

**A PLAN FOR
ARCHIVAL RESEARCH
FOR LA 140462, IN DES MOINES,
UNION COUNTY, NEW MEXICO**

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A Plan for Archival Research for LA 140462,
in Des Moines, Union County, New Mexico

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ADMINISTRATIVE SUMMARY

As a result of a New Mexico Department of Transportation (NMDOT) highway corridor study along U.S. 64 between Raton and Clayton, New Mexico, 24 new sites, 91 buildings, two windmills, and nine bridges were identified by Parsons Brinkerhoff (Campbell 2003). One of these sites, LA 140462, in Des Moines, New Mexico, was determined to be within the proposed expansion of the U.S. 64 right-of-way. Only a small portion of the site will be affected by highway construction activities, and it was decided that archival research would be carried out to document the property.

LA 140462 consists of two discrete areas, one containing railroad-related features, the other a structural

foundation with associated historical debris. Parsons Brinkerhoff suggests that the structure was occupied between 1905 and 1945 (Campbell 2003).

In this report, the Office of Archaeological Studies (OAS) presents some basic background information on Union County development and the community of Des Moines. Data recovery will entail research at various state and local sources, such as the Union County Courthouse, Clayton Library, Raton Library, Clayton Historical Society, State Library/Archives, Museum of New Mexico photo archives, and the Bureau of Land Management (BLM) office in Santa Fe. The results of the research will be presented in a final report.

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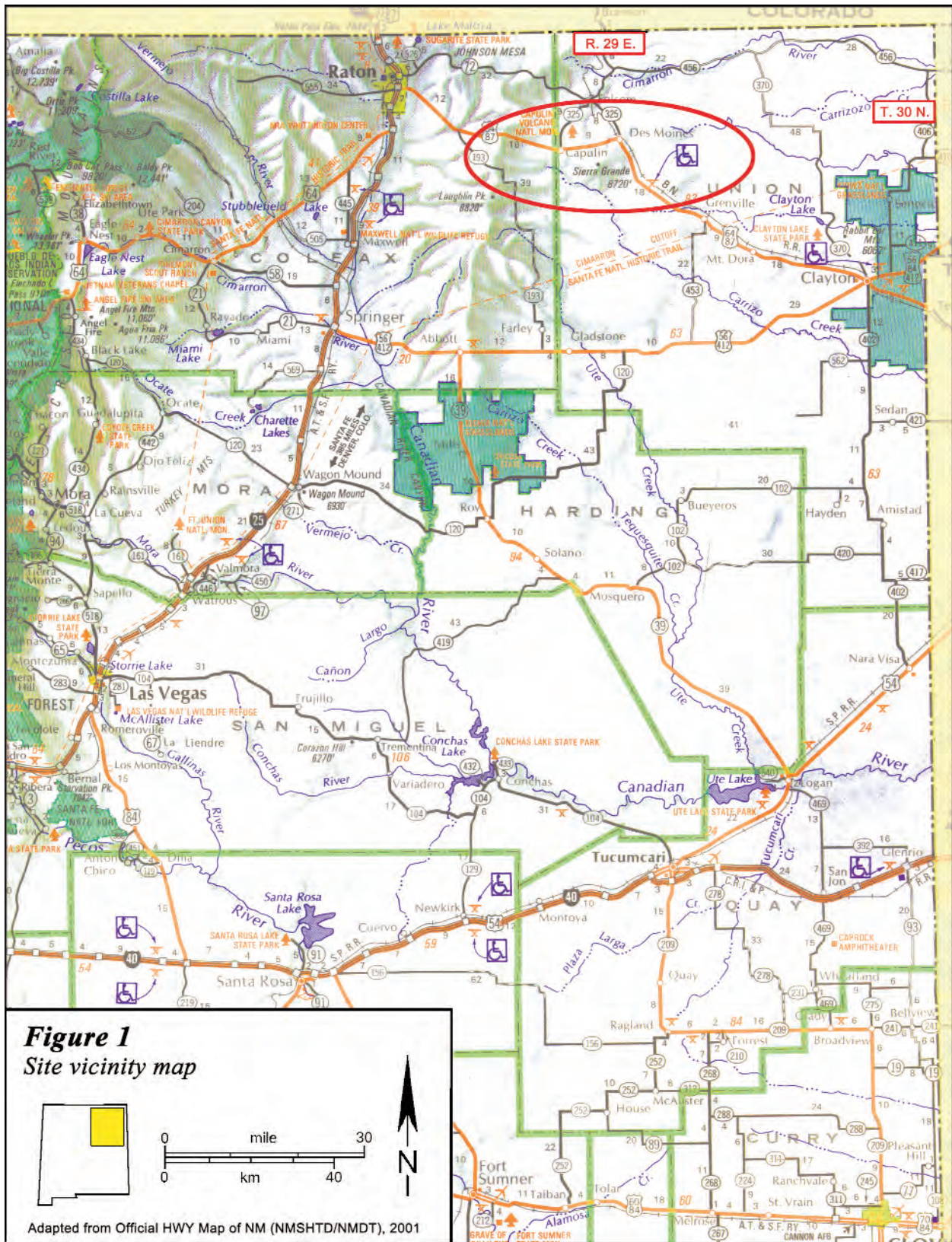
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INTRODUCTION

At the request of the New Mexico Department of Transportation (NMDOT), the Office of Archaeological Studies (OAS) prepared a data recovery plan for conducting archival research on LA 140462, along US 64 in Des Moines, New Mexico. In cooperation with the Federal Highway Administration, the NMDOT conducted a corridor study along US 64 between Raton and Clayton, New Mexico, to examine the need for improvements to the highway (Fig. 1). The study is part of the Ports to Plains Project, a multistate undertaking that allows for four-lane highways for transportation of goods between Laredo, Texas, and Trinidad, Colorado, and points north. Improvements considered by the project are added driving lanes, a median, passing lanes, and shoulders

(Campbell 2003).

A portion of one historic site, LA 140462, is within the limits of the proposed undertaking and cannot be avoided. The site consists of two discrete areas, one containing railroad-related features, the other a structural foundation with associated historical debris. Only a small portion of the structure and trash lies within the 14 ft of additional acquired right-of-way obtained from private sources. The survey team (Campbell 2003) estimated that the structure dates between 1905 and 1945, based on diagnostic artifacts. The site is likely to yield important information on the history of the area under Criterion D of 36 CFR 60.4.



