITEMS

Domestic items are those used within the home, and total 1,641, or 25.4 percent of the assemblage. These items include 25 ceramic fragments from plates/serving platters/saucers, bowls, and cups, and 55

unidentified ceramic fragments, which are probably from plates, saucers, bowls and cups. The ceramics are whiteware and earthenware, some of which are decorated, painted, and/or white glazed.

Glass fragments total 1,616, and represent bottles, bowls, lamps, and other elements of ornamental glass. This category includes one fragment from a purple sugar or cream bowl, with the base of a handle attached to one side. Of the 1,471 total bottle fragments recovered, some can be identified as to container type, but most are generalized as green, brown, blue, or purple bottle.

Two brown base fragments conjoin to form a kidney shape, with a shallow concave basal profile. One fragment has the embossed letter "...NL." on a rounded heel, and one is embossed with "S.E./Seagrams & Sons" in very worn letters, beneath which is embossed "CANADA,"

which held liquor (Jones and Sullivan 1985:101, 115). Commercial markings on the heel is a twentieth-century feature (Jones and Sullivan 1985:86). The base seam is an Owens ring, which established the glass maker as Owens Illinois Glass Co., who began using automatic bottling machines in 1904 that left a distinctive ring on bottle bases.

Twelve brown bottle fragments were found, two with embossed lettering, which includes a base fragment with a portion of a logo for the Glass Container Corp. To the right of this logo is the number "5." This style has been used since 1945 (Toulouse 1971:220).

HOUSEHOLD

Household items are those used to maintain a household, which total 209 items, or less than 1 percent of the assemblage. This category is composed of coal clinkers (heating) and charcoal fragments (heating and/or cooking), and a metal bucket, pail, and box.

PERSONAL

Personal items are those whose use is limited to a specific individual. The personal functional category is one of the two smallest (with transportation) in the total assemblage, with only 33 items, or less than 1 percent of the assemblage.

Nine cartridges were placed in this category, along with one glass neck to a possible medicine bottle and five metal buttons. Also included were seven blue jar fragments, including five with a

screw-thread finish, and 13 milk glass fragments, two with a ring finish (one with body, partial base, and rim measuring $2\frac{5}{8}$ in. high) and three base fragments. The milk glass ring finish is sometimes referred to as opal glass (a period term for white glass) (Herskovitz 1978:14). These jar fragments are possibly from *Mentholatum* or *Vaseline* jars.

HARDWARE

The hardware category includes items used in the structural maintenance of buildings or livestock. Hardware items total 488, or 7 percent of the assemblage. Included in this category are 416 nails, 64 bolts, and 8 ceramic door knob or insulator fragments.

TRANSPORTATION

The transportation category consists entirely of four automobile parts (two gear/shank and two rubber tire fragments), and is the smallest category, making up less than 1 percent of the total assemblage.

CONSTRUCTION/ BUILDING MATERIALS

Construction/building materials total 2,628 items, or 41 percent of the assemblage. This category includes 1,996 fragments of window glass, one whole red brick and 8 brick fragments, 39 wood fragments, 16 plaster chunks, 19 concrete fragments, 4 pieces of paving, 22 chunks of tar, 5 pieces of wire, 2 cable fragments, 30 chunks of caliche, and 486 fragments of roofing material. The bricks are believed

to be from the old Valmont school house, the only documented brick building at Valmont.

UNIDENTIFIED ITEMS

The unidentified category is the third largest, primarily due to the fragmentary nature of the artifacts and because most of the metal artifacts are so heavily corroded and/or rusted, or crushed beyond recognition. This category totals 967 items, or 14 percent of the assemblage. It consists of 576 metal fragments (including one that is wood-like, with apparent grain on the outside), 241 glass fragments, 55 ceramic fragments, and 14 mineral samples. Also placed in this category are 41 fragments of unidentifiable animal bone, one piece each of plastic and phenolic, 2 fragments of fabric, 3 peach pits, and 14 small leather fragments.

SUMMARY

Although the artifact assemblage is large in number, many of the materials collected are fragmented, making identification difficult. This is evidenced in the high number of unidentified artifacts. The fragmentary nature of the artifacts, combined with collection being limited to the eastern portion of the highway right-of-way, reveals only part of the activities that occurred at Valmont.

The artifact information added to the archival and oral recollections details occupation of several decades by railroad personnel, ranchers, and homesteaders.

ARCHIVAL RESEARCH AND ORAL RECOLLECTIONS

ARCHIVAL RECORDS

Archival records were researched at the library of The University of Texas at El Paso, Special Collections (Southern Pacific Collection Accession Number 649, Box LTA 44, FF9, 1910 to 1922). The following information concerning a land dispute was found in a folder labeled "Dog Canyon, New Mexico, Otero County."

In the process of trying to establish a crossing for the Southern Pacific Railroad at Camp City, there were several letters exchanged between James V. Bergen, Real Estate Agent, El Paso & Southwestern System, El Paso Texas; John M. Bowman, Probate Clerk and Recorder of the County of Otero, Territory of New Mexico; H. J. Simmons, General Manager, El Paso & Southwestern System, Operating Department; F. T. Beckett, Resident Engineer, Tucumcari, New Mexico; and S. D. Camp, who owned the land (see Appendix C).

The first letter is dated October 4, 1911, and the last letter is dated January 22, 1914. Mr. Camp owned the land needed by the railroad for the crossing. Mr. Camp was against this and, in subsequent letters, it was decided that Mr. Camp's land would not be involved in the crossing. In a letter dated January 20, 1914, Mr. Camp offered to deed 100 feet, one-half mile long, to the railroad if they would change the name from Dog Canyon to Camp City (see Appendix C). The letter was sent to Mr. Jas. V. Bergen, R.E., E.P. & S.W. Ry, El Paso, Texas. The last letter (dated January 22, 1914) sent to


Mr. Camp at Dog Canyon, Shamrock (the name of the post office at Dog Canyon), Otero County, New Mexico, regarded Mr. Camp's proposal to change the name of Dog Canyon to Camp City. This was refused by the railway management. The letter is signed by the Real Estate Agent, but the signature is not legible.

One more reference to Mr. Camp's land was found in a letter dated February 24, 1915, from H. E. Stansbury, Resident Engineer for the El Paso & Southwestern System, to Mr. H. B. Harding, Assistant Real Estate Agent, El Paso, Texas. The letter was concerning a pipeline under the railroad tracks at Dog Canyon. There was a question about Mr. Camp's property being involved. A return letter dated February 25, 1915, from H. B. Harding to H. E. Stansbury, states that the Railway Company withdrew its filing upon station grounds at Dog Canyon, "... leaving it in possession of only 100 ft upon each side of center line.

A computer search of the Bureau of Land Management General Land Office Records yielded a Land Patent for Samuel D. Camp dated December 23, 1926 (Figure 26). This patent was for 480 acres southwest of Valmont, to be used for stock raising.

Archival records at the Tularosa Basin Historical Society (n.d.) show that a post office was first established at Valmont in 1908. The name of the town at that time was *Camp City*, but was changed to *Camp* when the post office was established.

Bureau Of Land Management - General Land Office Records

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Land Patent Details

Accession/Serial #: NMLC 0015208
BLM Serial #: NMLC 0015208
State: NEW MEXICO

Query Results

Patent Description Legal Land Description Document Image Certified Copy

Note: This record has not been checked against the Legal Land Patent. We don't have an electronic image for this document.

Patentee Name:
 SAMUEL D CAMP

Warrantee Name:

Document #: ---
Misc. Doc. Nr: ---
Indian Allotment Nr: ---
Tribe: ---

US Reservations: Yes
Mineral Reservations: Yes
Geographic Name: ---
Metes/Bounds: No
Survey Date: ---

Issue Date: December 23, 1926
Cancelled: No

Authority: December 29, 1916:
 HOMESTEAD ENTRY-STOCK RAISING
 (39 Stat. 862)
Acres: 480
Land Office: LAS CRUCES
Comments: ---

Patent Description		Legal Land Description				Certified Copy			
#	Aliquot Parts	Sec/Blk	Twnshp	Range	Fract. Sect.	Meridian	State	Counties	Survey Nr.
1	W½SW	14/	18-S	9-E	No	NEW MEXICO PM	NM	OTERO	---
2	N½	22/	18-S	9-E	No	NEW MEXICO PM	NM	OTERO	---
3	W½NW	23/	18-S	9-E	No	NEW MEXICO PM	NM	OTERO	---

Figure 26. Land Patent for Samuel D. Camp, December 23, 1926.

Again in 1910, the name of the post office was changed to *Shamrock*, and finally, in 1918, it became *Valmont*. Postmasters who served there include Samuel D. Camp (February 16, 1916), Leonard H. Helman (January 13, 1920), and Milton Russell Kellar (August 19, 1920).

Early newspapers on microfilm, oral histories, and census records in the Reference Section of the Alamogordo Public Library were also examined. No additional information was found there.

The DeGrolier Library at Southern Methodist University, Dallas, Texas, has the papers of Mr. E. O. Williams, who worked for the El Paso and Northeastern Railroad (later El Paso and Southwestern, and Southern Pacific Railway). Williams has published a few anecdotes and historical observations about these railroads in the *New Mexico Railroader*, the newsletter of the Railroad Club of New Mexico, Inc. An archivist for DeGrolier Library was contacted about the Williams papers, which are actually an autobiography of several hundred pages that has been microfilmed. A copy of the microfilm was read, but it did not contain any information on Valmont.

NEWSPAPER ARTICLES

In an article in the *Alamogordo Daily News* dated Sunday, March 4, 2001, Frances Conyers Wood writes more about daily life at Valmont. Rattlesnakes were a major concern for residents. After railroad personnel and ranchers killed snakes, they often would wrap them around a fence post, leaving them to dry, probably intending to return for their trophies later.

Mrs. Wood recalls that one time she and her sister (ages 9 and 11, respectively) were walking along the fence when they saw a recently killed snake wrapped on the fence post. When they approached the snake for a closer look, it struck out with fangs exposed. Although the rattler looked dead, it was very much alive.

Travel for pleasure was a luxury that the Depression prevented for many people, but some were more fortunate and able to tour the scenic Southwest. Mrs. Wood relates that before World War II, tourists frequently stopped to photograph an old adobe ruin that stood about 15 feet from the highway. The ruins were remnants of two crumbling adobe walls, a crude, partial foundation, and a well-preserved adobe fireplace. The Conyers family was able to travel by train, since Mr. Conyers was employed as section foreman by the railroad and received free passes.

Most freight went by rail, and combined with railway travel there was a busy rail schedule. This resulted in the need for a sidetrack to allow one train to pull to the side and let an oncoming train pass. After the beginning of the war, troops and supplies headed for the west coast and overseas added to the traffic.

The Homestead Act of 1862 was initiated to promote settlement of the frontier and in 1880, a Bureau of Immigration was formed to further promote the flow of immigrant farmers to the west. A settler could acquire up to 1,120 acres per family: 160 acres by homestead residence; 160 acres by pre-emptive claim; and 160 acres of timber land and 640 acres of land judged to be desert (acquired without

meeting a residency requirement) (Williams 1986:126).

Railroads provided access to many of the homestead lands during the 1880s and 1890s, and into the twentieth century. In a recent article in the *Alamogordo Daily News* (March 15, 2001), Nellie Bickle relates that her parents, William and Julia Singleton, homesteaded one of the last parcels of land available for homesteading near Valmont in the Fall of 1930.

The Singletons received 640 acres of land, and later bought an additional six acres for \$1.00 an acre. When the land was improved and qualified for a deed, President Franklin D. Roosevelt signed the deed.

William Singleton worked an orchard, picking and selling the fruit and splitting the profits with the owner, until his own orchard was producing. A large garden contributed vegetables and some income. Mr. Singleton also trapped coyotes when there was a bounty on the animals.

Julie and William Singleton sold the homestead ranch in 1941 to a Mr. Peirce of El Paso. He later sold the home and property to Betty Dare Douglas, who donated her estate to establish the seed money for the Betty Dare Good Samaritan Older Care Center in Alamogordo.

ORAL RECOLLECTIONS

During the testing phase of the project, Gerri Smith conducted a limited number of personal interviews with individuals who lived at Valmont. The purpose of

these interviews was to obtain additional information, including photographs, of the spatial organization of Valmont. In addition, a formal interview with Francis Wood was conducted during the excavation phase. One goal was to attempt to identify the function of the buildings whose remains were still visible. The school was identified as being located west of U.S. Highway 54. It is possible that the school and other parts of the site are under the current roadbed. Additional information was provided regarding a post office, section foreman's activities and house, the grocery store/gas station, and names of other individuals who lived at Valmont.

SUMMARY OF INTERVIEWS WITH PAST RESIDENTS OF VALMONT

The following are summaries of the personal interviews conducted by Gerri Smith from June 16 to 23, 1999.

Interview 1 Delbert Nelson, Roswell, NM

As a young boy, Mr. Nelson lived at Escondida and Turquoise, both stops along the Southern Pacific Railroad route. His memories of Valmont are that there was not a post office, but there was a filling station and store known as Cox's located about 1/4 mile south of the Dog Canyon turn-off on the east side of U.S. Highway 54.

Mr. Nelson suggested calling his brother, Floyd Nelson, and Don Taylor, a local rancher in the area, for more information.

Interview 2

Don Taylor, south of Alamogordo, NM

Mr. Taylor remembers a one-room brick school house at Valmont, to the west of U.S. Highway 54. Mr. Richard Lewis was the school teacher. Mr. Taylor does not remember a post office at Valmont. There was a section foreman's house and a bunk house for the workers that was located on the east side of U.S. Highway 54.

There was a cistern with concrete around the base located next to the railroad tracks. The railroad would fill it periodically from a railroad water tank car.

There was a grave at Valmont, located west of U.S. Highway 54. Mrs. Camp was buried there. Her son had a headstone and a fence built around the grave. Later, the railroad moved the grave when the highway "was straightened out."

Mr. Taylor remarked that at one time, Valmont was called "Camp City." There were "camp houses" (wood base with a tent top) for a time, which were surrounded by salt cedars, and the salt cedars are still there.

Interview 3

**Floyd Nelson, Weed, NM
(Former conductor on the
Southern Pacific Railroad)**

As a young child, Mr. Nelson spent some time at Valmont. He remembers a one-room school house located to the west of U.S. Highway 54. Mrs. Scroggins was the teacher sometime in 1935-1936 (Mr. Nelson is not sure of these dates). Mrs.

Scroggins married Vance Paul Smith, the signal maintainer for the railroad. Both are now deceased. Their son lives in El Paso, Texas. Mr. Nelson does not remember a post office at Valmont, but stated that there was a section foreman's house (where he stayed on occasion visiting James Jr. [Conyers]) and a bunk house for the workers.

