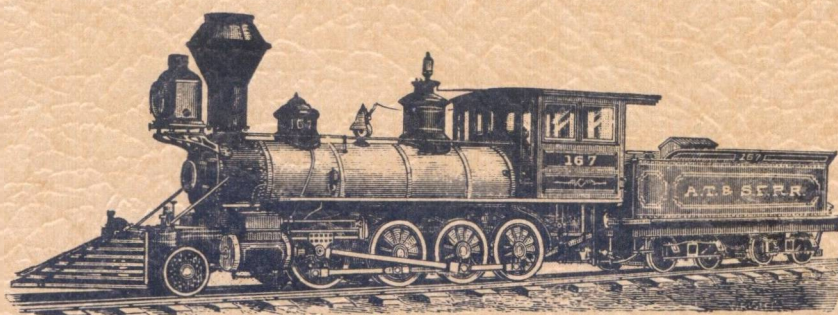


**THE CATALOG OF
NEW MEXICO RAILWAY
POSTAL MARKINGS**



BY CHARLES L. TOWLE

LA POSTA

Volume XII, Nos. 2/3

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Richard W. Helbock, Editor, 424 McClure Road, Las Cruces, NM 88001.

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PREFACE

It was a notable Fourth of July celebration in the dusty town of Las Vegas -- a scene never to be repeated! From far away Kansas City the first train had arrived at the 1833 Mexican settlement. Steaming over the plains of Kansas, through famous Dodge City, down the valley of the Purgatoire, over the formidable Raton Pass and across the rolling high plains, it finally steamed into the first New Mexican town of any size, almost 800 miles from the Missouri. Along with the train came employees of the Post Office Department -- route agents bringing mail from the East for the first time on this July 4th of 1879. No longer did the inhabitants of the new Territory have to depend upon the slow and uncertain stage lines for communication as the Santa Fe tracks reached west to Lamy, Albuquerque, Socorro and on down the Rio Grande Valley.

Eighty-eight years and a few months later it was a vastly different scene as the throbbing diesel units ground to a stop about noon at the unique Santa Fe Clovis station on the plains of far eastern New Mexico. The doors of a sleek, stainless steel full Railway Post Office car opened, and R.P.O. clerks clad in overalls loaded mail bags onto a waiting baggage truck. Few bystanders paid any attention, but it was the 4th of October, 1967, and this was the Santa Fe's streamlined "San Francisco Chief". Roaring westward, it made few stops -- Fort Sumner, Vaughn and Mountainair. Once in a while a bag of mail was kicked out to a waiting Postmaster at a small wayside depot as the train roared through. It was nearly 4 P.M. when the streamliner reached the Rio Grande river point of Belen, and the R.P.O. crew climbed down from the car to board a waiting bus for Albuquerque. Perhaps they watched a bit sadly as the diesel roared and the shiny train pulled out on its way westward -- ending 88 years of Railway Post Office service in New Mexico.

During this long interval, many thousands of trains hauled mail cars, first manned by route agents and then by railway postal clerks, to deliver and pick-up mail from many cities, towns and wayside points on 23 different routes. Some of the lines served many points, others only several small settlements in New Mexico Territory or State. Equipment ranged from a small compartment in a dinky narrow-gauge combination car, to space in a gas-electric rail car, and all the way up to a fast mail train from Chicago to Los Angeles, entirely composed of mail cars.

The postal history of these rail lines, from important main to insignificant branch, is a fascinating story, and the postal markings used on these trains, catalogued in this volume, provide an insight into this reliable, interesting and prompt method of mail transportation -- now unfortunately but a memory.

Many facts concerning the growth, operation and decline of this mail system are unknown, but by outlining the history of the railway mail lines and cataloging the postmarks employed evidencing their existence, it is hoped that this preliminary study will serve as a guide and encouragement to others to collect and study these fascinating and historical cards, covers and letters. Perhaps from this rudimentary effort further information may be forthcoming which will extend future knowledge of railway mail in New Mexico.

THE RAILWAY MAIL SERVICE

Mails were first transported by rail as early as 1837 between Albany and Utica, N.Y. In the 1840's and 1850's, with rapid growth of rail lines in the East, hundreds of route agents were appointed to work on mail cars operated on most trains. These route agents sorted mail received en route and opened mail bags for stations on their route to distribute the mail to proper stop. They did not sort mail for destination terminals, as this sorting was done by city and town post offices designated as Distributing Post Offices.

The Distributing Post Office system reached its zenith in the Civil War period when defects in the system became glaringly apparent. Noteworthy among these defects were mail delay and congestion at major transfer points. By Act of Congress approved March 3, 1865, the Postmaster-General was authorized to appoint two additional special agents to superintend postal matters connected with the railway mail service of the United States. The Railway Post Office system of mail sorting and distribution en route was applied on an experimental basis on the Chicago, Ill., and Clinton, Ia. mail line, and also on the New York and Washington R.P.O., followed shortly thereafter by several midwestern routes. It quickly became apparent that the Railway Post Office, with its sorting mail in transit for connections, destinations and points beyond, was the only solution for handling the quickly growing volume of mail matter and the serious delays and congestion at major distributing offices.

On April 4, 1869, George P. Armstrong was made the first General Superintendent of Railway Mail Service in charge of installing the new system of mail handling throughout the country. Mr. Armstrong recommended to the Postmaster-General that the country be divided into six divisions with the headquarters of each located at a central transportation point. Congress refused to increase appropriation so the Postmaster-General, on his own authority, reorganized the railway branch as Railway Mail Service to take effect July 1, 1869. Six Divisions were created with five in the East and South, while Division No. 6 embraced all that territory west of the 96th Meridian and Louisiana. Five Assistant Superintendents were appointed, while the 6th Division was placed under the direction of a Chief Head Clerk, R.M.S. at Omaha, responsible for nearly all service west of the Missouri River.

Starting in 1868, instructions were issued by Second Asst. Postmaster-General defining routes of through mails, calling to the attention of all Postmasters, Special Agents, R.P.O. clerks, route agents and others the directions laid down and providing the basic groundwork, forms, rules and information for Railway Post Office operations.

On May 31, 1871, Mr. Armstrong resigned due to ill health and was succeeded by Mr. George S. Bangs, an experienced railway mail official. Mr. Bangs revised the district arrangement into five divisions. All the details of the service in each division were assigned to the Superintendent of the district for handling.

After a few years of trial it was found that the great territorial extent and vast railroad mileage of some of these districts made it almost impossible for the Superintendents to give the close personal supervision necessary to establish and maintain proper operation. Accordingly, on the recommendation of Mr. Bangs, Postmaster-General Jewell issued an order Oct. 9, 1874, establishing eight divisions of Railway Mail Service. This realistic order was the initial serious approach to solve the mail problems and established a basis for proper supervision of the Railway Post Office for many years.

Under this order New Mexico Territory was included in the Seventh Division, headquartered in St. Louis, Mo., with W. L. Hunt as the first Superintendent. However, due to the vast distances in western territory, the transcontinental lines built in the early 1880's -- one west from Albuquerque to Winslow, A.T., and Needles, Cal.; and the other east from Yuma, A.T., through Tucson to Deming, N.M.T. -- were assigned to the Eighth Division with headquarters in San Francisco. Thus, for most of railway mail service history, the rail lines of New Mexico were divided between two divisional

superintendents.

Until 1877 all organization of the Railway Mail Service was created by departmental action, but by Acts of Congress June 17, 1878, and March 3, 1879, nine Superintendents of Railway Mail Service were authorized to be detailed as heads of the various Divisions.

First regulations extensively governing the Railway Mail Service are found in the Postal Laws and Regulations issued 1879. Among those of interest to operation of the organization we find the following:

Sec. 706: The Postmaster-General has invested the general supervision of the distribution and dispatch of mails at post-offices and in transit upon railroad and steamboat routes in a General Superintendent of Railway Mail Service with headquarters at Washington, D.C. and in the Superintendents under his direction.

Sec. 708: The Postmaster-General has designated all railway postal cars and mail apartment cars and steamboats as post-offices for the distribution of mail matter in transit. To distinguish these traveling post-offices from ordinary post-offices, they are designated in the regulations as "Offices."

Sec. 709: In the postal regulations the word "employees" is used to designate all railway post-office clerks, route agents and mail-route messengers.

Sec. 710: Appointments to the Railway Mail Service are made upon the recommendation of the General Superintendent. All appointments are originally made for six months only, and at expiration of that time, if the record and final examination of the person temporarily appointed are satisfactory, he receives a permanent appointment. All promotions are made upon the recommendation of the General Superintendent, based upon the report of the Division Superintendent as to the good conduct, faithful service and efficiency, and all such reports must be accompanied by the employee's full record, including case examinations and facing slips.

Sec. 711: Postal clerks, route agents and mail-route messengers shall not be required to wear uniform other than cap and badge.

Sec. 712: Division Superintendents must confine themselves in their recommendations for promotions in the Railway Mail Service to the fact as to whether, in their opinion, the person recommended would make an efficient employee, and must not recommend, directly or indirectly, any person for appointment.

Sec. 713: Division Superintendents may assign to duty -- as Chief Head Clerks of Railway Mail Service, such employees as in their judgment are best qualified to discharge the duties expected of them, and the duties of such Chief Head Clerks will be to make examination of the men under their charge, to see that the schemes furnished are kept corrected, and that all orders issued by the Division Superintendent are properly executed.

Sec. 714: Each employee, when on duty must have with him either the volume of postal laws and regulations of the latest edition, or so much thereof as relates to Railway Mail Service and Registry System of the United States, copies of current "orders" affecting his line, "schemes of distribution", "Postal Guide" and a copy of "Schedule of Mail-trains".

The 1887 P.L. & R. expanded upon many of the rules but did not change the basic concept appreciably except in one respect: Sec. 898 -- That persons in the Railway Mail Service, known as Railway Post-Office Clerks, route agents, local agents and mail-route messengers, shall, on and after passage of this act, be designated as Railway Postal Clerks and divided into five classes. Sections 905 to 908 provided basis for different classes and rates of pay for various services.

Plate I shows excerpts from Railway Mail Service "Schedule of mail-trains" as referred to in Sec. 714. These schedules, copies of which are now quite rare, were for the working use of R.P.O. clerks. Excerpts shown are of schedules operating in New Mexico Territory as of Jan. 20, 1888. Notes on the schedules are shown on the face of the schedule. Note that only schedules 3, 4, 155, 203 and 211 provide Railway Post

Railway Mail Service,

OFFICE OF SUPERINTENDENT.

SEVENTH DIVISION.

Schedule of Mail Trains.

JANUARY 20, 1888.

Clocks will promptly notify this office of all changes in schedules on their lines.

Post-Office Inspectors' commissions recognized on all lines in this Division.

*Daily. †Daily except Saturday. ‡Daily except Monday.
 §Trains daily—R. P. O. daily except Sunday. ¶Trains daily—
 R. P. O. daily except Saturday. All other trains daily except
 Sunday. These times refer to the days of departure from the
 initial and terminal offices of a route.

Trains are run by "Central" time, except in Arizona,
 Colorado and New Mexico, where "Mountain" time is
 used.

Note Recent Dates of Schedules for Changes.

SPECIAL NOTES 1.—The numbers of trains on
 which R. P. O. service is performed are indicated
 by heavy faced type. All other trains are indica-
 ted by light faced type.

2.—All A. M. time commencing at one minute
 after midnight is shown in light face type—thus:
 12 01. All P. M. time commencing one minute af-
 ter noon is shown in heavy face type—thus: 12 01.
 12 00 (light face) is noon. 12 00 (heavy face) is mid-
 night. Careful attention must be paid to this ex-
 planation, that errors may be avoided.

R. M. THOMAS,

Superintendent.

LOUIS, MO.

239 Socorro & Magdalena R. R.

(Mex. Branch A. T. & S. F. R. R. 25.65 m's.)

3*	August 14, 1887.	4*
9 20	L. Socorro, N. M. A	5 05
11 45	A. Magdalena, N. M. L	5 45

3 Albuquerque & El Paso R. P. O.

(A. T. & S. F. R. R. 255.69 m's.)

3*	August 14, 1887.	4*
3 10	L. Albuquerque, N. M. A	12 50
6 17	..Socorro, N. M.	9 24
6 40	..San Antonio, N. M.	8 57
10 45	{ Rincon, N. M. }	4 55
11 00	{ ..El Paso, Tex. }	4 25
7 45	A. El Paso, Tex. L	1 05

4 Antonito & Santa Fe R. P. O.

(D. & R. G. R. R. & Tex., S. Fe & Northern Ry. 130 m's.)

53	December 21, 1887.	54
10 45	L. Antonito, Colo. A	4 15
4 25	..Espanola, N. M. }	10 25
2	{ ..Santa Fe, N. M. }	1
4 45	A. Santa Fe, N. M. L	8 50
7 35		

53 Carthage & San Antonio R. R.

(A. T. & S. F. R. R. 6.01 m's.)

53	August 14, 1887.	54*
8 10	L. Carthage, N. M. A	8 25
5 45	A. San Antonio, N. M. L	

85 East Las Vegas & Las Vegas Hot Sprgs. R. R.

(A. T. & S. F. R. R. 6.45 m's.)

701*	August 14, 1887.	702*	703*
8 10	L. East Las Vegas, N. M. A	7 40	
6 35	A. Las Vegas Hot Sp. N. M. L	7 20	
7 55	L. East Las Vegas, N. M. A	7 30	5 25
6 20	A. Las Vegas Hot Sp. N. M. L	7 05	5 00

88 El Paso & Deming R. R.

(Southern Pac. R. R. 88.70 m's.)

20*	December 21, 1887.	19*
11 50	L. El Paso, Tex. A	1 00
2 50	A. Deming, N. Mex. L	10 05

This line runs on Pacific time.

155 La Junta & Albuquerque R. P. O.

(A. T. & S. F. R. R. 318 m's.)

3*	August 14, 1887.	4*
9 00	L. La Junta, Colo. A	5 10
12 18	..El Moro, Colo.	2 32
12 20	..Trinidad, Colo.	2 25
7 30	{ ..Las Vegas, N. M. }	8 05
7 55	{ ..Lamy, New Mex. }	7 35
11 55	..Lamy, New Mex.	4 05
2 20	A. Albuquerque, N. M. L	1 00

191 Nutt & Lake Valley R. R.

(Lake Valley Brch. A. T. & S. F. Ry. 14.25 m's.)

951*	August 14, 1887.	954*
12 15	L. Nutt, N. M. A	3 05
1 20	A. Lake Valley, N. M. L	2 15

203 Pueblo & Silverton R. P. O.

(D. & R. G. R. R. 377.32 m's.)

7*	11*	December 21, 1887.	12*	4*
2 50	2 45	L. Pueblo, Colo. A	12 30	12 10
4 53	5 00	..Canonas, Colo.	10 23	10 05
	9 25	..Alamosa, Colo.	5 10	
	10 45	..Antonito, Colo.	4 30	
	8 20	{ ..Durango, Colo. }	6 55	
	51		52	
	7 15		5 35	
	11 20	A. Silverton, Colo. L	1 30	

Trains Daily, except Sunday, West of Alamosa.
 R. P. O. divides on Durango.

211 Rincon & Silver City R. P. O.

(A. T. & S. F. R. R. 110 m's.)

903*	August 14, 1887.	904*
11 00	L. Rincon, N. M. A	4 20
12 01	..Nutt, N. M.	3 15
1 00	..Deming, N. M.	1 15
3 45	A. Silver City, N. M. L	11 05

232 Santa Fe & Lamy R. R.

(A. T. & S. F. R. R. 18.70 m's.)

754*	752*	August 14, 1887.	751*	753*
9 50	10 20	L. Santa Fe, N. M. A	12 45	5 15
3 50	11 20	A. Lamy, N. M. L	11 45	4 15

PLATE I - Seventh Division Railway Mail Service Schedule -January 20, 1888
 showing railway mail trains operating in New Mexico Territory. The Alber-
 que & Los Angeles R.P.O., the Deming & Los Angeles R.P.O. and the Clifton
 & Lordsburg closed pouch were assigned to the Eighth Division.

Office Service for those trains with train numbers shown in heavy black type. Other trains shown in schedules 38, 85, 88, 191, 232 and 239 only provided closed pouch service. The term 'closed pouch' means that mail was not sorted en route, but only locked mail bags were transported as baggage, usually under charge of railway baggage agent on the train.

The history of railways in New Mexico is basically that of two companies -- the Atchison, Topeka & Santa Fe thrusting southwesterly from Trinidad, Col., to Santa Fe, Albuquerque and down the Rio Grande Valley to a connection with the Southern Pacific at Deming thus forming the second transcontinental route to be opened; and the Southern Pacific building east from Los Angeles to Deming and beyond.

Through astute planning the Santa Fe acquired a major interest in the westward division of the Atlantic & Pacific constructed from Albuquerque to Gallup and west across the Arizona highlands to join an already completed connection at the Colorado River at Needles, Cal., thereby forming the line that became the Santa Fe mainline of 1887. Two types of tributary lines were built by Santa Fe in New Mexico -- those to improve disadvantageous routes such as the Belen-Clovis cutoff and the Brownwood-Clovis line forming a Texas-California transcontinental route, and those to serve mining and agricultural areas such as the extensions to Silver City, Santa Rita, Magdalena, the Pecos Valley and the many short lines into the Rocky Mountain area.

The Southern Pacific, building in the opposite direction, continued eastward from Deming to El Paso and on to a connection in mid-Texas with an affiliated company to form the famous 'Sunset' route from Los Angeles to New Orleans. At a later date they acquired branches into the mining areas of Arizona and New Mexico, as well as the important El Paso-Tucumcari gateway route from the El Paso & Southwestern RR. Finally, 56 years after the original lease of the Tucumcari line, the Southern Pacific has gained a far shorter transcontinental route by purchasing the Rock Island trackage east from Tucumcari to Kansas City and St. Louis. Although the S.P. had in past years a coal originating connection to productive northern New Mexico coal fields, they rather foolishly gave up this route to the Santa Fe for future development.

It is true that other lines served New Mexico, but they were relatively unimportant, or geographically minor, such as the Colorado & Southern Ry. across the north-east corner of the State, or the two Rock Island routes barely entering New Mexico to connect with the Southern Pacific. The Denver & Rio Grande had considerable three-foot gauge track in the Territory, but it only served local interests and had no through traffic. The only other rail line of any length was the New Mexico Central, wandering south from Santa Fe to Torrance. It remains a puzzle to this day as to why anyone would build a line through such territory obviously devoid of any traffic potential.

The rail, and the railway mail lines, operating in early day New Mexico had to contend with great difficulties. Snowstorms, sandstorms, severe gradients, sharp curves and, especially, flash floods made train operations costly and mail schedules difficult. Indian problems, train robbers and the lack of population added to early-day headaches. The fortitude and determination of the pioneer railroad builders and the early mail route agents must indeed be admired.

Before the total changeover to Railway Post Office lines and clerks around 1884, several route agent lines created eagerly sought Territorial route agent postal markings such as the Deming & Los Angeles Agt., La Junta & Santa Fe Agent and its successor, the Kansas City & Deming Agent. Of great interest are the route agent markings that should exist, but have never been located or reported. Anyone locating a La Junta & Las Vegas Agt., a La Junta & Galisteo Agt., a Santa Fe & Socorro Agt., a Santa Fe & Deming Agt. or an Albuquerque & Winslow Agt. (or R.P.O.) has indeed found a treasure.

Many R.P.O. cars operating into New Mexico had extremely long runs. The Kansas City & Deming line was 1,149 miles long and took 57 3/4 hours. The Deming & San Francisco run was 1,206 miles long and took 55 1/2 hours. The maintenance of railway post

office cars must have been a problem. Early day crews spelled each other as much as possible, and ate and slept in the cars whenever the work load allowed. Fortunately, the distance between stops of importance was considerable. After a few years better working conditions developed and crews worked only a portion of the long runs. At times, Williams, Ash Fork and Kingman were all intermediate crew changing points on the Albuquerque & Los Angeles R.P.O., while Tucson and Phoenix were both at times R.P.O. crew points on the El Paso & Los Angeles R.P.O.

Much additional research is needed on the Railway Mail Service and the workings of R.P.O. routes and crews. Much of the basic information has no doubt been lost or destroyed by fire, but a determined researcher could dig into dusty buried file boxes in the National Archives for months and most probably unearth valuable information which would fill out many of the gaps in presently available history.

COLLECTING RAILWAY POSTAL MARKINGS

Agent and R.P.O. markings are normally collected on complete cover, on postal card or on post card. If a letter is enclosed in the envelope, so much the better as letters frequently add to historic value. On occasion markings can only be found on cut-squares (usually upper right $2\frac{1}{2}$ " x $2\frac{1}{2}$ " portion of envelope or card), on facing slips (a form used by clerks to tie bundles of letters for one destination) or on official P.O.D. forms required for handling of registered mail. These are definitely collectible and have value as space-fillers for missing markings, but they are generally not nearly as valuable as a complete cover or card. It must be remembered that we are dealing with envelopes and cards that have been through the mail and passed through many hands, so that condition is not always of the best. Until the closing years of R.P.O. service, there was very little 'philatelic' mail so that markings made by a clerk's hammer were often less than perfectly struck. As the clerk was working in a hot, swaying, bouncing crowded compartment, his probable main interest was in getting to the door to cool off. The cancels he made were often light, glancing or partial, rather than the superb strike. Hence, very fine to superb examples often sell at a considerable premium.

Many collectors prefer R.P.O. markings on early post cards both for the association value of the picture, as well as the fact that the cards were stiff and seemed to take a better strike than letters. Also due to their stiffness, they usually have better survived the ravages of time and handling. With experience it will also be noted that a higher percentage of view cards, than of letters, seem to have R.P.O. markings. This is no doubt due to the fact that tourists exceeded natives in number, and were always writing cards to Aunt Emma at home and mailing them in station mail boxes or giving them to R.P.O. clerks.

In collecting railway marks it must be remembered that only a small portion of all mail handled received agent or R.P.O. markings. Probably less than 1% of total mail volume received a marking from the R.P.O. clerk. The reasons for the clerk post-marking mail were: (1) mail posted in a letter box at a wayside station or in a slot in the side of a R.P.O. car; (2) mail handed to a clerk by train passenger, station agent or bystander at the station; (3) that very small percentage of mail found by a clerk without stamp cancelled, or without postmark, when he sorted working mail bags en route; (4) special delivery or registered mail matter and (5) mail found by clerk when sorting mail that was mis-routed, or 'Missent' mail.

As a result, one has to check through many covers and cards to find Agent or R.P.O. markings. Sources for locating such collectible items are your local stamp dealer, dealers in postal history material at stamp shows, approval lot dealers in postal history and stamp auctions -- especially those that feature R.P.O. markings and postal history. Advertisements in the philatelic press will give you clues as to which dealers to contact, or such organizations as M.P.O.S. will be glad to suggest dealers or auction houses handling such material. Many fortunate finds result from combing

through boxes or piles of post cards and of letters at antique shops, flea markets and used book dealers. In addition, there are dealers in post cards that are a likely source for used cards with desirable railway markings.

Upon advancing in your collection you can trade with other collectors or submit want lists to postal history dealers. Railway markings in good condition are difficult to find. However the search is most interesting and it is quite a thrill to find a rare \$100 R.P.O. marking in a pile of post cards at a flea market. This does happen fairly frequently, as many such instances come to the attention of the writer.

Your collection can be kept in many different ways. Some collectors use plastic sleeves (the stiffer the better) that can be placed in storage boxes or file boxes. Others mount covers in albums with cover hinges or adhesive corner mounts, but if this is done album paper should be fairly heavyweight (100# stock is good) to support the weight of the covers without bending the letters or cards. Other collectors use cover albums, first day cover albums, post card albums or cover files. There are countless methods, but experience will show that your mounting method should best combine freedom from damage, accessibility, viewing of both sides of card or cover, and a filing system that lets you locate your marking quickly and easily.

With advancing experience you will need to acquire a good reference library. The Bibliography in this monograph lists many useful works for your use. In addition, there are many studies for other individual states that may be obtained. Membership in a specialized philatelic society will prove most beneficial. With advancing collection and knowledge you will find it interesting to join your local stamp club and to exhibit your collection in local stamp club shows. Experience gained at the local level often leads collectors to upgrade their exhibits in order to compete in regional or national shows, and thereby impart to other collectors the knowledge they have gained and to share the many examples of railway markings they have collected.

Finally, the research and study of the use and variation of railway markings offers a progressing field of endeavour. New Finds are constantly being made, new historical material is constantly turning up and the knowledge gained in assembling your collection can be put to use to augment and perfect the incomplete knowledge we now have of railway mail service in this country.

LISTING AND VALUATION INFORMATION

In this Catalog of New Mexico Railway Markings several innovations are employed in an effort to arrive at a more meaningful method of listing the various markings. Altogether, in the Territorial and Statehood periods there were a total of 23 routes on which working R.P.O. cars were employed. The history, mail service chronology and markings are listed and shown separately for each of these routes. Markings are listed both by period of use and type of marking for each of the routes. In addition, a detailed map is provided at the end of the monograph on which each route usage may be traced to determine points between which markings were used.