ENVIRONMENTAL SETTING

Union County is in the northeastern part of New Mexico and contains 2,442,900 acres. It lies within the Raton and High Plains section of the Great Plains Physiographic Province (Maker et al. 1973:4). Characteristic of the topography are gently sloping and undulating to greatly rolling uplands interspersed with smooth valleys, basins, and plains (Maker et al. 1973:4). There are also steep to very steep mountains, hills, mesas, escarpments, and canyon walls. The elevation ranges from 1,341 m (4,400 ft) to 2,662 m (8,732 ft) at Sierra Grande Mountain.

The project area is in an open valley between the foothills of the Sierra Grande to the south and Dunchee Hill on the northeast (Campbell 2003). The major soil association is Torreon-Apache (Oakes 1999:7). The soils from this association are derived from volcanic or igneous origins, and the ground surface is often covered with basalt cobbles (Oakes 1999:7). The nearby Sierra Grande, a broad shield volcano of mostly pyroxene andesite. The summit has an elevation of 8,720 ft and is 40 miles in circumference at the base. The surrounding area sits on a lava flow (the Clayton basalt cap). At the nearby Capulin National Monument, established in 1916, there is another large volcano (Thompson and Halley 1962:83; Muehlberger et al. 1967:93-35).

The dominant vegetation on these soils is blue grama, sideoats grama, little bluestem, Western wheatgrass, galleta, buffalo grass, Indian rice grass, New Mexico feathergrass, and three awns. In the higher elevations the vegetation includes piñon, juniper, oak brush, and other shrubs.

The climate of the area is semiarid with average annual precipitation of 40.6 cm (16.0 inches) (Baldwin and Muehlberger 1959). The average rainfall for the last 33 years is 39.1 cm (15.4 inches). Most of it falls between May and August, coming from the Gulf of Mexico, and accounts for 60 to 70 percent of yearly rain-

fall (Tuan et al. 1973:20). The mean average temperature is 12 degrees C (or 53.7 degrees F; Gabin and Lesperance 1977). Table 1 contains information from three weather stations (Oakes 1999:7).

The climatic data suggest agriculture was possible during prehistoric times. Factors important to crop growth such as frost-free days, average mean temperatures, rainfall for seed germination, rainfall in growing season, and warm temperatures at the time of crop maturation all seem to be favorable (Oakes 1979:7).

Tierney (1979) and Anderson (1975) both believe that the climatic environment today is similar to that in existence around A.D. 1000. However, Wendland and Bryson (1974:20) suggest that there were dry periods between A.D. 690 to A.D. 1100 that affected human populations.

Oakes (1979) recommended that a vegetation survey be conducted through various topographic zones of the Dry Cimarron River Valley. Tierney (1979) found 114 plants species, of which 80 percent have economic uses and 50 percent have edible plant parts: "These species represent a wide diversity of plant types and indicate that the gathering of these food sources by prehistoric Indians would have sustained this population in years of normal precipitation" (Oakes 1999:8).

Common fauna found in the region are mule deer, antelope, and jackrabbit. Other less common species are elk, wild turkey, bear, mountain lion, bobcat, coyote, fox, badger, porcupine, prairie dog, chipmunk, woodrat, squirrel, and various rodents, birds, and snakes. The highest number of antelope in New Mexico is in Union County; however, bison once dominated the High Plains with herds of up to 12 million (Bloom 1933:3). By 1896, both the Indians and the bison had been virtually eliminated from the Great Plains (Oakes 1999:8). Today the area is used for ranching and grazing livestock.

Table 1. Climatic data

Data	Folsom	Des Moines	Clayton
Number of recorded years	16	42	54
Elevation	1950 m	2018 m	1515 m
Precipitation	46 cm	46 cm	40 cm
Snowfall	131 cm	109 cm	56 cm
Mean temperature	9.2° C	9.8° C	11.8° C
Mean minimum temperature	17.4° C	17.9° C	20.0° C
Mean maximum temperature	1.0° C	1.6° C	3.6° C
Number of frost-free days	144	146	177

CULTURE HISTORY

(adapted from Oakes 1999)

Northeastern New Mexico has had a moderate amount of small surveys but few excavations. As a result, there are a limited number of well-dated sites in the area. This is of critical significance because the region has a multiplicity of cultures that have occupied the land over time, and distinctions between them are not always clear. Sites range in time from Paleoindian to recent historical buildings. However, distinguishing Archaic from Plains Woodlands or Apishapa-focus sites can be difficult. Many of these sites exhibit a Plains Indian orientation, while others are classified according to Southwest culture distinctions (Stuart and Gauthier 1981:291).

Therefore, distinctions between cultural groups in northeastern New Mexico are hardly definitive. Many more absolute dates are needed to sort out the differences between similar adaptations in vastly differing time periods. The cultural periods listed here serve only as a basis for reference and for future research that will undoubtedly refine and smooth out the overlaps and discrepancies. The following sequence is used in this report: Paleoindian (10,000-5,500 B.C.); Chaquaqua Plateau Archaic (Early, 5,500-500 B.C.; Late, 500 B.C.-A.D. 200); Plains Tradition (Plains Woodland, A.D. 200-1100; Apishapa focus (A.D. 1100-1350); Apachean (A.D. 1500-1587); Plains Indians (A.D. 1500-1880s); Euroamerican (1830-present).

PALEOINDIAN

A Paleoindian presence in the region was first recognized when the bones of extinct bison were found with associated projectile points at the Folsom site (LA 1821), directly west of the project area (Figgins 1927). Big-game hunting and plant gathering were part of the subsistence adaptation of the time period. At Pigeon Cliffs, near the Oklahoma border, a Late Paleoindian site, probably of Plainview affiliation, was examined. A large number of bison bones, a graver, a reworked Clovis point, and possible ground stone were recovered. An uncorrected, uncalibrated C-14 date of 8220 ± 1000 B.P. was obtained (Wendorf 1960). However, based on related artifacts and the possible unreliability of the radiocarbon date, Stuart and Gauthier (1981:300) place the site in the Archaic period. A few other Paleoindian sites have been found, and Winter (1988) suggests that most may be buried under thick alluvial fill from the surrounding mesas and uplifts. However, numerous isolated projectile points have been recovered (Baker and Campbell 1960).