After describing the floor that was uncovered during the testing at Valmont, Mr. Nelson depicted the following method for foundation and floor construction at Escondida, and suggested a similar method may have taken place at Valmont: A wooden form was built, then filled with whatever was handy. At Escondida, it was slag. Then the fill was impacted using a cement cylinder that had a rod through the center and two big blacks on either side would pound the filler. Then a thin coat of cement was poured over the filler. The cement was hand mixed (no cement mixers at that time), hence the thin coat of cement.

Mr. Nelson suggested calling Frances Wood (nee Conyers), daughter of James Conyers, the section foreman from 1940 to 1943-1944. Mr. Nelson said a Mr. Ashcraft was the foreman after Mr. Conyers (1944-1945), and then a Mr. Skipworth was foreman. After Mr. Skipworth, Mr. Tony de la Paz was section foreman, in 1951 or 1952.

Interview 4

**Frances Wood (nee Conyers),
Alamogordo, NM**

Mrs. Wood, daughter of James Conyers, section foreman, lived at Valmont

between 1940 and 1942. She remembers a brick school house located to the west of U.S. Highway 54, which was comprised of one large room and a cloak room. At one time, the school house was occupied as living quarters by Mrs. Conyers' brother and his wife and family, Mr. and Mrs. Redwine and their three children. Mrs. Wood does not remember a post office at Valmont. She lived with her parents, Mr. and Mrs. Conyers, in the section foreman's house.

Mrs. Wood stated, "there was no electricity in the house, so my father would go out to the car to get the latest news of the war [World War II] or go into town [Alamogordo] to Mr. Fischer's home and listen to his short wave radio. Some locals suspected Mr. Fischer of being a German spy" (Whether it was because of his German name or short wave radio or a combination of both, Mrs. Wood did not know).

The section foreman's house was a square configuration and consisted of four rooms, including a large living room on the south side, two bedrooms with a closet between them on the north side, a large kitchen between the bedrooms and living room, and a long screened porch along the east side of the house. There was no bathroom; an outhouse was used.

The workers' bunk house was located north of the section foreman's house, and the doors faced to the east. The bunk house was one long rectangular building divided into four living quarters.

According to Mrs. Wood, "It was hard to find labor at that time because of the war,

so Mexican Nationals were brought in to work."

Mrs. Wood recalled going to "Grandma Cox's store for a soda pop kept in a large ice cooler at a store at the Dog Canyon turn-off." She also spoke of occasional chicken dinners they had: "The chickens in the area were not kept behind fences and occasionally would fall victim to the trains passing by. That's when Mama would have chicken on the table."

Mrs. Wood's mother found it difficult to keep a supply of safety pins and pennies; sooner or later they found their way onto the track, waiting for the train to pass by.

These are just a few of Mrs. Wood's memories (see excerpts from newspaper article earlier in this chapter).

Interview 5

Wanda Smith (nee Conyers), El Paso, TX

Mrs. Smith, daughter of James Conyers, section foreman, lived at Valmont between December 1940 or January 1941 and 1943 or 1944. During that time she was 12 or 13 years old. She had an older sister, Elizabeth (deceased), and a younger sister, Frances.

Mrs. Smith recalls the one-room brick school house, but no post office. Her memories of the section house are identical to her sister's, Frances Wood (see Interview 4). The four bunk houses consisted of two rooms each, including one large living room/bedroom and a kitchen, and all floors were of concrete. They were built by the railroad in the early 1900s.

"There was an underground cistern, which the railroad filled with water from a tank car. Section hands pumped the water for their homes and the section foreman's home." On wash days, Wanda and her mother would pump water into their gas-powered Maytag washing machine.

There was a garage built of railroad ties behind their house. The section foreman's house had wooden floors and wood-paneled walls. "When they first moved in, my mother and father boiled large pots of water and threw the water onto the walls to wash down the snuff stains from old man Hamilton" (Mr. Hamilton was section foreman prior to James Conyers).

Mrs. Smith stated, "There was a service station and store at the Dog Canyon turn-off. The service station had living quarters and, in 1941, a couple from Capitan, New Mexico, by the name of Triplett ran the station for some months. There was a two-story house behind the service station, where a Mr. and Mrs. Cox lived."

Mrs. Smith recalled that, "This was during the war years and troop trains passed by frequently, and at times stopped to let other trains pass. It was during these stops that many a soldier requested Elizabeth to please write to them" (Elizabeth was Mrs. Smith's older sister, who was about 15 years old then).

The sisters learned to swim at the Taylor Ranch stock tank and spent some time at the old Oliver Lee Ranch picking up various Indian artifacts. In fact, they would use arrowheads to play hopscotch.

Interview 6

Eugene Sledge, Lubbock, Texas

Mr. Sledge was born at Valmont in 1938. His family left Valmont shortly after his birth, so he had no information. However, he gave me the name of his aunt, Elizabeth Rumsey, whom he thought would have more information.

Interview 7

Elizabeth Rumsey, Alamogordo, NM

Mrs. Rumsey was a resident of Valmont and remembered living there, but was unable to offer additional information.

Interview 8

Vance Paul Smith, El Paso, Texas

Mr. Smith is the son of Mr. and Mrs. Vance Paul Smith, and was a signal maintainer at Valmont. Mrs. Smith (nee Scroggins) was a teacher at the Valmont school.

SUMMARY

The archival and oral history studies combined with newspaper articles have provided many details of community structure and composition, and the lifeways of Valmont residents. Everyday life was vividly recalled by former residents.

Buildings and their locations at Valmont were described through correspondence, oral recollections, archival documents, and newspaper articles. The sizes of buildings and the number of rooms, along with the materials used for construction were also disclosed.

The jobs of section foreman, railway workers, teachers, and postmasters, as well as the lives of homesteaders and ranchers, were revealed through oral histories and newspaper accounts. The census provided the number, ages, and other information about the residents. Archival studies disclosed an interest in politics, and the acquisition of land and water.

CHAPTER 7

RESEARCH THEMES

Data from the survey and testing phases provided direction in the selection of research themes to be addressed during the data-recovery phase of this project. Results from the archival and oral history studies supplement the excavation data. This section presents the research themes and the data required to address these topics. The foci of the data-recovery phase were the architectural feature, two artifact concentrations, and potential activity areas around the architectural feature and in front of the two adobe mounds, which are just outside the right-of-way.

The research themes addressed are Community Structure, Community Composition and Census, and Lifeways of Valmont Residents. Information obtained through the data recovery addresses the research themes regarding turn-of-the-century railroad and ranching communities.

RESEARCH THEME 1. COMMUNITY STRUCTURE

The historical record indicates that Valmont was occupied from 1898 into the 1940s (Julyan 1996). All of the artifacts recovered from the surface and excavations fall within that date range. Purple glass fragments are the earliest datable artifacts. One plate fragment (Test Unit 3, Level 1) bears a maker's mark of "Homer Laughlin," identifying it as being manufactured at a plant in Newell, West Virginia, in May 1907 (Lehner 1988:245-253).

Archival records show that a post office was first established at Valmont in 1908 (Tularosa Basin Historical Society n.d.). The name of the town at that time was *Camp City*, but was changed to *Camp* when the post office was established. Again in 1910, the name of the post office was changed to *Shamrock*, and finally, in 1918, it became *Valmont*. Postmasters who served there include Samuel D. Camp (February 16, 1916), Leonard H. Helman (January 13, 1920), and Milton Russell Kellar (August 19, 1920).

Valmont was a small community of about 40 people at the time, and was considered a trading center for surrounding ranches. The post office was discontinued and service was moved to Alamogordo on September 30, 1921 (Tularosa Basin Historical Society n.d.). This explains why none of the past residents interviewed remember a post office at Valmont, as they lived there from the early 1930s to the early 1950s.

Valmont was a section station along the El Paso and Northeastern Railroad. As such, major activities would have been associated with railroad maintenance and residential life of the railroad employees. Archival records indicate that Valmont was minimally composed of a passenger and freight depot, a section foreman's house, a bunkhouse for workers, and a cistern (Figures 27 and 28). Oral recollections also mention a one-room school house and a post office, but their exact locations were not determined.

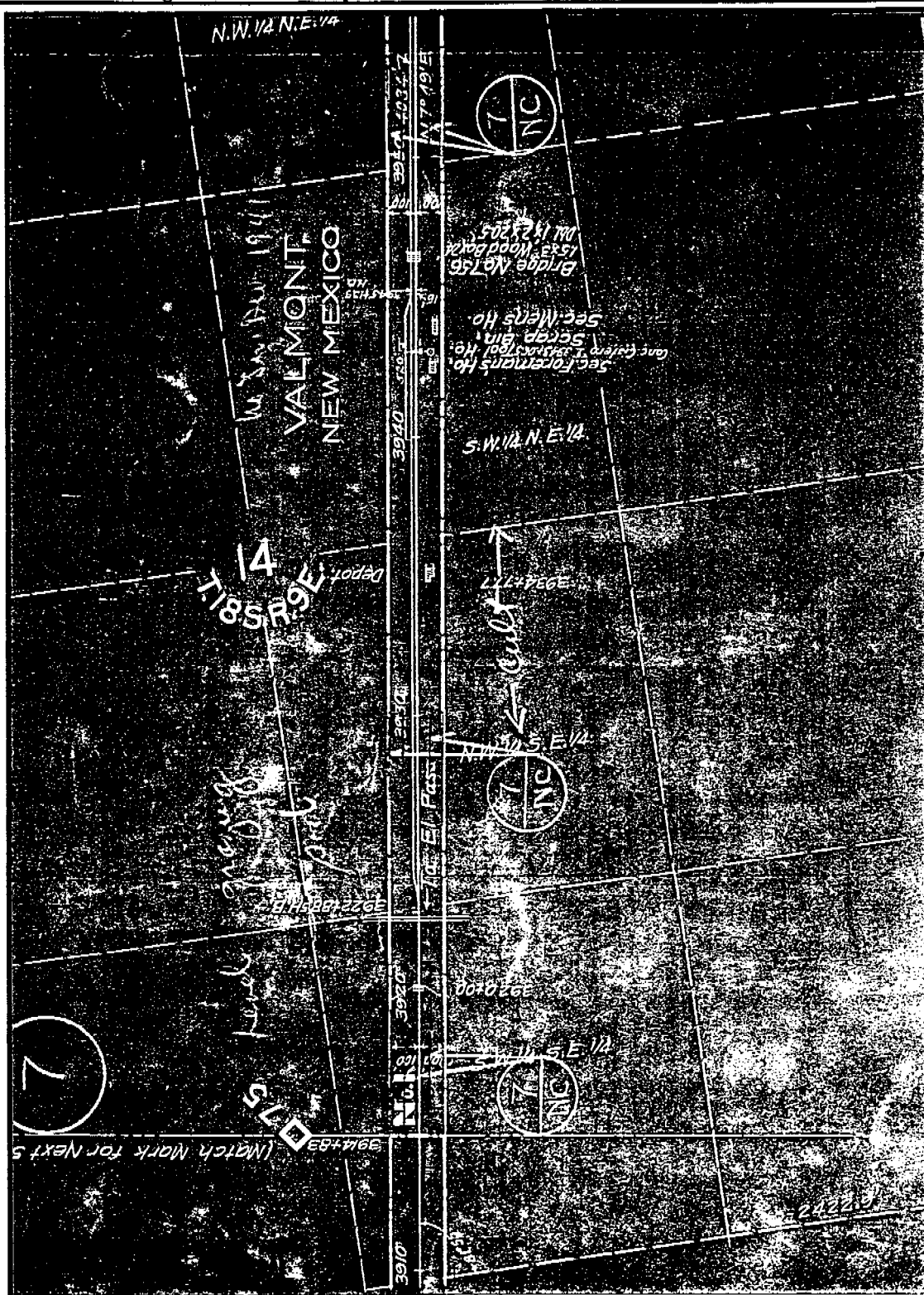


Figure 27. Valmont, as shown on the Right-of-way and Track Map for El Paso & Northeastern Railway, dated June 30, 1917.

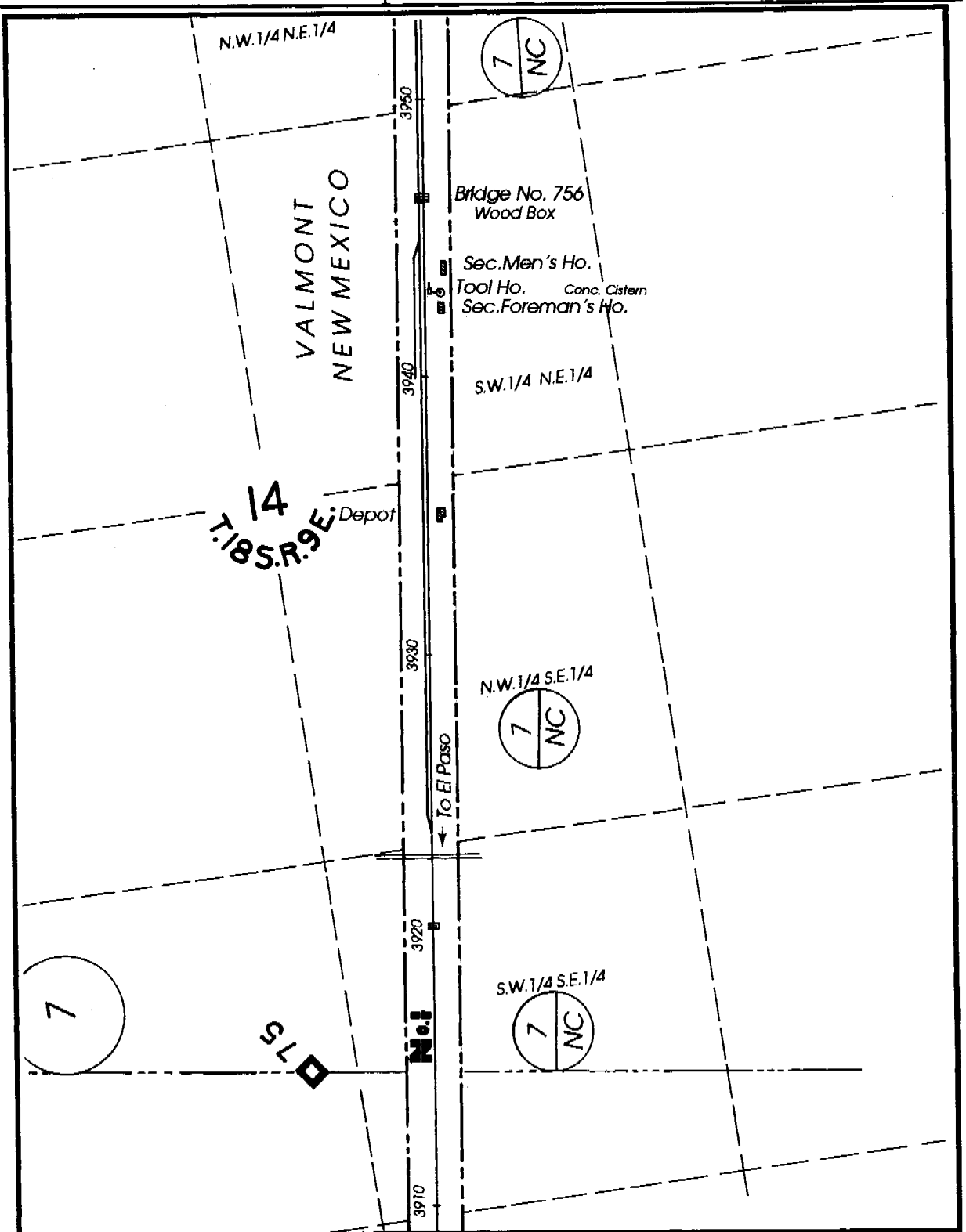


Figure 28. Rendering of the 1917 Right-of-way and Track Map
(adapted from Interstate Commerce Commission plat map, National Archives).