The first table for each route shows in the first column the period of operation for the route, followed by the termini of the operated route. In many cases period of use is shown by year only, and in other cases the exact date is given. Through the efforts of John Kay, many exact dates of route changes were located in the National Archives, while others were located in the Annual Reports of the Postmaster-General. In a few cases, the date is entirely missing and in another few we are not certain that the route marking was ever manufactured or used for the route listed. It should be understood, however, that dates of use are from P.O.D. records, and do not necessarily agree with use of hammers in the field by clerks on the mail cars. In all cases listed a contract was in existence for the route, but this does not always indicate that it was so operated.

The next column shows termini of route and whether a route agent or railway post office operation. Following P.O.D. policy in effect for the entire period, the easterly or northerly terminus is the initial point in the route listing. The next column indicates length of route in miles. The letters in the fourth column conform to route segments as indicated on the map at the end of the monograph. As an example, Route 9A was a portion of the Atchison, Topeka & Santa Fe Ry. between La Junta & Trinidad, Col.; Route 9B -- Trinidad, Col., to Las Vegas, N.M.T.; Route 9C -- Las Vegas to Galisteo, N.M.T.; and, 9D -- Galisteo to Albuquerque, N.M.T. and so on. This sectionalizing was done to enable us to cover all postal markings used on the route. As an example, La Junta & Galisteo Agent (9A-9B-9C) or Trinidad & Albuquerque R.P.O. (9B-9C-9D). In other cases only one designation will suffice as 10A, used on the Santa Fe mainline from Albuquerque to the Arizona Territory line as no route agent or R.P.O. change points existed in New Mexico west of Albuquerque. A study of the map and the route segments will make the geographical depiction of routes quite evident. The last column in the first table shows the illustration number of markings used on each route for reference both to following Markings Listings and the Markings Illustration plate.

The next table shows listings of all markings recorded for each of the 23 R.P.O. routes. First column lists the illustration number of the marking and corresponds to that listed in Table 1, and in the Markings illustrations. The second column shows, for cross reference purposes, the catalog number of each marking as it has been, or will be, listed in the U.S. Transit Markings Catalog, Volumes I, II or III. This is the number which will normally be used to identify particular markings in most auction catalogs, dealers stocks and in philatelic articles. The third column shows the exact wording used in markings with spelling, abbreviation and names as they appear in the marking. Following the designation is the diameter of the marking in millimeters. As explained later, this may vary slightly in different strikes of the same marking. Also shown in this column is type of marking as to shape. For this present catalog the only varieties listed are "O.C.", for open circle (no rim or rim worn off), and the oval. Some markings used by station agents to postmark mail in lieu of the postmaster may exhibit more elaborate design as they were usually stamps used for cancellation of tickets as sold. Following the size is a numeral showing estimated value of the marking. The value scale employed is the same as that used in the CENTENNIAL CATALOG OF ARIZONA RAILWAY POSTAL MARKINGS, published in 1978 by the Western Postal History Museum of Tucson. It is also basically the same as used in Dr. Sheldon Dike's, NEW MEXICO TERRITORIAL POSTMARK CATALOG, which lists all New Mexico Territorial postal markings except those of the railway mail route agents and railway postal clerks cataloged in this work.

The value number shown is for a good readable strike of the marking on a sound cover, postal card or post card with normal stamp usage and rate. Premiums will apply to the valuation due to fancy killer, unusual stamp or stamps, additional postal markings and superb condition. Light or partially missing strikes; damaged stamp, cover or card; front of cover only; marking on piece, cut square or post office form; ragged cover or card and obvious philatelic usage will decrease the valuation of the marking. Early usages, first trips, last trips, agent or clerk signature or handstamp, railroad corner card and express company corner card or messenger handstamps are special cases which must be evaluated on their particular merits.

<u>Value Number</u>	<u>Dollar Value</u>
1	Less than 2
2	2 to 5
3	5 to 10
4	10 to 20
5	20 to 40
6	40 to 80
7	80 to 150
8	150 to 300
9	Over 300

The last column in table two covers special notes applying to examples listed. The first of these is color. All markings listed are black unless the color, or colors, are indicated in this column. Year date of usage is shown when known from an example on cover and not indicated in the marking, or in cases where the date is outside the time limits shown for the period of route operation. Direction is shown when listed in the marking. Train number (T.N.) is indicated when shown in the marking, and when a marking shows operation over a particular division of a route, this is so indicated.

Normal killers are not listed or shown in the illustrations. A reference to the types of these killers and their period of use may be found in the preface to Volume II of U. S. Transit Markings Catalog. Generally speaking, duplex hammers were equipped with particular RPO, RMS or PTS oval killers based on date of manufacture, and hence are fairly standard.

In the route agent and early R.P.O. periods, however, killers were in most cases separate stamping devices and their design varied greatly. These are usually cork types and not reported unless significantly different, such as E, W, N or S killers indicating direction. These and other special types will be listed. Partial markings or apparently incomplete markings will also be noted.

The final listing is a plate showing accurate tracings of the markings for each route, listed in order of illustration number used in the previous tables. Markings are shown in actual size, subject to reproduction variation. Since the method and angle of strike can vary the diameter of the marking, varieties are not listed unless a change in diameter of over $1\frac{1}{2}$ mm. is encountered.

Markings illustrated are of the various types used on the 23 routes, and are listed with each route for convenience. Frequently the variation in spacing or spelling is minor. The surest way of checking your marking as to type is to trace over your marking using tracing paper, or preferably draftfilm, using a sharp pointed soft pencil or a fine pointed copy pen. Then, place your tracing over the similarly worded illustrations until you find a matching marking, which will, in most cases, identify your marking. In many cases the wording or obvious spacing will identify the marking without the need for tracing, but if after you have carefully traced your marking and compared it with illustrations you cannot find a matching example -- then you will have the fun of discovering a new variety which should be reported for future catalogs.

CONDENSED THROUGH TIME SCHEDULE
SOUTHERN ROUTE,
Between the Missouri River and the Pacific Coast,
OVER THE
ATCHISON, TOPEKA & SANTA FE
And Southern Pacific Railroads.

Westward.		Jefferson City, Mo., time East of Deming.	Eastward.	
Emigrant.	Pacific Express.		Atlantic Express.	Emigrant.
11 15 pm Mo	10 25 pm Mo	Lv. Atchison Ar	5 10 am Sa	
2 27 am Tu	10 00 pm Mo	Lv. Kansas City Ar	5 30 am Sa	5 00 pm We
5 10 Tu	11 46 Mo	Lawrence	3 45 Sa	2 02 We
10 55 Tu	1 10 am Tu	Atchison	2 35 Sa	11 40 We
2 40 pm Tu	4 00 Tu	Emporia	11 40 pm Fr	6 15 am We
4 40 Tu	5 47 Tu	Florence	9 22 Fr	1 40 We
3 32 We	7 15 Tu	Newton	8 00 Fr	11 15 pm Tu
11 25 We	6 35 pm Tu	Coolidge	8 50 am Fr	1 40 am Tu
6 55 am Th	10 40 Tu	La Junta	6 25 Fr	6 50 pm Mo
10 20 Th	9 55 am We	Trinidad	12 01 Fr	11 50 am Mo
8 10 pm Th	7 15 We	Raton	8 50 pm Th	8 20 Mo
2 35 am Fr	12 50 pm We	Las Vegas	3 05 Th	11 50 pm Su
	5 45 We	Lamy	10 15 am Th	5 30 Su
	6 50 We	Ar. Santa Fe Lv	8 55 Th	
8 55 am Fr	9 20 We	Albuquerque	6 15 Th	11 05 am Su
6 30 pm Fr	2 00 am Th	San Marcial	1 15 Th	2 30 Su
6 30 am Sa	7 45 Th	Ar. Deming Lv	8 00 pm We	3 00 pm Sa
San Francisco time West of Deming.				
2 00 pm Sa	7 00 am Th	Lv. Deming Ar	5 00 pm We	9 15 am Sa
8 35 am Su	3 45 pm Th	Benson	8 35 am We	6 15 pm Fr
1 00 pm Su	6 30 Th	Tucson	6 30 We	12 45 Fr
7 43 Su	10 35 Th	Maricopa	1 47 We	4 45 am Fr
10 00 am Mo	6 00 am Fr	Yuma	7 30 pm Tu	2 45 pm Th
12 25 Tu	2 30 pm Fr	Colton	10 50 am Tu	10 00 We
8 45 Tu	5 15 Fr	Los Angeles	8 25 Tu	5 30 We
2 03 We	2 03 am Sa	Sumner	11 00 pm Mo	10 00 Tu
7 28 We	4 43 Sa	Goshen	8 20 Mo	4 04 Tu
10 08 We	5 56 Sa	Fresno	6 58 Mo	1 36 Tu
12 02 pm We	6 43 Sa	Madera	6 07 Mo	12 02 Tu
3 05 We	8 20 Sa	Merced	4 22 Mo	9 19 am Tu
9 30 We	10 55 Sa	Lathrop	2 00 Mo	4 30 Tu
7 10 am Th	2 40 pm Sa	Ar. San Francisco Lv	9 30 am Mo	4 30 pm Mo

Plate II — A rare 1883 timecard reprint showing through passenger train service on the combined Santa Fe-Southern Pacific transcontinental route. This route was the second rail route to be completed across the country. This service ceased late in 1883 when both railroads completed their own lines across the west.

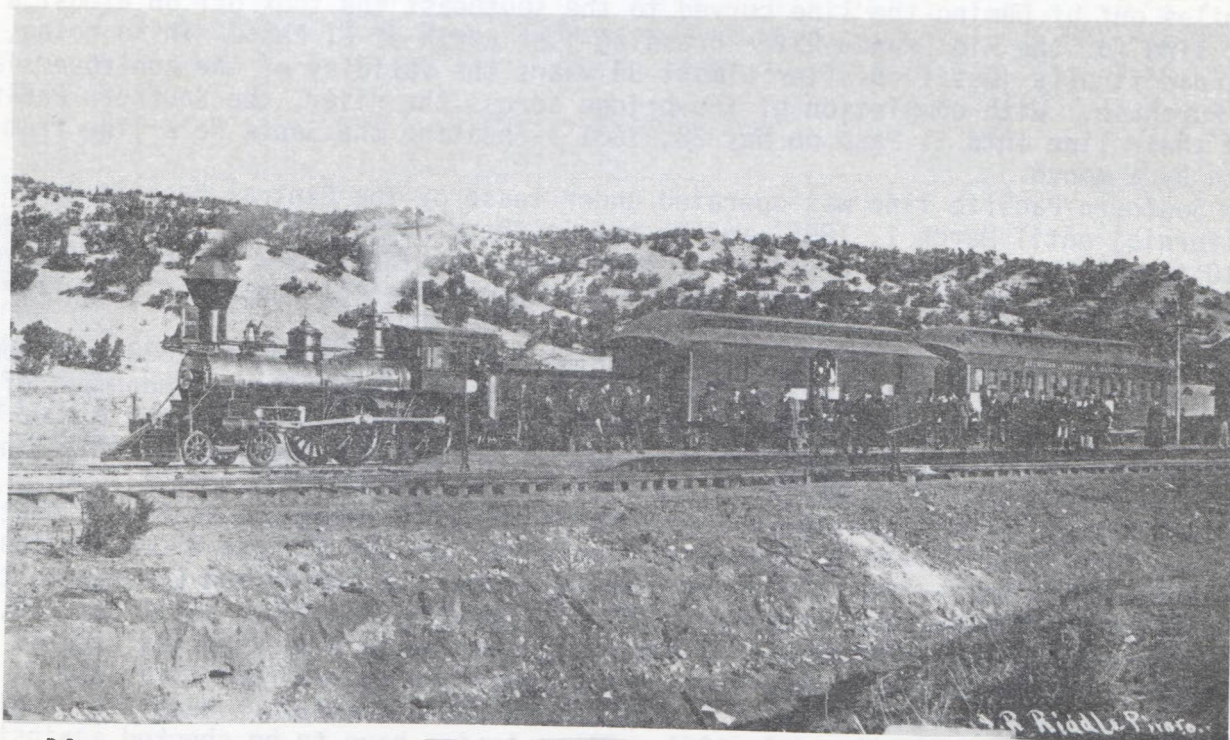


Plate III - Santa Fe branch line train at Lamy, N.M.T. awaiting main line connecting train. Probably 1890 period.
Photo courtesy Museum of New Mexico

(1) SOUTHERN PACIFIC R.R. -- El Paso-Deming-Tucson

The Southern Pacific R.R. was organized in California in 1865 with the purpose of building a railway east from San Diego to meet the proposed Texas & Pacific R.R. at Yuma. However construction actually started eastward from the village of Los Angeles, and on Sept. 30, 1877, the Southern Pacific bridged the Colorado River and entered Yuma.

Held up at Yuma for 13 months by governmental and territorial inaction resulting from the non-exercised Texas & Pacific R.R. land grant, the Southern Pacific of Arizona finally concluded to build without a land grant. Construction reached Casa Grande, A.T., on May 19, 1879, Tucson on March 20, 1880, and San Simon, A.T., on Sept. 15, 1880.

On Sept. 22, 1880, the New Mexico Territorial line was crossed and Lordsburg was reached October 18, 1880. Finally, on December 15, 1880, construction was completed to Deming -- 475 miles from Yuma. Deming, interestingly enough, was the family name of the wife of the president of the railroad company. Construction of the 167 miles in New Mexico Territory was performed by affiliated Southern Pacific R.R. of New Mexico, chartered April 14, 1879.

After trains were running into Deming, operation of the Deming and Los Angeles route agency commenced, and the Federal Register of June 30, 1881, shows eight route agents assigned to the 715-mile mail route.

On March 7, 1881, the Atchison, Topeka & Santa Fe R.R. completed its long line from Kansas City into Deming, and the second transcontinental rail route was in service -- nearly 12 years after the junction of the Central Pacific and the Union Pacific at Promontory Point, Utah Territory. The second line only held brief significance, as the opening of the Southern Pacific route across Texas January 12, 1883, and the entry of the Atlantic & Pacific R.R. into Needles, Cal., April 16, 1883, both brought into service far more direct routes across the country.

The Southern Pacific forces did not wait around Deming for the Santa Fe to arrive, but continued grading eastward. At first it appeared they were aiming for Las Cruces, but 10 miles out of Deming the line curved to the southeast and took off on almost a straight line for the Rio Grande River crossing just north of El Paso. In so doing, the railroad finally justified after almost 30 years the validity of the controversial Gadsden Purchase. With completion of the bridge across the river, the Southern Pacific finished their line into El Paso on May 28, 1881 -- beating the Santa Fe's line from the north by a month.

The Southern Pacific line was operated under lease by the Central Pacific R.R. (of California) until March 1, 1885, and by the Southern Pacific R.R. thereafter. Near M.P. 1310 the Southern Pacific crossed the continental divide in New Mexico at the very favorable low elevation of 4,587 feet, the only transcontinental route not to suffer from severe snow problems.

Mail service changed to El Paso & Los Angeles R.P.O. at the end of 1888, and continued on that route, with mail crews changing at Tucson, until after abandonment of service via the Douglas line in 1961. Service continued with Phoenix as the R.P.O. crew change point until the date of the last operation of R.P.O. service on this line by trains #2, 3, 39, and 40 -- March 31, 1967.

A major change in mail service occurred March 13, 1917, when the El Paso & Southwestern R.R. line from El Paso to Tucson was included into the El Paso & Los Angeles R.P.O. Eastern Division -- thus giving two routes -- one via Deming and Lordsburg, the other via Columbus and Douglas, Arizona. This dual routing continued until Dec. 20, 1961, and the only method of determining the route over which a marking was used is to check the train number in the postmark against a contemporary railroad timetable. However, in most cases, Trains 3 and 4 -- The Golden State Limited -- used the Douglas route until the line was abandoned in 1961. Other trains have to be checked against schedules for service at a particular time.

The Southern Pacific line through New Mexico is still a major transcontinental freight route, but passenger service has declined to a rather undependable Amtrak schedule running three days per week in each direction. The significance of Deming has been preserved, however, as it is currently the only point at which passengers may board the line within New Mexico.

Maximum local service was provided about 1915 as shown by the following schedule of November 10. After each station in the listing is shown the dates that an operational post office was in existence, if such an office was authorized.

101-Dly	9-Dly	1-Dly			102 Dly	2 Dly	10 Dly
PM	PM	AM	MP		AM	PM	PM
10.15	6.00	6.45	1191	EL Paso (Mountain Time)	8.30	4.30	10.00
10.28	6.13	6.58	1194	Rio Grande	8.17	4.17	9.47
--f--	----	7.06	1197	Anapra (6/25/07-4/10/14)	-f-	----	9.39
--f--	----	7.23	1205	Strauss (5/3/94-9/10/43)	-f-	----	9.20
--f--	7.05	7.41	1217	Lanark (11/9/05-8/31/23)	-f-	----	9.03
--f--	---	8.00	1226	Afton (12/27/23-5/13/41)	-f-	----	8.47
--f--	7.50	3.22	1239	Aden (8/10/05-8/15/25)*	-f-	----	8.26
--f--	3.22	8.50	1252	Cambray (4/9/93-10/15/52)	-f-	2.47	8.02
12.47	9.20	9.45	1280	Deming (4/11/81-Oper.)	6.15	2.04	7.20
--f--	9.54	10.22	1300	Gage (4/27/82-2/26/65)	-f-	----	6.32
--f--	----	10.38	1307	Wilna	-f-	----	6.15
--f--	10.27	10.57	1320	Separ (1/10/82-9/30/50)	-f-	----	5.57
2.24	11.03	11.34	1340	Lordsburg (3/17/81-Oper.)	-f-	12.23	5.15
-f--	11.38	12.13	1360	Steins (1/9/88-1/15/44)#	-f-	----	4.30
-f--	12.08	12.40	1374	San Simon, Az.	-f-	11.18	3.51
7.42	5.00	5.00	1504	Tucson, Az.	11.35	7.01	10.30
AM	AM	PM			PM	AM	AM

Notes F-Flag Stop, *-Also operated 1/27/89-6/6/98, # - From 1/9/88 to 7/31/05 P.O. name Stein's Pass. Dly-Daily. Trs. 1 & 2 - The Californian, Trs. 9 & 10-Sunset Express, Trs. 101 & 102 -The Sunset Limited.

ROUTE CHRONOLOGY

Period of Use	Terminals	Miles	Route	Markings
6/30/81-3/1/82	Deming, NMT-Los Angeles, Cal. Agt.	724	1F	1-d-1:1-d-4
8/1/82 -12/6/82	Deming & Los Angeles R.P.O.	724	1F	No Record
12/6/82- 1884	Deming & San Francisco R.P.O.	1158	1F	1-e-1:1-e-5
1884 -12/26/88	Deming & Los Angeles R.P.O.	724	1F	1-f-1:1-f-5
12/26/88-11/5/01	El Paso & Los Angeles R.P.O.	808	1F-1G	1-g-1:1-g-4
11/5/01- 12/26/05	El Paso & Tucson R.P.O.	312	1F-1G	1-h-1:1-h-5
12/26/05- 1961	El Paso & Los Angeles R.P.O. (A)	312	1F-1G	1-i-1:1-i-4
1961 - 3/31/67	El Paso & Los Angeles R.P.O. (B)	432	1F-1G	1-j-1:1-j-5

Note A -Eastern Division ended at Tucson

Note B -Eastern Division ended at Phoenix

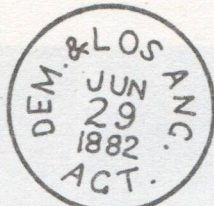
MARKINGS LISTINGS

Illus.No.	USTMC Cat.No.	Designation	Diameter		Valuation	Notes
			in	mm.		
1-d-1	963-C-1	Dem. & Los Ang.Agt.		26½	6	1882
1-d-2	963-C-2	Dem. & Los Ang.Agt.		27½	6	1882
1-d-3	963-C-3	Dem. & Los Ang.Agt.		28	6	1890(poss.error)
1-d-4	963-C-4	Dem. & Los Ang. Agt.		27½	6	1881
1-e-1	963-G-1	Deming & San Fran. R.P.O.		28	5	
1-e-2	963-G-2	Deming & San Fran. R.P.O.		27½	6	1883
1-e-3	963-G-3	Deming & San Fran. R.P.O.		27½	6	1884-N killer
1-e-4	963-G-5	Deming & San Fran. R.P.O.		26½	6	1883
1-e-5	963-G-4	Deming & San Fran. R.P.O.		28½	6	1883-partial
1-f-1	963-E-2	Dem. & Los Ang. R.P.O.		26½	5	1884-85
1-f-2	963-E-1	Dem. & Los Ang. R.P.O.		26	5	1886-87-88
1-f-3	963-E-3	Dem. & Los Ang. R.P.O.		26	5	1887
1-f-4	963-E-4	Dem. & Los Ang. R.P.O.		25½	5	
1-f-5	963-V-1	Deming & Los Angeles R.P.O.		28	6	1889
1-g-1	963-L-2	El Paso & Los Angeles R.P.O.		27½	3	1896
1-g-2	963-L-1	El Paso & Los Angeles R.P.O.		27½	3	1890,96,99
1-g-3	963-M-2	El Paso & Los Ang. R.P.O.		28½	3	1898 -Dir.
1-g-4	963-L-3	El Paso & Los Angeles R.P.O.		28½	3	1899 -Dir.
1-h-1	963-R-1	El Paso & Tucson R.P.O.		29½	4	1904 T.N.
1-h-2	963-R-2	El Paso & Tucson R.P.O.	27	O.C.	4	1904 T.N.
1-h-3	963-R-3	El Paso & Tucson R.P.O.		29½	5	1901 T.N.
1-h-4	963-R-4	El Paso & Tucson R.P.O.		29½	4	1902,03 T.N.
1-h-5	963-R-5	El Paso & Tucson R.P.O.		28½	3	1916(poss.error)
1-i-1	963-M-1	El Paso & Los Ang.R.P.O.		29½	3	1906,08 T.N.
1-i-2	963-M-3	El Paso & Los Ang.R.P.O.		29½	2	1909 T.N.
1-i-3	963-M-4	El Paso & Los Ang.R.P.O.		29½	2	1909,10 T.N.
1-i-4	963-L-2	El Paso & Los Angeles R.P.O.		29½	2	1919 T.N.
1-j-1	963-N-1	El Paso & Los Ang.R.P.O.E.D.		30½	2	1920 T.N.
1-j-2	963-N-2	El Paso & Los Ang.R.P.O.E.D.		28½	2	1937 T.N.
1-j-3	963-O-1	El Paso & L.A.R.P.O.E.D.		29½	2	1941,52 T.N.
1-j-3	"	Same - Last Trip Train 39				1967
1-j-4	963-O-2	El Paso & L.A.R.P.O. E.D.		30½	2	1950 T.N.
1-j-4	"	Same - Last Trip Train 3				
1-j-4	"	Same - Last Trip Train 40				
1-j-5	963-O-3	El Paso & L A E D R.P.O.		30	2	1967-T.N.Last Tp.
1-k-1	-----	El Paso & Los Ang.E.D.		Oval	3	1952
		Dan Wilkinson- (purple)		22½ x 21		Clerk handstamp
1-s-1	-----	Separ-C.P.R.R. (black)		Tr.Circle	6	1883
		(Registered Mail)		35-31½-20½		

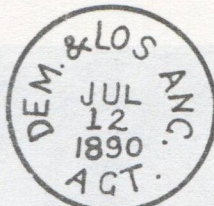
(I)- ROUTE MARKING ILLUSTRATIONS



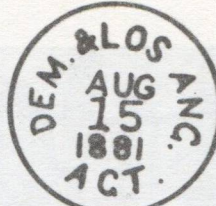
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1-d-2



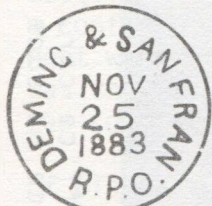
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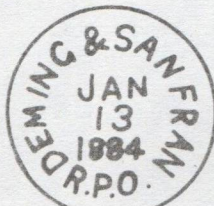
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1-e-1



1-e-2



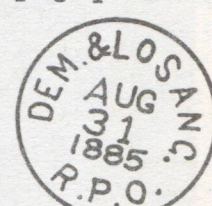
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1-e-4



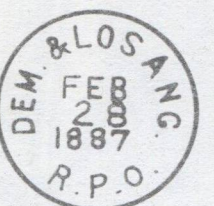
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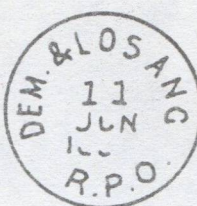
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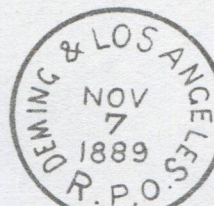
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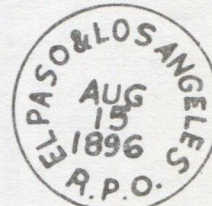
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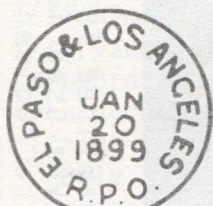
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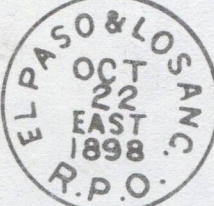
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1-g-1