ARCHAIC

The Archaic period is represented by numerous late but no early sites except perhaps Pigeon Cliffs. Archaic projectile points are not uncommon, however. Based on their similarities to later Plains points, this period may be the precursor of later Plains adaptations. Subsistence strategies are highly mobile and focused on obtaining more modern fauna and plant species. Several small Archaic campsites have been excavated south of Clayton (Kirkpatrick and Laumbach 1984:13), near Folsom (Honea 1964), and in the western portion of the Dry Cimarron River Valley (Anderson 1975). An uncalibrated C-14 date of 2650 ± 130 B.P. was obtained from LA 8120, which was dug by Honea. It contained ground stone, flakes, scrapers, and corner-notched projectile points (Stuart and Gauthier 1981:300).

PLAINS WOODLAND

Plains Woodland adaptations presumably developed out of the Archaic. Between A.D. 200 and 450, circular stone structures, cord-marked and plain pottery, the bow and arrow, and new projectile point styles first appear. Maize probably came into use in this area after A.D. 450. After A.D. 750, shallow pit structures are found. Most of these are found in the Dry Cimarron River Valley, and Winter (1988) suggests there may have been a substantial prehistoric population here. He postulates a hunting and gathering subsistence base that may or may not have been supplemented by maize horticulture with little lessening of the mobility characterized by the earlier Archaic period. Frequently, freshwater mussel shells are found on Plains Woodland sites, indicating that the Dry Cimarron may once have had a heavier flow than it does today (Winter 1988:76).

Stone structures in northeastern New Mexico are not well dated, and there are differences of opinion on their temporal placement. Based on Campbell (1976:47), stone enclosures date to the Plains Woodland period, while units with vertical stone placement date later (around A.D. 1000-1300). Both are thought to be bases for brush and pole structures (Campbell 1969:359). But Winter (1988) states that vertical slabs were first used during Plains Woodland times, *before* A.D. 1000. Lintz (1984:46-52) believes the vertical stones are later than Plains Woodland and constitute the basis of later Apishapa-focus structures. Plains Woodland peoples

used rockshelters along with brush or hide-covered stone structures.

One site thought to be Plains Woodland, the Cross L Ranch site (Oakes 1979), may date prior to A.D. 1000. It contains stone-ring structures with vertical slabs. The majority of projectile points are Scallorn types.

APISHAPA FOCUS

The Apishapa-focus period is considered part of the Panhandle Culture, defined for the Texas and Oklahoma panhandle. Krieger (1946) initially described it as the Antelope Creek focus, a combination of Plains and Southwest cultures. Campbell (1976) expands the adaptation to include the Apishapa focus of southeastern Colorado and northeastern New Mexico. Lintz (1984:45) lumped the two into the Upper Canark variant of the Panhandle Culture. Subsistence adaptations are thought to remain mobile and to focus on hunting, gathering, and horticulture. However, no corn has been noted on sites recorded within the Dry Cimarron River Valley.

The Apishapa focus is thought to have developed out of the Plains Woodland at about A.D. 1000 (Campbell 1976) or A.D. 900 (Winter 1988:76). However, Lintz (1984) thinks the start of the period is as late as A.D. 1100. Nine sites dating between A.D. 1000 and 1350 are recorded in the Dry Cimarron River Valley and nearby Texas and Oklahoma. The architecture of this period is characterized by the vertical stone enclosure; however, not all sites of this time possess these stones. Fortified sites are found on ends or edges of mesas (but these architectural styles are also reported for later Plains Indians). The reasons for fortifying these sites are not currently known, but there may have been conflict among contemporary groups in the region.

Most Apishapa sites are single-room units, but they can contain up to eight rooms. Foundations can combine vertical and horizontal slabs. In the Panhandle states, structures seem to be larger and can possess up to 20 contiguous rooms. Here, foundations usually consist of double rows of parallel vertical slabs with occasional adobe blocks or wood posts. In New Mexico, Apishapa sites have been recorded in the Dry Cimarron area (Winter 1988), on the middle Canadian (Stuart and Gauthier 1981), near Logan and Mora (Moorehead 1931:116), and near Las Vegas (Holden 1931:44). None have been excavated. Drake (1992) conducted limited testing at a possible Apishapa-focus site north of Clayton.

APACHEAN AND PLAINS INDIAN

Apache groups are just one of many that dominated the Great Plains after A.D. 1500, and probably before: Comanche, Ute, Kiowa, Arapaho, Cheyenne, Pawnees,

Sioux, Blackfoot, Gros Ventres, Shoshone, and Cherokee. Pueblos and Navajos made forays into the region in historical times (Winter 1988:77). Apache groups include the Carlana, Palona, Jicarilla, and Cuartejejo bands, who supposedly lived in *rancherías* (Thomas 1974). Initially buffalo hunters, these groups eventually developed reciprocal trading relationships with more sedentary groups to the west. By the 1700s these groups ranged from South Dakota to central Texas (Gunnerson and Gunnerson 1971:21). Often they were in conflict with each other over subsistence resources, territorial rights, and trading partners.

The Jicarilla Apaches were first documented in 1702 as farmers in the Cimarron-Ponil area (Schroeder 1974). Gunnerson and Gunnerson (1971) believe that around 1730 the other Apache groups were forced off the Plains and took refuge with the Jicarillas. It is thought that by 1748 the Jicarilla were driven out of their *rancherías* by Comanches and Utes and moved into the Pecos-Picuris area (Schroeder 1974). By 1883 most of the remaining Jicarillas were relocated to the Mescalero Reservation in southern New Mexico (Thomas 1974), but quite a few remained in the northeastern corner of the state.

Apache sites may have the distinctive Ocate and Cimarron Micaceous pottery and metal and glass projectile points. Housing was generally in tipis or pithouses. Only a few Apachean sites have been recorded west of the project area (Kirkpatrick and Laumbach 1984). The difficulty of assigning sites to a cultural group during this time is a result of the similarity between adaptations and cultural manifestations. Archaeological investigations have not progressed to the point of being able to define the unique characterizations of the various groups.