Architectural remains consist of two adobe mounds located outside the right-of-way and the concrete slab on the east side of the site. The remains of a building on the west side of the site and are also located outside of the right-of-way.

Early in the project, the concrete slab was thought to be the foundation of either the school house or the section foreman's house; however, oral history (Frances Wood) indicated that the section house was located on the east side of the railroad tracks, outside of the present project area. These remains, oral histories, the old U.S. Highway 54 road bed, and the plat map provide a basic layout or map of the community's organization.

This research topic was addressed using artifactual data recovered from the eastern portion of the site, oral history interviews, and archival documents.

ACTIVITY AREAS

Cultural artifacts consisting of glass, ceramic, wood, bricks, and metal, along with the caliche/concrete floor were found during the limited archaeological testing at Valmont and data recovery. These artifacts contribute tangible tokens to the oral histories and archival research conducted during this project.

Activity areas can often be identified by the types of artifacts recovered. For example, if the adobe ruins and the concrete slab represent housing areas, then it would be expected that domestic artifacts (e.g., china, toys, food cans, bottles) would be recovered adjacent to these remains. There were enough

artifacts recovered to indicate that there was domestic activity within the project area near the building floor and foundation. Within the category of glass artifacts (totaling 1,641), 1,613 were fragments of bottles, lamp glass, bowls, and jars.

If the building had been associated with railroad maintenance, it would be expected that the artifacts would reflect these types of activities (e.g., spikes, plates, nuts/bolts, scraps of welded metal). No spikes, plates, or scraps of welded metal were recovered and only a few bolts (64) were found. It appears that railroad maintenance was not a function of the building area excavated within the right-of-way. As mentioned above, oral recollections by Frances Conyers Wood place the depot and station foreman's house on the east side of the railroad.

The artifactual data was compared with the material culture recovered from other railroad communities of this time period. This includes the Malpais Section Station (Site LA 54880; Kirkpatrick et al 1994), Victorio Section Station (Williamson 1998) of the El Paso and Southwestern Railroad between El Paso, Texas, and Douglas, Arizona, and Escondido Station of the El Paso and Northeastern Railroad (Hart 1994).

Artifacts from Sites LA 54880 (Malpais Section Station) and LA 101,183 (Escondido Station) include glass, metal, brick fragments, and coal clinkers, which are generally the same type of artifacts recovered from Site LA 115,252 (Valmont). Upon comparison, however, artifacts from Sites LA 54880 and

LA 101,183 are more discernable in function and date of use than those found at Site LA 115,252. Although the general function of bottles as beverage containers was possible, the fragments are not large enough for more specific information. A few exceptions are a Coca-Cola bottle base recovered from Unit 486N/1001E, a neck fragment of a possible toiletry bottle from Unit 470N/998E, and a glass bottle base fragment from Unit 470N/1000E that reads "J. Heinz Co.," along with fragments that could be a condiment (catsup) bottle.

Window glass accounts for the highest number (1,996) of artifacts in the construction/building materials functional category. Although the school was constructed of brick, only one brick and eight brick fragments were recovered. Since there have been several highway construction projects, it is likely that much of the construction/building materials have been displaced and/or removed. No large pieces of construction material were found during the testing or data recovery at Valmont. The abandonment of the community, railroad maintenance, and major highway construction may have contributed to the scattering and removal of larger artifacts.

The foundation, caliche subfloor, and cement overlay did reveal some construction methods. Figures 6 through 14 in Chapter 4 show the layout of two portions of the building consisting of the remains of an adobe-brick foundation, a concrete floor over a caliche-block subfloor (northern portion), and a concrete floor on soil. Mr. Floyd Nelson (personal communication 1999, see

Interview 3 in Chapter 6), former conductor on the Southern Pacific Railroad, told about a method for foundation and floor construction at Escondido, and suggests a similar method may have taken place at Valmont.

A hypothesized construction sequence suggests that the larger, northern portion was built earlier than the smaller, southern portion of the floor.

The building is outlined by adobe bricks laid end to end. The northern portion has a subfloor of numerous irregular- and rectangular-shaped caliche blocks that may have been quarried from a nearby source. The blocks were laid down and sand was used to fill in the spaces between the blocks.

Once a relatively level surface was established, a layer of concrete with coarse aggregate was poured over the blocks. This layer is about 1.5 in. thick. The floor was finished by pouring another layer of concrete with smaller aggregate, and the surface was floated to create a smooth and finished floor. This layer is about .5 in. thick in places. The degree of preservation varies from plain caliche blocks to the complete stratified sequence of materials. Fragments of wall plaster resemble the finished floor, but they have a different composition of material.

During the data recovery, a smaller southern portion was discovered adjacent to what was thought to be the exterior wall of the building, which suggests that this portion was an addition. This thin concrete floor was poured on the ground

surface without any foundation materials. A subfloor is not present. The alignment of the exterior adobe bricks dividing the two rooms indicates that the southern room was probably contemporaneous with the northern room, but was not as well constructed. The floor is very friable in this area and a portion of the floor has been repaired with caliche patches. Fragments of wood were discovered at the base of a wall, adjacent to the adobe brick, but the function of the wood is unknown.

ARCHIVAL AND ORAL HISTORY

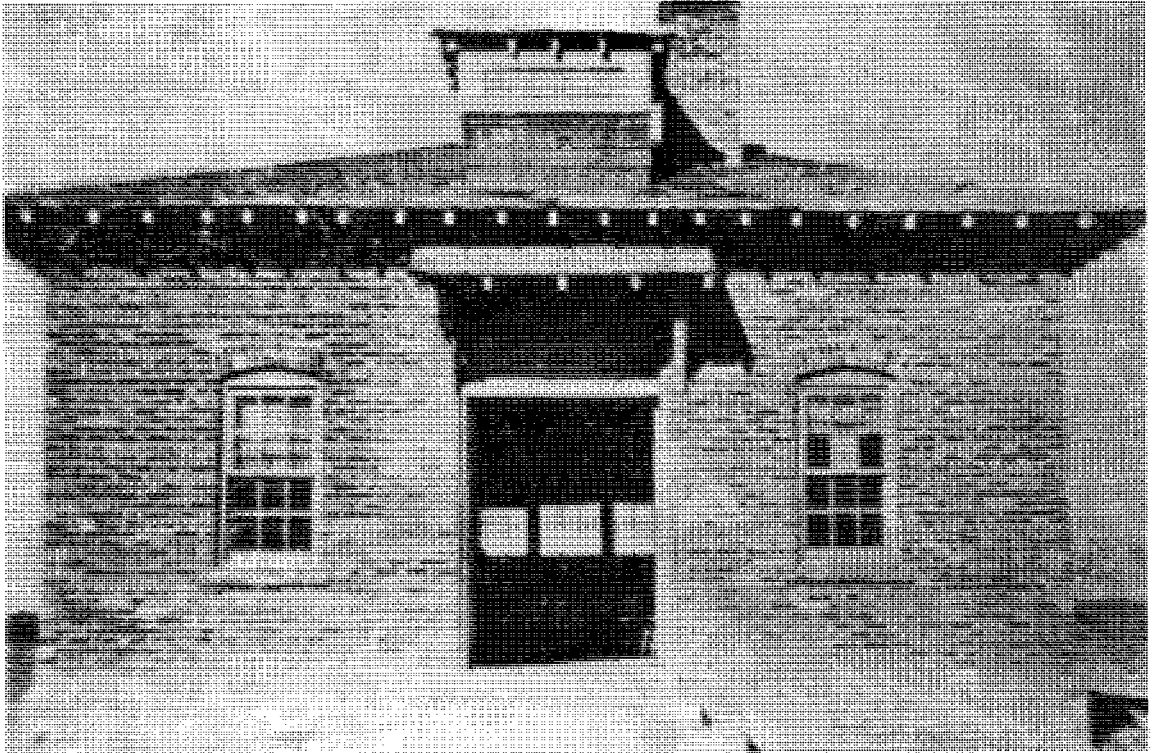
Informants have provided some architectural information about Valmont. Mr. Vernon Glover (personal communication 1999) provided initial information. His data, from 1917 (revised 1926) ICC Valuation records, indicates that around 1901, several wood-frame buildings were constructed at Valmont, then known as Camp. These are a passenger/freight building (24 by 47 ft), a section house (20 by 32 ft, with a 16 by 58 ft wing), a bunkhouse (12 by 14 ft), and a tool house (10 by 14 ft). Adobe buildings, corrals, water tower, and a cistern are not mentioned and could have been added several years later.

Other architectural information was gained from James Conyers, who was a section foreman for the railroad during 1940-1942 and lived at Valmont (see Interview 4). He, his wife, and two daughters lived in the section foreman's house with no electricity. The section foreman's house was a wood-framed square with wooden floors and contained four rooms, including a large living room

on the south side, two bedrooms with a closet between on the north side, and a large kitchen between the living room and bedrooms. There was a large screened porch on the east side, but no bathroom; an outhouse was used (see Interview 4). The section foreman's house had wooden floors and wood paneled walls. When the Conyers family first moved in, they "boiled large pots of water and threw the water on the walls and floors to wash down the snuff stains from old man Hamilton" (see Interview 5). Mr. Hamilton was section foreman before James Conyers.

The railroad worker's bunk house was built by the railroad for the workers in the early 1900s and was located to the north of the station house. The bunk house was a long rectangular building with a concrete floor and was divided into four separate living quarters. Each living quarter had two rooms, a living/bedroom and a kitchen (see Interview 5).

Some other buildings remembered at Valmont include a brick school house, located west of U.S. Highway 54 (Figure 29). One complete red brick (from Test Unit 1) and two brick fragments (surface) recovered during this project may have been bricks from this school house. The building consisted of one large room and a cloak room. At one time, Mrs. Conyers' brother, his wife, and family, lived in the school house (see Interview 4).



District 15. — Valmont.

Teacher, Miss Ruth Kennedy.

Total enrollment to April 1, 24.

The first program given this year by the school was a Thanksgiving program. Wednesday afternoon, November 24th. Several visitors were present besides parents of the school children. On December 13th, a literary club was organized in the school. Besides other club work, parliamentary practice is especially studied. The officers of the club are as follows:

Mattie Lee Strickland	President
Rostin Dillard	Vice president
Raymond Prather	Secretary
Homer Dillard	Treasurer

The club is proving very beneficial and interesting to the children. A program is given every alternate Monday and the patrons and friends are invited to attend.

On February 5th a pie supper was held to raise funds for playground equipment. The supper was well attended and \$25 was raised for the purchase of swings.

On the closing day of school an exhibition will be given of work the pupils have done during the last semester.

Our school building is modern, and built of red brick, containing two coat rooms, and furnished with a Smith-type heating system.

— Miss Kennedy.

Figure 29. Reproduction of archival text and photograph of the red-brick school house at Valmont (from Thomas 1921).

RESEARCH THEME 2. COMMUNITY COMPOSITION AND CENSUS

The primary archival source was to be the Edward O. Williams Collection at the DeGolyer Manuscripts Library, Southern Methodist University, Dallas, Texas. Mr. Williams worked for many years on the El Paso and Northeastern, El Paso and Southwestern, and Southern Pacific routes. He has contributed numerous articles to the *New Mexico Railroader*, especially about the El Paso and Northeastern Railroad. However, no information pertaining to Valmont was found in these manuscripts.

Several individuals who lived and worked at Valmont have been identified as a result of preliminary, oral-history telephone interviews. Valmont was originally established to be a section station for track maintenance in the area defined as half the distance from Valmont to Alamogordo to the north and half the distance from Valmont to Escondido to the south. Railroad workers would include the section foreman, a group of section men, and a signal maintainer. These men often had their wives and children living with them at the station. Other individuals living at Valmont were the postmaster and the school teacher. A store was also present during the latter part of Valmont's history; therefore, a shopkeeper would also have been present. By the 1930s, Valmont was the center of local ranching and railroad community activities. The Valmont School and its literary club served as a focal point of this community.

Teachers from the school at Valmont were remembered during several interviews with past residents. No date is given for the years in which Mr. Richard Lewis taught (see Interview 2). However, Mrs. Scroggins served as a teacher sometime around 1935-1936, and married Mr. Vance Paul Smith, who was the signal maintainer (see Interview 3).

Microfilm copies of the 1910 and 1920 census reports were obtained for Precinct 13, Otero County. Because the quality of the microfilm was difficult to transcribe, draft copies of both census are on file at Human Systems Research in Tularosa.

A total of 179 people are listed on the 1910 census (Table 11). There are 53 families living in 51 dwellings. They were predominately English-speaking, with only four Spanish-speaking individuals. Of these four, three are listed as aliens and one was a naturalized citizen.

Table 11. The 1910 Census of Precinct 13.

Ages	Number	Percent
0-9	45	25
10-19	30	17
20-29	35	20
30-39	22	12
40-49	27	15
50-59	10	5
60-69	5	3
70-85	<u>5</u>	<u>3</u>
Total	179	100

Occupations listed on the 1910 census are varied and range from farm-related (33), ranching (10), railroad (5), lawyers (2), carpenters (2), and one each as teacher,

electrician, plasterer, dairyman, well driller, bookkeeper, and sawmill worker.

Forty-six were listed as owning their own home and five were renters, which includes Spanish-speaking railroad workers and the section foreman.

Population numbers and the variety of occupations changed between the 1910 and the 1920 census. On the 1920 census, there were 140 people (Table 12). Occupations listed include farm (39) and railroad (6) related. These numbers are in contrast with the 1910 census, which includes a wider variety of vocations.

Table 12. The 1920 Census of Precinct 13.