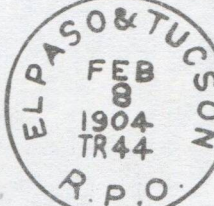
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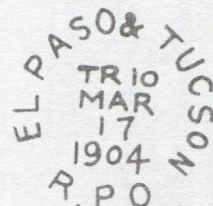
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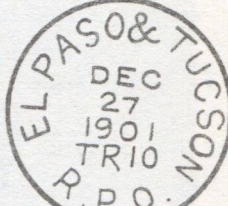
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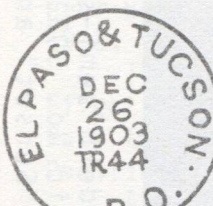
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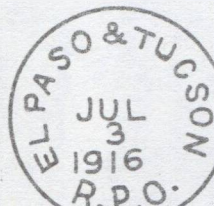
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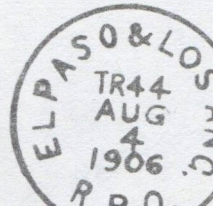
1-h-3



1-h-4



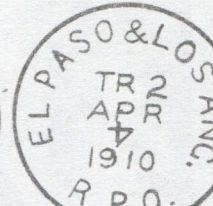
1-h-5



1-i-1



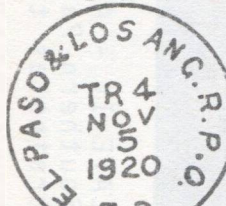
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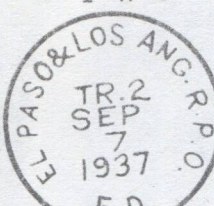
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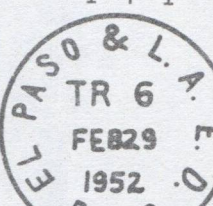
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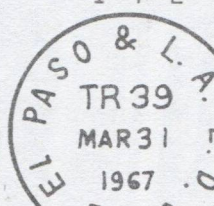
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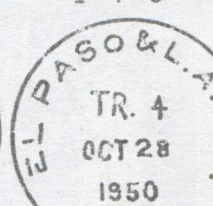
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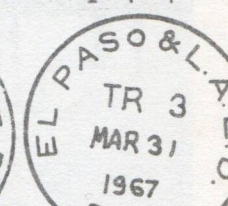
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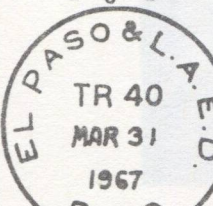
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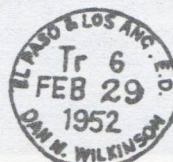
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1-j-4

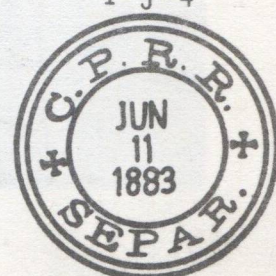


1-j-5



1-k-1

1-s-1



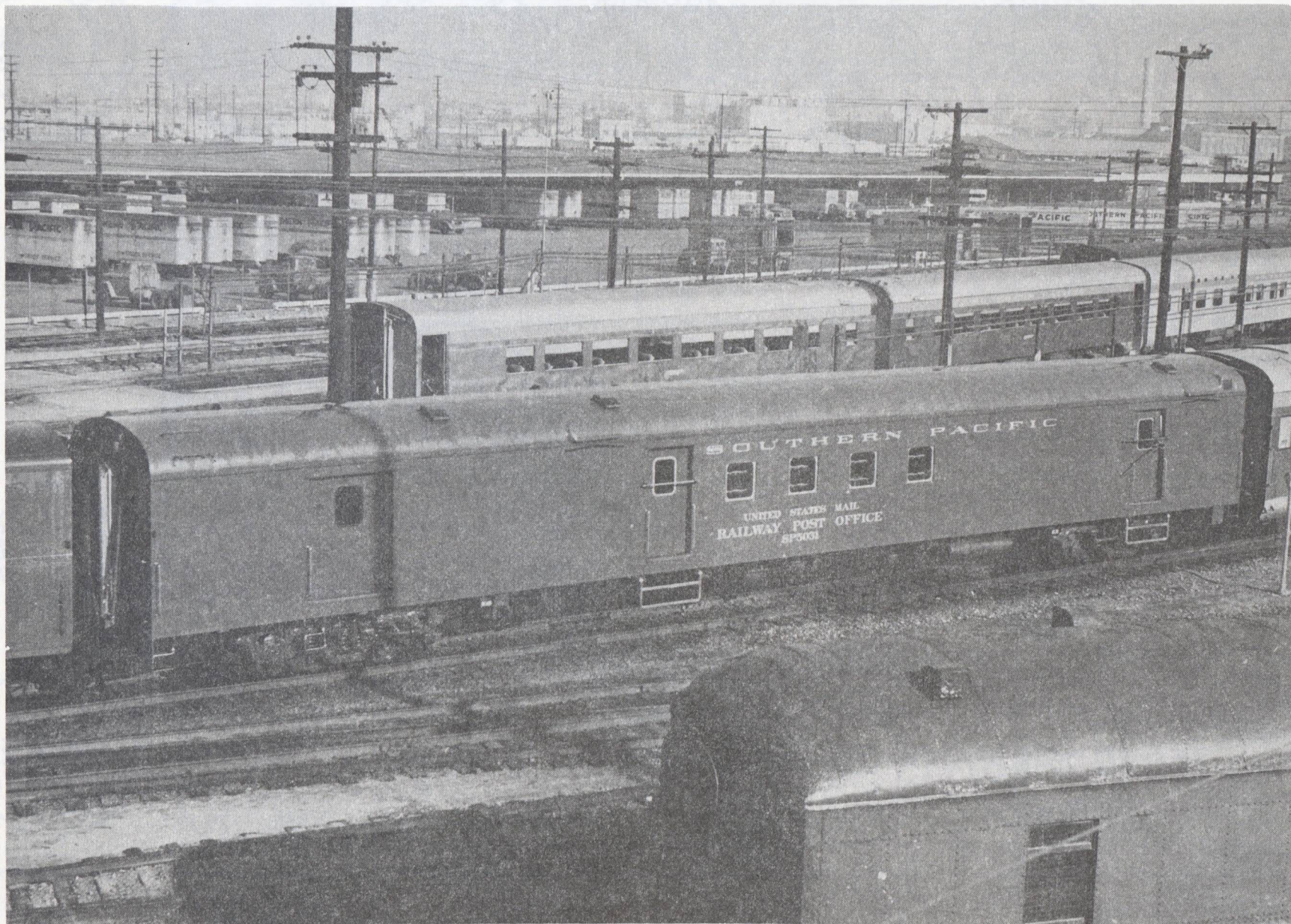


PLATE IV - A modern semi-streamlined full Railway Post Office car, Southern Pacific No. 5031. Type used in long haul service on such trains as the "Sunset" and the "Golden State".

(3) EL PASO AND SOUTHWESTERN RY. -- El Paso, Texas - Douglas, Arizona

Mining was the parent and patron of this ambitious railway. First incorporated May 24, 1888, as the Arizona and Southeastern R.R., and largely financed by the Copper Queen Consolidated Mining Co., the line was built south from Fairbank, A.T., on the New Mexico & Arizona R.R. In 1889 the tracks entered Bisbee, A.T., to serve the productive mining area which was eagerly awaiting low-cost rail transportation. Due to a conflict with the Santa Fe on rates, the mining road built its own line north to connect with the Southern Pacific R.R. at Benson, A.T., in October 1894. An extension was then built east from Bisbee to the new smelter at Douglas, A.T. This extension was completed in 1901.

Irritated at the service and rates of the Southern Pacific, the mining companies of Bisbee then decided to become independent in the hauling of inbound coal and outbound copper ingots by building an extension of their own little system east to El Paso. Accordingly, the Copper Queen interests incorporated the Southwestern R.R. of Arizona, Oct. 19, 1900, and grading was commenced eastward from Douglas toward the New Mexico line. On June 25, 1901, the name of the railway was changed to El Paso & Southwestern R.R. This company was chartered July 12, 1902, and it acquired the Arizona & Southeastern R.R., the construction company known as the Southwestern R.R. of New Mexico and a 4.7-mile line in El Paso known as the El Paso Terminal R.R.

From a connection with the Atchison, Topeka & Santa Fe at Deming, the line was built south to Hermanas and thence west to join the line building east from Douglas. The first passenger train operated between Bisbee and Deming August 7, 1902. Construction meanwhile continued eastward from Hermanas to El Paso, and the first passenger service operated between Douglas and El Paso on December 10, 1902, although P.O.D. records do not show R.P.O. service commencing until Dec. 3, 1904. The exact date of changeover from El Paso & Douglas R.P.O. to El Paso & Benson R.P.O. again is not certain, but from existing evidence it was prior to Sept. 14, 1906, and may have been as early as Dec. 28, 1902, when the first passenger train operated from El Paso through to Benson.

On August 15, 1911, the El Paso & Southwestern commenced an extension west from near Benson to Tucson, and the first passenger train was operated into Tucson Nov. 20, 1912, thus completing a system 671 miles long extending from Tucumcari, N.M. to Tucson.

The El Paso & Southwestern was purchased by Southern Pacific R.R. on Nov. 1, 1924. Effective Dec. 20, 1961, the main line of the former E.P. & S.W. was abandoned from El Paso to Douglas -- again one of those major tactical errors for which the Southern Pacific has become notorious over the years.

A May 1910 timecard shows service on this line while it was independent:

No.7 * PM	No.5*AM		N.M.Post Off. (No.6 * PM	No.8 * AM	
7.00	7.50	0	El Paso, Tex.-----	4.05	7.20
7.30	8.05	6	Pelea, N.M.T.-----	3.50	6.50
----	8:18	15	Mastodon -----	3.35	----
8.30	8.35	25	Noria -----	3.18	5.45
----	8.55	38	Mt. Riley-----	2.55	----
----	9.05	45	Monument -----	2.42	----
9.48	9.12	49	Malpais-----	2.35	4.15
----	9.30	60	Arena -----	2.15	----
11.00	9.53	74	Columbus (6/18/91-Oper. #)	1.52	2.50
----	10.05	81	Mimbres -----	1.38	----
12.20	10.28	93	Hermanas (4/4/03-7/31/25)	1.17	1.45
----	10.49	106	Victorio -----	12.55	----
1.45	11.10	118	Hachita (3/2/82-Oper.)	12.35	12.25
----	11.40	136	Playas (7/18/12-10/15/17)	12.01	----
----	11.59	148	Animas (7/13/09-Oper.)	11.40	----
3.30	12.08	153	Pratt (10/13/05-4/15/13)	11.30	10.30
4.15	12.30	165	Rodeo (4/21/03-Oper.)	11.08	9.52
4.50	12.50	177	Apache Az. -----	10.46	9.18
7.00	2.00	217	Douglas, Az.-----	9.30	7.05
A.M.	P.M.			A.M.	P.M.

Notes - * -Daily Train , Where no dates are shown after station no record located for a post office. #-Did not operate 7/14/93 to 2/14/96 . This line crossed Continental Divide west of Playas at elevation 4515 feet.

Route Chronology

Period of Use	Terminals	Distance	Route	Markings
12/03/04	El Paso, Tex.-Douglas, A.T.R.P.O.	217	3B	None Reported
1904 (?) -1/24/13	El Paso, Tex.-Benson, A.T.R.P.O.	296	3B	3-b-1 - 3-b-3
1/24/13-3/13/17	El Paso, Tex.-Tucson, Ariz. R.P.O.	340	3B	3-c

Note - The possibility exists that P.O.D. records are in error and that the El Paso & Douglas R.P.O. never operated as such, but that the Benson & Douglas R.P.O. was changed to El Paso & Benson R.P.O. on Dec. 3, 1904. On 3/13/17 this route was combined with El Paso & Los Angeles R.P.O.. The R.P.O. cars operated over both routes and only from train number and a contemporary timetable can exact route of operation be determined. See also Route 1.

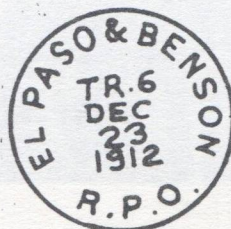
Markings Listings

Illust. No.	USTMC Cat. No.	Designation	Diameter in mm.	Valuation	Notes
3-b-1	969.3-C-2	El Paso & Benson R.P.O.	29½	5	1906 T.N.
3-b-2	969.3-C-1	El Paso & Benson R.P.O.	29½	4	1912 T.N.
3-b-3	969.3-C-3	El Paso & Benson R.P.O.	30	4	1909, 13 T.N.
3-c	969.3-D-2	El Paso & Tucson R.P.O.	29	3	1916

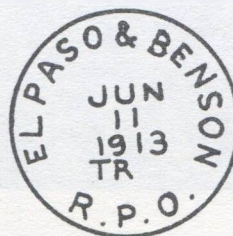
Route Markings Illustrations



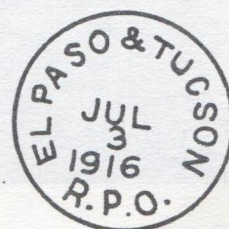
3-b-1



3-b-2



3-b-3



3-c

(5) EL PASO AND NORTHEASTERN R.R. -- Capitan, N.M.T. - El Paso

The El Paso & Northeastern R.R. was incorporated in Texas and New Mexico June 5, 1896, to construct a railroad from El Paso northwest through New Mexico to the coal-fields at White Oaks, located near Carrizozo. Several previous attempts to construct the line had failed, such as the Kansas City, El Paso & Mexican Ry. of Texas (1888), which built 4.2 miles. The E.P. & N.E. was led by Charles Eddy, and under his able leadership construction soon commenced. Over fairly easy terrain for the first 85 miles, the line reached the new city of Alamogordo in June 1898. This stretch included 20 miles in Texas from El Paso north to the New Mexico border. Construction continued northward 57 miles to Carrizozo, and then turned eastward 20½ miles to the town of Capitan, loading point for the coal so badly needed to power El Paso. The line to Capitan was opened September 29, 1899.

As the new line served an attractive cool mountain resort area at Capitan, and also Cloudcroft high in the Sacramento east of Alamogordo, passenger trains were soon established on the new line. Railway Post Office service soon commenced on the new trains but had a very short life due to the opening of a new line from Carrizozo north to Santa Rosa on Feb. 1, 1902. Railway Post Office service was quickly changed to the new main line, and the Capitan-Carrizozo route was relegated to a minor branch line feeder with closed pouch service.

Typical passenger service on the branch was that of July 3, 1902, some four months after removal of the R.P.O. service:

No. 26-Daily	M.P.	Elevation	No. 25-Daily
7.00 A.M.	0 Carrizozo----	5438'	5.00 PM
7.45	9 Walnut -----	6082'	4.30
8.25	14 Indian Divide	6948'	3.55
8.45	19 North Capitan	6475'	3.25
9.05 A.M.	21 Capitan	6350'	3.00 PM

(Capitan P.O. 10/11/00-Date)

The poor quality and limited amount of the coal, coupled with the stiff climb over Indian Divide resulted in the branch never attaining any importance. It survived acquisition by the El Paso & Southwestern Ry. and the Southern Pacific R.R. with mixed train service, but in 1943 the tracks were abandoned. The Capitan & El Paso R.P.O. is one of the shortest duration R.P.O. markings used on a main line and makes a very desirable acquisition for the collector. It was succeeded by the equally short-lived Herington & El Paso R.P.O.

Route Chronology

Period of Use	Terminals	Distance	Route	Markings
7/31/00-3/3/02	Capitan, N.M.T.-El Paso, Tex.	164.9 miles	5A-5B	5-a-1, 5-a-2

Markings Listings

Illust. No.	USTMC Cat.No.	Designation	Diameter in mm.	Valuation	Notes
5-a-1	969.3-B-2	Capitan & El Paso R.P.O.	28½	6	1900 T.N.
5-a-2	969.3-B-1	Capitan & El Paso R.P.O.	29½	6	1902 T.N.

(See also Route 6)

Route Markings Illustrations



5-a-1



5-a-2

(6) SOUTHERN PACIFIC R.R. -- Tucumcari, N.M. - El Paso

The ambitious Mr. Eddy did not tarry long at Carrizozo. In his vision was the Chicago, Rock Island & Pacific Ry. main line building west through Texas and the major coking-grade coalfields near Dawson, New Mexico. Accordingly, the El Paso & Rock Island Railway was incorporated in December 1900. A fine easy-gradient route was laid out over the high country around Corona and down to the projected Rock Island Railway route at Santa Rosa. Construction progressed throughout 1901, and on Feb. 1, 1902, the last spike was driven at Santa Rosa. This link completed another transcontinental route -- one which was ultimately to become a one-railroad line all the way from Portland, Oregon, to St. Louis, Missouri.

On July 1, 1905, not long after completion of the Santa Rosa extension, the El Paso & Northeastern Ry. was sold to the larger El Paso & Southwestern Ry., then controlled by Phelps-Dodge interests. To better connect with the proposed new coal line to the Dawson fields in northern New Mexico, the Chicago, Rock Island & Pacific agreed to lease the 60-mile Santa Rosa-Tucumcari line to the El Paso & Southwestern.

With a system extending from Dawson, N.M., to Tucson, a distance of 803 miles, the El Paso & Southwestern had become a major western railroad. On October 31, 1924, the E.P. & S.W. was acquired by the Southern Pacific Company. The importance of the El Paso-Tucumcari line has become apparent in recent weeks in that the Southern Pacific has received ICC permission to lease former Rock Island Ry. lines reaching east to Kansas City and St. Louis, thus achieving a far more favorable line for distance and gradient than their former transcontinental Texas-Cotton Belt route.

An early 1902 timecard for the Tucumcari-El Paso line follows:

Tr. No.2 Daily PM	Elevation Feet M.P.	Mountain Time	Tr. No.1 Daily AM
8.00	3700 0	El Paso	7.30
8.10	---- 2	Federal	7.20
8.15	3885 5	Fort Bliss	7.15
8.18	---- 6	Material Yard	7.13
8.37	---- 17	Longhorn	6.53
8.41	3993 19	Hereford, N.M. (3/26/04-2/12/06)	6.49
8.50	4063 25	Hueco	6.40
9.08	4075 35	Desert	6.22
9.24	4096 45	Soledad	6.06
9.30	4170 48½	Jarilla Jct. (9/2/05-2/21/06)	6.00
9.40	4103 54	Turquoise	5.50
9.58	4015 65	Escondida (11/21/03-6/20/05)	5.32
10.16	4025 75	Dog Canon	5.15
10.55	4320 86	Alamogordo (6/01/98-Date)	4.55
11.21	4437 99	Tularosa (12/17/73-Date)	4.16
11.34	4510 106	Te,poral	4.01
11.51	4539 116	Three Rivers (12/18/12-11/19/65)	3.43
12.23 AM	5016 128	Oscura (3/28/01-2/15/51)	3.22
1.10	5438 144	Carrizozo (5/31/02-Date)	2.53
1.39	5793 156	Coyote	2.26
2.06	6001 167	Ancho (6/12/02-11/15/69)	2.06
2.29	6531 177	Tecolote	1.48
2.53	6656 186	Gallinas	1.25
3.13	6612 195	Corona (2/20/02-Date)	1.05
3.29	6427 203	Torrance (6/13/02-9/15/42#)	12.45
3.48	6245 212	Trinchera	12.15
3.57	6268 214	Marino	12.10

4.19	6050	225	Llano	11.35 PM
4.42	5400	238	Leoncito	11.04
5.08	5138	248	Aragon	10.35
5.15	5285	251	Pastura (1/21/03-7/31/60)	10.28
5.27	----	256	Guadalupe (12/18/00-1941)	10.12
5.54	4739	267	Pintado (8/25/99-11/30/47)	9.42
6.05 AM	4600	272	Santa Rosa (10/30/99-Date)	9.30 PM
		282	Costanos	
		290	Cuervo (4/26/02-Date)	
		299	Newkirk (5/12/10-Date)	
		310	Montoya (11/04/02-Date)	
		319	Palomas	
		331	Tucumcari (1/27/02-Date)	

Note- # indicates post office closed 12/15/07-4/12/35. Train service by Rock Island east of Santa Rosa not shown. New Mexico stations without dates had no record of a post office.

Railway Post Office service started shortly after completion of the line and continued until the last trips of Trains 3 and 40 on March 31, 1967. Many famous passenger trains operated over this route including the Golden State Limited, the Arizona Limited, The Californian and the Apache.

Many of the Railway Post Office runs over this route were through operations with Chicago, Rock Island & Pacific Ry. from points on that line. For a complete coverage of service on this route, the reader should also consult Table 24 -- Kansas City, Mo.-Tucumcari, N.M. See also Listing No. 5 for earlier operations.

Route Chronology

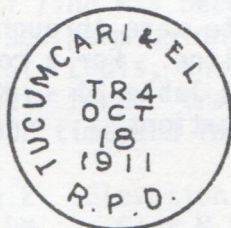
<u>Period of Use</u>	<u>Terminals</u>	<u>Distance</u>	<u>Route</u>	<u>Markings</u>
3/3/02-4/16/02	Herington,Kan.-El Paso,Tex.	800	24A-6A-5A	None Recorded
4/16/02-8/01/09	Kansas City-El Paso W.D.	331	6A-5A	See Route 24
8/01/09-1935	Tucumcari,N.M.-El Paso,Tex.	331	6A-5A	6-a-1 -6-a-6
1935-1944	Kansas City-El Paso W.D.	331	6A-5A	6-b-1
1944- 03/31/67	Tucumcari,N.M.-El Paso,Tex.	331	6A-5A	6-c-1,6-c-2

Illust.No.	USTMC Cat.No.	Markings Listings Designation	Diameter	Valuation	Notes
			in mm.		
6-a-1	969.3-F-1	Tucumcari & El Paso RPO	29½	3	1910 T.N.
6-a-2	969.3-F-2	Tucumcari & El Paso RPO	29½	3	1911, T.N. Part.
6-a-3	969.3-F-3	Tucumcari & El Paso RPO	29½	3	1913 T.N.
6-a-4	969.3-F-4	Tucumcari & El Paso RPO	29½	3	1914 T.N.
6-a-5	969.3-F-5	Tucumcari & El Paso RPO	29½	2	1924 T.N.
6-a-6	969.3-F-6	Tucumcari & El Paso RPO	29½	2	1932 T.N.
6-b-1	969.3-E-1	K.C. & El Paso W.D. RPO	30	2	1941 T.N.
6-c-1	969.3-G-1	Tucum. & El P. RPO	30½	2	1950 T.N.
6-c-2	969.3-G-2	Tucum. & El P. RPO	30½	2	1966 T.N.
6-d-1	969.3-S-1	El Paso & N.E. Ry. Jarilla, N.M.	31-20	6	1899
			Double Circle		
6-c-1	969.3-G-1	Tucum. & El P. RPO	30½	2	1967-Last Trip

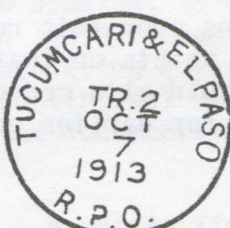
Route Markings Illustrations



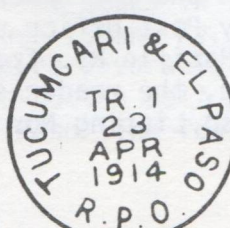
6-a-1



6-a-2



6-a-3



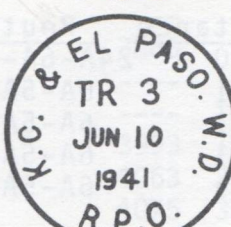
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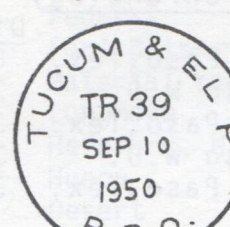
6-a-5



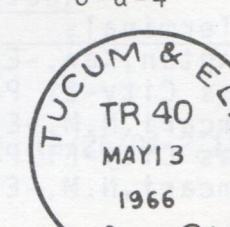
6-a-6



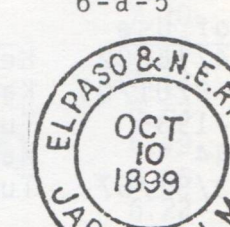
6-b-1



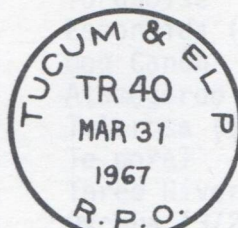
6-c-1



6-c-2



6-d-1



6-c-1



PLATE V - An all-steel heavyweight baggage-express-mail car, Southern Pacific No. 5187. Four wheel trucks with probably 30 foot mail compartment. Used on medium traffic routes such as El Paso-Tucson and Tucumcari-El Paso local trains.

(7) SOUTHERN PACIFIC R.R. -- Dawson - Tucumcari, N.M.

The El Paso & Northern Ry. (built under the name of El Paso & Rock Island Ry.) completed its line from El Paso to Santa Rosa on February 1, 1902. At Santa Rosa, it connected with the Chicago, Rock Island & Pacific Ry., and, for operating and rate reasons, leased the Rock Island tracks as far east as Tucumcari.