EUROAMERICAN

In 1821 the Santa Fe Trail between Independence, Missouri, and Santa Fe ostensibly opened the territory to Euroamerican commerce and travel. The Mountain Branch of the trail entered New Mexico from Colorado by way of Raton Pass. The Cimarron Cutoff, originating near Dodge City, Kansas, in ca. 1822 struck through Oklahoma into northeastern New Mexico and southwest to Fort Union. It was also known as the Aubrey Cutoff after Capt. Francis X. Aubrey, on a \$1,000 bet, rode from Santa Fe to Independence in six days. The Cimarron Cutoff avoided the mountainous area of Colorado and shortened the trip. The route was dangerous, and travelers were subjected to frequent Indian attacks. The project survey team crossed the Cimarron Cutoff southeast of Grenville. Another wagon road (LA 38662) runs south out of Colorado into New Mexico north of Folsom and on south to Fort Union. Called the Fort Union Wagon Road, it was built in 1851 by Captain Pope to serve US

troops at Fort Union. Between 1867 and 1876, it was part of the Goodnight Trail, used to send cattle north from Texas (Williams and McAllister 1979:41). The survey crew crossed this trail north of Des Moines along NM 325 and north of Folsom on NM 456. Its other names are the Two Buttes Fork of the Mountain Branch and the Granada Branch of the Santa Fe Trail. Prior to this time, Spanish expeditions passed through this area in the sixteenth and seventeenth centuries: Coronado in 1541, Oñate in 1599, Ulibarri in 1709, and Valverde in 1719 (Wedel 1936:9-10; Thomas 1935:16-29). The region was not settled at that time, however.

By the 1830s, Hispanic sheep and cattle herders settled in the canyon areas (Pratt 1986). Annexation of the New Mexico territory in 1848 opened the project area for further commerce. In the 1850s and 1860s, the US government built Fort Union, Fort Bascom, and Fort Sumner to protect its interest in the region. By 1871 Euroamerican settlement slowly developed in the northeast quadrant of the territory (Westphall 1965:10). Settlers mostly grazed sheep or tried to farm with the aid of irrigation (Swan and Martinez 1994). Extensive homesteading and land speculation occurred in the 1870s and 1880s through a broad advertising campaign. By 1883 the Prairie Land and Cattle Company, a Scottish firm, controlled most of the land now in Union County (Westphall 1965:23). By the early 1900s the area was booming. However, the severe droughts, dust bowls, and hailstorms of the 1920s and 1930s forced many to abandon their homes and livelihood. Cattle ranchers bought up much of the land belonging to homesteaders and farmers (Swan and Martinez 1994).

Another boon to the settlement and economy of northeastern New Mexico was the development of railroad lines through the area. In 1888 the Denver, Texas, and Fort Worth Railway connected Trinidad, Colorado, with towns in Texas (Burroughs 1980:35; Pratt 1986). In 1890 it became the Union Pacific, Denver and Gulf Railway, and in 1898 it took its present name, the Colorado and Southern Railway. The line went through Clayton, Des Moines, Folsom, and north into Colorado. Increased use of automobiles for travel sent the railway into decline, and the last passenger train ran on September 11, 1967. Today, one freight train runs each

day along the line (Myrick 1990:139). The old railroad grade of this line runs parallel to US 64/87 between Clayton and Des Moines and curves up the hills to Folsom next to NM 325. The survey crew passed over the railbed of the Colorado and Southern railroad several times. In 1899 Black Jack Ketchum robbed the passenger train near Des Moines (Ball 1978:207) and was jailed at Folsom before being hanged at Clayton (Myrick 1990:139).

The small town of Clayton was founded in 1887 by John C. Hill on land donated by Sen. Stephen Dorsey of Springer on condition that it be named after his son. It soon became an important railhead on the Colorado and Southern line (Pearce 1965:36; Burroughs 1980:48) with numerous stock yards. Clayton became the seat of Union County in 1893. The project crew crossed over the location of the old Elkhart and Santa Fe rail line running northeast out of Clayton, but the railbed has been destroyed and could not be traced.

The town of Folsom is another community that benefited from the railroad's presence in the late 1800s, but later it failed. The small settlement was called Madison when it was founded in 1865 (Florin 1971:20-21). However, the Colorado and Southern Railway bypassed it to the south, and the town folded, moving south to the railroad. It was also called Ragtown and then Folsom. It eventually had the largest stockyards north of Fort Worth and vied with Clayton for the county seat. A horrendous flash flood hit the town in 1908, killing several people, including the telephone operator who stayed at her post warning townspeople. Many buildings were also lost. The town never regained its prominence and today is a shadow of its former self. The Folsom Museum, which had been the Doherty General Merchandise Store, built in 1896 and in use until 1959, still stands on a prominent corner in the town. The Folsom Depot was built around 1888 and was moved to its present site years later by Fred Honey. It still looks like a depot, but it has been cut in half, and the sections have been separated. The Folsom Garage, a Texaco station also owned by Fred Honey, is adjacent to the depot. Witnesses date its origin to before 1946. Neither building is on the *State Register of Cultural Properties*.

PREVIOUS WORK

Most of the archaeological work in this area has taken the form of archaeological surveys conducted between 1983 and 2002 (Table 2). These sites extend from Folsom to Mount Dora, New Mexico, and most of them are historic structures or railroad features. The historic sites date from 1880 to 1950. LA 140463, a prehistoric site, has a date of 9000 B.C. to A.D. 200, which suggests the area was occupied from possibly the Paleoindian period into the Archaic period. Haecker and Fuller (1988) conducted a survey near Grenville, south-

east of Des Moines, for the NMDOT, but no sites were recorded. The most recent survey was conducted by Parsons Brinkerhoff for a NMDOT project along US 64/87 that began in Raton and ended in Clayton. Brinkerhoff recorded 24 new sites. The survey included the community of Des Moines, and an inventory of all the buildings in the area of potential effect along the US 64/87 corridor was completed. Brinkerhoff made recommendations on the eligibility of the buildings for the *National Register of Historic Places* (Campbell 2003).