Ages	Number	Percent
0-9	29	21
10-19	31	22
20-29	21	15
30-39	14	10
40-49	22	16
50-59	13	9
60-69	7	5
70-73	<u>3</u>	<u>2</u>
Total	140	100

On the 1920 census, there are fewer dwellings (33) and fewer families (36) than were listed on the 1910 census. The lower count in the 1920 census could be due to the actual change in population or change in precinct borders.

Information on the 1920 census includes head of household (39), wife (29), male (81), and female (59).

Texas lead the birthplace category on the 1920 census with 43, New Mexico is next

(27), and Mexico is third, with 16. Other states include Oklahoma (8), Arkansas (6), and Kentucky and Wisconsin, with 3 each. Kansas, Iowa, Colorado, Georgia, and Illinois list two each. Indiana, Tennessee, Alabama, Ohio, California, and Arizona are listed once, and Ireland is listed twice.

On the 1910 census, only a few children listed New Mexico as their birthplace. However, most children came with families as a unit from Texas, Missouri, etc. On the 1920 census, more children listed New Mexico as their birthplace.

Some names—such as Camp, Garrison, McNew, Prather, and Baird—are local personalities that figured into the early history of Otero County. Camp and Garrison appear on both the 1910 and 1920 census. Samuel Camp was one of the original settlers in the Valmont area. On the 1910 census, Mr. Camp's mother is listed as a resident at the age of 85.

There were 17 Spanish-speaking individuals listed on the 1920 census, compared to only four listed on the 1910 census.

Mrs. Wood recalls, "It was hard to find labor at that time because of the war, so Mexican Nationals were brought in to work" (see Interview 4).

Although no jewelry or toys were found during the project, oral recollections, the school, and the 1920 census clearly show that children lived and played at Valmont. The census and oral histories show that 43 percent of the population in 1920 was under the age of 19.

RESEARCH THEME 3.

LIFEWAYS OF VALMONT RESIDENTS

Valmont was occupied for over 60 years, surviving two world wars and a major economic depression. The lifestyles of its residents were dependent primarily on the railroad, since the community's purpose was maintaining the railroad bed, rails, and signals. Valmont's residents lived in housing provided by the railroad, shopped in nearby Alamogordo or the more distant communities of El Paso and Las Cruces, and interacted with the ranching families around Valmont. At the turn of the century, this region of the Tularosa Basin was still a frontier. For ranchers and homesteaders in the basin or the lower Sacramento Mountains and Otero Mesa, Valmont and the railroad provided contact with the larger communities.

Lifeway topics include 1) subsistence, 2) economic status, and 3) daily-life patterns.

SUBSISTENCE

Subsistence studies used artifacts such as tin cans, bottles and jars, faunal remains, and archival research.

Railroads often had commissaries from which workers could order supplies. Workers at Malpais Section Station for the El Paso and Southwestern Railroad (later Southern Pacific) often had supplies delivered from El Paso (Kirkpatrick et. al. 1994).

Homogeneity of certain artifact types, such as specific size food cans, may

indicate the use of the railroad commissary as opposed to grocery stores, which probably had a greater selection of canned goods.

Although no artifacts or oral recollections substantiate the purchase of supplies for the community, Alamogordo was less than 10 miles north of Valmont, and supplies could have been purchased and brought to Valmont. Mary Virginia Nowell (Nowell 1980:546) writes about the duties of a section foremen at Temporal, which was another section station located 7 mi. north of Tularosa (about 30 mi. north of Valmont). Luther Watson (Mary Virginia's father) was section foreman at Temporal in the 1920s. He set up a commissary in one room of the house and on Saturdays, he would ride the train into Tularosa and buy supplies and even extras for the women, such as material, lace, buttons, thread, etc.

Although Valmont was a section station for the railroad, farming and ranching were the predominate occupations from both the 1910 and 1920 census. Food crops, chickens, pigs, and cattle would have provided much of the food for each family, as well as others in the community. On the 1910 census, there were 33 farm related, 10 ranch related, and 6 railroad related occupations. On the 1920 census, there were 39 farm related and 8 railroad related occupations.

Various types and relative quantities of bottles and jars that held food and sauces provide data on the daily diet. Similarly, beverage bottles provide insight into the use of soft drinks versus beer, wine, and

hard liquor. During the project, only a few bottles could be assigned to soft drinks or possible beer bottle fragments (i.e., brown or green bottles) and no inference as to preference could be made. An abundance of canning jar remains may indicate a reliance upon home canning of fruits and vegetables, as opposed to purchasing these foods at the grocery stores in Alamogordo and El Paso.

Faunal remains reflect sources of protein from beef, pork, chicken, turkey, and wild game animals and birds. A comparative study of butchering techniques may provide insight into the purchase of meat from a commercial store versus home butchering of range animals. Economic status of the Valmont residents may be inferred from the different types of food being eaten. The presence of bones from wild game animals may indicate variety in the diet or dependence upon these animals during times of economic stress, such as the Great Depression. Forty-one animal bones were recovered during the excavation and testing at Valmont, but they were unidentifiable as to species or method of butchering because of their small size.

ECONOMIC STATUS

The economic status of residents can be inferred from the variety or lack thereof in the artifactual assemblage. Certain patterns of ceramics and glass are more costly than others. Regional economics may be studied if artifacts commonly manufactured in Mexico are found on the site. This would include ceramic and glass vessels.

Of the 1,671 (26 percent) domestic and unidentified artifacts recovered, 25 are ceramic fragments of utilitarian white-ware and earthenware. The domestic glass (1,646) fragments of bottles, bowls, and lamps are also utilitarian, and only a few fragments of glass appear to be decorated or expensive.

Artifacts associated with personal use include jewelry, watches, and, for children, ceramic dolls and metal toys. Recovery of such artifacts might provide insight into the social and economic status of Valmont's citizens. No jewelry items or toys were recovered during the data-recovery efforts. With the lack of artifacts, economic status can only be inferred as typical of section stations in the area.

Information from the census also provides some indication of economic status. In 1910, 46 of the 51 dwellings were owned free of mortgage and 5 were rentals. One of the renters was the section foreman, who was working for the railroad and living in railroad facilities. The question of ownership was not listed on the 1920 census; however, several people were listed on both census. These included Camp, Garrison, Stark, and Cox.

DAILY LIFE ACTIVITIES

Oral history interviews and archival documents were used to supplement and cross-check the archaeological data. Oral recollections were especially valuable in examining aspects of daily life at Valmont. On March 1, 1900, an agreement was made between the El Paso and Northeastern Railroad Company and the Sacramento Valley Deep Well Association

to construct a pipeline in the Sacramento Mountains to the east of Valmont to provide water for the community (see Appendix C). There was also a cistern with concrete around the base that was situated near the tracks, which the railroad would fill periodically from a water-tank car (see Interview 2). "Section hands pumped the water for their homes and the section foreman's home. On wash days, Wanda and her mother would pump water into their gas-powered Maytag washing machine" (see Interview 5).

Sisters Frances Conyers Wood and Wanda Conyers Smith recall that, with the tracks so near, it was difficult to keep safety pins and pennies because sooner or later they found their way to the tracks, along with an occasional free-roaming chicken, which was "...when Mama would have chicken on the table" (see Interview 5). During the war years, troop trains frequently passed by and at times stopped to let other trains by, during which time many soldiers asked for letters from Elizabeth Conyers, who was 15 years old at the time (see Interviews 4 and 5).

NEWSPAPER ARTICLE

James Conyers was a section foreman for the railroad during 1940-1942 and lived at Valmont (see Interview 4). He, his wife, and two daughters lived in the section foreman's house with no electricity. When Mr. Conyers wanted news of the war, he would either go out to his car radio or into town (Alamogordo) to a friend's house (Mr. Fischer) to listen to his short-wave radio. It was rumored that Mr.

Fischer was a German spy because he had a short-wave radio and a German name.

The section foreman's house was a wood-framed square with wooden floors and contained four rooms, including a large living room on the south side, two bedrooms with a closet between on the north side, and a large kitchen between the living room and bedrooms. There was a large screened porch on the east side, but no bathroom; an outhouse was used (see Interview 4). "The section foreman's house had wooden floors and wood paneled walls...When the Conyers family first moved in, my mother and father boiled large pots of water and threw the water on the walls and floors to wash down the snuff stains from old man Hamilton" (see Interview 5). Mr. Hamilton was section foreman before James Conyers.

The minutes of the Otero County Commission meeting of October 2, 1911 declared that the road currently used at the Shamrock Post Office and Dog Canyon Station be a public road (see Appendix C). Several other documents pertaining to the request for the designation of a public road can also be found in Appendix C. The name "S. D. Camp" appears several times, which suggests that he was a well-known person in the community.

It appears that Valmont residents were interested in local politics. The October 2, 1911 meeting of the Otero County Commissioners also approved Justices of the Peace. Mr. W. L. Garrison was approved for Precinct No. 2. at the same meeting.

The name "A. W. Garrison, Shamrock, New Mexico," was listed as the Socialist candidate for Otero County Clerk in the October 27, 1911 meeting (see Appendix C). It seems that the Socialist party was as active as the Republican and Democratic parties. *The Alamogordo Daily News* printed a column in the editorial section from 1909 through 1911.

They watched as diesel engines replaced coal used as fuel, and other forms of transportation eliminated the need for a section foreman to take care of 10 mi. of track. Finally, there was no one left to watch. Valmont became only a dim memory to children who grew up and moved away.

SUMMATION

Valmont was located as a section station between Alamogordo and Escondido on the El Paso and Northeastern Railway, which began in 1888 as the Kansas City, El Paso, and Mexican Railway (KCEP&M). Railway workers were the early residents. They worked on the tracks and watched as ranchers, homesteaders, and farmers settled in the area. Soon, a community was formed. The community continued to watch as the railroad was built. The train gave them a direct connection to other settlements, like Alamogordo to the north and El Paso to the south. Then they could watch as the world passed through their lives. Cattle were raised and transported from the station. A town was platted. Children were born and a school was built. A post office was established.

The residents watched as the name of the community changed from Camp to Shamrock and finally to Valmont. They watched as friends and neighbors engaged in politics and as water was brought from the mountains. They watched their sons travel by train to a foreign war. They watched as crops failed and droughts took their toil on cattle.

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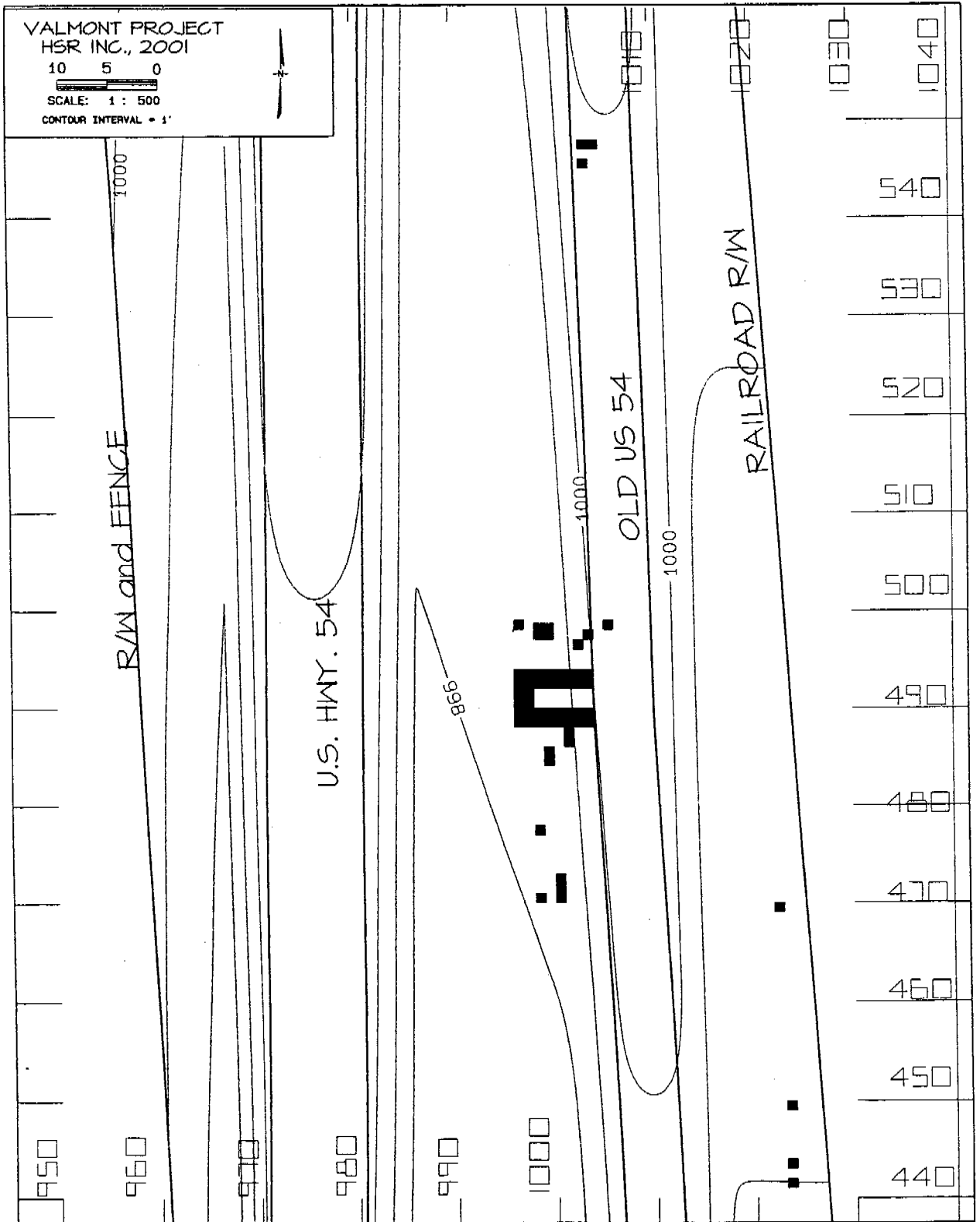
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APPENDICES

Appendix A: TerraModel Map of Site LA 115,252

**Appendix B: Laboratory of Anthropology (LA) Site Record for
Site LA 115,252 (Valmont)**

Appendix C: Selected Archival Documents Relating to Valmont



TerraModel Map of Site LA 115,252

APPENDIX B

A NARRATIVE DESCRIPTION AND MAP OF VALMONT PREPARED BY MARSHALL

Site 3, LA 115252
Valmont, New Mexico

Site Type: Railroad-Ranching Community

Cultural-Temporal Affinity: Anglo and Hispanic, ca. 1898-1940

References: Julyan 1996:369-370

Sherman and Sherman 1975:220

Historic Information:

"Valmont is located in Otero County, on US 54, 10 miles south of Alamogordo. The settlement was probably first established as a railroad siding in 1898 and was the center for a few scattered ranches in the Dog Canyon area. It had a post office from 1916 to 1921. The settlement was first called Dog Town, probably for the nearby Dog Canyon. The settlement was later known as Camp City or simply Camp for a rancher by that name. Around 1910 it became Shamrock, for reasons unknown. Finally, in 1915 the community acquired its present name Valmont, combining the words for "valley" and "mountain" which describes its location in the Tularosa Valley near the Sacramento Mountains. During its heyday, Valmont had about 40 residents, a school and a post office. Now it is just a locality on the railroad" (Julyan 1996:369-370).