Far to the northwest, the interests controlling the El Paso road acquired coal lands which were badly needed both for the railroad and for El Paso power. To reach these coal fields the Dawson Railway was incorporated in the interests of the E.P. & N.E., and construction began from both ends of the proposed line. In November 1902, the 18 miles from the Dawson coal mines to the A.T. & S.F. connection at French was completed. Due to right-of-way problems with the owners of the Pablo Montoya Grant, the south end had difficulty locating its line. It was finally opened early in 1903 to Tucumcari.

Coal started moving south in heavy volume. In May 1906, the El Paso & Northeastern was sold to the El Paso & Southwestern Ry. along with the 132-mile Dawson-Tucumcari line. The coal mines at Dawson were sold to Phelps Dodge Copper Company to provide fuel for the smelter at Douglas, Arizona.

For many years coal moved over this line in appreciable volumes, but the lease of the El Paso & Southwestern by the Southern Pacific Company Nov. 1, 1924, had an adverse effect on the branch line, as did the advent of oil-burning locomotives. After removal of mail service in 1929, the daily branch line passenger train did not last through the Depression, but it was still plodding along in 1932. Finally, the diesels came along, and that, coupled with S.P.'s usual lack of foresight as to the future of coal, led to abandonment of the tracks from Dawson to French -- 18 miles -- in 1952. The remaining line struggled along with a little local traffic and a tri-weekly mixed train each way rolling across the high plains of Colfax, Harding and San Miguel counties. Eventually, due to a lack of traffic, the mixed train gave up the ghost, and the branch was abandoned by Southern Pacific in 1962. Ironically, at present, heavy unit coal trains of the Santa Fe use a portion of the Dawson right-of-way on their trip from the supposedly exhausted coal mines to California -- a major source of revenue for the Santa Fe!

A 1910 operating schedule shows daily trains No. 123, South, and No. 124, North. The same trains with basically the same schedules were operating in 1915 and 1920 according to timecards of those years. The 1929 schedule, year of discontinuance of Railway Post Office service is shown below. The reason for the service cut-back from Dawson to French is not known.

Tr. 207-Dly	M.P.		Tr. 208-Daily
9.30 AM	0	Dawson (4/19/00- 1954)	5.20 PM
9.50	5	Colfax (4/23/08- 1/31/21)	4.45
11.05	18	French (7/8/08 - 7/31/45)	4.10
11.35	30	Taylor (9/21/05-12/18/09)	2.30
1.20 PM	53	Mills (6/21/98-Oper.#)	1.20
2.10	62	Roy (5/11/01-Oper.)	12.50 (Meal Stop)
2.58	81	Mosquero (9/21/08-Oper.)	11.40 AM
3.20	86	Cabeza	11.25
3.50	92	Medio	11.00
4.25	98	Campana	10.35
5.18	119	Canadian	9.35
6.10 PM	132	Tucumcari(1/27/02-Oper.)	9.00 AM

Note #-Not in operation 12/31/01-7/20/08. From time to time a few additional stations were served such as Vernon-MP 38; Abbott-MP 44 (11/04/05-4/17/35); Solano-MP 74 (2/09/07-Oper.); Atarque-MP 109 and Bascom-MP 124.

Period of Use		Terminals		Distance	Route	Markings
3/20/09 - 1922		Dawson-Tucumcari		132	7A-7B	7-a-1, 7-a-2
1922 - 1929		French -Tucumcari		114	7B	7-b-1

Illustr.No.		USTMC		Designation		Diameter	Valuation	Notes
		Cat.No.				in mm.		
7-a-1	965.3-A-1	Dawson & Tucumcari RPO				29½	4	1912-Dir.
7-a-2	965.3-A-2	Dawson & Tucumcari RPO				29½	4	1915-Dir.
7-b-1	965.3-B-1	French & Tucumcari RPO				29½	4	1925 T.N.

Route Markings Illustrations



7-a-1



7-a-2



7-b-1

ARIZONA & NEW MEXICO RAILWAY.									
JAS. COLQUHOUN, President.					A. T. THOMSON, Sec'y and Treas.				
ALLEN VEITCH, 1st Vice-President.					E. SCHUMANN, Superintendent.				
J. G. HOPKINS, 2d Vice-President.					General Offices—Clifton, Arizona.				
No. 2	No. 6	Mls	February, 1902.		Mls	No. 1	No. 5		
			LEAVE	ARRIVE					
3:00 P.M.	7:00 A.M.	0	.....	Lordsburg	71	11:45 A.M.	8:40 P.M.		
3:22 "	7:32 "	11	.....	Veitch	60	11:23 "	8:08 "		
3:38 "	8:00 "	30	.....	Summit	51	11:06 "	6:40 "		
4:01 "	8:43 "	30	.....	Thomson	41	10:44 "	4:57 "		
4:26 "	9:15 "	40	.....	Duncan	31	10:20 "	4:26 "		
4:50 "	9:55 "	47	.....	Sheldon	24	9:55 "	3:45 "		
5:22 "	10:40 "	55	.....	Coronado	16	9:23 "	2:55 "		
5:35 "	11:30 "	59	.....	Guthrie	12	9:15 "	2:45 "		
5:51 "	11:55 A.M.	64	.....	South Siding	7	8:54 "	2:05 "		
5:59 "	12:05 Noon	66	.....	North Siding	5	8:46 "	1:55 "		
6:16 P.M.	12:30 Noon	71	.....	Clifton	0	8:30 A.M.	11:50 P.M.		
			ARRIVE	LEAVE					

* Daily; † daily, except Sunday. Mountain time.
 Connection.—¹ With Southern Pacific Co.

1902 Timetable of Arizona & New Mexico Railway between Lordsburg, N.M.T. and Clifton, A.T. Apparently trains 1 & 2 were passenger locals and trains 5 & 6 were mixed trains. A station not shown was at Franklin, A.T. MP 34.

(8) ARIZONA AND NEW MEXICO RAILWAY -- Clifton, Arizona - Lordsburg, N.M.

The Arizona & New Mexico Railway was chartered August 1, 1883, as a consolidation of the Clifton & Lordsburg R.R. (New Mexico) and the Clifton & Southern Pacific R.R. (Arizona). Built to 3-foot gauge over the 72-mile distance from Lordsburg to the copper mines of the Arizona Copper Company at Morenci, the line was opened to Clifton in 1884. Closed pouch service commenced April 18, 1887. The line was converted to standard gauge in 1901.

The railroad was owned by the Arizona Copper Company until Jan. 1, 1922, when the 111-mile line (including the Lordsburg-Hachita extension built in 1902) was sold to the El Paso & Southwestern Ry. Two years later the line, along with its purchaser, passed into Southern Pacific control, and it is still operated by that company north of Lordsburg as a freight carrier to serve the important copper mines at Morenci.

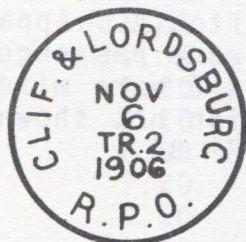
Railway Post Office service commenced in 1904, and continued until 1921 when closed pouch service was resumed. One reason for the failure to continue R.P.O. operations was the lack of wayside business. While there was a post office at Lordsburg from 1881 on, the tracks of this line stretched off into the desert plains and playas, and no other New Mexico post office was on the line -- Duncan, Arizona, being the only important station en route. At Guthrie, Arizona, the A. & N.M. connected with the Morenci Southern R.R. (now an industrial carrier) to reach the mines at Morenci, 18 miles distant up a very steep grade.

Mixed train service continued long after removal of R.P.O. service, as it was still in operation in 1953 -- apparently dwindling out in the late 1950's.

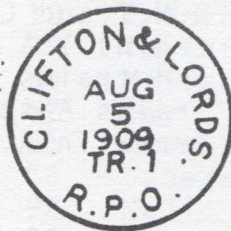
Route Chronology					
Period of Use	Terminals	Distance	Route	Markings	
04/06/04-07/07/21	Clifton, Ariz.-Lordsburg, N.M.	71	8A	8-a-1, 8-b-1, 8-b-2, 8-c-1	

Markings Listings					
Illust. No.	USTMC Cat. No.	Designation	Diameter in mm.	Valuation	Notes
8-a-1	969.2-B-1	Clif. & Lordsburg RPO	30½	6	1906, 08 T.N.
8-b-1	969.2-A-1	Clifton & Lords. RPO	30	4	1909, T.N.
8-b-2	969.2-A-2	Clifton & Lords. RPO	29½	4	1917, TN, Part.
8-c-1	969.2-C-1	Clifton & Lordsburg RPO	29½	5	1920, T.N.

Route Markings Illustrations



8-a-1



8-b-1



8-b-2



8-c-1

(9) ATCHISON, TOPEKA AND SANTA FE RY. -- La Junta, Colorado - Albuquerque

As the Santa Fe built westward, it had become apparent that their goal was far beyond being just a granger road. In 1875 the Pueblo & Arkansas Valley R.R., incorporated March 24, 1875, was laying down track along the Arkansas River valley through La Junta and Las Animas, Colorado. The line initially followed the river, and was completed to Pueblo, Colorado, March 5, 1876.

At that point it had become obvious to the promoters that there existed a complicating factor; namely General Palmer and his ambitious narrow-gauge Denver & Rio Grande R.R. This line had reached from Denver south to Pueblo, started a branch to the west and then proceeded to build southward toward Trinidad. The Santa Fe people knew that there were only a few options to building across the Rocky Mountains, and that no matter which direction they chose there would be trouble ahead. Accordingly, the Pueblo & Arkansas Valley was instructed to build southwest from La Junta and the Arkansas Valley and to follow the Santa Fe Trail up Timpas Creek, over the divide and down into the headwater country of the Purgatoire River. They reached the coal producing center of Trinidad with completed track on September 1, 1878.

Knowing that Rio Grande surveyors were around, the Santa Fe armed a small crew with shovels and started digging at the top of Raton Pass, the only practical way out of Trinidad. After much legal and physical wrangling the Santa Fe finally won the rights to the Pass, and in their haste built a temporary line right over the top, not pausing to tunnel. They laid track across the New Mexico Territorial line, 15.7 miles out of Trinidad, on December 7, 1878. The finished line, including a tunnel, crossed the pass at an elevation of 7,608 feet, and required a stiff 3½% grade.

Law required a new company to be incorporated for New Mexico construction, so the New Mexico & Southern Pacific R.R. was formed Feb. 6, 1878. It was eventually merged into the system on February 15, 1899.

Construction continued at a good clip down from the pass following the headwaters of the Canadian River and its tributaries, and then crossing a divide to reach the headwaters of the Pecos River. The 118-mile stretch into Las Vegas was completed on July 4, 1879. The next obstacle lying ahead was Glorieta Pass with its 7,417-foot crossing at the end of the main Rocky Mountain chain. Construction of this segment involved more difficult operating territory, particularly the heavy grade dropping down to the headwaters of Galisteo Creek. Lamy at an elevation of 6,460 feet was selected as the junction serving the capital city of Santa Fe. It saw completed tracks on February 9, 1880.

The main line did not enter Santa Fe, but forsook its namesake to follow down Galisteo Creek to Domingo (Elev. 5,248'), where the main Rio Grande Valley was joined. Construction in the Valley proceeded more swiftly, and 37 miles south and 300 feet lower the tracks reached the important town of Albuquerque on April 15, 1880.

Since the intent of the company at this juncture was to build the main line to a connection with the Southern Pacific at Deming, we will follow that line and include the early main line markings in this section. The New Mexico & Southern Pacific continued its experienced construction crews down the fairly easy Rio Grande Valley and reached San Marcial, 102½ miles south of Albuquerque, on October 1, 1880. At that point for some reason, possibly due to potential involvement with joint ownership of the Atlantic & Pacific R.R. Western Division, the Santa Fe switched construction companies in the middle of 'nowhere' so to speak.

The Rio Grande, Mexico & Pacific R.R. was incorporated June 19, 1880, and took over construction of the new line down the Rio Grande Valley to Rincon. From that point at the southern end of the Jornada del Muerte, construction proceeded westward into the foothill country and southwesterly on to Deming, 128 miles from San Marcial. Deming was reached March 1, 1881, joining the Southern Pacific, and thus completing the second transcontinental railway.

Until completion of the Belen cut-off, the La Junta-Albuquerque portion of the Santa Fe R.R. was a heavy traffic territory with severe operating problems. As can be seen from the schedule of mail routes, many agents and R.P.O. lines used this route and the mail volume necessitated numerous P.O.D. employees on the trains. The Kansas City & Deming route agency employed 12 route agents to start, and the R.P.O. lines that followed used many more. Marking types are therefore numerous, complicated and frequently the minute differences are difficult to detect. Service on this route continued until final trips of R.P.O. cars on trains 7, 8, 17 and 18 on October 7, 1967.

June 1883 Local Timetable La Junta West

Post Office Information Santa Fe Mainline Route

Atchison, Topeka & Santa Fe Railroad.

New Mexico and California Line.

Atchison and Kansas City to Deming.

Westward.		Dis. fr Atch.	STATIONS.		Eleva- tion.	Eastward.	
Emigrant.	Pacific Express.		Jefferson City, Mo. Time—55 min. faster than Santa Fe, N. M. Time.			Atlantic Express.	Emigrant.
			Lve Atchison Lve			5 10 am	
			Lve Kansas City Arr				
11 25 pm	10 40 pm	565	Lve La Junta Arr	4117	4 50 am	6 10 pm	
12 20 am	11 05	563	Benton		4 22	5 30	
1 07	11 32	572	Timpas		3 51	4 49	
2 30	12 06 am	583	Iron Springs		3 17	4 00	
2 49	12 39	591	Delhi		2 49	3 20	
3 40	1 15	600	Thatcher	5468	2 21	2 40	
4 30	1 51	6 9	Tyrone		1 51	1 58	
5 10	2 31	618	Earle		1 12	1 13	
5 45	3 05	626	Hoehne's		12 40	12 35 pm	
6 25	3 45	636	Arr { Trinidad { Lve	6034	12 01	11 50 am	
6 55	3 55	642	Lve { Starkville { Arr		11 45 pm	11 20	
7 30	4 31	646	Morey	68 9	11 04	10 42	
8 13	5 07	651	Wotton		10 27	10 00	
8 55	5 40	652	New Mexico State Line	7688	9 52	9 20	
9 09	5 50	653	Lynn		9 41	9 09	
9 28	6 13	656	Lansing		9 16	8 45	
9 50	6 40	659	Arr { Raton { Lve	6688	8 50	8 20	
10 20 am	7 10	662	Lve { Dillon { Arr		8 20	7 48	
10 34	7 19	664	Otero		8 11	7 34	
10 45	7 25	666	Maxwell		8 05	7 25	
11 36	7 55	676	Dorsey		7 34	6 37	
12 25 pm	8 28	686	Dover		7 04	5 52	
1 02	8 42	693	Springer	5839	6 44	5 23	
1 18	9 00	701	Ocate		6 25	4 53	
2 32	9 29	710	Levy		5 16	4 08	
3 22	9 56	719	Wagon Mound	6247	5 29	3 27	
3 52	10 12	725	Tipton		5 12	3 03	
4 45	10 40	735	Shoemaker		4 45	2 20	
5 17	11 00	744	Watrous	6469	4 25	1 50	
5 55	11 23	7 0	Onawa		4 02	1 16	
6 34	11 48	759	Azul		3 36	12 37	
6 58	12 01 pm	764	Arr { Las Vegas { Lve	6452	3 25	12 19	
7 30	12 20	770	Lve { Romero { Arr		3 05	11 50 pm	
8 00	12 50	775	Sulzbacher		2 40	11 20	
8 25	1 11	783	Tecolote		2 21	10 53	
9 08	1 47	785	Bernal		1 47	10 13	
9 18	1 55	789	San Miguel		1 42	10 02	
9 40	2 04	799	Sanda		1 28	9 40	
10 38	2 35	8 4	Fulton	6092	12 51	8 44	
11 08	2 56	807	Kingman		12 33	8 18	
11 24	3 07	816	Pecos		12 25 pm	8 06	
12 15 am	3 43	820	Guanaco		11 56	7 23	
12 39	4 01	823	Glorieta		11 41	7 01	
1 05	4 20	828	Canoncito	7537	11 25	6 40	
1 38	4 52	830	Manzanares		10 55	6 10	
2 02	5 18	833	Arr { Lamy { Lve	6656	10 28	5 44	
2 16	5 30	835	Lve { Ortiz { Arr	6631	10 15	5 30	
2 36	5 45	846	Los Cerrillos		10 05	5 00	
3 27	6 18	852	Waldo		9 15	3 55	
3 53	6 32	854	Rosario		9 01	3 34	
4 00	6 38	860	Arr { Wallace { Lve	5329	8 56	3 28	
4 28	6 56	865	Lve { Elota { Arr		8 39	3 00	
4 50	7 10	872	Algodones		8 25	2 35	
5 20	7 40	876	Bernalillo		8 00	2 05	
5 54	7 58	887	Alameda	5104	7 41	1 32	
6 15	8 07	894	Arr { Albuquerque { Lve	5006	7 27	1 11	
7 00	8 30	902	Lve { Isleta { Arr		7 01	12 25 pm	
7 41	8 51	912	A. & P. Junction	4947	6 57	11 45	
8 20	9 10	915	Los Lunas	4914	6 15	11 05	
8 50	9 30	922	Belen	4856	6 05	10 35	
9 46	9 45	932	Sabinal	4542	5 38	9 46	
10 01	9 53	942	La Joya		5 29	9 34	
10 36	10 12	953	Alamillo	4655	5 10	8 57	
11 2	10 37	965	Socorro		4 42	8 11	
12 08 pm	11 00	978	San Antonio		4 14	7 25	
1 08	11 28	988	Arr Army Lve		3 44	6 35	
2 12	12 08 am	991			3 04	5 30	
3 26	12 39				2 30	4 36	
4 25	1 06				2 02	3 50	
4 43 pm	1 14 am				1 52 am	3 36 am	

Lynn-(1/10/91-5/14/10)
Raton-(12/13/80-Date)
Otero-(2/13/79-12/13/80)
Dorsey-(11/25/79-5/31/12)*A
Maxwell City-(3/20/90-4/10/09)
Maxwell-(4/10/09-Date)
Springer-(9/29/79-Date)
Colmor-(9/26/87-8/02/63)
Nolan-(10/1/08-12/31/44)
Levy-(7/3/08-11/20/64)
Wagon Mound-(4/27/82-Date)
Tiptonville-(6/22/76-9/27/98)
Shoemaker-(10/23/82-1/11/57)*B
Watrous-(7/31/79-Date)
Las Vegas-(11/11/1850-Date)
Chappelle-(12/20/95-2/28/39)
Ribera-(5/3/94-Date)
Fulton-(7/2/88-8/15/11)
Rowe-(2/7/84-Date)
Pecos-(3/6/83-Date)*C
Glorieta-(5/4/80-Date)
Canoncito-(9/30/79-7/12/1880)
Lamy-(3/1/81-7/13/81)
" (2/8/84-7/16/63)
Galisteo-(7/11/93-3/31/59)
Waldo-(5/20/19-2/29/36)
Thornton-(11/15/95-10/2/09)
Bernalillo-(7/11/1865-Date)
Alameda-(4/24/90-3/31/60)
Albuquerque-(4/17/1851-Date)

Notes:

- *A closed 9/15/86-8/30/89
- *B closed 10/17/84-6/9/86 &
2/6/88-5/7/98
- *C closed 9/11/88-6/3/93

Milepost stations not in table

Colmor MP 710
Nolan 713
Chappelle 789
Ribera 799
Rowe 816
Galisteo 842
Thornton 865

ROUTE CHRONOLOGY				
Period of Use	Terminals	Miles	Route	Markings
(1880)	La Junta, Col.-Las Vegas, NMT Agt	215	9A-B	No Record
(1880)	La Junta-Galisteo, NMT Agt.	280	9A-B-C	No Record
4/1/80-4/29/81	La Junta-Santa Fe, NMT Agt	298	9A-C, 18A	9-a-1, 9-b-1
(1881)	Santa Fe-Socorro, NMT Agt.	161	18A-9D-9E	No Record
(1881)	Santa Fe-Deming, NMT Agt.	316	18A-9D-F, 12A	No Record
4/29-81 - 8/22/82	La Junta-Deming Agt.	578	9A-9F, 12A	9-c-1-9-c-4
8/22/82-1/4/84	Kansas City, Mo.-Deming Agt.	1133	9A-9F, 12A	9-d-1-9-d-7
1/4/84-8/25/84	Kansas City-Albuquerque RPO	902	9A-9D	9-e-1-9-e-3
8/25/84-11/23/17	La Junta-Albuquerque RPO	347	9A-9D	9-f-1-9-f-8 9-g-1, 9-j-1 9-h-1-9-h-18
11/23/17-1934	Trinidad, Col.-Albuquerque RPO	266	9B-9D	9-i-1-9-i-4
1934 - 10/7/67	Kansas City-Albuquerque W.D.RPO (La Junta-Albuquerque)	343	9A-9D	9-j-1



PLATE VI - Atchison, Topeka & Santa Fe Ry. locomotives 627 and 626 doubleheaded on a long train at Las Vegas, N.M. station around 1898-1900. From decorations probably a special train or event.

Courtesy Museum of New Mexico

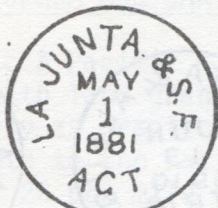
MARKINGS LISTINGS

Illust.No.	USTMC Cat.No.	Designation	Diameter in mm.	Valuation	Notes
9-a-1	911-M-1	La Junta & Santa Fe Agt.	26½	6	1881
9-b-1	911-AJ-1	La Junta & S.F. Agt.	27½	6	1881
9-c-1	911-E-2	La Jun. & Dem. Agt.	26½	5	1881,82
9-c-2	911-E-3	La Jun. & Dem. Agt.	26½	5	1882,N killer
9-c-3	911-E-1	La Jun. & Dem. Agt.	27	5	1882
9-c-4	911-E-4	La Jun. & Dem. Agt.	26½	5	1882
9-d-1	911-F-4	Kan.City & Deming Agt.	27½	4	1882,83
9-d-2	911-F-5	Kan.City & Deming Agt.	27½	4	1882,83
9-d-3	911-F-6	Kan.City & Deming Agt.	27½	4	1883,84
9-d-4	911-F-7	Kan.City & Deming Agt.	27	4	1883
9-d-5	911-F-1	Kan, City & Deming Agt.	27½	5	1886
9-d-6	911-F-3	Kan.City & Deming Agt.	27½	4	1886
9-d-7	911-F-2	Kan.City & Deming Agt.	28½	4	1880's
9-e-1	911-AK-1	Kan.City & Alb. R.P.O.	26½	4	1884
9-e-2	911-AK-2	Kan.City & Alb. R.P.O.	26½	4	1884
9-e-3	911-AK-3	Kan.City & Alb. R.P.O.	26½	4	1884
9-f-1	911-Q-6	La Junta & Albq.R.P.O.	27	3	1885,N killer
9-f-2	911-Q-5	La Junta & Albq.R.P.O.	27½	3	1885,99
9-f-3	911-Q-1	La Junta & Albq.R.P.O.	27½	3	1885,96
9-f-4	911-Q-4	La Junta & Albq. R.P.O.	27	3	1885
9-f-5	911-Q-7	La Junta & Albq. R.P.O.	26	3	1885,87,88,90-98
9-f-6	911-Q-8	La Junta & Albq. R.P.O.	26	3	1885,86,89,92
9-f-7	911-Q-2	La Junta & Albq. R.P.O.	26½	3	1885,86,89
9-f-8	911-Q-3	La Junta & Albq. R.P.O.	26½	3	1895-99,01,02
9-g-1	911-AL-1	La Junta & Albuquerque RPO	28½	4	1892,94,Dir.
9-h-1	911-AI-4	La Junta & Albuq. R.P.O.	26½	3	1890,91
9-h-2	911-AI-5	La Junta & Albuq. R.P.O.	26½	3	1888,90,94,96-98
9-h-3	911-AI-6	La Junta & Albuq. R.P.O.	27½	3	1893,98,01-03,Dir
9-h-4	911-AI-7	La Junta & Albuq. R.P.O.	27½	3	1896
9-h-5	911-AI-1	La Junta & Albuq. R.P.O.	27½	3	1898-01, Dir.
9-h-6	911-AI-8	La Junta & Albuq. R.P.O.	28½	2	1901-03,05,07,Dir
9-h-7	911-AI-9	La Junta & Albuq. R.P.O.	28½	2	1902,04,05,07-10
9-h-8	911-AI-10	La Junta & Albuq. R.P.O.	28½	2	1904, T.N.
9-h-9	911-AI-11	La Junta & Albuq. R.P.O.	29½	2	1906
9-h-10	911-AI-12	La Junta & Albuq. R.P.O.	29	2	1906-08,10 T.N.
9-h-11	911-AI-13	La Junta & Albuq.R.P.O.	29	2	1907,T.N.
9-h-12	911-AI-14	La Junta & Albuq. R.P.O.	28½	2	1903-10, T.N.
9-h-13	911-AI-15	La Junta & Albuq. R.P.O.	30	2	1903-10, T.N.
9-h-14	911-AI-16	La Junta & Albuq. R.P.O.	29	2	1904,07-10,T.N.
9-h-15	911-AI-17	La Junta & Albuq. R.P.O.	28½	2	1904,09,10,11 TN
9-h-16	911-AI-18	La Junta & Alburg.RPO (Error)	29½	4	1911,12 T.N.
9-h-17	911-AI-2	La Junta & Albuq. R.P.O.	29½	2	1904,08-13, T.N.
9-h-18	911-AI-3	La Junta & Albuq. R.P.O.	29	2	1912,14,15,T.N.
9-i-1	911-AM-1	Trinidad & Albuq.R.P.O.	29	1	1921,T.N.
9-i-2	911-AM-2	Trinidad & Albuq. R.P.O.	29	1	1927,T.N.
9-i-3	911-AM-3	Trinidad & Albuq. R.P.O.	29½	1	1929,T.N.
9-i-4	911-AM-1	Trinidad & Albuquer(que) RPO	30	2	1925,50,Partial
9-j-1	911-Y-1	K.C. & Albuq.W.D.RPO	30½	1	1946,47, T.N.
9-j-1	911-Y-1	K.C. & Albuq.W.D.RPO	30½	1	1967-Last Trip
9-k-1	-----	Trinidad & Albuq.RPO W.L.Bertrand -Oval	25½-24		1923 TN
		(Clerk's handstamp-black)			
9-l-1	-----	K.C.& Dem.RPO N.C.Johnson -2 S.L. Black-Clerk's Handstamp			
9-m-1	-----	La Junta & Albuq.Champe.Jameyson,D.Circle	33½-24,1911		T.N.
		(Clerk's Handstamp-black)			
9-n-1	-----	Trinidad & Albuq.Rush Gordon-D.Circle	32-21½,		1918 T.N.
		(Clerk's Handstamp -Black)			
9-s-1	911-S-3	Wallace,A.T.& S.F.R.R., blue,D.Circle	30½-20, (6)		1892,Part.
		(Station cancel-Wallace 37 miles east of Albuquerque)			