Table 2. Previously recorded sites

LA Number	Recorder	Date	Type
4973	Oakes	1983	Houses (8), Folsom depot; and outbuildings (2)
38662	Winter	1988	Fort Union Wagon Road
68922	Hammack	1988	House foundations
68923	Hammack	1988	Masonry room
88681	Marshall	1992	Hispanic settlement
110065	Swan	1995	Historic dump
110066	Swan	1995	Historic dump
108952	Zamora and Oakes	1999	Trash scatter
125548	Zamora and Oakes	1999	House foundation with fireplace
125549	Zamora and Oakes	1999	House foundation
126131	Townsend Archaeological Consultants	1999	House foundation
133462	Zamora and Oakes	1999	AT & SF Railroad, Colmar Cut-off
140450	Parsons Brinkerhoff	2002	Prehistoric artifact scatter
140455	Parsons Brinkerhoff	2002	Cairn features
140456	Parsons Brinkerhoff	2002	Historic artifact scatter
140457	Parsons Brinkerhoff	2002	Historic artifact scatter
140458	Parsons Brinkerhoff	2002	Historic artifact scatter
140459	Parsons Brinkerhoff	2002	Historic features with artifacts
140463	Parsons Brinkerhoff	2002	Prehistoric artifact scatter
140465	Parsons Brinkerhoff	2002	Historic features with artifacts
140466	Parsons Brinkerhoff	2002	Historic structure with artifacts

HISTORICAL OVERVIEW

(adapted from Campbell 2003)

There was little permanent settlement or even historical use of the northeastern corner of New Mexico until the mid-nineteenth century because of the frequency and severity of Indian raids, primarily by Comanches. The establishment of Fort Union in 1851, to the south of the area along the Santa Fe Trail, gave the first real impetus to the cattle industry to settle this area and establish ranches. The military operations at Fort Union and Fort Sumner provided a ready market for beef. Early settlements in the region such as those at Cimarron were closer to the Sangre de Cristo Mountains. But this area, too, came under Comanche attacks by the 1860s. The first herd of cattle was brought from Texas to Fort Sumner in 1866 by Charles Goodnight and Oliver Loving. Later, Goodnight drove cattle further north to Colorado to supply the newly developed mining towns. Later, a route that passed near Clayton was established further east.

Comanche raiding diminished by the mid-1870s, and ranchers began a more intensive settlement of northeastern New Mexico. Pratt (1986) identifies two types of land use at the time: the free use of the public domain (often illegal); and the purchase of land for ranching, which was based on enclosing pastures. Ranching in the 1870s struggled because of drought and a nationwide recession. However, in the 1880s economic recovery and the coming of the railroad spurred the formation of large cattle companies and led to the founding of several new towns, which supplied goods to the outlying ranches.

The introduction of barbed wire also helped to change the face of northeastern New Mexico. Barbed wire allowed companies to change from open-range to pasture operations, where breeding could be controlled. Fencing brought about the end of the large cattle drives. All over northeastern New Mexico, ranchers began purchasing land, fencing it, installing windmills (eliminating the need for streams or springs on the property), and raising choice stock.

Some large cattle corporations owned hundreds of thousands of acres. The Prairie Land and Cattle Company had ranches in Colorado, Texas, and Union County, New Mexico. The first telephone line in the area was installed by the company in 1881 to facilitate company communications (Thompson 1946). In the 1880s numerous corporations were raising cattle in the region, but in the early 1890s, drought and recession drove beef prices down, and most of the remaining corporations went out of business. The railroad, which had transported cattle to market and sustained the cattle industry, now brought homesteaders to New Mexico who were deter-

mined to stake claims and farm the land. Farming and ranching continue today as the main economic pursuits in northeastern New Mexico.

RAILROADS

The first railroad in the area was completed in 1888 when the Denver, Texas, and Fort Worth Railroad, building south from Trinidad, met the Fort Worth and Denver City Railroad, building north from Texas, at Union Park, north of Folsom. The line became known as the Union Pacific, Denver, and Gulf Railway Company in 1890, and the Colorado and Southern Railway in 1898.

Wealthy cattlemen in northeastern New Mexico who wanted a market outlet were partially responsible for the construction of the railroad through the region. Clayton was chosen by Sen. Stephen Dorsey and Grenville Dodge as a railhead because it was on a level spot with plentiful surface water. The town of Clayton was incorporated in 1887 and named after Senator Dorsey's son. By 1888 the town and its stores drew trade from the entire territory, whose inhabitants formerly had to travel to Springer or Las Vegas for goods. Union County was established in 1893 with Clayton as the county seat.

The Colorado and Southern ran west from Clayton to Des Moines, where it turned north to Folsom and eventually Trinidad. In the 1930s the Elkhart and Santa Fe Railroad began the Colmor Cut-off, which headed east from Des Moines and was intended to connect the Colorado and Southern with the AT&SF. However, the lines only reached as far as Farley. The Colorado and Southern between Clayton and Des Moines continues to operate as part of the Burlington Northern.

The development of the coal fields near Raton caused the construction of new railroad lines and towns. In 1905 the St. Louis, Rocky Mountain, and Pacific Company constructed a line from south of Raton at Clifton House to Des Moines to connect with the Colorado and Southern. Coal mining declined in the 1930s and 1940s, and most of the spur lines, including the line to Des Moines, were abandoned.

FARMING

The earliest farming settlements in northeastern New Mexico were those of Hispanic sheepherders who farmed the canyon bottoms and grazed sheep on the uplands. By 1900 Hispanics from Taos dispersed along Corrupa Creek, near the project area. This was one of the core

areas of Hispanic settlement in northeastern New Mexico (Pratt 1986).

With the canyon lands settled, the highland plains were open to settlement from the east. Anglo homesteading began slowly in the early 1900s, and by 1920 the bulk of the claims had been filed and most of the area had been settled. In the project area, all of the land was claimed between 1900 and 1915 (Pratt 1986). Once a suitable location was found, the claimant had to build a house and begin tillage. The homesteader was required to reside on the land for five years to validate the claim. Many sold their claims immediately after being granted title, and gradually the lands in the area were owned by fewer and fewer individuals.

Farming in northeastern New Mexico demanded knowledge of dryland techniques unfamiliar to many easterners. Even the mildest droughts discouraged all but the most determined homesteaders. The dust bowl of the 1930s hit the area particularly hard. Many farmers aban-

doned the area, and even whole communities disappeared. Economic recovery did not begin until after World War II. Returning servicemen built new subdivisions in the larger towns such as Clayton and Raton.