Location: This site is bisected by US 54, in Otero County, New Mexico. It is approximately 0.4 km (0.25 miles) north of the junction of Oliver Lee Park Road. The site area is identified as "Valmont" on the Deadman Canyon USGS quadrangle.

USGS Quadrangle: Deadman Canyon, N.M., 1981

T18S, R9E, Section 14, SW-SW-NE 1/4

UTM Locus: Zone 13, 407550 Easting by 3623520 Northing

Elevation: 4030 feet

Land Status: NMSHTD acquired from private source, with extensions into the Southern Pacific Railroad right-of-way and onto adjacent private lands.

Situation: This site is located on an alluvial plain of the Tularosa Basin, approximately 4.0 km (2.5 miles) west of the base of the Sacramento Mountains. Soils are deep alluvial silts. There is some ponding in the site area which accounts for a dense desert scrub vegetative community. Vegetation includes mesquite, saltbush, grasses, milkweed and various composites.

Description (Figure 21): This site consists of various house mounds, middens, wells, and fenced areas which are part of the Valmont community. The mapped area of the community, along the margins of US 54, extends over an area 195 m north-south by 170 m east-west. Other parts of the community may be present east of the Southern Pacific railroad tracks and further west of the US 54 highway right-of-way. However, these were not included in this record.

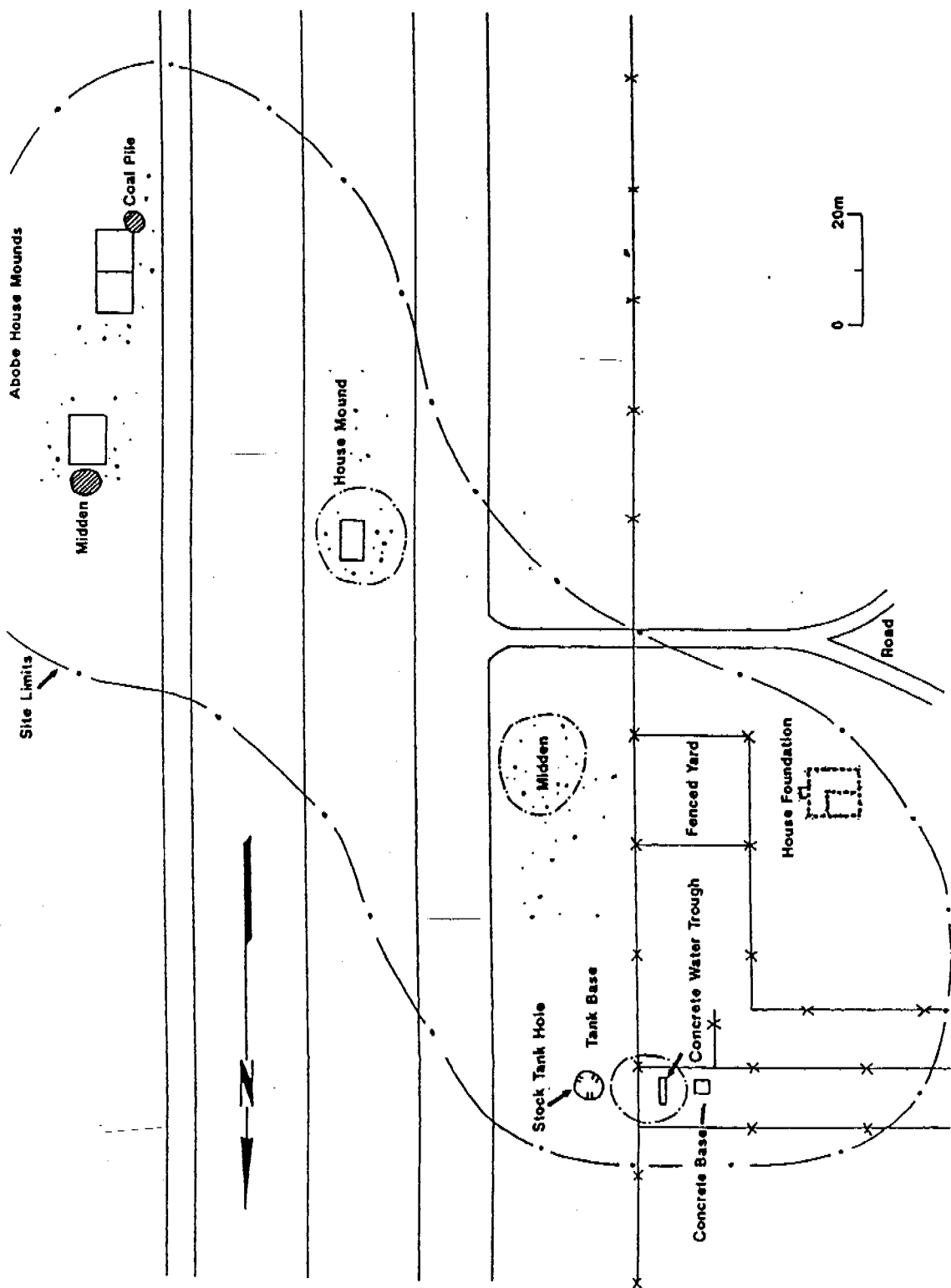
The defined site area within and adjacent to the highway right-of-way contains the remains of 4 houses, 4 middens, a well and stock tank, and various fenced enclosures. Historic artifacts are scattered over the site area. Cultural remains which occur within the US 54 highway right-of-way include one adobe house mound, two middens and a possible stock tank depression. The houses east of US 54 are all adobe buildings with concrete floors. The house west of the highway right-of-way has a masonry foundation and three rooms with a concrete porch and steps.

A elaborate set of fences are present west of the highway. Most of the fences are corrals that control access to the nearby well and stock tank. One enclosure appears to be a yard or orchard associated with the house. A well and concrete base for a dismantled windmill are also present. They are directly west of the highway right-of-way. A concrete water trough adjacent to the well has the date 1929 inscribed in the cement.

Artifact Assemblage: A variety of historic artifacts which date from ca. 1880 to 1940 were found in the Valmont site area. The artifacts recorded along the east side of US 54 include: aqua bottle glass (24), purple bottle glass (23), clear glass (8), glass jar sealers (2), modern cans (2), crockery fragments (2), Mexican green glaze (3), white ironstone (2), transferware (2), tin sheeting (2), a lard can, tobacco tin, a plate glass fragment, an iron strap, an old green glass fragment, an automobile leaf spring, one fragment of milk glass, and barbed wire.

The artifacts recorded along the west side of US 54 include: purple glass (20), aqua bottle glass (12), plate glass (5), milk glass (2), old brown bottle glass (2), crockery (5), white ironstone (3), modern tin cans (6), round machine-made nails (4), car fenders (2), tin plates (2), wash tubs (2), an old light bulb base, a narrow-rimmed automobile tire, a large square can, a stove handle, an iron pipe, an iron strap, a 45 auto cartridge, a window glass fragment, milled lumber, chicken wire, and a brick. One purple bottle base is embossed "Kerr Glass MFG Co., Portland, Oregon."

Site Condition and Research Value: An intact adobe house mound and associated midden is located in the east highway right-of-way. A midden and a possible stock tank depression are located in the west highway right-of-way. The house and associated midden have potential research value. If these cultural features cannot be avoided, archaeological testing should be completed to determine the nature and potential eligibility of the remains.



APPENDIX C.

SELECTED ARCHIVAL DOCUMENTS RELATING TO VALMONT

El Paso & Southwestern System.

AGREEMENT

PIPE CROSSINGS AND CONNECTIONS

E. P. N. E. Ry. Co.

AND

Academy Valley Reefs

Will Case

March 19 *1910*

Eastern Division

Engineer's Station *3963 + 27.5*

Between *Dog Canon NW*

and

E. P. N. E. Ry. Co. & E. P. S. W. Co.

Mar. 1, 1910

Eastern

39.63 + 27.5

Dog Canon NW

This Agreement, Made and entered into on this the 1st day of March

A. D. 1987, by and between Valmont, Inc., a corporation, the first party, and San Diego Gas & Electric Company, the second party.

WITNESSETH:

That the first party, in consideration of the faithful performance by the second party of all of the covenants and agreements herein contained to be by the second party performed, grants unto the second party the right to construct, maintain and operate, during the life of this agreement, a 48" line of pipe for the conveyance of water only through and under the tracks, right-of-way and station grounds owned or controlled by the first party, and situated on the highway lands of the San Diego Air & Commerce Railway Company, crossing the main line of said railway at Sta. 2942 + 25.5

at or near San Diego, in the County of San Diego, and to place, maintain and operate such fixtures and connections upon said premises as may be necessary, and as are shown by the blue print map hereto attached and made a part hereof.

This agreement is made upon the following terms and conditions, to wit:

FIRST:

That said piping, fixtures and connections shall be constructed, maintained and operated in such a manner as will not interfere with the use of the premises by said first party in any way that it may desire to use the same, or constitute a menace or danger to said first party, its employees or property, or to any other persons, or any other property, and the same shall be constructed and maintained in such a manner as shall be satisfactory to said first party, and the manner of constructing, maintaining and operating the same shall conform to the wishes of the said first party, and will be changed or modified, both as to the manner of construction, maintenance and operation, and as to the location of said piping, fixtures and connections as may be, and as often as demanded by said first party.

SECOND:

Second party agrees to release and indemnify the first party against any and all claims or demands for loss or damage which may hereafter occur to the business or property of or in the custody of second party, or for or by reason of injury to or death of any of the agents, contractors or employees of either party in any manner caused by or resulting from the operation of trains, cars or locomotives of the first party, and also to indemnify first party against all loss or damage to its business or property, or property in its custody, and all claims or demands against it for any injury to or death of persons in any manner caused by or resulting from the erection, maintenance or operation of ^{ditto} said piping, fixtures or connections, or other apparatus placed on the premises by second party by virtue of this agreement, whether such loss, damage, expense, injury or death is caused in whole or in part by the fault or negligence of the second party, its servants or employees in constructing, maintaining or operating the same, or otherwise. In case any claims are made or suits are brought against first party for any loss, damage, expense, injury or death arising as aforesaid, first party may give written notice thereof to the second party, and thereupon the second party shall and will at its own cost and expense settle such claims or defend such suits and pay any and all judgments entered therein against said first party.

THIRD:

That upon the failure of the second party to comply with any of the provisions of this agreement the license hereby granted shall terminate and end at the instance and election of the first party, and either party shall have the right to cancel this agreement at any time upon thirty (30) days notice to the other, and upon the cancellation hereof by the giving of such notice or other termination hereof, the second party agrees to remove from said premises, hereinabove described, within ^{ditto} ~~thirty~~ days, all piping, fixtures or connections, or other apparatus placed thereon by virtue of this agreement.

FOURTH:

It is further agreed that said second party shall not construct, maintain or operate ^{ditto} such piping, fixtures or connections so as to in any way interfere with the use of the premises by the first party, and that after constructing same it will restore said premises to the same condition the same were in before such construction, within a reasonable time,

Archaeological Data Recovery at Site LA 115,252, Valmont, near Alamogordo, NM

and that in removing the same it will not interfere with the use of the premises by said first party, and that within a reasonable time it will restore said premises after said removal to the same condition the same were in before said removal.

FIFTH:

In case of the refusal or failure of the second party to perform any of the covenants on its part to be performed as hereinbefore contained, all the rights and privileges hereby granted shall, at the option of the first party, cease and determine, and the first party shall have the right to immediately remove all piping, fixtures or connections from said premises placed thereon by virtue of this agreement, and to take and maintain possession of said premises and all parts thereof.

SIXTH:

This agreement shall be binding upon the successors and assigns of the first party, but shall not be assignable by the second party, nor can any of the rights hereunder be transferred without the written consent of the first party being first had.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their officers thereunto duly authorized the day and year first above written.

WITNESS:

By _____

WITNESS:

By _____

March 2nd, 1910.

Mr. H. J. Simmons,

General Manager,

B U I L D I N G.

Dear Sir:

Your letter March 1st, File 325 :

I attach six copies of agreement with the Sacramento Valley
Deep Well Association regarding pipe line crossing our main
line of R.P. & N. at Eng. Sta. 3963+29.8.

Your File 325 attached.

Yours truly,

Real Estate Agent & Tax Collector

Territory of New Mexico
COUNTY OF OTERO

OFFICE OF
JOHN M. BOWMAN
PROBATE CLERK AND RECORDER

ALAMOGORDO, N. M., Oct. 4, 1911.

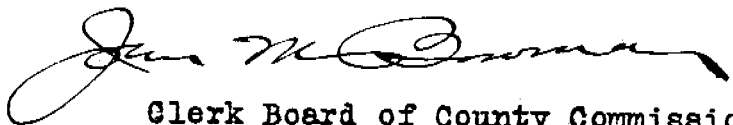
Jas. V. Bergen,

Real Estate Agt, E. P. & S. W. System,
El Paso, Texas.

Dear Sir:

Enclosed find copy of County Commissioners proceedings
relative to a road at Camp City where a crossing is desired.

Very respectfully,



Clerk Board of County Commissioners.

at the same time inform him that no opinion will be expressed upon the company's request to select another tract in the tract until a formal application is received in this respect.

THAT REPORTING

Approved: _____

October 6th, 1911.

Mr. H. J. Simmons,
General Manager,
BUILDING.

Dear Sir:

I hand you herewith a copy of County Commissioners proceedings relative to a road at Camp City where a crossing is desired.

Receipt of this has been acknowledged to Mr. John M. P. Clerk of County Commissioners, Alamogordo, N.M.

Yours Truly,

Real Estate Agent & Tax Com

Form 44

11-09-500-832952

EL PASO & SOUTHWESTERN SYSTEM

H. J. SIMMONS
GENERAL MANAGER
EL PASO, TEXAS

FILE 320

EL PASO, TEXAS (October 16, 1911.

Mr. Jas. V. Bergen,

R E Agt., Building.

DEAR SIR:—I do not find that I have received a reply to my letter of October 16th, regarding map to be attached to proceedings of County Commissioners', with reference road crossing at Dog Canon.