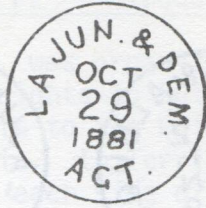
(9a) ROUTE MARKINGS ILLUSTRATIONS



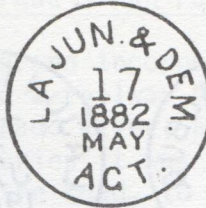
9-a-1



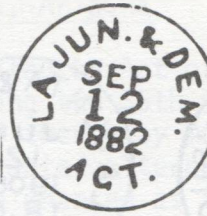
9-b-1



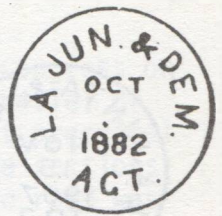
9-c-1



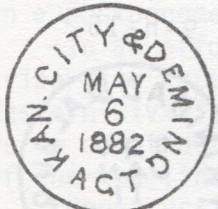
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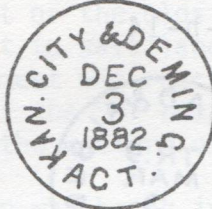
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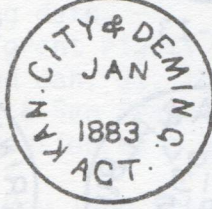
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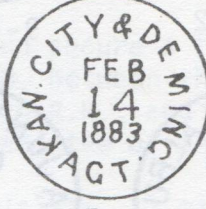
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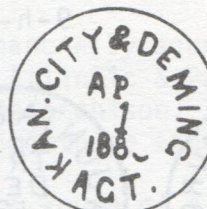
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9-d-3



9-d-4



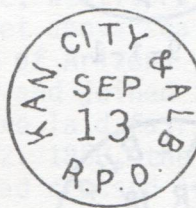
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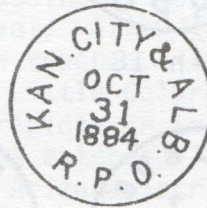
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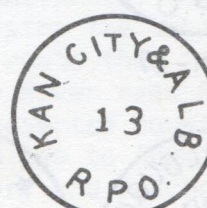
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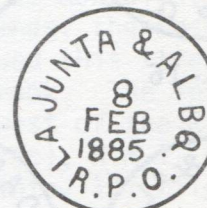
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9-e-2



9-e-3



9-f-1

N



9-f-2



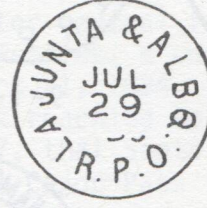
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9-f-4



9-f-5



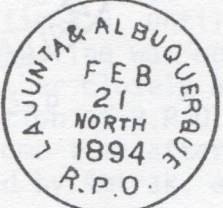
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9-f-7



9-f-8



9-g-1



9-h-1



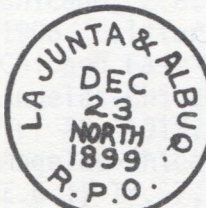
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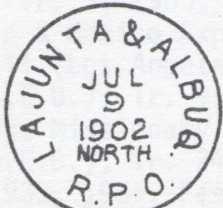
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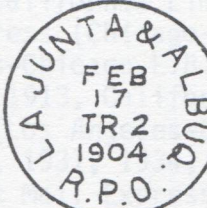
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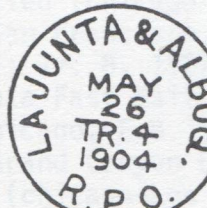
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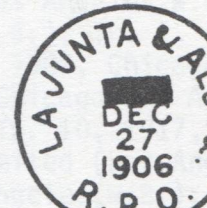
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9-h-7



9-h-8



9-h-9



9-h-10

(9b) ROUTE MARKINGS ILLUSTRATIONS



9-h-11



9-h-12



9-h-13



9-h-14



9-h-15



9-h-16



9-h-17



9-h-18



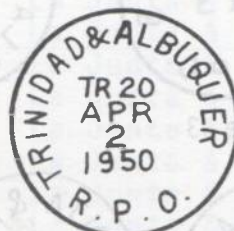
9-i-1



9-i-2



9-i-3



9-i-4



9-j-1



9-j-1



9-k-1

N.C. JOHNSON.
K.C. & DEM. R.P.O.

9-l-1



9-m-1



9-n-1



9-s-1

(10) ATCHISON, TOPEKA AND SANTA FE -- Albuquerque - Ash Fork, Arizona

The Atlantic & Pacific R.R. was organized and incorporated by Act of Congress on July 27, 1866, with land grant rights to build a railway along the 35th Parallel of Latitude as nearly as practicable to the Colorado River, and thence by most practical and eligible route to the Pacific. In Territories it was granted alternate sections to the amount of 20 per mile on each side of the road, to be granted as the road was accepted by examiners. Although the grant was to expire July 4, 1878, financial difficulties of the railroad in building through Missouri and Indian Territory resulted in a postponement of the closing date.

In an effort to save land grant rights and secure a financially sound partner, a tripartite agreement was reached Jan. 31, 1880, between the Atlantic & Pacific, Western Division; the St. Louis & San Francisco R.R., and the Atchison, Topeka & Santa Fe to construct the western extension by a guarantee of the mortgage and income bonds of the new line.

Construction was begun in May 1880 from Isleta, 13 miles south of Albuquerque on the Santa Fe tracks. The proposed route was to follow the Rio Puerco and its tributary, the San Jose, west to a crossing of the continental divide at Gonzales, M.P. 1472, at 7,250 feet above sea level. After crossing the table lands, the headwaters of the Rio Puerco of Arizona were reached. The route then followed this stream into Arizona Territory and joined the Little Colorado River near Holbrook. The initial miles of track were laid fairly rapidly in the deserted country west of the Rio Grande, and by December 22, 1880, the line extended 75 miles to Acoma(Anzac), N.M.T. By July 1, 1881, tracks had crossed into Arizona Territory and reached Pinta, 187 miles west of Isleta.

The construction across Arizona is not important to this catalog except from consideration of mail service. Winslow, A.T., was passed in the spring of 1882, and on August 23, 1883, the tracks reached Needles, California, after several futile attempts to bridge the Colorado River had delayed construction. At Needles, a connection was made with a previously built Southern Pacific branch. On Oct. 1, 1884, the Atlantic & Pacific R.R. purchased 242 miles of Southern Pacific track reaching to Barstow and Mojave, California. However, it was not until June 25, 1887, that Santa Fe interests acquired the California Southern R.R., and built a line over Cajon Pass to reach Los Angeles and San Diego.

Although owned jointly by the Santa Fe and the St. Louis & San Francisco R.R. under a completed agreement, the new line from Albuquerque west was operated by the Atlantic & Pacific R.R. until June 24, 1897, when it was leased by the Santa Fe. On July 1, 1902, the line was merged into the Santa Fe system. Mail service followed construction rather closely as can be seen from the route listings. Service continued until the cessation of R.P.O. operations in 1967, although Santa Fe passenger trains continued for some time after. The Santa Fe main line still has passenger service of a sort, provided by Amtrak, and it is a major transcontinental freight hauler today.

Many trains and train numbers are found in the markings of the Santa Fe R.P.O. routes as may be gathered from the following -- Tr. 2, Atlantic Express (Los Angeles-Chicago, E.B.); Tr. 3, 1905, California Limited (Chicago-Los Angeles, W.B.); Tr. 7, 1906, California & Mexico Express (Chicago-San Francisco, W.B.); Tr. 2, 1907, 1912, Chicago Fast Mail (Los Angeles-Chicago, E.B.); Tr. 8, 1907, 1908, Chicago Express (Los Angeles-Chicago, E.B.); Tr. 9, 1913, California Fast Mail (Chicago-Los Angeles, W.B.); Tr. 22, 1915, The Missionary (Los Angeles-Chicago, E.B.); Tr. 10, 1917, The Scout (Los Angeles-Chicago, E.B.); Tr. 24, 1931, 1934, Grand Canyon Limited (Los Angeles-Chicago, E.B.); Tr. 7, 1933, 1934, Fast Mail Express (Chicago-Los Angeles, W.B.); Tr. 8, 1945, 1948, Fast Mail (Los Angeles-Chicago, E.B.); Tr. 7, 1956, Fast Mail (Chicago-Los Angeles, W.B.); Tr. 17, The Super Chief (Chicago-Los Angeles, W.B.) and Tr. 18, The Super Chief (Los Angeles-Chicago, E.B.).

Earliest mail records on the Atlantic & Pacific indicate closed pouch service commenced to Fort Wingate June 30, 1881, and to Brigham City, A.T. (283 miles), Dec. 10, 1881. Brigham City was located a few miles east of the present city of Holbrook. Agent or R.P.O. service apparently started when the road reached Winslow, A.T., 289 miles from Albuquerque in early 1882, but to date no marking for this run has ever been located.

1902 Santa Fe Local Schedule Albuquerque - Ash Fork Line

Post Offices along Albuquerque -
Manuelito portion of Santa Fe
main line in Arizona.

THE A. T. & S. F. RY. COAST LINES.									
No. 3	7	1	Mis.	June 1, 1902.	2	8	No. 4		
8:00 A.M.	1045	8:15	1377	lv. Albuquerque	8:05	8:45	11:45 P.M.		
	a-	8:55	1395	Manzana	7:28	6:08			
	a-	9:12	1400	Sandia	7:18	6:00			
	a-	9:25	1411	Rio Puerco	6:55	6:35			
	a-	10:10	1424	Shawnee	6:32	6:13			
	a-	10:45	1436	El Rito	6:09	4:52			
	a-	11:05	1443	Laguna	5:54	4:40			
	a-	11:19	1449	Cubero	5:40	4:29			
	a-	11:45	1460	McCarty's	5:24	4:08			
	a-	12:20	1473	Grant's	5:09	3:40			
	a-	12:50	1484	Bluewater	4:35	3:24			
	a-	1:38	1502	Thoreau	4:04	2:49			
	a-	2:03	1513	Guam	3:37	2:15			
	a-	2:28	1523	Wingate	3:14	1:50			
	a-	2:38	1528	Zuni	3:03	1:39			
3:55 P.M.	a-	4:30	1535	Gallup	2:50	1:25	6:50 P.M.		
	a-	3:30	1551	Manuelito	2:05	12:20			
	a-	3:41	1557	Luna	1:51	12:17			
	a-	3:52	1564	Allantown	1:37	12:05			
	a-	4:07	1572	Querino	1:15	11:49			
	a-	4:15	1577	Sanders	1:03	11:41			
	a-	4:39	1589	Navajo Spgs.	12:40	11:17			
	a-	5:17	1609	Adamana	11:59	10:38			
	a-	5:54	1630	Holbrook	11:25	10:00			
	a-	6:16	1640	Joseph City	11:04	9:39			
	a-	6:27	1646	Manila	10:56	9:30			
7:00 "	a-	8:05	1663	Winslow	10:30	9:00	3:10 "		
	a-	8:45	1680	Canyon Diablo	9:33	7:50			
	a-	9:41	1706	Winona	9:00	7:24			
	a-	10:10	1716	Cliffs	8:40	7:09			
8:25 "	a-	10:35	1721	Flagstaff	8:30	7:00	1:25 P.M.		
	a-	11:25	1733	Bellemont	8:00	6:32			
	a-	12:08	1745	Chalender	7:30	6:09			
10:37 P.M.	a-	12:07	1755	Williams	7:05	5:43	12:12 Noon		
	a-	7:00	1755	Williams	11:50	10:50	11:50 A.M.		
	a-	10:00	1820	Grand Canyon	9:00	8:00	9:00 A.M.		
	a-	1:07	1763	McLellan	6:28	5:05			
	a-	1:20	1768	Fairview	6:05	4:45			
11:45 P.M.	a-	1:45	1778	Ash Fork	5:35	4:20	11:40 A.M.		

Albuquerque -(07/01/82-Oper.)
Dadies -(3/24/16 Rescinded ?)
(MP 1404)
Laguna-(01/24/79-Oper.)
McCarty's-(06/11/87-11/30/92)
Grant's(Grant)-(01/10/82-Oper.)
Bluewater-(6/21/89-6/27/92
" 09/26/95-Oper.)
Thoreau-(04/06/99-Oper.)
Guam-(06/03/02-11/25/14)
Fort Wingate-(07/15/1874-Oper.)
Zuni -(1/27/79-1/12/80,
" 9/19/81-5/23/83,
" 4/19/92-3/25/94,
" 2/18/98-Oper.)
Gallup-(09/18/82-Oper.)
Manuelito- 10/03/81-Oper.)

California Limited operated two days
per week in each direction.

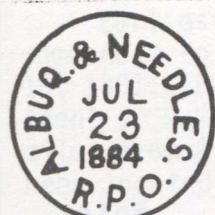
ROUTE CHRONOLOGY				
Period of Use	Terminals	Distance	Route	Markings
Early 1882-9/22/82	Albuquerque,NMT-Winslow,A.T.	289	10A	No Record
9/22/82-7/10/83	Albuquerque-Williams,A.T.	378	10A	No Record
7/10/83-8/07/85	Albuquerque & Needles,Cal.RPO	578	10A	10-a-1
8/07/85-6/25/87	Albuquerque & Mojace,Cal.RPO	818	10A	10-b-1 -10-b-3
6/25/87-2/13/01	Albuquerque & Los Angeles RPO	888	10A	10-c-1,10-c-2 10-d-1,10-e-1 to 10-e-3,10-f-1, 10-f-2
2/13/01-12/26/05	Albuquerque & Ash Fork,A.T. RPO	401	10A	10-g-1 - 10-g-3
12/26/05-5/01/08	Albuquerque & Williams,A.T. RPO	378	10A	10-h-1,10-h-2 10-i-1,10-i-2
5/01/08 -7/07/34	Albuquerque & Ash Fork R.P.O.	401	10A	10-j-1 - 10-j-6 10-k-1 - 10-k-5
7/07/34 -10/07/67	Albuquerque & Los Angeles E.D.	401+ 518+	10A 10A	10-l-1 - 10-l-2 10-m-1
(+ -Around 1962 western end of Albuquerque & Los Angeles,Eastern Division, was moved west from Ash Fork to Kingman,Ariz.due to line change)				

MARKINGS LISTINGS

Illust.No.	USTMC Cat.No.	Designation	Diameter in mm.	Valuation	Notes
10-a-1	964-B-1	Albuq. & Needles R.P.O.	27½	7	1884-E killer
10-b-1	964-A-1	Albuq. & Mojave R.P.O.	27½	6	1885
10-b-2	964-A-2	Albuq. & Mojave R.P.O.	27½	6	1886,87(No perds
10-b-3	964-A-3	Albuq. & Mojave R.P.O.	27½	6	1887
10-c-1	964-I-1	Alb. & Los (Ang)eles RPO	27	6	1888-Partial
10-c-2	964-I-2	Alb. & Los Angeles RPO	27	5	1894
10-d-1	964-U-1	Albq. & Los Angeles RPO	27	6	1897
10-e-1	964-F-2	Albuq. & Los Ang. R.P.O.	29½	4	1899-Dir.
10-e-2	964-F-1	Albuq. & Los Ang.R.P.O.	29½	4	1899-Dir.
10-e-3	964-F-3	Albuq. & Los Ang. R.P.O.	28½	4	1900-Dir.
10-f-1	964-V-2	Albuq. & Los Angeles RPO	27½	5	1892-Dir.
10-f-2	964-V-1	Albuq. & Los Angeles RPO	27½	5	1897,98-Dir.
10-g-1	964-C-1	Albuq. & Ash Fork R.P.O.	29½	4	1901 T.N.
10-g-2	964-C-3	Albuq. & Ash Fork R.P.O.	30	4	1903,06 T.N.
10-g-3	964-C-2	Albuq. & Ash Fork R.P.O.	30½	4	1903-05, T.N.
10-h-1	964-K-1	Albq. & Williams R.P.O.	30	4	1906,07 T.N.
10-h-2	964-K-2	Albq. & Williams R.P.O.	29½	4	1906,07 T.N.
10-i-1	964-W-1	Albuq. & Williams R.P.O.	30½	4	1907 T.N.
10-i-2	964-W-2	Albuq. & Williams R.P.O.	29	4	1903.07 T.N.
10-J-1	964-D-5	Albuquerque & Ash Fork RPO	28½	3	1908,10,11 T.N.
10-J-2	964-D-3	Albuquerque & Ash Fork RPO	29	2	1909,17,T.N.
10-j-3	964-D-4	Albuquerque & Ash Fork RPO	30½	4	1909,10,11 TN
10-j-4	964-D-2	Albuquerque & Ash Fork RPO	30	2	1915 T.N.
10-j-5	964-D-1	Albuquerque & Ash Fork RPO	29	2	1909,10,13 TN
10-j-6	964-D-6	Albuquerque & Ash Fork RPO	30	2	1909,10 T.N.
10-k-1	964-H-1	Albuq. & Ash Fork R.P.O.	30	2	1917 T.N.
10-k-2	964-H-3	Albuq. & Ash Fork R.P.O.	29½	2	1924 T.N.
10-k-3	964-H-2	Albuq. & Ash Fork R.P.O.	29½	2	1931 T.N.
10-k-4	964-H-4	Albuq. & Ash Fork R.P.O.	29½	2	1919 T.N.
10-k-5	964-H-5	Albuq. & Ash Fork R.P.O.	29½	2	1925 T.N.
10-l-1	964-G-2	Albuq. & L.A.E.D.R.P.O.	30½	1	1948 T.N.
10-l-2	964-G-1	Albuq. & L.A.E.D.R.P.O.	29½	1	1956 T.N.
10-l-2	964-G-1	Albuq. & L.A.R.P.O.	29½	1	1967-Last Trip
10-m-1	964-R-1	Alb. & L.A.E.D.R.P.O.	29½	1	1964 T.N.
10-s-1	964-S-1	Grants,N.M.-A & P R.R.	23½	7	1885
10-s-2	964-S-2	Isleta,A & P Jct.,N.M. (Mag.)	31½	7	1891,92 Target
10-s-3	-----	McCarty's,Atlantic & Pacific R.R.			
		Double Circle	31-21½	6	1887
10-t-1	-----	Albuq. & Ash Fork,John W.Hale	20½	3	1904
		(R.P.O. clerk handstamp			

* * * * *

(10) ROUTE MARKINGS ILLUSTRATIONS

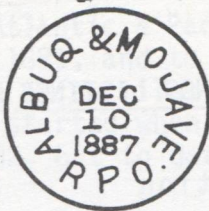


10-a-1

E



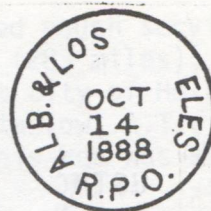
10-b-1



10-b-2



10-b-3



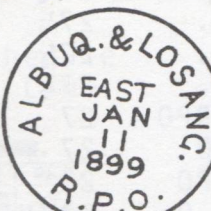
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10-c-2



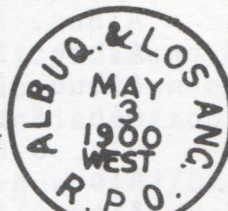
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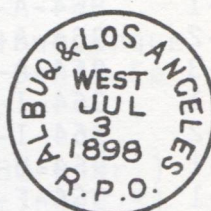
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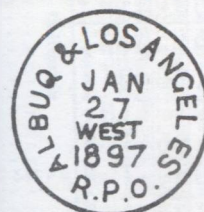
10-e-2



10-e-3



10-f-1



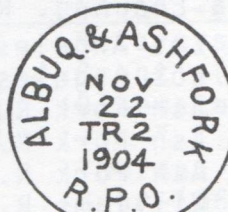
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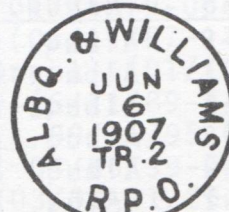
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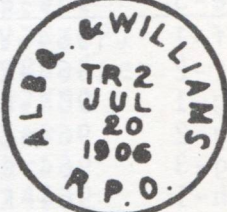
10-g-2



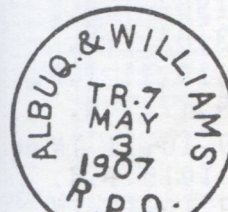
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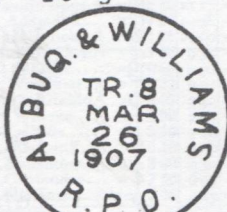
10-h-1



10-h-2



10-i-1



10-i-2



10-j-1



10-j-2



10-j-3



10-j-4



10-j-5



10-j-6



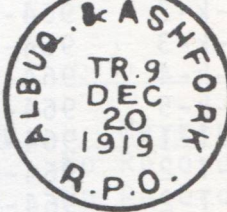
10-k-1



10-k-2



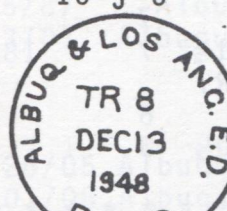
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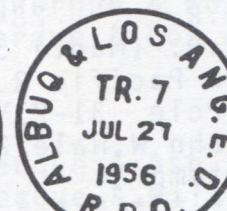
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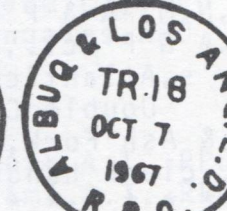
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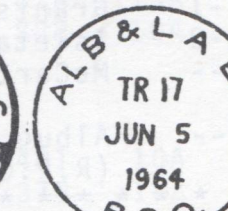
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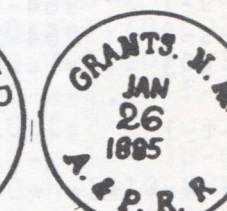
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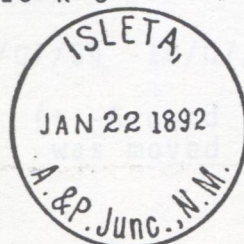
10-l-2



10-m-1



10-s-1



10-s-2



10-t-1

10-s-3



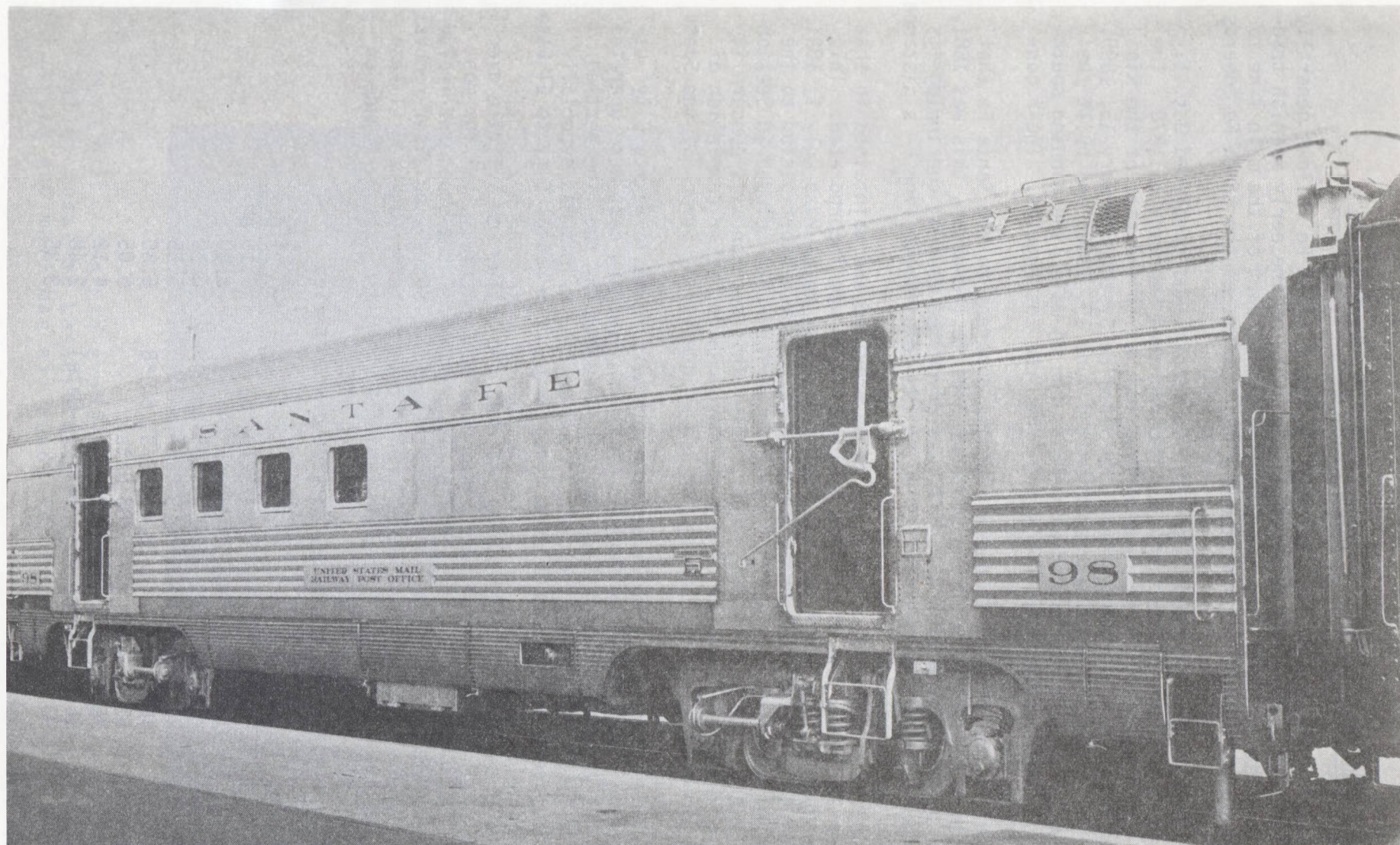


PLATE VII - Atchison, Topeka & Santa Fe Ry. No. 98, streamlined stainless steel full Railway Post Office car. Modern roller-bearing trucks. Type of car used in such trains as The Super-Chief and San Francisco Chief.