DES MOINES

The town of Des Moines was formed in 1887 by the Colorado and Southern Railroad when it built the line connecting Amarillo, Texas, and Trinidad, Colorado. The railroad posted a sign at the site, calling it Des Moines after the Iowa city. It was originally intended to be a hub of four railroad lines, but only two were actually constructed: the Colorado and Southern, and the Rocky Mountain and Santa Fe, which was eventually abandoned. Today Des Moines is a small farming and ranching community including a railroad siding and a few businesses.

LA 140462

(adapted from Campbell 2003)

It is not known when LA 140462 was first occupied. In the late 1880 and 1890s it could have been settled as ranchland or as the residence of a railroad worker on the Colorado and Southern, or later on the Rocky Mountain and Santa Fe. The property could also have been part of a homestead claim ca. 1900 to 1920, or part of the post World War II settlement of northeastern New Mexico. Today, foundation rubble and associated trash is all that remains.

LA 140462 is on the west side of the village of Des Moines, New Mexico, in an open valley between the foothills of Sierra Grande to the south and Dunchee Hill to the northeast. The local vegetation includes scattered juniper, mixed grasses, sage, milkweed, woolly mullen, mustard tansy, prickly pear cactus, and yucca. The surface sediments are alluvial silt, sand, and gravel. Because of existing highway construction and right-of-way maintenance activities, the site is not intact within the existing highway right-of-way.

LA 140462 consists of a historic artifact scatter and features on both sides of US 64 (Fig. 2). Within the area of potential effect, the site measures 865 by 103 m (89,095 sq m). The west half of the site consists of an artifact scatter and features associated with historic railroad activities, including the remains of four abandoned railroad grades, two railroad-related roads, a gravel pile, and a concrete tank support structure. The east half of the site consists of an artifact scatter, a house foundation, and associated structural debris.

The eastern portion of the site (85 by 35 m) was divided into two areas. Area 1 includes a house foundation (Feature 1) and directly associated artifacts. Area 2 comprises the rest of the site area and contains an extensive scatter of historic trash and eight railroad features (Features 2-9).

Area 1 is on private land north of the existing highway right-of-way. Feature 1 is a 15 by 13 m area that contains a house foundation and structural rubble 10 m north of the US 64 pavement edge (Fig. 3). Structural debris and artifacts associated with the feature extend about 1 m into the right-of-way. The wall alignments are marked by a single course of tabular sandstone and limestone rocks that form the outline of a 7.5 m by 3.0 m room. The long axis of the house is oriented due east-west. There are gaps of 1 m in the north and south walls, probably doorways. A 2 by 1 m fireplace/chimney structure abuts the south wall at the southeast corner, and a flower bed or ramada area is defined by tabular rocks placed vertically on the north side of the house.

Area 2 is within the US 64 right-of-way and not within the area of potential effect either north or south of the highway. Feature 2 is an elevated railroad grade that crosses US 64. The grade has a width of 15 m at the bottom and is 6 m wide at the top, with sloping sides; its long axis is oriented 139 degrees true north. The feature is very disturbed south of the highway right-of-way, virtually gone within the right-of-way, and relatively intact north of the right-of-way. Coal and cinders are present in this feature.

Feature 3 is a virtually flat railroad grade that crosses US 64. The grade is 15 m wide and is visible as a slight rise accompanied by a change in vegetation. The long axis of the grade is oriented 110 degrees true north. The feature is not visible within the right-of-way and relatively intact north and south of the right-of-way. Coal and cinders are present in this feature.

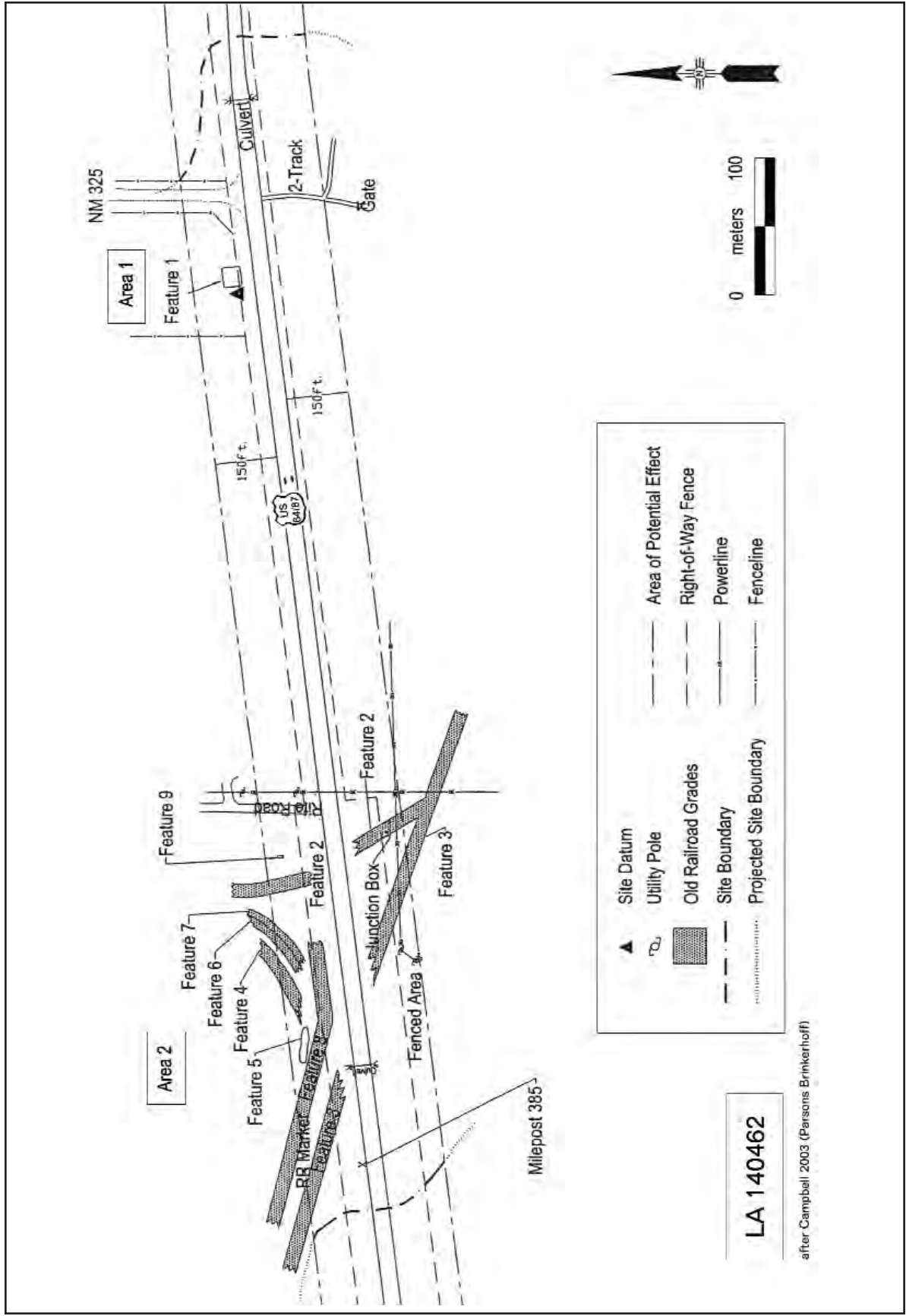
Feature 4, a curved, elevated railroad grade, is probably a secondary (spur) line connected to the major grades nearby. The grade starts 17 m north of the US 67 right-of-way fence, heads northeast (51 degrees true north) for 13 m, then leaves the area of potential effect in a broad northward arc. Coal and cinders are present in this feature.