Can you now favor me with a reply?

Yours truly,

H. J. SIMMONS,

General Manager.

EL PASO & SOUTHWESTERN SYSTEM
OPERATING DEPARTMENT

MONS
IAL MANAGER

IN REPLY REFER TO FILE 320

EL PASO, TEXAS. October 16, 1911.

Mr. Jas. V. Bergen,

Real Estate Agent & Tax Commissioner, Building.

Dear Sir:

Please refer to your letter of October 6th, inclosing copy of County Commissioners' proceedings with reference to road crossing at Dog Canon: There was no map or plat of this crossing attached to the document, as stated in the same, and I will thank you to secure copy of such map and forward to me at your earliest convenience.

Yours truly,

WMJ-H


General Manager.

CROSSING AT CAMP CITY

October 17, 1911.

Mr. F. T. Beckett,

Resident Engineer,

Tucumcari, N.M.

Dear Sir:

On October 4th we received from Mr. John M. Bowman, Clerk of County Commissioners, Alamogordo, a copy of County Commissioners' proceedings relative to a road at Camp City where a crossing is desired. There was no map or plat of this crossing attached to the document, as stated in the same. Will you please forward such a map to me at your earliest convenience.

Yours truly,

Real Estate Agent & Tax Com'r.

EL PASO & SOUTHWESTERN SYSTEM.

Tucumcari, October 19, 1911.

Crossing in vicinity of Dog Canon.

File 2571

Mr. Jas V Bergen,
REA&TC, El Paso.

Dear Sir:

Your letter of October 17h, in which you ask ~~that~~ *for* copy of map covering crossing ordered opened by Commissioners at Camp City, Otero County -

Beg to advise we are just as much in the dark as you are. We have no idea where this place is and have nothing to show where it is, unless we should take a week or so to run out section lines in this vicinity and tie them up. We have had instructions to open this crossing, and I have asked Superintendent Morris to endeavor to furnish us with plat which should have accompanied their notice to open the crossing. Just as soon as we can get map, we will furnish you with same.

Yours truly,

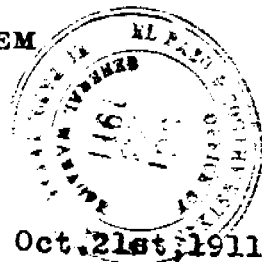
F. F. Beckett

Resident Engineer.

EL PASO & SOUTHWESTERN SYSTEM
OPERATING DEPARTMENT

JAS. V. BERGEN
REAL ESTATE AGENT AND TAX COMMISSIONER

EL PASO, TEXAS.



Oct. 21st, 1911.

Mr. H. J. Simmons,
General Manager,
BUILDING.

Dear Sir:

Replying to your letter of October 16th, File 320,
please note letter from Mr. F. T. Beckett attached hereto, regarding
road crossing at Camp City in Otero County.

Yours truly,

A handwritten signature in cursive script that reads "Jas. V. Bergen".

Real Estate Agent & Tax Com'r.

Oct.23rd,1911.

Mr. John M. Bowman,

Clerk of County Commissioners,

Alamogordo, N.M.

Dear Sir:

On October 4th, we received from you a copy of County Commissioners' proceedings relative to a road at Camp City where a crossing is desired. There was no map or plat of this crossing attached to the document, as stated in the same. Will you please forward such map to me at your earliest convenience.

Yours truly,

Real Estate Agent & Tax Collector

444
Regular Meeting, October 27, 1911.

The Board of County Commissioners of the County of Otero, New Mexico, met pursuant to adjournment at the Court House in the Town of Alamogordo on Friday, October 27, at the hour of 10 A. M. Present and presiding J. R. Gilbert, chairman, and J. J. Sanders, commissioners, and John M. Bowman, Clerk, and the following proceedings were had, to-wit:

ELECTION PROCLAMATION.

In accordance with the statute in such cases made and provided, we, the undersigned County Commissioners within and for the County of Otero hereby proclaim and give public notice of an election to be held in the several precincts of said county on Tuesday, the seventh day of November, A. D., 1911, the object and purpose of which is to elect persons to the various offices hereinafter named.

The officers to be voted for, the names of various candidates for each of said offices as the same are on file in the office of the Probate Clerk of this county, and the post office address of each of said candidates are as follows:

Representatives in Congress :

Republican candidates:

George Curry, Tularosa, N. M.
Eliego Baca, Albuquerque, N. M.

Democratic candidates:

H. B. Ferguson, Albuquerque, N. M.
Paz Valverde, Clayton, N. M.

Socialist candidates:

J. W. Hanson, Las Vegas, N. M.
C. Cutting, Aztec, N. M.

For Governor.

Republican candidate,	H. O. Bursum, Socorro, N. M.
Democratic candidate,	W. C. McDonald, Carrizozo, N. M.
Socialist candidate,	T. C. Rivera, Chamita, N. M.

For Lieutenant governor:

Republican candidate,	Malaquias Martinez, Taos, N. M.
Democratic candidate,	E. C. de Baca, Las Vegas, N. M.
Socialist candidate,	Charles Goddard, Carrizozo, N. M.

For Secretary of State:

Republican candidate,	Secundino Romero, Las Vegas, N. M.
Democratic candidate,	Antonio Lucero, Las Vegas, N. M.
Socialist candidate,	C. R. Cameron, Deming, N. M.

For State Auditor:

Republican candidate,	William G. Sargent, El Rito, N. M.
Democratic candidate,	Francisco Delgado, Santa Fe, N. M.
Socialist candidate,	A. K. Gore, Alamogordo, N. M.

For State Treasurer:

Republican candidate,	Silvertre Mirabal, San Rafael, N. M.
Democratic candidate,	O. N. Marron, Albuquerque, N. M.
Socialist candidate,	T. A. Chastain, Willard, N. M.

Archaeological Data Recovery at Site LA 115,252, Valmont, near Alamogordo, NM

For Attorney General:

Republican candidate, Frank W. Clancy, Albuquerque, N. M.
Democratic candidate, W. R. McGill, La Jando, N. M.
Socialist candidate, A. J. McDonald, Clayton, N. M.

For Superintendent of Public Instruction:

Republican candidate, Andrew B. Stroup, Albuquerque, N. M.
Democratic candidate, Alvan N. White, Silver City, N. M.
Socialist candidate, Lurlyne Lane, Alto, N. M.

Otero County Nominations:

For Sheriff:

Republican candidate, W. D. Tipton, Tularosa, N. M.
Democratic candidate, James Hunter, Alamogordo, N. M.
Socialist candidate, H. O. Riggs, Clouderoft, N. M.

For Treasurer:

Republican candidate, James A. Baird, Alamogordo, N. M.
Democratic candidate, J. W. Prude, Tularosa, N. M.
Socialist candidate, J. A. Gore, Alamogordo, N. M.

For County Clerk:

Republican candidate, Chas. E. Thomas, Alamogordo, N. M.
Democratic candidate, W. K. Staloup, Alamogordo, N. M.
Socialist candidate, A. W. Garrison, Shamrock, N. M.

For Assessor:

Republican candidate, Frank M. Maxwell, Bent, N. M.
Democratic candidate, F. M. Bradford, Pinon, N. M.
Socialist candidate, C. E. Bass, Clouderoft, N. M.

For Superintendent of Schools:

Republican candidate, John H. Murray, Alamogordo, N. M.
Democratic candidate, R. S. Tipton, Tularosa, N. M.
Socialist candidate, T. A. Standifer, Avis, N. M.

For Probate Judge:

Republican candidate, Clovis B. Aguilar, Tularosa, N. M.
Democratic candidate, Donciano Sanchez, Tularosa, N. M.
Socialist candidate, O. O. Edgington, La Luz, N. M.

For Surveyor:

Republican candidate, L. N. Jones, Alamogordo, N. M.
Democratic candidate, J. E. Edgington, Alamogordo, N. M.
Socialist candidate, S. A. Strang, Weed, N. M.

For Commissioner 1st District:

Republican candidate, D. M. Sutherland, Alamogordo, N. M.
Democratic candidate, J. W. Barnett, Alamogordo, N. M.
Socialist candidate, Geo. Warnock, Alamogordo, N. M.

For Commissioner 2nd District:

Republican candidate, Juan T. Baldonado, Tularosa, N. M.
Democratic candidate, J. J. Sanders, Tularosa, N. M.
Socialist candidate, T. G. Torres, La Luz, N. M.

For Commissioner 3rd District:

Republican candidate, J. F. Gregg, Weed, N. M.
Democratic candidate, T. P. Fleming, Avis, N. M.
Socialist candidate, C. W. Barkley, Mayhill, N. M.

Appendix C. Selected Archival Documents Relating to Valmont

We further state that at said election the electors are required to vote upon the adoption or rejection of amendments to the constitution, as set forth in the proclamation of the Governor of New Mexico, issued August 30th, 1911.

The election judges and voting places of each precinct of said election, are as follows:

Precinct 1. Alamogordo- J. R. DeMier, Fred Stone, J. W. Hill.

Precinct 2. La Luz- Emmett Russ, Jesus Borunda, H. T. Brantley.

Precinct 3. Tularosa- J. W. Long, Jose Gonzales, J. E. Stephenson.

Precinct 4. Three Rivers- E. J. Gumm, Frank Goodin, And Padilla.

Precinct 5. Bent- A. N. Blazer, Augustine Davalos, J. N. Daugherty.

Precinct 6. Mt. Park- E. E. Cadwallader, W. H. Mauldin, J. T. Thomason.

Precinct 7. Weed- J. R. Anderson, James Patten, K. S. Weems.

Regular Meeting, October 14th, 1911.

The Board of County Commissioners, of the County of Otero, New Mexico, met pursuant to adjournment at the Court House in the Town of Alamogordo, on Saturday, October 14th, 1911, at the hour of 2:00 P. M., present and presiding J. R. Gilbert, Chairman and J. J. Sanders, commissioner. And the following proceedings were had to wit:

The following judges of election, the same to serve in the several precincts at the election to be held on the 7th day of November, 1911, are:

Precinct No. 1, Alamogordo,

Judges of election: 1- J. R. DeMier, 2- Fred Stone, 3- J. W. Hill.

Precinct No. 2, La Luz,

Judges of election: 1- Emmett Russ, 2- Jesus Borunda, 3- H. T. Brantley.

Precinct No. 3, Tularosa,

Judges of election: 1- J. W. Long, 2- Jose Gonzales, 3- J. E. Stephenson.

Precinct No. 4, Three Rivers,

Judges of election: 1- E. J. Gumm, 2- Frank Goodin, 3- Amelecio Padilla.

Precinct No. 5, Mesquero Bent,

Judges of election: 1- A. N. Blazer, 2- Augustine Davalos, 3- J. N. Daugherty.

Precinct No. 6 Mt. Park,

Judges of election: 1- E. E. Cadwallader, 2- W. H. Mauldin, 3- J. T. Thomason.

Precinct No. 7, Weed,

Judges of election: 1- J. R. Anderson, 2- James Patten, 3- K. S. Weems.

Precinct No. 8, Mayhill,

Judges of election: 1- J. F. Mahill, 2- F. S. Clayton, 3- V. C. Hadley.

Precinct No. 9, Orogrande,

Judges of election: 1- H. T. Martin, 2- Cub McGee, 3- Ed Reed.

Precinct No. 10, Clouderoft,

Judges of election: 1- Sam Melvin, 2- W. C. Watson, 3- J. W. Hollister.

Precinct No. 11, Avis,

Judges of election: 1- M. C. Munson, 2- Y. P. Barnett, 3- J. H. Harbart.

Precinct No. 12, Orange,

Judges of election: 1- J. W. Brownfield, Sr. 2- P. R. Tinney, 3- E. F. AkeRs.

Precinct No. 13, Camp City,

Judges of election: 1- J. W. Hatfield, 2- James George, 3- Will Garrison.

Precinct No. 14, Oasis (Daughterty's Old Ranch),

Judges of election: 1- J. A. Prather, 2- Joe Vanwinkle, 3- Will Franklin.

Precinct No. 15, Pinon,

Judges of election: 1- J. C. Rogers, 2- Roy McElrath, 3- Joe Iwan.

The following accounts were approved:

4826	J. T. Thomason, viewing Karr Canon road,	\$ 6.00
4827	Thomas Grain Co., coal for jail,	80.35
4828	Ed Grant, oil furnished for disinfection,	2.25
4829	Will H. Pelphrey, Sept. commission	78.34
4830	H. M. Denney, sheriff fees	113.00
4831	H. M. Denney " "	420.00
4832	H. M. Denney " "	18.6
4833	W. H. Pelphrey, office expense	3.90

No other business appearing the Board adjourned until Oct. 27, 1911.

Attest: *John M. Bowman*
John M. Bowman, Clerk.

J. R. Gilbert, *J. R. Gilbert*
Chairman.

November 6th, 1911.

Mr. John M. Bowman,
Clerk of County Commissioners,
Alamogordo, N.M.

Dear Sir:

We are without reply from you to my letter dated October 23rd asking for a map or plat of the crossing at Camp City which is required in accordance with copy of County Commissioners' proceedings transmitted by you with your letter of October 4th.

Will you please let me have this map at your early convenience.

Yours truly,

Real Estate Agent & Tax Com'r.

Res. at public R.L. N of R.R. N. E.
 25 N. of 1/2 S line from ...
 1135. R92 W near Big Canyon Station
 ... E. on N. Side of said 1/2 S line
 ... Car. Lin to public R.L. about
 1/2 mile E; then N. about 100 yds
 along Car. Lin to Luna line running
 E. between Poe, Rupert Hatfield
 and Court place; then E. along
 ... line 1/2 m. to ...
 ... N. S. and now being ...
 ... by the public.
 We ask that the above road
 be established in place ...
 ... are either of the ...
 ... 1/2 m. N or S. of the ...
 ...

Territory of New Mexico
COUNTY OF OTERO

OFFICE OF
JOHN M. BOWMAN
PROBATE CLERK AND RECORDER

ALAMOGORDO, N. M., Nov. 14, 1911.

Mr. Jas. V. Bergen,

El Paso, Texas.

Dear Sir:

Inclosed you will find map relative to road at Camp City,
same is a copy of the map as attached to petition.

Very respectfully.

A handwritten signature in cursive script, appearing to read "John M. Bowman", is written over a dark, textured background.

Dog Canon
(Benny)

Nov. 18, 1911.

Mr. H. J. Simmons,
General Manager,
BUILDING.

Dear Sir:

In reply to yours of October 16th, File 320, in the matter of County Commissioners' proceedings with reference to road crossing at Dog Canon, and subsequent correspondence, I herewith submit map of location of said road as transmitted by Mr. J.M. Bowman, Clerk of the Board of County Commissioners, a few days ago.