(11) ATCHISON, TOPEKA AND SANTA FE RY. -- Albuquerque - El Paso, Texas

The Rio Grande Valley branch of the Atchison, Topeka & Santa Fe follows generally along the river valley for 253 miles, paralleling the route of the early Spanish traders from El Paso del Norte to Santa Fe. Originally built as part of the main line to Deming, for a few years this route constituted the main thrust of the Santa Fe towards the Pacific Coast.

The northerly 102½ miles from Albuquerque to San Marcial was completed Oct. 1, 1880, by the New Mexico & Southern Pacific R.R., incorporated February 6, 1878. The line was leased to the Santa Fe upon its completion, and, as in the case of the Rio Grande, Mexico & Pacific R.R., was merged into the Santa Fe System February 15, 1899. The Rio Grande, Mexico & Pacific R.R. was incorporated June 19, 1880, and built the 74-mile stretch from San Marcial to Rincon as well as the 54-mile line running southwest to Deming to join the Southern Pacific's new line from Los Angeles. Their construction was completed March 1, 1881.

Once the project was completed, it quickly became apparent to the Santa Fe that there was little future in working with the Southern Pacific (remember, this was 1881, not 1980!), and the Rio Grande, Mexico & Pacific was given the task of continuing its line south from Rincon through the Mesilla Valley to the Texas State line -- a distance of 56.4 miles, which was completed July 1, 1881.

Texas laws required a separate company had to be provided and maintained in that state, so on October 28, 1880, the Rio Grande & El Paso R.R. was incorporated. This group completed the 20-mile line from the New Mexico boundary to El Paso July 1, 1881.

Since main line service from Kansas City was operated for a short period to the Deming gateway, the mail routes and markings for that period were included in Section 9 of this catalog (see the La Junta-Albuquerque line). This section will concern itself only with the markings used on the line to El Paso, which, after completion of the Atlantic & Pacific to California, became the Rio Grande Valley Branch of the Santa Fe.

This route was advertised for a while as 'the shortest route to Mexico City' using the El Paso gateway and the Mexican Central Railway. Sleeping cars were operated from Kansas City to El Paso for quite a few years, but eventually the line settled down to serving as a local branch for the on-line communities. This was especially the case after the completion of the much more direct line from Kansas City to El Paso via Tucumcari.

The Albuquerque-El Paso locals rattled up and down the valley for a little over 80 years with short trains. Sometimes there was a day local each way, but for most of the time a night local was used in each direction, making all the stops and including an Albuquerque-El Paso sleeping car. Passenger service stopped soon after removal of the R.P.O. car, and by 1968 the only public ground transportation between El Paso and Albuquerque was by bus. The last trips of the Railway Post Office were made on August 14, 1965, by trains 13 and 14.

A June 1, 1902, timecard shows typical service of the period:

Tr. 27-DLY.	M.P.	Tr. 22-DLY.
11.00 PM	0 Albuquerque (7/1/82-Date)	7.10 AM
11.25	13 Isleta (9/26/82-Date)*A	6.40
11.43	20 Los Lunas (11/20/1865-Date)	6.18
12.05 AM	30 Belen (6/19/1865-Date)	5.55
12.20	40 Sabinal (4/28/82-10/31/67)*B	5.30
12.40	51 La Joya (2/28/83-Date)	5.05
1.30	75 Socorro (4/17/1851-Date)	4.12
1.50	86 San Antonio (3/16/1874-Date)	3.48
2.04	93 Arny	3.35

2.35 AM	103 San Marcial (5/26/79-3/31/44)	3.15 AM
3.10	120 Lava (5/21/86-11/14/03)*C	2.28
3.30	130 Crocker	2.05
3.55	141 Engle (12/7/81-10/10/56)	1.42
4.10	149 Cutter (7/10/07-6/15/56)	1.25
4.18	153 Aleman (7/19/1869-7/17/90)	1.15
4.32	160 Upham	1.00
5.15	176 Rincon (2/20/83-Date)	12.25 AM
5.26	181 Detroit (7/15/89-2/23/92)	11.43 PM
5.48	192 Selden (5/16/81-12/20/13)*D	11.18
6.15	203 Dona Ana (3/27/1866-Date)	10.57
6.27	209 Las Cruces (1/10/1854-Date)	10.43
6.33	211 Mesilla Park (3/25/92-Date)	10.38
6.50	220 Mesquite (1/17/13-Date)	10.18
6.58	224 Vado (7/28/11-5/5/67)*E	10.12
7.05	228 Berino (9/13/02-12/2/66)	10.04
7.55 AM	253 El Paso -----	9.15 PM

Notes: *A-closed 2/21/83-9/27/87; *B-closed 11/27/02-1/31/05; *C-closed 5/3/98-2/8/00
 *D-Fort Selden to 5/2/91, closed then Selden from 8/23/11; *E closed 12/30/11-3/31/27

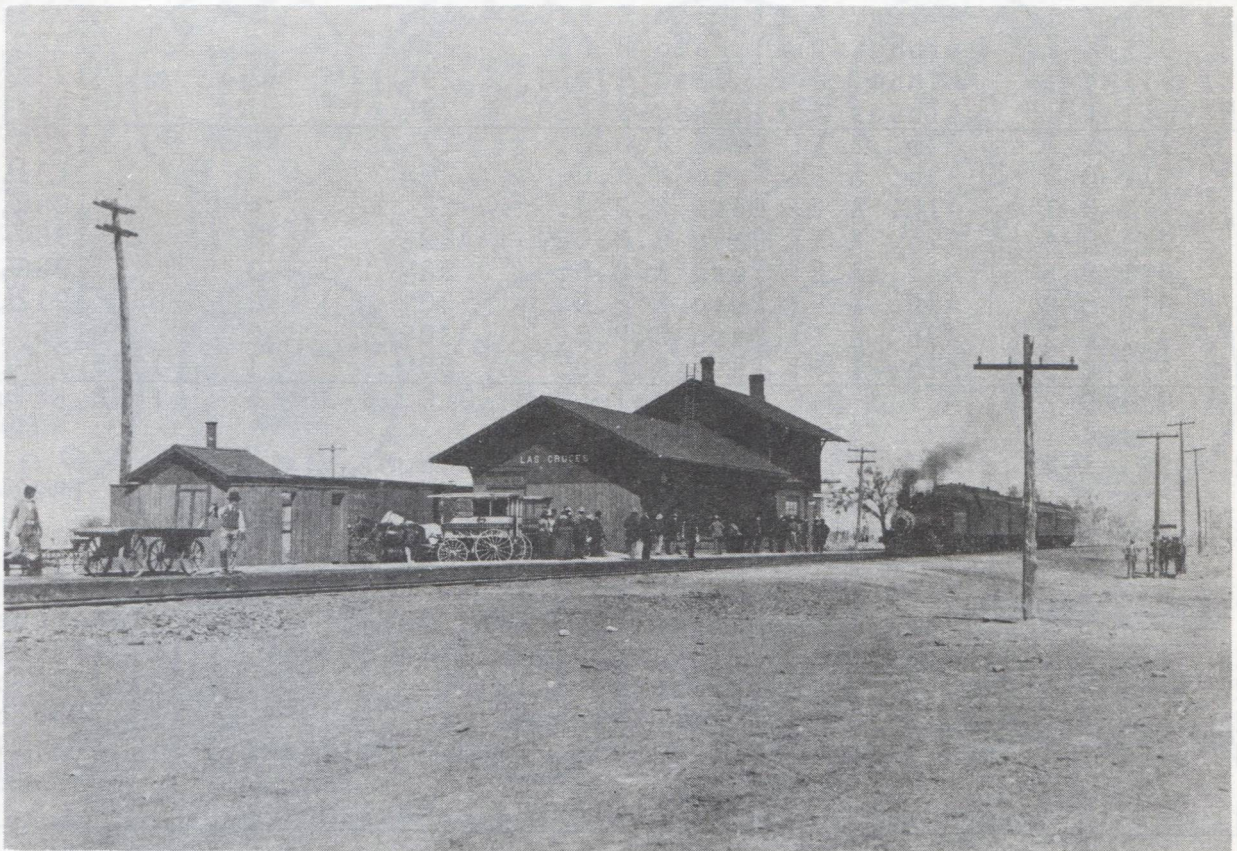


PLATE VIII - The big event of the day ! Arrival of Santa Fe's Rio Grande Valley local at Las Cruces, N.M.T. on a day in 1904. Note stages, baggage truck and mail man all ready for the rush.

Photo courtesy Museum of New Mexico

ROUTE CHRONOLOGY

Period of Use	Terminals	Distance	Route		
04/18/84-8/14/65	Albuquerque, N.M.-El Paso, Tex.	253	9E-9F-11A		
<u>Markings</u>					
11-a-1 - 11-a-15, 11-b-1 - 11-b-8, 11-f-1, 11-g-1 - 11-g-4, 11-s-1, 11-s-2					
<u>MARKINGS LISTINGS</u>					
Illust.No.	USTMC No.	Designation	Diameter in mm.	Valuation	Notes
11-a-1	911-K-1	Albuq. & El Paso R.P.O.	27	4	1885
11-a-2	911-K-2	Albuq. & El Paso R.P.O.	27	4	1886
11-a-3	911-K-4	Albuq. & El Paso R.P.O.	27½	4	1886
11-a-4	911-K-5	Albuq. & El Paso R.P.O.	26½	4	1886, 88, 39
11-a-5	911-K-6	Albuq. & El Paso R.P.O.	26½	4	1890
11-a-6	911-K-7	Albuq. & El Paso R.P.O.	26½	4	1890
11-a-7	911-K-3	Albuq. & El Paso R.P.O.	28½	4	1890, 92, 98
11-a-8	911-K-8	Albuq. & El Paso R.P.O.	26½	4	1893, 07 Part
11-a-9	911-K-9	Albuq. & El Paso R.P.O.	27½	4	1892, 98 Dir.
11-a-10	911-K-10	Albuq. & El Paso R.P.O.	27	3	1906 Dir.
11-a-11	911-K-11	Albuq. & El Paso R.P.O.	29½	3	1910, 20 Dir.
11-a-12	911-K-12	Albuq. & El Paso R.P.O.	30½	3	1913, TN
11-a-13	911-K-13	Albuq. & El Paso R.P.O.	27½	2	1920, Part.D
11-a-14	911-K-14	Albuq. & El Paso R.P.O.	29½	2	1930's TN
11-a-15	911-K-15	Albuq. & El Paso R.P.O.	29½	2	1937, TN
11-b-1	911-O-2	Alb. & El Paso R.P.O.	27½	4	1890
11-b-2	911-O-3	Alb. & El Paso R.P.O.	27½	4	1891, Dir.
11-b-3	911-O-1	Alb. & El Paso R.P.O.	27	4	1890, 91, 96D
11-b-4	911-O-4	Alb. & El Paso R.P.O.	29½	3	1904-06, Dir.
11-b-5	911-O-5	Alb. & El Paso R.P.O.	28½	3	1906, Dir.
11-b-6	911-O-6	Alb. & El Paso R.P.O.	30½	3	1912, Dir.
11-b-7	911-O-7	Alb. & El Paso R.P.O.	30½	2	1954, T.N.
11-b-8	911-O-8	Alb. & El Paso R.P.O.	30½	1	1965-TN-Last Tp
11-s-1	911-S-2	A.T. & S.F.R.R. Engle, N.M. D.C. 30-20½	5	1898, blue	
(Station Marking)					
11-s-2	911-S-5	A.T. & S.F.R.R. Mesilla Park, N.M. D.C. 30-20½	5	1892	
(Station Marking)					
11-e-1	-----	Albuq. & El Paso RPO-Ralf P. Gould (Clerk's handstamp) D.C. 25-23½	3	1936, purple	
11-f-1	-----	Alb. & El Paso RPO Wm.M. Roady (Clerk's handstamp) Oval 23½-21	3	1948, magenta	
11-g-1	-----	Albuquerque & El Paso, Dan Wilkinson	3 S.L. (2)	1937, purple	
11-g-2	-----	Alb. & El Paso, George F. Yalch	3 S.L. (2)	1937, black	
11-g-3	-----	Alb. & El P. , Geo. Yalch	3 S.L. (2)	1938, black	
11-g-4	-----	From Albuq. & El Paso, R.P.O. S.M. Matthews, (purple)	3 S.L., (2)	1942	
Note-11-g-1 to 11-g-4 are all R.P.O. clerk's handstamps					

Note-11-g-1 to 11-g-4 are all R.P.O. clerk's handstamps

(11) Route Markings Illustrations



11-a-1



11-a-2



11-a-3



11-a-4



11-a-5



11-a-6



11-a-7



11-a-8



11-a-9



11-a-10



11-a-11



11-a-12



11-a-13



11-a-14



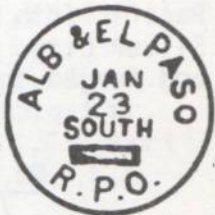
11-a-15



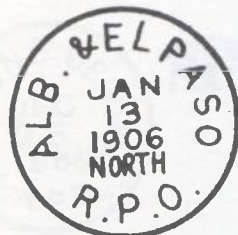
11-b-1



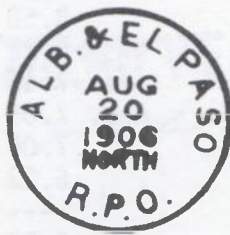
11-b-2



11-b-3



11-b-4



11-b-5



11-b-6



11-b-7



11-b-8



11-s-1



11-s-2



11-e-1



11-f-1

ALBUQUERQUE & EL PASO

Tr. #13 OCT 31

DAN N. WILKINSON, Sub.

11-g-1

George F. Yalch

Alb & El Paso. Tr 13

July 17, 1937

11-g-2

Geo. Yalch

Alb & El Paso. Tr 18

Nov. 16

11-g-3

From Albuquerque & El Paso R.

Tr. 13 JUL 31

S. M. MATTHEWS

11-g-4

(12) ATCHISON, TOPEKA AND SANTA FE -- Rincon - Deming - Silver City, N.M.

The 54-mile route from Rincon in the Rio Grande Valley southwest to a connection with the Southern Pacific at Deming was completed March 3, 1881, by the Rio Grande, Mexico & Pacific R.R., a construction company used by and merged into the Santa Fe System February 15, 1899. It was of brief importance as a main transcontinental route, and for a short time Deming was the western terminal of Santa Fe main line trains. Markings employed by route agents and clerks during this period will be found listed in Section 9.

With completion of the through Southern Pacific route to New Orleans, and the opening of the Atlantic & Pacific R.R. to Needles, Deming suddenly lost most of its importance as a connecting point. The light volume of business to and from Santa Fe's Sonora Railway in Mexico by way of the Southern Pacific to Benson, A.T., and the New Mexico & Arizona R.R. to Nogales was of very little importance.

The Santa Fe management realized this very clearly, and made the decision to use their Deming branch for other purposes. Silver City, situated to the northwest in the foothills of the Mogollon Mountains, had been settled in 1870 as San Vicente de la Cienega. In 1874 it became the county seat of Grant County and was the first town to be incorporated two years later. Silver City was an important trade center and supply point for a mining district with promising deposits of gold, silver, copper, iron and zinc. With its usual management perception, Santa Fe decided to beat the Southern Pacific into this rich area. A 46½-mile line was completed August 1, 1884, by the Silver City, Deming and Pacific Ry., which was leased upon completion to the Santa Fe and merged into that company February 15, 1899.

A typical passenger schedule of the line is that of February 1915:

No. 817-DLY.	M.P.	No. 818-DLY.
7.20 AM	0 Rincon (2/20/83-Date)	10.00 PM
7.31	5 Hatch (2/2/87-Date)	9.45
8.03	14 Hockett	9.23
8.40	26 Nutt (5/26/81-11/30/39)	8.55
9.05	39 Florida (4/25/28-6/30/40)	8.22
9.40 Arr.	53 Deming (4/11/81-Date)	Lv. 7.45
10.10 Lv.	- Deming	Arr. 7.05
10.20	54 Whitney	7.00
11.00	60 Spalding	6.22
-----	62 Ocho	----
11.20	67 Faywood (8/11/71-Date)	6.07
-----	78 Hudson (5/19/81-1/28/01)	----
11.45	84 Whitewater (10/17/83-6/30/55)	5.52
12.30 PM	98 Hawkins	5.10
12.45 PM	101 Silver City (8/11/71-Date)	5.00 PM

From Nutt a 13.3-mile branch was built north to Lake Valley and its rich silver mines. This line was completed April 1, 1884. For a period, service was 6-days-per-week on the local run from Rincon to Lake Valley, but this degenerated into a twice-weekly mixed train out of Nutt in 1929. With mining activity nearly exhausted, the line was abandoned December 1, 1934. The only mail service was closed pouch, but the Lake Valley post office was in service from August 23, 1882, to June 30, 1955.

On the Silver City line, mail service was terminated with the last trip of Railway Post Offices on Trains 47 and 48 on June 30, 1953. A mixed train continued operating for a few additional years, and the line is now an important freight traffic feeder for the Santa Fe.

ROUTE CHRONOLOGY

Period of Use	Terminals	Distance	Route	Markings
See Section 9 for early service.				
2/16/85-9/24/87	Rincon & Deming R.P.O.	53	12A	12-a-1
9/24/87-6/30/53	Rincon & Silver City R.P.O.	101	12A-12B	12-b-1,12-c-1 12-c-3,12-d-1 12-d-6,12-e-1 12-e-3.

MARKINGS LISTINGS

Illust.No.	USTMC Cat. No.	Designation	Diameter in mm.	Valuation	Notes
12-a-1	965.4-H-1	Rincon & Deming R.P.O.	27½	6	1885,87
12-b-1	965.4-A-1	Rincon & Silver City (S.L.)	63 x 7½	7	1889 (black)
12-c-1	965.4-B-1	Rincon & Silv.City RPO	26	4	1888,90,01,09,1
12-c-2	965.4-B-3	Rincon & Silv.City RPO	26	4	1890
12-c-3	965.4-B-2	Rincon & Silv.City RPO	29	4	1905, Dir.
12-d-1	965.4-C-4	Rincon & Silver City RPO	26½	4	1894,T.N.
12-d-2	965.4-C-1	Rincon & Silver City RPO	28	4	1896,97 Dir.
12-d-3	965.4-C-2	Rincon & Silver City RPO	27½	4	1896, T.N.
12-d-4	965.4-C-5	Rincon & Silver City RPO	27	4	1899,TN,Partia
12-d-5	965.4-C-6	Rincon & Silver City RPO	29½	4	1911, T.N.
12-d-6	965.4-C-3	Rincon & Silver City RPO	29½	3	1922,31, T.N.
12-e-1	965.4-D-1	Rincon & Silver Cy.R.P.O.	30	4	1907, Dir.
12-e-2	965.4-D-3	Rincon & Silver Cy.R.P.O.	30½	3	1943,TN,Partia
12-e-3	965.4-D-2	Rincon & Silver Cy.R.P.O.	30	3	1948, T.N.

ROUTE MARKINGS ILLUSTRATIONS



12-a-1

RINCON SILVER CITY
12-2-89

12-b-1



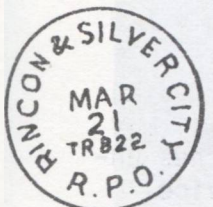
12-c-1



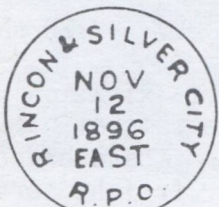
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12-c-3



12-d-1



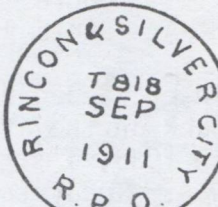
12-d-2



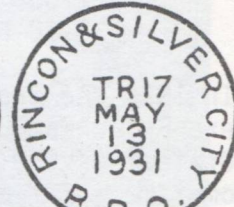
12-d-3



12-d-4



12-d-5



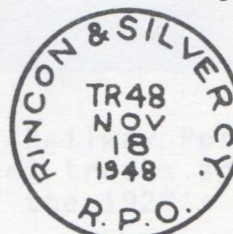
12-d-6



12-e-1



12-e-2



12-e-3

(13) ATCHISON, TOPEKA AND SANTA FE -- Santa Rita - Whitewater, N.M.

Just west of the Mimbres Mountains in Grant County lies an area of mineral concentration that has a long history of utilization. The copper mines at Santa Rita were worked as early as 1804 under Spanish domination. To the west, Hanover Creek canyon has been mined for copper, zinc and for iron ore for the steel mills at Pueblo, Colorado. To reach and serve this area with its promise of mineral traffic, the Silver City & Northern R.R. built from a junction with the Atchison, Topeka & Santa Fe Silver City branch at Whitewater to San Jose, 14.6 miles, in 1891. The line was leased by the Santa Fe in 1897, and merged into the system April 17, 1899. Two extensions were added to this line, and both were later acquired and merged into Santa Fe. The Santa Rita Railroad completed 4 miles of track from San Jose to Santa Rita on Dec. 1, 1898. The Hanover Railroad completed about 6½ miles of track December 1, 1899, from Hanover to Fiero.

Mail service did not begin on the branches until 1913, and then was performed by local branch trains. The service in February 1915 was as follows with no shortage of train numbers due to the frequent changes in direction:

828-Exp. Sun		M.P.		827-Exp. Sun
10.00 AM Lv	Silver City	---	Ar	7.00 PM
11.00 Ar	Whitewater	---	Lv	5.52
819-Exp. Sun				820-Exp. Sun
11.50 Lv	Whitewater	0 (10/17/83-6/30/55)	Ar	4.45
12.15 PM	Hurley	8.3 (11/15/10-Date)		4.15
12.35	Bayard	12.9 (5/17/02-Date)		3.55
12.40 Ar	Hanover Jct.	14.4		3.50
837-Exp. Sun				838-Exp. Sun
12.40 Lv	Hanover Jct.	0		3.50
1.05	Hanover	0.2 (3/24/92-Date)		3.35
1.10 PM Ar	Fiero	3.2 (11/16/99-5/30/69)	Lv	3.30
840-Exp. Sun				839-Exp. Sun
1.20 PM Lv	Fiero	---	Ar	3.05
1.25	Hanover	---		3.00
1.40 Ar	Hanover Jct.	---		2.45
819-Exp. Sun				820-Exp. Sun
1.40 Lv	Hanover Jct.	14.4 (Nearby Vanadium P.O.,		2.45
----	San Jose	14.7 5/3/12-Date, also		----
----	Ernest	17.1 served)		----
1.55	Cobre	17.9		2.33
2.10 PM Ar	Santa Rita	20.8 (12/8/81-3/9/73)	Lv	2.20 PM

In 1929 the train proceeded directly from Silver City to Santa Rita, only going up Fiero Branch and back on the afternoon return trip. After the removal of Railway Post Office service in 1935, a mixed train continued to operate on these branches until sometime after 1954. Today the branches remain, but only for freight service.