Feature 5 is a pile of angular basalt gravel measuring 30 by 4.5 by 1.2 m, 14 m north of the US 64 right-of-way fence. Three wooden fence posts are on the north edge of the pile.

Feature 6 is a built-up railroad grade or service road that lies just east of Feature 4. The feature starts 13 m north of the US 64 right-of-way fence, parallel to Feature 4. The lack of coal and cinders in this feature and its narrowness suggest that it was a service road.

Feature 7 is a ditch that lies along the east side of Feature 6. It is 3 m wide and 0.5 m deep and matches the orientation and curvature of Feature 6. A few scattered coals and cinders are present. This feature may be an entrenched railroad grade, but it is more likely a drainage or borrow ditch that provided material for construction of Features 4 and 6. The feature starts 11 m north of the US 64 right-of-way fence.

Feature 8 is an elevated railroad grade on the north side of US 64. The grade is 15 m wide at the bottom and 6 m wide at the top, with sloping sides. The grade enters the area of potential effect along its northern edge at an angle of 110 degrees (true north), extends for 60 m, and intersects the US 64 right-of-way fence. The grade then turns and runs parallel to the highway for 55 m before becoming indistinguishable. The edge of the feature



LA 140462

after Campbell 2003 (Parsons Brinkerhoff)

Figure 2. Site map, LA 140462.

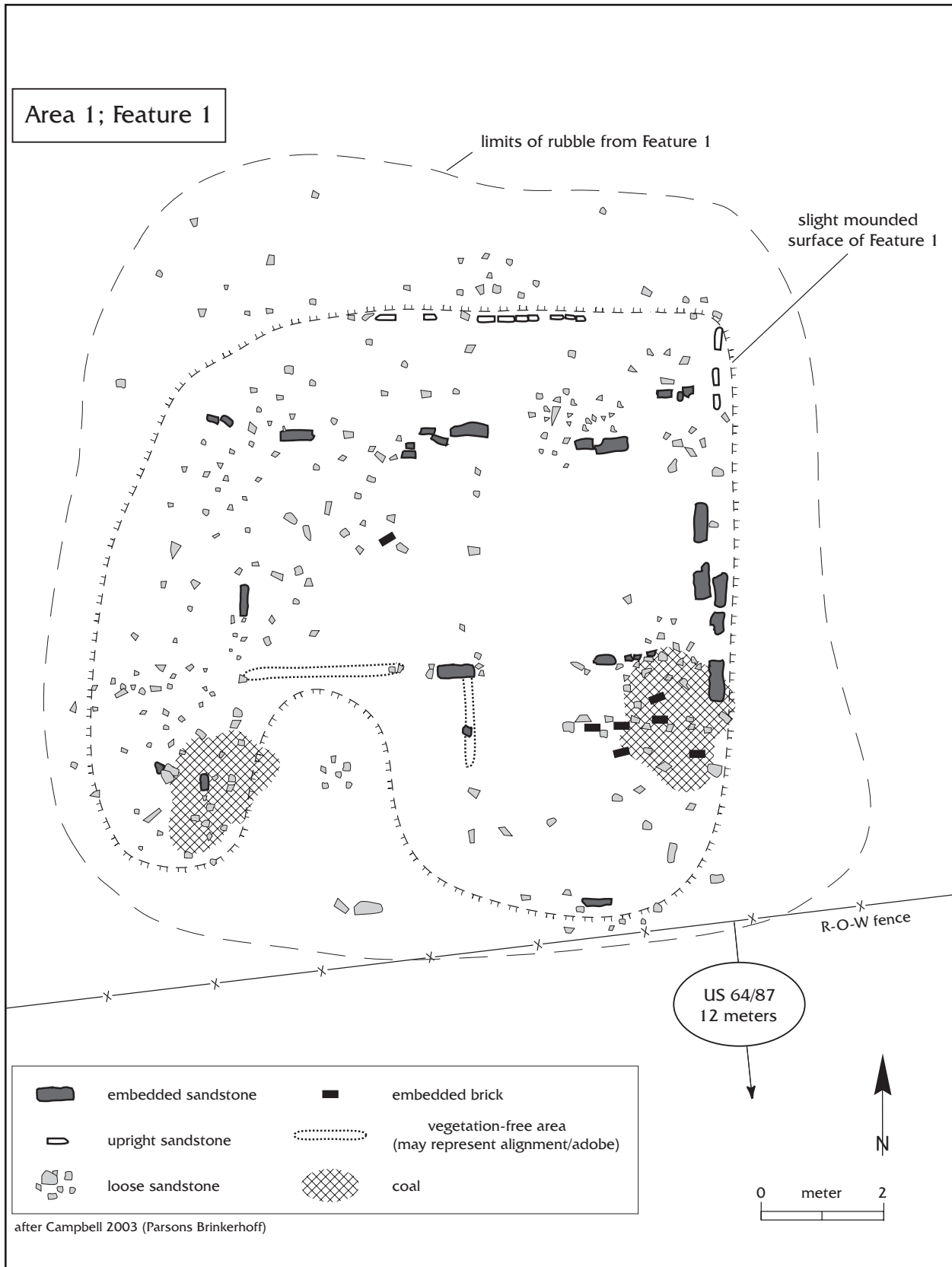


Figure 3. Feature 1, Area 1, LA 140462.