Township 18 north, Range 9 east, in which township Dog Canon is situated, underwent a recent subdivision and we have no data of the location of the section line.

The matter being so indefinite, I took the map to Alamogordo with me yesterday, and find the following notes and data in the petition for change of road, namely:-

"Beginning at public road west of right of way of the El Paso & Southwestern Railroad 20 feet north of one-quarter section line through the center of Section 14, T. 18 S., R. 9 E., and near Dog Canon station; thence east on north side of said section line to the correction line and public road about 1 1/2 miles east; thence north 100 yards along correction line to land line running east between Poe, Rupard, Hatfield and Smith place; thence east along said line one mile to section line and road running north and south and now being traveled by the public."

Also, "We ask that the above road be established in place of public roads on either of the section lines half a mile north or south of the above line."

Please file the attached map and the above field notes to papers you have already in regard to this matter, awaiting such time as a re-survey of Dog Canon station is made.

Yours truly,

Real Estate Agent & Tax Com'r.

August 14, 1913.

Dog Canon, N M. .

Mr. F. T. Beckett,

Resident Engineer, Tucumcari, N M.

Dear Sir:

I hand you herewith plat showing location of E P & N E Ry across T 18 S R 9 E, N M P M, and a print of filing map of Dog Canon Station Grounds made prior to Government subdivision of Township. Under the law we are required to file supplemental map of Dog Canon Station Grounds, and I will therefore thank you to have the same run out and furnish me the necessary field notes and section lines for preparation of map.

Mr. Walker is of the impression the location of SW Cor. Sec. 36, T 17 S, R 9 E, has been changed since first filing of station map in 1907.

In furnishing data for filing map, please give dates of survey for insertion in certificate.

Yours truly,

FBH

Real Estate Agent.

November 26, 1913.

Dog Canon, NM. .

Mr. E. E. Stansbury,

Resident Engineer, Tucumcari, N M.

Dear Sir:

On August 14th Mr. Beckett was requested to make a survey of Dog Canon station grounds. Nothing has been heard from such survey to date, and I will thank you at the earliest possible moment to make survey, connecting the present station grounds and passing track with the land lines. At the same time, see Mr. Camp, as he will know the position of subdivision corners.

I sent Mr. Beckett a plat showing location of SPANERY across T 18 S R 9 E, N M P M, and a print of filing map of Dog Canon station grounds made prior to Government subdivision of Township.

Yours truly,

BH

Real Estate Agent.

EL PASO & SOUTHWESTERN SYSTEM.

2591

Tucumcari, December 4, 1913.

Mr. J. V. Bergen,
Real Estate Agent,
El Paso.

Dear Sir:

With this I am handing you tracing, my No. 7-E-21, "Map of Station Grounds at Dog Canon." This survey has been made on the ground, section lines run out and additional right of way tied in as requested in your letter of August 14th, addressed to Mr. Beckett and of November 26th addressed to me. Hope this will give you all the information desired. If there is anything else you want in connection with this I will be glad to get it for you. Kindly furnish me with two prints from tracing. Plat showing location of EP&NE across township 18, south range 9, east, returned to you herewith.

Yours truly,

W. C. Hamstun
Resident Engineer.

240-2

Otero

County.

Township

18 S

Range

9 E

P. M.

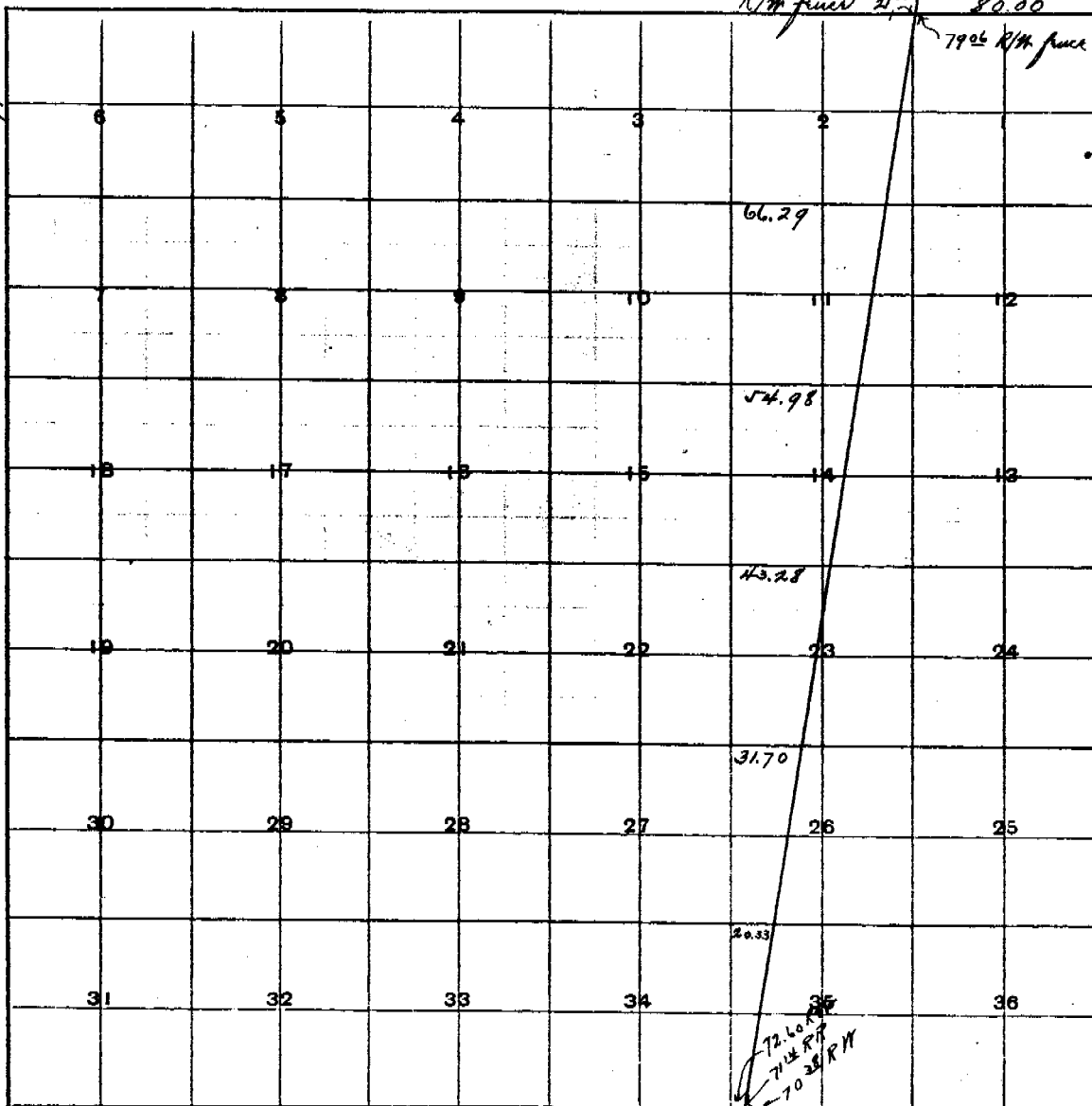
R/M fence 21.13

80.00

79.06 R/M fence

91.54

91.16



Hall Litho. Co., Printers, Topeka 85002 88 2-00

Camp City Town Sight. Shamrock. Postoffice, Dog Canon Station.

New Mexico, Dec 28th 1913.

Mr. E. J. Simmons. General Supt, E. P. & S. W. RY. El Paso. Texas,

Dear Sir,

In regard to your right of way here across my homestead and around the station that I was talking to you about in your office in November, I wrote to Washington about it and they said that any railroad had a right to run across unsurveyed lands with their tracks, and then they had one year after the filing of the legal survey to perfect their right to the land, and if they done that, the settler took it subject to their rights, and advised me to take the matter up with the Las Cruces land office which I have done, and they wrote me that there was no map in their office that showed that the E. P. & S. W. Ry runs across my homestead, but that it just barely touched it, and that you had one year from the filing of the legal survey map to make a profile, which you had not done, and that your rights would have to be thrashed out in the courts that it did not come under their jurisdiction. Now this land was open for settlement on June 15th 1911. and I filed that day, and got a patent in July 1913. and had it recorded at once, and now just recently your company comes along and claims all the land that my house, my well, my garden, my barn, my out house, my store house, my ware house, and in fact everything I have on, which has cost me about twenty five hundred dollars. Now I am wanting to go away from New Mexico for some time, and I would like very much to get this all adjusted before I go, so cant you send your legal representative up here right away and let us get together regarding your rights if we can, and if as the Las Cruces land office said it has to be thrashed out in the courts I want to know it now, so Please answer at once,

Yours Truly,

A. P. Camp

January 2, 1914.

Dog Canon.

Mr. S. D. Camp,

Shamrock Post Office, New Mexico.

Dear Sir:

Your letter of the 28th to Mr. Simmons has been turned over to me for answer. The resident engineer has sent in a plat, but as it was the Holiday Season I did not advise you of the same.

Regarding your correspondence with Washington and also the Las Cruces Land Office and the tenor of answers received by you, if you will look closely you will see that they have returned one of their stock answers; especially so far as your or our rights having to be thrashed out in the courts is concerned. In every case of trouble when application has been made to the land office an answer of similar tenor has always been received, because under no circumstances will the land office try to cure its own mistakes.

As you are aware and have seen the evidence, map of station grounds was filed but whether the Las Cruces office has received copy of the same and placed it upon the plat books is another question. However, we need not dispute over this point, as it is not the intention to interfere with you in any manner where you have improvements erected if you will provide a suitable tract of land on the other side of the track.

If nothing prevents I will stop and see you next Tuesday, the 6th, going up on the morning train.

Yours truly,

R. E. Agt.

BH

EL PASO & SOUTHWESTERN SYSTEM

OPERATING DEPARTMENT

H. J. SIMMONS
GENERAL MANAGER

IN REPLY REFER TO FILE 320

EL PASO, TEXAS. January 2, 1914.

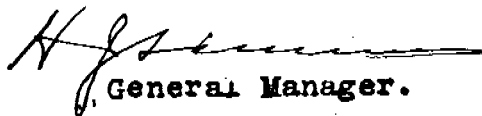
Mr. J. V. Bergen,
Real Estate Agent,
Building.

Dear Sir:

Please note attached from Mr. Camp, also
carbon of my reply.

If Mr. Camp is on our station grounds there
is no possible objection to releasing that part, as we do
not want his house. Will you investigate the matter
at once.

Yours very truly,


General Manager.

Y

EL PASO & SOUTHWESTERN SYSTEM
OPERATING DEPARTMENT

J. SIMMONS
GENERAL MANAGER

IN REPLY REFER TO FILE

320

EL PASO, TEXAS.

January 2, 1914.

Mr. S.D. Camp,
Shamrock Post Office,
New Mexico.

Dear Sir:

I have your favor of December 28th, in reference to right-of-way at Dog Canon, and have referred this matter to Mr. Bergen, our Right of Way Agent.

Of course, we have no desire to work any hardship whatever upon you, and I am sure that Mr. Bergen and you can come to some amicable arrangement in the matter.

Yours very truly,

J. A. SIMMONS

General Manager.

Y

Camp City. Otero County. New Mexico,

Jan 20th 1914.

Mr. Jas. V. Bergen. R.E. E.P. & S.W. Ry,

El Paso. Texas,

Dear Sir.

Will you please let me know what your company
desided upon in regard to station grounds here, Are
they willing to change the name to Camp City. and take
A Deed to 100 ft one half mile long on the east side of the
track, I would like to get this ~~arranged~~ arranged soon, as I want
to take A trip back to Oklahoma to see my children, and will
probably be gone for six months.

Camp
signature

January 22, 1914.

Dog Canon, N M.

Register,
U. S. Land Office,
Las Cruces, New Mexico.

Dear Sir:

By letter of July 3, 1908, from E. Van Patten, Register, Las Cruces, to E P & H E Ry, this Company was advised of the acceptance of six plats of station grounds by the Department of the Interior, under its letter "P" MN, of June 26, 1908, including station grounds at Dog Canon, these plats being accepted for filing for general information.

As the ground selected for station purposes at Dog Canon is found, upon subdivision of the township, to be located in Section 14, 18 S, R 9 E, N M M, and conflicts with the rights of third parties, request is hereby made for the withdrawal of said original filing and the return of original maps, without prejudice to the right of said Railway Company to select other tract of twenty acres over the ten-mile section of railroad between M. 70 and E. 80, under act of Congress approved March 3, 1875, entitled an Act Granting to Railroad Companies right of way through the Public Lands of the United States.

Yours truly,

ys HJS GFH JLC HBS SDC

Real Estate Agent.

January 22, 1914.

Dog Canon, N M.

Mr. S. D. Camp,

Shamrock, Otero Co., New Mexico.

Dear Sir:

Your favor of January 20th received, and I herewith inclose copy of letter sent to the Register U. S. Land Office, at Las Cruces, requesting withdrawal of all maps and filings regarding the station grounds at Dog Canon.

I regret to state that your proposal for the change of name of Dog Canon to Camp City has not been approved by the Railway management, but I inclose letter of withdrawal which will assure you that no intention was entertained in regard to disbusbing your improvements, and you can feel assured of no interference with the station grounds taken up at Dog Canon.

Yours truly,

Real Estate Agent.

Incl
HBH

DEPARTMENT OF THE INTERIOR

NCC

UNITED STATES LAND OFFICE

Las Cruces, N. M.
(Place.)

Feb. 13, 1914.
(Date.)

Jas. V. Bergen,
Real Estate Commissioner,
E. P. & S. W. R. R.,
El Paso, Texas.

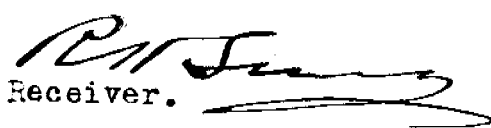
Sir:

With reference to your request of recent date for the return of plat of station grounds at Dog Canyon, N. M., I am sending to you under separate cover today the original and duplicate of said plat, in compliance with the request of the Commissioner of the General Land Office letter "F" MN dated Feb. 5, 1914. Copy herewith.

Your special attention is called to following extract of said letter:

"Complying with the agent's request, the copy of the plat of station grounds on file in this office is herewith inclosed, and you are directed to return it and the duplicate copy on file in your office to the Company's agent, and at the same time inform him that no opinion will be expressed upon the company's right to select another tract in lieu thereof until a formal application is received in this office."

Respectfully,


Receiver.

EL PASO & SOUTHWESTERN SYSTEM.

PIPE LINE UNDER TRACKS AT DOG CANON:

2585

Tucumcari, N.M. Feby 24th 1915.

Mr. H. B. Harding,
Ass't Real Estate Agent.

El Paso.