ROUTE CHRONOLOGY

Period of Use	Terminals	Distance	Route	Markings
4/25/13-4/13/14	Santa Rita & Silver City RPO	37.0*	12B-13A,13B	13-a-1
4/13/14-1935	Santa Rita & Whitewater RPO	20.8*	13A, 13B	13-b-1,13-b-2

Not * -Mileage increased by one or more trips to Fiero

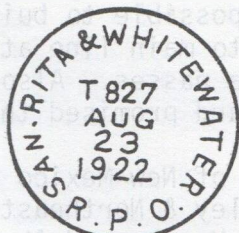
MARKINGS LISTINGS

Illust.No.	USTMC Cat.No.	Designation	Diameter(mm.)	Valuation	Notes
13-a-1	965.4-F-1	Santa Rita & Silver City RPO	30	7	1913,T.N.
13-b-1	965.4-G-1	San.Rita & Whitewater RPO	29½	5	1922,T.N.
13-b-2	965.4-G-2	San.Rita & Whitewater RPO	29½	5	1928,T.N.

ROUTE MARKINGS ILLUSTRATIONS



13-a-1



13-b-1



13-b-2

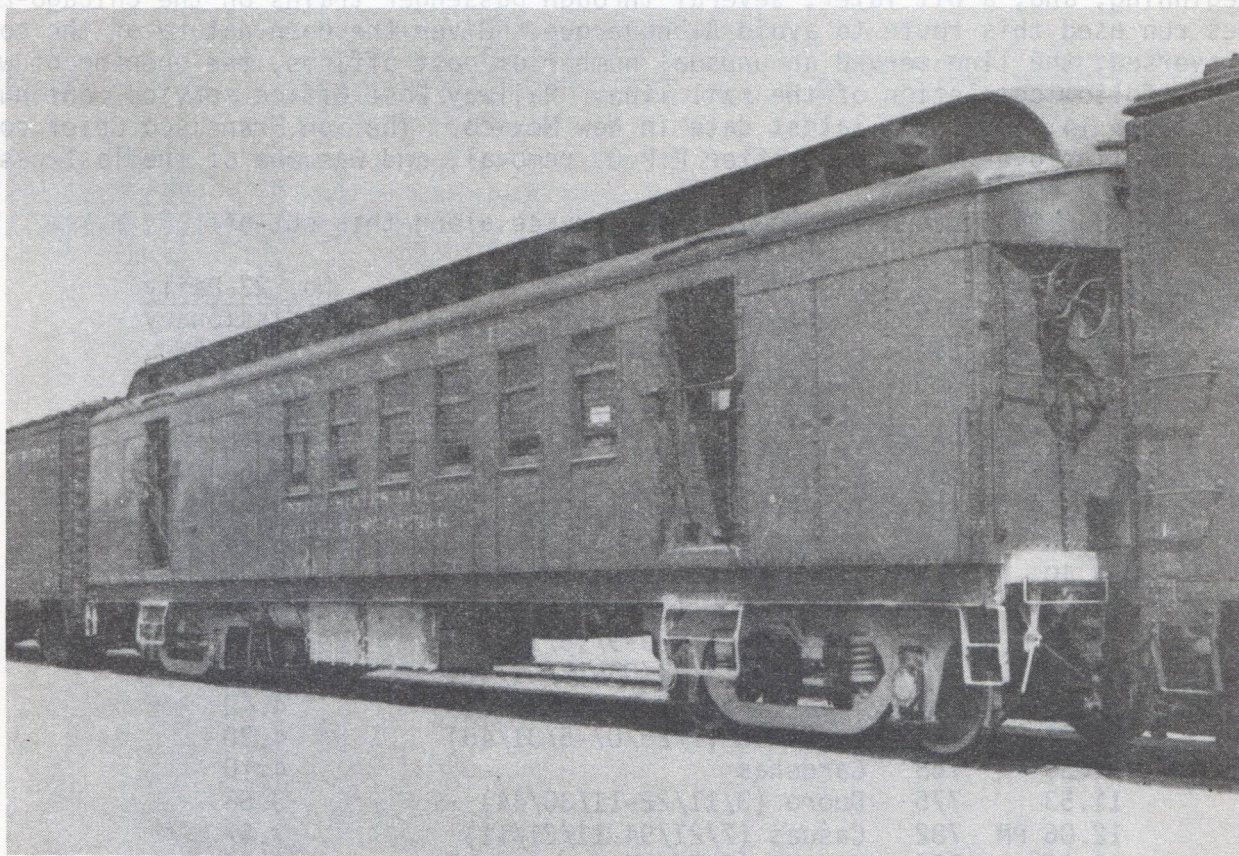


PLATE IX - An Atchison,Topeka & Santa Fe full Railway Post Office Car #75 probably of 1920 vintage. All steel with 4 wheel trucks and clerestory roof. Type of cars used on through express trains of the 1920's and 1930's.

(14) ATCHISON, TOPEKA AND SANTA FE RY. -- Amarillo, Texas - Clovis - Belen, N.M.

The Santa Fe in the early days had a particular problem that plagued their operations. It was the Raton Pass on the Colorado-New Mexico line, which had severe helper grades in both directions. As carloadings and trains grew heavier, and the length of trains increased, the problem grew worse. Casting about for a solution it was noted that they had a favorable grade line from Newton, Kansas, on the main line, through Wichita and Wellington, Kansas, and Woodward, Oklahoma, to the Texas line. From there they owned the Southern Kansas Railway of Texas to Amarillo, and the Pecos & Northern Texas Ry., 121 miles to Texico, at the New Mexico border. Grades on these lines were also favorable for tonnage trains. In the early 1900's, as the result of close surveys, the Santa Fe found it would be possible to build a new line from Texico across central New Mexico to Belen and west to main line at Rio Puerco with a gradient far more favorable than Raton and Glorieta passes. Also in its favor the new line was slightly shorter than the main line, and promised the possibility of a new transcontinental route from Texas to California.

Accordingly, the Eastern Railway of New Mexico was chartered October 30, 1902. By relocating a portion of the Pecos Valley & Northeastern, a new line was constructed west from Clovis through Fort Sumner, Vaughn and Abo Pass. Construction started in 1903 but was delayed by a financial panic, and it was not until July 1, 1908, that the new line of 257 miles was completed from Clovis to Belen.

Although primarily a freight route, through passenger service was provided from the beginning, and, a bit later, several through passenger trains on the Chicago-Los Angeles run used this route to avoid Albuquerque. Given the open nature of the country traversed, the line served an unusual number of post offices, the opening of which seemed to follow completion of the rail line. Railway Post Office service continued until October 14, 1967, the latest date in New Mexico. The San Francisco Chief continued operation over this route after R.P.O. removal, and was one of the last passenger runs in the country.

A July 18, 1915, schedule shows early service along this cut-off:

<u>No. 21-Daily</u>		<u>No. 22-Daily</u>	
The Missionary	M.P.	Mountain Time	The Missionary
8.00 AM	663	Clovis (4/11/07-Date)	7.10 AM
8.10	669	Black Tower (7/31/05-7/31/12)	7.00
8.30	679	St. Vrain (7/2/07-Date)	6.42
8.47	687	Melrose (8/8/06-Date)	6.28
9.06	699	Krider	6.07
9.15	704	Tolar (8/18/05-4/5/46)	5.57
9.28	709	Taiban (3/26/06-Date)	5.48
9.40	717	La Lande (5/9/06-7/31/55)	5.37
9.55	723	Ft. Sumner (2/7/10-Date)	5.24
10.10	731	Agudo (3/17/09-9/15/13)	5.09
10.23	737	Ricardo (3/21/08-12/31/56)	5.00
10.52	750	Yeso (6/16/09-Date)	4.40
11.22	763	Buchanan (7/29/07-5/31/40)	4.20
11.35	768	Cardenas	4.10
11.53	775	Duoro (3/11/22-11/30/44)	3.58
12.06 PM	782	Casuas (7/21/94-11/21/11)	3.47
12.30	794	VAUGHN (2/27/07-Date) Meals	3.30
12.55	---	VAUGHN	3.25
1.20	804	Carnero	3.07

1.30	810	Encino (6/16/04-Date)	2.58
1.41	815	Negra (9/4/09-10/31/28)	2.50
1.58	822	Perernal (4/19/17-3/31/55)	2.39
2.05	826	Dunmoor	2.32
2.25	835	Lucy (11/12/14-11/3/42)	2.11
2.54	849	Willard (6/30/02-Date)	1.48
3.12	856	Broncho	1.35
3.32	862	Mountainair (1/27/03-Date)	1.25
3.45	869	Abo (3/23/10-4/30/14)	1.10
3.57	875	Scholle (9/4/08-Date)*A	12.55
4.12	882	Sais	12.40
4.27	888	Becker	12.25
4.37	895	Bodega	12.15
4.52	898	Madrone (12/13/07- *B)	12.05 AM
5.02 PM	903	Belen (6/19/1865-Date) LV	11.55 PM
(Conn.) 6.30 PM	---	Albuquerque Connecting Train	10.30 PM (Conn.)

Notes: *A-post office closed 10/14/11-3/21/13 *B-post office did not operate.
At this time #21 and #22 carried an Albuquerque-Carlsbad through sleeping car.

Today this route is an important portion of the Santa Fe, and it carries high-density and high-speed freight traffic.

ROUTE CHRONOLOGY

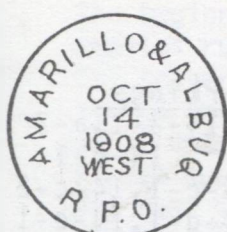
Period of Use	Terminals	Distance	Route	Markings
1/7/08-5/25/17	Amarillo, Tex.-Albuquerque, N.M.	378	14A-14B	14-a-1, a-2
5/25/17-7/6/21	Clovis-Albuquerque, N.M.	275	14A-14B	14-b-1
7/6/21-6/18/34	Amarillo, Tex.-Vaughn, N.M.	234	14A	14-c-1, 14-c-2
7/6/21-6/18/34	Vaughn-Albuquerque, N.M.	144	14B	14-d-1, 14-e-1
6/18/34-10/14/67	Amarillo, Tex.-Albuquerque, N.M.	378	14A-14B	14-f-1, 14-f-2, 14-g-1

MARKINGS LISTINGS

Illust.No.	USTMC Cat.No.	Designation	Diameter in mm.	Valuation	Notes
14-a-1	928-B-2	Amarillo & Albuq. R.P.O.	29½	4	1906,08,10 Dir.
14-a-2	928-B-1	Amarillo & Albuq. R.P.O.	29½	3	1913, Dir.
14-b-1	928-D-1	Clovis & Albuq. R.P.O.	28½	4	1919 T.N.
14-c-1	928-A-1	Amarillo & Vaughn R.P.O.	28½	3	1930,31,T.N.
14-c-2	928-A-2	Amarillo & Vaughn R.P.O.	30½	3	1936, T.N.
14-d-1	928-H-1	Vaughn & Albuquerque R.P.O.	28½	3	1922,T.N.
14-e-1	928-I-1	Vaughn & Albuq. R.P.O.	29½	3	1933,T.N.
14-f-1	928-J-1	Amar. & Albuq.R.P.O.	30½	2	1938,T.N.
14-f-2	928-J-2	Amar. & Albuq. R.P.O.	30½	2	1964,T.N.
14-g-1	928-C-1	Amarillo & Albuq.E.D.RPO *	30	3	1938,T.N.
14-g-2	928-C-1	Amarillo & Albuq. E.D.RPO*	30	3	1967 Last Trip

Note*- Eastern Division-Amarillo-Vaughn, 234 miles.

ROUTE MARKING ILLUSTRATIONS



14-a-1



14-a-2



14-b-1



14-c-1



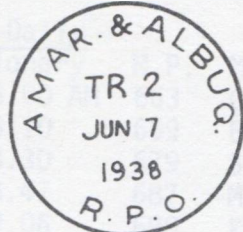
14-c-2



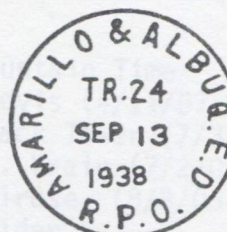
14-d-1



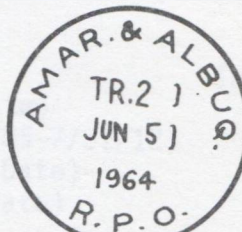
14-e-1



14-f-1



14-g-1



14-f-2



14-g-2

(15) ATCHISON, TOPEKA AND SANTA FE RY. -- Clovis - Carlsbad, N.M. - Pecos, Texas

The Pecos Valley Branch of the Atchison, Topeka & Santa Fe is another of those railways serving New Mexico that seems off-hand to have been built the wrong way around. The Hagerman Associates owned a large tract of irrigable land in the Pecos Valley. In order to provide a rail outlet for the products of this land, the Pecos River R.R. Co. was organized March 1, 1890, and built northward from a connection with the Texas & Pacific Railway at Pecos, Texas. The New Mexico Territory border was reached Jan. 1, 1891, by a 55-mile line. After several internal changes, the Pecos Valley Northeastern Ry. Company was organized March 10, 1898, acquiring the stock of the Pecos River R.R., as well as that of the Pecos Valley R.R., a company organized August 27, 1890.

On January 13, 1891, the Pecos Valley R.R. completed a line from the Texas State line (Corral), 35 miles north to Carlsbad, a community which had just been renamed from Eddy. Construction continued northward under the Pecos Valley R.R. name to Roswell, 75 miles to the north. This segment was completed October 6, 1894.

Meanwhile the Pecos Valley & Northeastern R.R. had been at work building a line southward from the Texas-New Mexico border at Texico to a connection with the Pecos Valley at Roswell, 113.2 miles to the south. In Texas, another affiliate, the Pecos & Northern Texas R.R. completed a 94-mile railroad from Amarillo to Texico on March 1, 1899. All this confusion was finally cleared up on January 24, 1901, when the Santa Fe leased the lines of these companies, and eventually, on February 1, 1912, bought them out. One addition was made to this network in 1908 when a line was built from Cameo, N.M., to Texico, a distance of 19 miles, via Clovis. This link was a result of the Belen cut-off construction and the abandonment of the original direct line.

Railway Post Office service began first on the Roswell-Pecos section before the completion of the Amarillo line. In 1899 R.P.O. service started from Amarillo. It continued to serve the line until September 25, 1954, when mail was removed from Trains 25 and 26. Passenger service continued until 1963. The line is still in use for freight traffic, and is an important traffic originating line for the Santa Fe.

A timecard of 1902 shows operation on the original line:

No. 201-Dly.		No. 202-Daily	
	M.P.	<u>Pecos Valley & Northeastern</u>	
	9.25 AM 0	(Amarillo, Texas)	6.00 PM
	1.21 PM 94	Texico, N.M. (9/9/02-Date)	2.08
	1.45 105	Cameo	1.45
	2.10 116	Portales (4/9/99-Date)	1.17
	2.35 128	Delphos (3/2/05-Date)	12.45
	3.04 141	Elida (12/29/02-Date)	12.23
	3.30 151	Kenna (3/10/02-Date)*A	11.58 AM
	3.55 162	Boaz (5/17/07-7/31/55)	11.28
	4.37 181	Campbell	10.40
Ar	5.40 207	Roswell (8/20/1873-Date)	9.35 AM Lv
Lv	6.00 ---	Roswell	9.10 Ar
	6.15 211	South Springs (6/27/99-1/15/00)	8.56
	6.31 218	Orchard Park (5/20/07-1/1/65)*B	8.35
	6.50 225	Greenfield (8/28/11-9/15/25)	8.20
	7.05 229	Hagerman (2/27/95-Date)	8.10
	7.30 238	Lake Arthur (11/4/04-Date)	7.50
	8.40 263	McMillan (11/23/94-11/30/04)	6.45
	9.10 276	Lakeview	6.12
Ar	9.25 282	Carlsbad (6/15/99-Date)	6.00 AM Lv

No. 5-Daily	M.P.		No. 6-Daily
7.30 AM	282	Carlsbad	7.55 PM
7.53	290	Francis	7.28
8.03	294	Florence (9/6/94-6/1/08)	7.19
8.44	310	Red Bluff	6.38
8.59	315	State Line	6.23
11.35 AM	370	Pecos, Texas (Pecos River R.R.)	4.00 PM

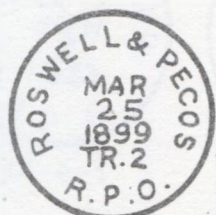
ROUTE CHRONOLOGY

Period of Use	Terminals	Distance	Route	Markings
9/1/98-7/19/99	Roswell, N.M.-Pecos, Tx.	163	15A-15B	15-a-1
7/19/99-2/28/17	Amarillo-Pecos, Tx.	370	15A,B,C,D,E	15-b-1 - 15-b-4
2/28/17-7/6/21	Amarillo, Tx.-Carlsbad, N.M.	287	15B,C,F,E	15-c-1
7/6/21-8/31/35	Clovis-Carlsbad, N.M.	184	15B,15C,15F	15-d-1,15-d-2
8/31/35-9/25/54	Clovis, N.M.-Pecos, Tx.	273	15A,15B,15C,15F	15-e-1

MARKINGS LISTINGS

Illust.No.	USTMC Cat.No.	Designation	Diameter in MM.	Valuation	Notes
15-a-1	966-E-1	Roswell & Pecos R.P.O.	27½	6	1899 T.N.
15-b-1	966-B-1	Amarillo & Pecos R.P.O.	28½	3	1904-06,09 T.N.
15-b-2	966-B-3	Amarillo & Pecos R.P.O.	29	3	1909,10,11 T.N.
15-b-3	966-B-4	Amarillo & Pecos R.P.O.	29½	3	1911 T.N.
15-b-4	966-B-2	Amarillo & Pecos R.P.O.	30½	3	1912,15 T.N.
15-c-1	966-A-1	Amarillo & Carlsbad R.P.O.	30	4	1920 T.N.
15-d-1	966-C-2	Clovis & Carlsbad R.P.O.	30½	3	1932 T.N.
15-d-2	966-C-1	Clovis & Carlsbad R.P.O.	29½	3	1933 T.N.
15-e-1	966-D-1	Clov. & Pecos R.P.O.	30½	3	1952 T.N.

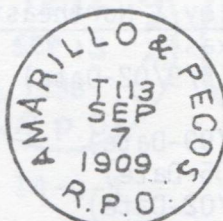
ROUTE MARKINGS ILLUSTRATIONS



15-a-1



15-b-1



15-b-2



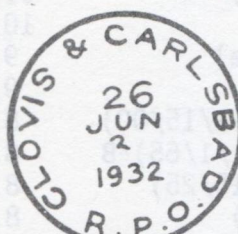
15-b-3



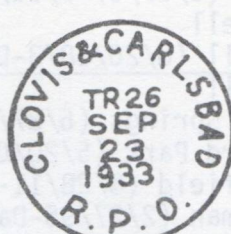
15-b-4



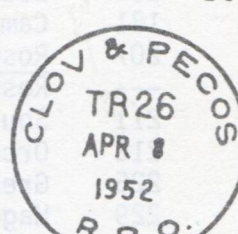
15-c-1



15-d-1



15-d-2



15-e-1

(16) ATCHISON, TOPEKA AND SANTA FE RY. -- Brownwood, Texas - Clovis, N.M.

Although only nine miles of this route operated in New Mexico, it has been included because its western terminal was at Clovis, New Mexico. Up until 1909 there was no direct connection between lines of the Santa Fe System in the Texas Panhandle in the vicinity of Amarillo and the port cities of Houston and Galveston, except by way of a very circuitous route through Oklahoma. In 1909 the company decided to remedy this situation and provide an outlet for the agricultural products of northern Texas and the Gulf. Construction was commenced between Lubbock, the southern terminus of the Panhandle & Santa Fe R.R., and Coleman, the western terminus of the Gulf, Colorado & Santa Fe Ry. This connection was completed December 1, 1911, resulting in a short line route to southern Texas. At the same time the Santa Fe System decided to enter into competition with the Southern Pacific for the Texas Gulf Region and Pacific Coast traffic. Accordingly, the Panhandle & Santa Fe Railway, incorporated March 19, 1898, constructed an 88-mile cut-off from Lubbock to Texico at the New Mexico border. This line was completed March 1, 1914, and saved 127 miles over the previous route via Amarillo. Atchison, Topeka & Santa Fe tracks were used from Texico to Clovis.

An example of the service provided in 1916 follows:

No. 79-903-902			No. 901-904-80		
Daily	M.P.		Daily		
3.40 PM	486	Temple, Texas	12.45 AM		
8.25	356	Brownwood, Texas	8.25 PM		
9.25	326	Coleman, Texas	7.06		
12.35 AM	242	Sweetwater, Texas	4.30		
4.35	136	Slanton, Texas	12.10 PM		
5.05	99	Lubbock, Texas	11.40		
7.55	9	Texico (9/9/02-Date)	8.55		
8.15 AM	0	Clovis (4/11/07-Date)	8.35 AM		

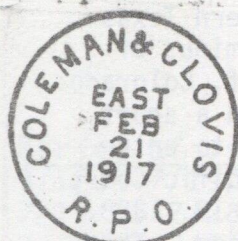
R.P.O. service was not provided on the new line for almost a year after completion. These trains carried a through sleeping car between New Orleans and San Francisco. The Texas-New Mexico connection with Santa Fe Pacific Coast trains continued until Aug. 18, 1967, when R.P.O. service was removed from trains 75 and 76.

ROUTE CHRONOLOGY

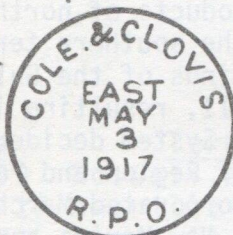
Period of Use	Terminals			
2/4/15-4/16/17	Coleman, Tex.-Clovis, N.M.	326	16A	16-a-1, 16-b-1
4/16/17-5/18/37	Brownwood, Tex.-Clovis, N.M.	356	16A	16-c-1
5/18/37-8/31/55	Temple, Tex.-Clovis, N.M. *	486	16A	16-d-1, 16-e-1
8/31/55-8/18/67	Brownwood, Tex.-Clovis, N.M.	356	16A	16-f-1

Note - *-Temple & Clovis Western Division-Sweetwater, Tex.-Clovis 242 mls.

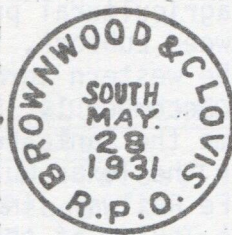
Illust.No.	USTMC Cat.No.	MARKINGS LISTINGS		Diameter in mm.	Valuation	Notes
		Designation				
16-a-1	484-D-1	Coleman & Clovis R.P.O.		30½	5	1917 Dir.
16-b-1	484-E-1	Cole. & Clovis R.P.O.		29½	5	1917 Dir.
16-c-1	484-C-1	Brownwood & Clovis R.P.O.		29½	3	1931 Dir.
16-d-1	484-F-1	Temple & Clovis W.D.RPO		30½	3	1949 T.N.
16-e-1	484-G-1	Temp. & Clovis WD RPO		30½	3	1953 T.N.
16-f-1	484-H-1	Brown. & Clovis R.P.O.		30½	3	1961,64 T.N.
ROUTE MARKING ILLUSTRATIONS						



16-a-1



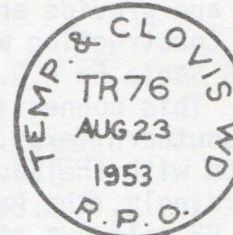
16-b-1



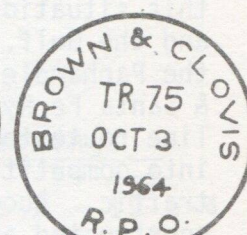
16-c-1



16-d-1



16-e-1



16-f-1

(18) ATCHISON, TOPEKA AND SANTA FE RY. -- Lamy - Santa Fe, N.M.

When the track construction forces of the New Mexico & Southern Pacific R.R. arrived at Galisteo Junction (Lamy), they swung north and built a short spur into the territorial capital, Santa Fe. Track was completed to the old city February 16, 1880. Santa Fe certainly was a symbolic goal for the railway, but as far as the route went this particular piece of track was a dead end for there was no rational way to proceed beyond the city which was practical for a railroad route. Santa Fe, therefore, had to settle for being the name of a famous railroad rather than an important point in the system.

Several route agents and one R.P.O. line served Santa Fe for a brief period, but, strangely, none of the markings have been located except for the Agent markings described in Section 9. After 1883 the little 18-mile branch provided only closed pouch mail service, and connecting passenger locals for the main line trains. Train service slowly deteriorated, and buses came to be operated as main line train connections. In 1954 passenger service was down to one mixed train, and even it was soon removed leaving the track only a freight spur into the city.

ROUTE CHRONOLGY

Period of Use	Terminals	Distance	Route	Markings
4/1/80-1883	Santa Fe - Lamy, N.M.	18	18A	See 9-a-1, 9-b-1
Following markings should exist but have not been recorded to date.				
1881	Santa Fe & Socorro Agt.	Route 18A-9D-9E		
1881	Santa Fe & Deming Agt.	Route 18A-9D-9E-9F-12A		
1882-83	Santa Fe & May R.P.O.	Route 18A		

(21) ATCHISON, TOPEKA AND SANTA FE RY. -- Dodge City, Kan. - Felt, Okla. - Clayton, NM

Santa Fe planners conceived the idea of a new cut-off from Dodge City, Kansas, to rejoin their main line in northeastern New Mexico near Wagon Mound, 45 miles east of Las Vegas. The cut-off would depart from the existing main line at Dodge City, proceed 160 miles southwest to Boise City, Oklahoma, cross the northeastern corner of New Mexico and rejoin the existing main line near Wagon Mound. It would reduce the existing Chicago-Los Angeles run by about 70 miles, and avoid the severe grade conditions at Raton Pass completely.