Basalt gravel, coal, and cinders are present in this feature.

Feature 9 is a concrete and masonry tank cradle structure with an adjacent concrete slab in a 5 by 5 m area east of Feature 2.

Artifacts were found on both sides of the highway right-of-way but are more concentrated in the residential component designated Area 1, which contains over 200 artifacts in the assemblage. The artifact scatter consists of glass, metal, and ceramic objects. The glass artifacts are aqua, amethyst, and clear-colored bottle, jar, and plate glass fragments. The metal artifacts are cans, can fragments, and pieces of unidentifiable objects. The ceramics artifacts are European or American china and porcelain flatware fragments.

Based on the presence of railroad grades, hole-in-top cans, and other diagnostic artifacts, the site probably dates from the Late US Territorial period to World War II (1905-1945). The railroad grade represents the eastern terminus of the St. Louis, Rocky Mountain, and Pacific (later Rocky Mountain and Santa Fe) Railroad, in use from 1905 through 1935.

LA 140462 crosses the highway right-of-way, the proposed project area of potential effect, and extends onto private properties to the north and south. The por-

tions of the site outside of the proposed project limits were not evaluated or documented. The portion of the site within the right-of-way is less intact than in the area of potential effect to the north and south. Current design plans show that all improvements in Area 2 (in the vicinity of the railroad grades) will take place within the existing right-of-way and will not affect any intact railroad grade features. In Area 1, current plans show that improvements will take place to the north of the existing pavement and will require approximately 14.0 ft of an additional right-of-way on the north side. A portion of Area 1, including Feature 1, will be affected by the proposed undertaking.

Portions of LA 140462 extend into the proposed project limits. Our review indicates that LA 140462 is likely to yield important information and is eligible for inclusion in the *National Register of Historic Places* on the basis of Criteria A and D (36 CFR §60.4). Area 2 does not extend into the proposed construction zone and can be avoided. Portions of Area 1 are within the limits of the proposed undertaking, and these portions of the resource cannot be avoided. A program of archival data recovery at LA 140462 is necessary to document the cultural resources.

PLAN FOR ARCHIVAL RESEARCH

The focus of this data recovery plan is on historical documentation of LA 140462. The work will involve archival research at the following facilities in New Mexico: Bureau of Land Management, Santa Fe; Right-of-way Division, New Mexico Department of Transportation, Santa Fe; Clayton County Courthouse, Clayton; Clayton Abstract/Title Company, Clayton; New Mexico State Archives, Santa Fe; New Mexico State Library, Santa Fe; Museum of New Mexico Photo Archives, Santa Fe; Colfax County Courthouse, Raton; and Clayton Public Library, Clayton. Interviews with local residents will also be conducted.

Information to be compiled includes:

1. Names of owner of the property at abandonment and names of any former owners.
2. Names, ages, and marital status of any family members.
3. Birthplaces of owners or former residences.
4. Dates of residence.
5. Occupation of owners while in residence.
6. Details of improvements to the property by the various landowners (such as dugouts, outbuildings, fencing, and wells). Square footage also will be recorded, if available.
7. Total acreage owned.
8. If farmland, crop type and yield.

To gather the above information, archival research will focus on four areas of inquiry: land ownership, chronology, subsistence adaptation, and abandonment of the property.

LANDOWNERSHIP

Identification of the landowner is a primary goal of the archival research. This information will be sought in several places. At the time of the right-of-way division, the NMDOT may have completed a title search. The Clayton County Courthouse has mortgage records for the disposition of property through time. The courthouse should also have plat maps of the land in question. If courthouse records are not adequate or have been destroyed, an abstract company may contain useful information on the property owners. If the property were a homestead entry, entries for the Des Moines area will be examined at the Bureau of Land Management, Santa Fe, and the type of entry, date of entry, name of patentee (for patented homesteads), the homestead or patent number, and a description of the property will be recorded. We will also seek information about the family that occupied the site. Census records at the State Archives will be

examined for this information.

In addition to archival research, interviews will be conducted with the local residents of Des Moines. Someone may remember the property or the people who lived there. Older people are an excellent source of this kind of information. Inquiries will also be made at the residences close to LA 140462.

CHRONOLOGY

When was the site occupied? When were the earliest and last occupations? What sociopolitical events were taking place in the immediate area or in the surrounding region during the occupation, such as opening up the territory for homesteading or the coming of the railroad? Specific information may be gathered from mortgage records or homestead filings (if they exist). Information on local or regional events may be found in books at the New Mexico State Library dealing with the history of Union County and Des Moines (see below for a list of books to be researched). The photo archives of the Museum of New Mexico may also contain material related to the time of site occupation.

The area was part of Colfax County until 1893, and the Colfax County Courthouse may have records pertaining to the railroad community of Des Moines at this time. The Clayton Public Library is also a potential source of information on the history of Union County and its communities.

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SUBSISTENCE ADAPTATION

What was the nature of the site occupation? Was the household provider a wage laborer, rancher, homesteader, or farmer, for example? Were there animals on the property, and were they kept for domestic or commercial purposes? What improvements were made on the land,

and what do they tell us about the range of activities that occurred on the site? Tax records at the Clayton County Courthouse may provide these types of information.

ABANDONMENT

When was the site abandoned and why? Does the date of abandonment of the site coincide with any regional economic downturns or climatic changes such as drought? Or did the abandonment have to do with other, family-related circumstances? Mortgage records may provide information on real estate transactions.

DOCUMENTATION

NMDOT will receive a report including a description of research objectives and results, data collection methods, and findings of the archival research. Maps and plats obtained from archival sources pertaining to LA 140462 will be presented with the report. Data collection will focus on reaching an accurate understanding of how the property was used. Any paper documentation obtained will be stored at the Archaeological Research Collections, Museum of New Mexico. A site update form will be completed for Laboratory of Anthropology files if warranted.

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