Dear Sir:-

Sometime ago we had the matter up of our right-of-way locations at Dog Canon. There was some question about Mr. Camp's property approaching our right-of-way. We now have instructions to make up lease for pipe line near this station and wish you would kindly advise the limits of our right-of-way. Will be obliged if you will mark this on a blue print of the station grounds and forward same to this office.

Yours truly,



Resident Engineer.

Ss

February 25, 1915.

Dog Canon.

Mr. E. E. Stansbury,

Resident Engineer, Tucumcari.

Dear Sir:

Referring to your favor of the 24th inst., file 2585:

On January 22, 1914, the Railway Company withdrew its filing upon station grounds at Dog Canon, leaving it in possession of only 100 feet upon each side of center line. Lots 1 and 2 as shown upon the attached blue print were relinquished; the present right-of-way is colored in red.

Yours truly,

Incl

Asst. Real Estate Agent.

1434

EL PASO & SOUTHWESTERN SYSTEM

12-20-1916

OFFICE OF GENERAL MANAGER

CIRCULAR NO. 109

EL PASO, TEXAS, MARCH 15, 1916.

**EFFECTIVE THIS DATE, THE NAME OF "DOG CANYON"
STATION, LOCATED AT MILE 75.38, MAIN LINE, EASTERN
DIVISION, IS CHANGED TO "VALMONT."**

**G. F. HAWKS,
GENERAL MANAGER.**

Road Kings
#10

Office

(PRIVATE CROSSING AT M.P. 67 + 3000' EASTERN DIV.)

THIS AGREEMENT, Made and entered into in duplicate this 18th day of November, A.D. 1922, by and between the EL PASO AND SOUTH-WESTERN COMPANY, a corporation of New Jersey doing business in the State of New Mexico (as lessee of the EL PASO AND NORTHEASTERN RAILWAY COMPANY), as the first party, and the SACRAMENTO RIVER CATTLE COMPANY, a corporation of New Mexico, as the second party,

W I T N E S S E T H:

T H A T, W H E R E A S, the second party owns or controls the lands abutting both sides of the right-of-way land of the first party in and across a part of Section twenty-seven (27), Township nineteen (19) South, Range nine (9) East, N.M.P.M., Otero County, New Mexico, and will be greatly benefitted by, and is desirous of having, a private road crossing upon and across the first party's main track, with roadway approaches thereto upon and across the right-of-way land on each side of said main track, the center line of said private road crossing and roadway approaches to be at right angles to center line of said main track at its Engineer Station 3522 + 43, being also the first party's Eastern Division Mile Post 67 + 3000 feet, with gates in the right-of-way fence on each side of said right-of-way land at the location described to provide ingress and egress in the use of such crossing and roadways, and the said second party has made application to the said first party to so construct and maintain such private road crossing for its benefit, which the first party has consented to do in consideration of the agreements of the second party hereinafter set out, the second party to construct and maintain said roadway approaches and gates, the location and plan for said crossing and roadways being as shown by red lines upon blue print attached hereto and made a part hereof for reference.

N O W, T H E R E F O R E, in consideration of the premises and the benefits to result to the second party through the construction, maintenance and use of such private road crossing, roadways and gates, the said second party covenants and agrees to and with the first party as follows, viz:

I.

(a) That it will pay the entire cost of all labor and material supplied and used by the first party in the construction and maintenance of said private road crossing, and private crossing sign to be erected on completion thereof, upon the presentation of bills therefor to be rendered by the first party from time to time.

(b) That it will construct and maintain the roadway approaches to said crossing, including any waterways or drainage facilities as may be necessary and required by the first party, and upon notice from it so to do, at its own cost and expense.

(c) That it will construct and install said gates in said right-of-way fences, and will keep the same in good condition and repair at all times, at its own cost and expense.

(d) That it will provide a lock for each of said gates, and will keep the same closed and locked at all times when said crossing is not in actual use by it, its agents or employees, so as to prevent cattle or other stock from getting in on said right-of-way and track, and that it will not permit said crossing to be used by the public.

(e) That in event it neglects or refuses to keep said gates closed and locked when said crossing is not in use, the first party shall have the right, at its option, to terminate the permission hereby granted, and to remove said crossing and gates, and the second party will pay to the first party the cost of such removal thereof.

(f) That it will, and it hereby does, release the first party from any and all liability on account of injury to, death or destruction of, any and all cattle or other stock, or other personal property belonging to it, and also from any and all liability on account of personal injuries or death suffered by it, its agents or employees, while on such right-of-way or track on account of being struck by any engine or car of the first party; and, also, ~~that it will indemnify and save harmless said first party from and on account of the claims of all other persons for any such injury, death or destruction, arising out of or resulting from the use of said private crossing and roadways.~~

(g) That if, at any time, it shall no longer need or desire to continue the use of said private crossing, it will so notify the first party in writing, and upon the removal of said crossing and crossing sign by the first party it will pay to said first party the cost and expense of such removal thereof, and it will, at such time, remove said gates and restore said right-of-way fence to their original condition at its own cost and expense.

*Revised over original
6/19/92 (P. 13)*

IX. It is further understood and agreed that this agreement, if not sooner terminated, shall extend for the period of one (1) year from the day and year first above written, and thereafter until the abandonment of the premises by the second party for the purposes aforesaid; provided, however, the first party shall have the right at any time to cancel this agreement and remove said road crossing and gates, or to change the location of same as may be required, upon giving to said second party thirty (30) days notice in writing of its intention so to do.

X. This agreement shall be binding upon the successors and assigns of the first party, but shall not be assigned by the second party, nor shall any of the rights and privileges hereunder be transferred, without the written consent of the first party being first had and obtained.

IN WITNESS WHEREOF, the parties hereto have duly subscribed and executed this instrument this day and year first above written.

APPROVED AS TO FORM:
W.A.Hawkins, hhm, Gen'l Atty)
APPROVED:
L.U.Morris, Gen'l Sup't)
J.L.Campbell, Chief Eng'r)
H.B.Harding, Land & Tax Agt)

EL PASO AND SOUTHWESTERN COMPANY,

BY A. E. SWEET,
Vice-President & General Manager.

SACRAMENTO RIVER CATTLE COMPANY,

(SEAL)

ATTEST:

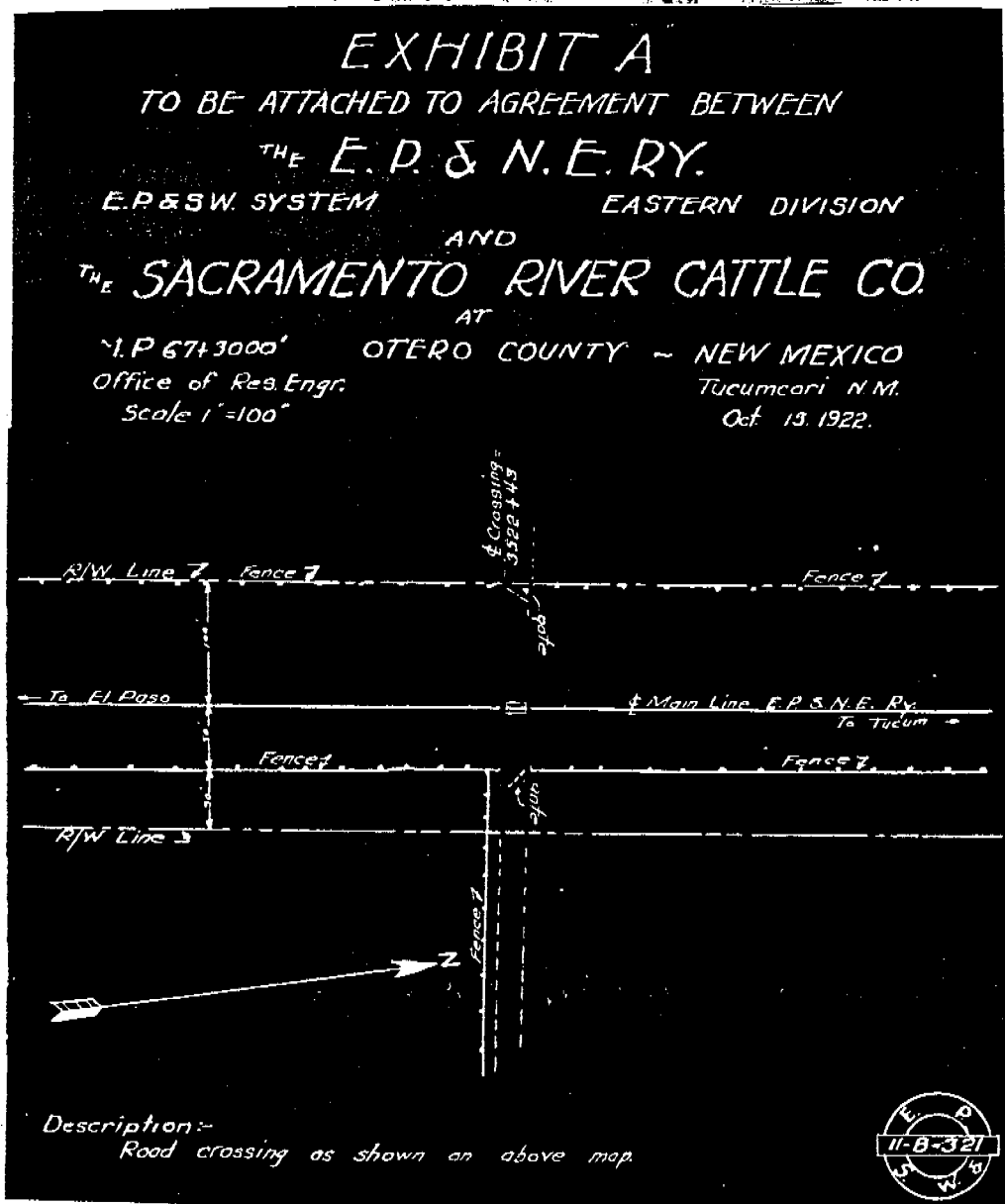
BY

O. H. IRE,

President.

J. E. RENTON,

Secretary.



Appendix C. Selected Archival Documents Relating to Valmont

GNS.

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

Owner El Paso & Northeastern Railway Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. New Mexico - 1

Miles Main Line, _____

Miles all Tracks.* _____

Approved: John A. Calvin

17-500

LOCATION.		CHARACTER OF PROPERTY AND DESCRIPTION.		COST OF REPRODUCTION.						
(1)		Where but a single percentage is stated it represents both per cent.		Condition Per Cent	Per Cent of Cost	UNIT.	NUMBER OF UNITS.	Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. 16 Title STATION AND OFFICE BUILDINGS *										
(I. C. C. classification.)										
<u>Newman - Mile 20.0</u>										
Passenger and freight depot -										
One story - 24' x 47' - frame - built 1901				68		each	1	1,567	1,567	1,066
Furniture				50				303		152
Sundry items				61				204		124
Total					65			2,074		1,342
<u>Alamo - Mile 25.0</u>										
Stock yards - built 1907				50		"	1	1,815		908
<u>OrO Grande - Mile 50.0</u>										
Passenger and freight depot -										
One story - 24' x 53' - frame - built 1901				68		"	1	1,749	1,749	1,189
Furniture				50				591		296
Platform - 1845 sq.ft. - frame				30				806		152
Piping				80				90		72
Grading - 444 cu.yd. - common				100				133		133
Sundry items				62				104		64
Total					60			3,173		1,906
<u>Escondido - Mile 67.0</u>										
Loading platform				100		"	1	45		45
<u>Valmont - Mile 76.0</u>										
Passenger and freight depot -										
One story - 24' x 47' - frame - built 1901				68		each	1	1,579	1,579	1,074
Furniture				50				250		125
Sundry items				64				112		72
Grading				100				134		134
Total								2,075		1,405
<u>Alamogordo - Mile 86.0</u>										
Passenger and freight depot -										
Two story - 30' x 55'; 42' x 57' - frame - built 1899				64		"	1	12,841	12,841	8,218
Furniture				50				1,750		875
Platforms - 6305 sq. ft. - frame				30				1,347		404
Piping				80				97		78
Total					60			16,035		9,575
Stock yards - built 1909				58				2,932		1,701
<u>Tularosa - Mile 99.0</u>										
Passenger and freight depot -										
Two story - 25' x 51' - one story - 22' x 25' - frame - built 1915 -				96		each	1	4,400	4,400	4,224
Furniture				50				743		372
Platform - 848 sq.ft. - frame				87		"	1	200		174
Sundry items				54				47		25
Total					89			5,390		4,795
Revised Sept. 25, 1922										
March 1, 1926										

Archaeological Data Recovery at Site LA 115,252, Valmont, near Alamogordo, NM

gna

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

Owner El Paso & Northeastern Railway Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. New Mexico - 1

Miles Main Line, _____ Miles all Tracks.*

Approved: John A. Galvin

12-200

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. <small>Where but a single percentage is stated it represents both per cent.</small>	Condition Per Cent.	Per Cent. of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPR-DUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. <u>17</u>	Title <u>ROADWAY BUILDINGS * (contd)</u> <small>(I. C. C. classification.)</small>					\$	\$	\$
	<u>Desert - Mile 36.0 (contd)</u>							
	Sundry items	68					24	167
	<u>Orogrande - Mile 50.0</u>							
	Section house -							
	One story - 20' x 32' - frame - built 1901	67		each	1	1,261		845
	Bunk house -							
	One story - 15' x 56' - 16' x 58' - frame - built 1907,01	70		"	1	1,560		1,092
	Tool house -							
	10' x 14' - frame - built 1901	43		"	1	123		52
	Sundry items	60					283	170
	<u>Turquoise - Mile 55.0</u>							
	Tool house - 10' x 14' - frame - built 1901	43		"	1	131		56
	Grading - 144 cu.yds. - common	100				43		43
	Sundry items	76					546	415
	<u>Escondido - Mile 67.0</u>							
	Section house -							
	One story - 20' x 32' - frame - built 1901	67		"	1	1,241		831
	Bunk houses -							
	One story - 16' x 58' - 10' x 66' - frame - built 1901 - 1907	67		"	2	1,582		1,060
	Tool house - 10' x 14' - frame - built 1901	43		"	1	119		51
	Grading - 214 cu.yds. - common	100				64		64
	Sundry items	62					324	201
	<u>Valmont - Mile 76.0</u>							
	Section house -							
	One story - 20' x 32' - 16' x 58' - frame - built 1901	67		"	1	2,545		1,705
	Bunk house -							
	One story - 12' x 14' - frame - built 1907	67		"	1	69		46
	Tool house -							
	10' x 14' - frame - built 1901	43		"	1	119		51
	Sundry items	57					540	308

Revised Sept. 25, 1922
" March 1, 1926

Form approved Aug. 12, 1916.

*State mileage in thousands.

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