Construction was commenced westward from Boise City to Felt, Oklahoma, and on to the New Mexico border by the Elkhart & Santa Fe R.R., a company organized in 1925. A 12½-mile track was extended from the border to the ranching town of Clayton, with work completed November 15, 1931. In order to save money, 17 miles of trackage rights were obtained from the Colorado & Southern Railway, which extended the line from Clayton to Mount Dora. A 35-mile spur was built west from Mount Dora to Farley, some 35 miles short of Wagon Mound, but at that point depressed economic conditions forced a halt to construction. The project was never resumed, apparently due to declining traffic and the advent of diesel power. On September 6, 1942, the entire project was abandoned, and the tracks were removed for scrap during the World War II scrap drive. Clayton once again returned to being a one-railroad-town.

Railway Post Office service reached Clayton on this route, but it was never extended west to Farley.

A March 6, 1932, timecard gives us an idea of the trains on this line:

No. 97 Thurs. & Sun.	No. 73 Daily	M.P.	No. 74 Daily	No. 98 Thurs. & Sun.
	6.30 AM	0 Boise City, Ok.	4.00 AM	
	7.10	19 Felt, Ok.	3.00	
	7.35	31 Nieto	2.25	
	8.00 AM	43 Clayton (3/23/86-Oper.)	2.00 AM	
8.30 PM		43 Clayton		1.35 AM
9.00		60 Mt. Dora (4/10/08-Oper.)		12.58
9.10		65 Cernada		12.45
9.30		72 Vargas		12.23
10.00		81 Sofia (4/29/14-9/30/26)		11.59
10.45 PM		95 Farley (9/16/32-12/2/66)		11.20 PM

Perhaps the horribly inconvenient train times had something to do with the lack of traffic on the line!

ROUTE CHRONOLOGY

Period of Use	Terminals	Distance	Route	Markings
1935 - 9/6/42	Dodge Citk, Kan.-Clayton, N.M.	202	21A	21-a-1

MARKINGS LISTINGS

Illust No.	USTMC Cat.No.	Designation	Diameter in mm.	Valuation	Notes
21-a-1	918.5-B-1	Dodge City & Clayton R.P.O.	30½	4	1939 T.N.

ROUTE MARKINGS ILLUSTRATIONS



21-a-1

(22) COLORADO AND SOUTHERN RY. -- Trinidad, Colorado - Amarillo, Texas

A seldom recognized, but important, New Mexico rail line is the Colorado & Southern (now Burlington Northern) route crossing the northeast corner of the State with its Denver-Texas short line. With only 83 miles of line in New Mexico confined to the boundaries of a single county -- Union, it still manages to serve nine New Mexico stations in an important ranching area.

The line was organized May 28, 1885, as the Denver, Texas & Gulf Railroad to build from Pueblo to the Gulf of Mexico. To save time in construction it temporarily used the Rio Grande's trackage from Pueblo to Trinidad, laying a third rail on the 3-foot gauge line to do so. Building then proceeded eastward from Trinidad across rough terrain in southern Colorado to the tributaries of the Cimarron River. The line then followed a curving grade from Emery Gap south to cross the Cimarron at Folsom, New Mexico.

A Texas subsidiary, the Fort Worth & Denver City Railway, chartered as early as May 26, 1873, was utilized to build north from Fort Worth to Wichita Falls, and then west into the Texas Panhandle. With characteristic Texas energy, the line was built rapidly and reached the New Mexico border at Texline. The fact that the Ft.W.& D.C. had no rights in New Mexico did not cause them any hesitation. The tracks were built the ascending high plains country to the point of the line -- 6,693 feet, two miles north of Des Moines, New Mexico. Tracks were then built down a curving gradient to meet the Colorado track gang at Folsom, and thus complete construction March 14, 1888.

The first Denver-Fort Worth passenger train was inaugurated April 1888, with mail service commencing soon after. On April 1, 1890, the Denver, Texas & Gulf R.R. consolidated with Ft. Worth & Denver City R.R. and other lines to form the Union Pacific, Denver & Gulf Railway. This ambitious project went into receivership in 1893, and in 1898 the Colorado & Southern Ry. emerged as the operating company, still retaining control of the Fort Worth & Denver City. In 1908 control of the Colorado & Southern was acquired by the Chicago, Burlington & Quincy Railroad.

The Burlington certainly did not recognize the importance of its acquisition. For years the line managed to keep rolling with light freight and passenger traffic across the heavy snow plains area. A high point of sorts was reached in the early 1960's when the Texas Zephyr steamliner covered the difficult 136 miles between Trinidad and Texline in two hours and 44 minutes schedule! Final Railway Post Office service was operated on Trains No. 2 and No. 7 on March 31, 1967, but passenger service continued until September 11, 1967.

Finally, in the late 1970's this line reached its important destiny as a route for long, heavy unit coal trains operating between the rich low-sulphur coal fields of the Powder River Basin in Wyoming and the fuel-starved power plants of the Gulf Coast, a most important link in the nation's energy freedom plans.

An early 1902 schedule for this line appears on the next page. All trains carried through sleeping cars. Post offices in New Mexico served by this line included Emery Gap (5/18/06-5/4/08 and 2/11/09-12/31/25); Folsom (7/20/88-Date); Des Moines (4/17/06-Date); Grande (8/14/08-1/14/11); Grenville (12/24/88-9/15/25); Mt. Dora (4/10/08-Date) and Clayton (3/23/88-Date).

ROUTE CHRONOLOGY

<u>Period of Use</u>	<u>Terminals</u>	<u>Distance</u>	<u>Route</u>	<u>Markings</u>
7/6/88-2/27/02	Denver, Col.-Ft. Worth, Tex.	805	22A	22-a-1, 22-b-1
2/27/02-3/19/03	Denver, Col.-Clarendon, Tex.	526	22A	No Record
3/19/03-4/13/04	Pueblo, Col.-Amarillo, Tex.	343	22A	22-c-1
4/13/04-1936	Denver, Col.-Amarillo, Tex.	467	22A	22-d-1, 22-d-2 22-e-1 - 22-e-3
1936-1944	Denver & Ft. Worth Middle Div.	253*	22A	22-f-1
1944-3/31/67	Denver, Col.-Amarillo, Tex.	467	22A	22-g-1

Note * - Probably Trinidad, Colo.-Amarillo, Tex.

MARKINGS LISTINGS

Illust.No.	USTMC Cat.No.	Designation	Diameter in mm.	Valuation	Notes
22-a-1	953-K-1	Denver & Ft.Worth R.P.O.	27½	3	Dir.
22-b-1	958-O-1	Denv. & Ft.Worth N.D.RPO	28½	3	T.N.
22-c-1	958-N-1	Pueb. & Amarillo R.P.O.	29½	4	T.N.
22-d-1	958-P-1	Den. & Amarillo R.P.O.	29½	3	T.N.
22-d-2	958-P-2	Den. & Amarillo R.P.O.	30	3	T.N.
22-e-1	953-G-2	Denver & Amarillo SD RPO	29½	3	TN-South Div.
22-e-2	953-G-3	Denver & Amarillo SD RPO	30	3	TN-South Div.
22-e-3	958-G-1	Denver & Amarillo SD RPO	29½	2	TN-South Div.
22-f-1	955-L-1	Denver & Ft.W.M.D.R.P.O.	30½	2	TN-Middle Div.
22-g-1	953-F-1	Denver & Amar.R.P.O.	30½	2	T.N.
22-g-1	958-F-1	Denver & Amar. R.P.O.	30½	2	TN-Last Trip

COLORADO & SOUTHERN RAILWAY

FORT WORTH & DENVER CITY RAILWAY.

THROUGH LINE BETWEEN COLORADO AND TEXAS.

PUEBLO, TRINIDAD AND NEW MEXICO DISTRICTS.—Standard Gauge.

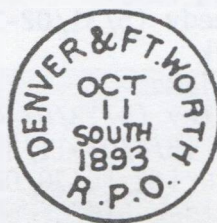
Denver and Fort Worth.

14	8	2	16	Mts	LEAVE	ARRIVE	Elev.	1	15	7	13
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
7:00	10:00	12:30	2:30	0	Denver	5:17	5:15	11:30	7:30	11:30	10:10
7:48	10:48	13:18	3:40	23	Parker's	5:20	5:20	11:30	7:30	11:30	10:10
8:20	11:20	13:50	4:10	39	Elizabeth	5:24	5:24	11:30	7:30	11:30	10:10
8:43	11:43	14:13	4:33	52	Elbert	5:27	5:27	11:30	7:30	11:30	10:10
9:04	12:04	14:34	4:54	64	Eastonville	5:30	5:30	11:30	7:30	11:30	10:10
9:40	12:40	15:10	5:30	82	Manitou Jn. lve.	5:38	5:38	11:30	7:30	11:30	10:10
10:00	12:10	15:30	5:50	91	arr. Colorado Spgs. lve.	5:48	5:48	11:30	7:30	11:30	10:10
PM	12:15	2:30	PM	91	lve. Colorado Spgs. arr.	5:58	5:58	11:30	7:30	11:30	10:10
.....	82	lve. Manitou Junc. arr.	6:02	6:02	11:30	7:30	11:30	10:10
.....	87	..Franeville Junction	6:02	6:02	11:30	7:30	11:30	10:10
.....	95	.....Fountain	5:54	5:54	11:30	7:30	11:30	10:10
.....	100	.....Little Buttes	5:54	5:54	11:30	7:30	11:30	10:10
.....	117	.....Pinon	5:58	5:58	11:30	7:30	11:30	10:10
.....	124	.....Overton	6:02	6:02	11:30	7:30	11:30	10:10
.....	125	arr. Pueblo lve.	6:02	6:02	11:30	7:30	11:30	10:10
.....	125	lve. Pueblo lve.	6:02	6:02	11:30	7:30	11:30	10:10
.....	181	.....Walsenburg	6:02	6:02	11:30	7:30	11:30	10:10
.....	186	.....Winchell	6:02	6:02	11:30	7:30	11:30	10:10
.....	189	.....Mayne	6:02	6:02	11:30	7:30	11:30	10:10
.....	192	.....Monson	6:02	6:02	11:30	7:30	11:30	10:10
.....	194	.....Bunker Hill	6:02	6:02	11:30	7:30	11:30	10:10
.....	200	.....Lynn	6:02	6:02	11:30	7:30	11:30	10:10
.....	201	.....Acme	6:02	6:02	11:30	7:30	11:30	10:10
.....	208	.....Ludlow	6:02	6:02	11:30	7:30	11:30	10:10
.....	212	.....Forbes Junction	6:02	6:02	11:30	7:30	11:30	10:10
.....	214	.....Suffield	6:02	6:02	11:30	7:30	11:30	10:10
.....	222	arr. Trinidad lve.	6:02	6:02	11:30	7:30	11:30	10:10
.....	222	lve. Trinidad lve.	6:02	6:02	11:30	7:30	11:30	10:10
.....	229	.....Beshoar Junction	6:02	6:02	11:30	7:30	11:30	10:10
.....	243	.....Barella	6:02	6:02	11:30	7:30	11:30	10:10
.....	255	.....Adair	6:02	6:02	11:30	7:30	11:30	10:10
.....	260	.....Trinchere	6:02	6:02	11:30	7:30	11:30	10:10
.....	267	.....Watervale	6:02	6:02	11:30	7:30	11:30	10:10
.....	275	.....Emery Gap	6:02	6:02	11:30	7:30	11:30	10:10
.....	281	.....Alps	6:02	6:02	11:30	7:30	11:30	10:10
.....	292	.....Folsom	6:02	6:02	11:30	7:30	11:30	10:10
.....	302	.....Des Moines	6:02	6:02	11:30	7:30	11:30	10:10
.....	310	.....Grande	6:02	6:02	11:30	7:30	11:30	10:10
.....	321	.....Grenville	6:02	6:02	11:30	7:30	11:30	10:10
.....	330	.....Mt. Dora	6:02	6:02	11:30	7:30	11:30	10:10
.....	339	.....Royce	6:02	6:02	11:30	7:30	11:30	10:10
.....	347	.....Clayton	6:02	6:02	11:30	7:30	11:30	10:10
.....	358	.....Texline	6:02	6:02	11:30	7:30	11:30	10:10
Mountain time.	ARRIVE	LEAVE	Mountain time.	.....	.....	.....	.....	.....
Central time.	ARRIVE	LEAVE	Central time.	.....	.....	.....	.....	.....
.....	358	.....Texline (Ft. W. & D.C.)	6:02	6:02	11:30	7:30	11:30	10:10
.....	475	.....Amarillo	6:02	6:02	11:30	7:30	11:30	10:10
.....	533	.....Clarendon	6:02	6:02	11:30	7:30	11:30	10:10
.....	560	.....Memphis	6:02	6:02	11:30	7:30	11:30	10:10
.....	591	.....Childress	6:02	6:02	11:30	7:30	11:30	10:10
.....	610	.....Quanah	6:02	6:02	11:30	7:30	11:30	10:10
.....	647	.....Vernon	6:02	6:02	11:30	7:30	11:30	10:10
.....	666	arr. Wichita Falls lve.	6:02	6:02	11:30	7:30	11:30	10:10
.....	666	lve. Wichita Falls arr.	6:02	6:02	11:30	7:30	11:30	10:10
.....	715	.....Henrietta	6:02	6:02	11:30	7:30	11:30	10:10
.....	742	.....Bowls	6:02	6:02	11:30	7:30	11:30	10:10
.....	750	.....Alvord	6:02	6:02	11:30	7:30	11:30	10:10
.....	810	.....Fort Worth	6:02	6:02	11:30	7:30	11:30	10:10
ARRIVE	LEAVE	ARRIVE	LEAVE	ARRIVE	.....	.....	.....	.....

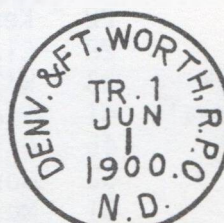
Trains Nos. 1 and 2 carry Through Vestibuled, Gas-lighted Sleepers daily between Denver and Colorado Springs, Pueblo, Trinidad, Fort Worth and Houston.

STANDARD OF TIME—East of Texline, Central time. West of Texline, Mountain time.

ROUTE MARKING ILLUSTRATIONS



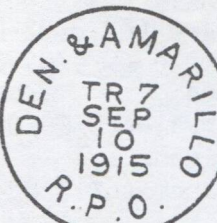
22-a-1



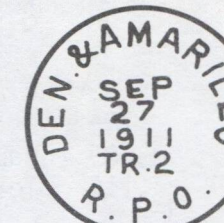
22-b-1



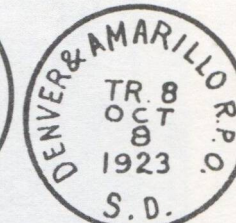
22-c-1



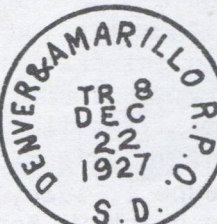
22-d-1



22-d-2



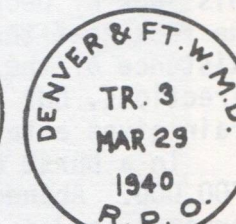
22-e-1



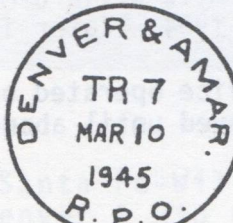
22-e-2



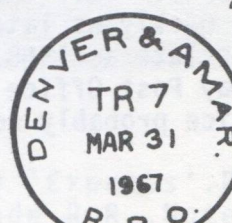
22-e-3



22-f-1



22-g-1



22-g-1

(23) NEW MEXICO CENTRAL RY. -- Santa Fe - Torrance, N.M.

One of the most wildly impractical railway projects ever to be built was a line through the high rolling country of central New Mexico from Torrance, near the high point of the El Paso & Northeastern Railway, north for 116 miles to the capital city of Santa Fe. Originally incorporated in December 1900 as the Santa Fe, Albuquerque & Pacific R.R., its name was changed in July 1901 to the Santa Fe Central Railway.

Construction began in the spring of 1902, and on August 23, 1903, the final spike was driven at Kennedy. In 1908 the name was changed to the New Mexico Central R.R., but in 1910 the company went into receivership. An idea of the service can be gained from the October 1915 time card below. Connections with El Paso-Tucumcari trains were abominable, especially with tri-weekly service.

No. 2		No. 3	
Mon-Wed-Fri	M.P.	Tues-Thurs-Sat	
10.20 AM	0	2.40 PM	Santa Fe (10/1/1849-Date)
10.25	2	2.35	Crandall (U.S. Indian School)
-----	5	2.20	Dona Ciana
11.10	16	1.50	Vega Blanca
11.40	22	1.25	Kennedy (5/31/02-3/30/18)
11.59	28	1.00	Clark
12.45 PM	33	12.40 PM	Williams
1.35-Meals	41	12.15	Stanley (4/13/07-4/23/65)
1.50	45	11.30	Otto (6/4/07-11/30/23)
2.20	52	11.05	Moriarity (6/30/02-Date)
2.45	61	10.35	McIntosh (7/28/06-Date)
2.57	64	10.24	Antelope
3.20	68	10.10	Estancia (7/13/03-Date)
3.55	80	9.35	Willard (6/30/02-Date)
4.35	92	8.55	Progreso (9/4/09-3/31/30)
5.00	99	8.30	Blanca
5.20	105	8.10	Cedarvale (9/28/08-Date)
5.32	109	7.51	Camaleon
6.00 PM	116	7.30 AM	Torrance (6/13/02-12/15/07)

Estancia was the most populous community on the route south of Santa Fe. With a population of 916, it had more people than the other 17 stations put together. When this lack of people is combined with miles and miles of non-productive territory and the fact that the E.P. & N.E. had no interest in the connection at Torrance, the mere existence of the line was a victory. Branches and extensions were proposed in all directions, but all come to naught. The illustration herewith of a 1924 passenger train gives a fair idea of the traffic offered.

In a burst of generosity on June 1, 1926, the Santa Fe bought the line for \$700,000. Abandonments took place quickly: Kennedy-Santa Fe on Jan. 3, 1929; Willard-Torrance on Jan. 3, 1929; Stanley-Kennedy on June 3, 1939, and Moriarity-Stanley on April 15, 1943. Only the 30-mile Willard-Moriarity section was left with mixed service twice weekly as late as 1954. Later it became a freight spur only, and was still in place as late as 1968.

Railway Post Office service operated on the line for only 11 years, but closed pouch service probably continued until abandonment.

MARKINGS LISTINGS

ROUTE CHRONOLOGY

Period of Use	Terminals	Distance	Route	Markings
1907-1918	Santa Fe & Torrance	N.M. 116	23A	23-a-1, 23-a-2

MARKINGS LISTINGS

Illust.No.	USTMC Cat.No.	Designation	Diameter-mm.	Valuation	Notes
23-a-1	965.5-A-1	Santa Fe & Torrance RPO	29½	6	1908, T.N.
23-a-2	965.5-A-2	Santa Fe & Torrance RPO	29½	6	1910, 11, 12 TN

ROUTE MARKINGS ILLUSTRATIONS



23-a-1



23-a-2

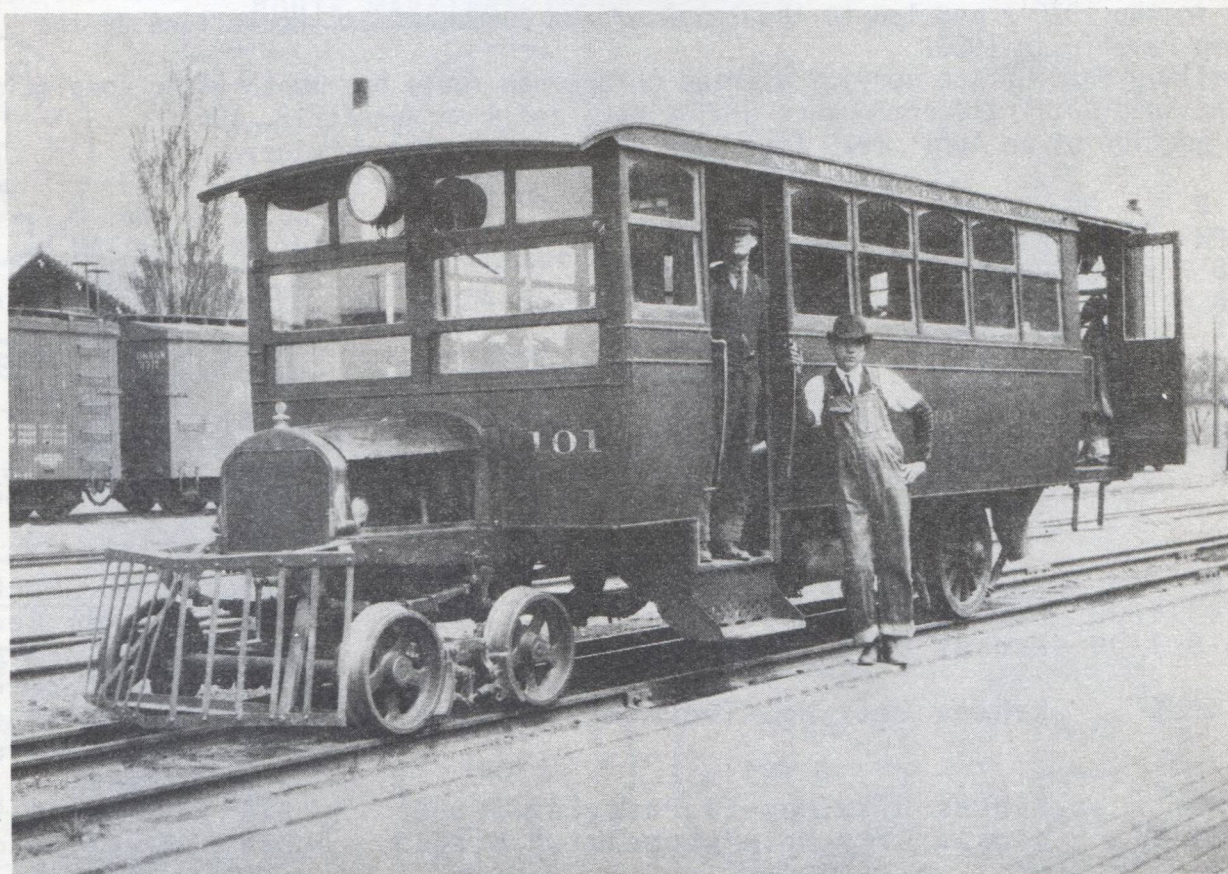


PLATE X - The New Mexico Central's Santa Fe-Willard 'Express'. Photograph about 1924 at Santa Fe station of Denver & Rio Grande R.R.. Note the dual gauge track. Motor car carried passengers, baggage and mail. Mail compartment appears to be in the rear.

Courtesy of Museum of New Mexico

(24) CHICAGO, ROCK ISLAND AND PACIFIC RY. -- Dalhart, Texas - Tucumcari, N.M.

The famous Golden State Route of the Chicago, Rock Island & Pacific Ry. was a late-comer in the transcontinental network. Although a Rock Island affiliate had reached Liberal, Kansas, in 1888, the Board of Directors of the C.R. & P. did not become affected with 'Pacific fever' until 1900. Then it was no doubt inspired by Charles Eddy and his El Paso & Northeastern line. On December 17, 1900, the Chicago, Rock Island & Mexico Ry. was chartered to build a line across Texas from Texhoma, the west end of C.R.I. & P., to the New Mexico border near Romero. Once started, work progressed rapidly, and the New Mexico line was reached June 10, 1901. Tracks continued into New Mexico under the name of Chicago, Rock Island & Pacific Ry. for about 110 miles through Naravisa, Tucumcari, and on to Santa Rosa, proposed junction with the El Paso & Northeastern. The Rock Island completed construction into Santa Rosa on December 25, 1901, but Eddy's road did not make a connection until February 1, 1902.

As explained earlier, the Rock Island leased the 60 miles from Tucumcari to Santa Rosa to their western connection, and Tucumcari became the important western terminal of the Chicago, Rock Island & Pacific. Although busy at times with high-speed passenger trains and heavy freights, this line never reached its potential traffic due to the acquisition of the El Paso & Southeastern by the Southern Pacific, which had an obvious divisional disadvantage to freight routed via Tucumcari. One of the Interstate Commerce Commission's many great mistakes, this decision eventually wrecked the Rock Island in the 1970's and led to the lease of the Tucumcari-St. Louis line by the Southern Pacific in 1980.

Railway Post Office service started on the new route one month after completion, and continued until discontinuance of Trains 3 and 4 on August 12, 1967.

A portion of an April 1916 time card shows New Mexico service:

No. 1	No. 3			No. 4	No. 2
Dly.-PM	Dly.-AM	M.P.	Central Time	Dly.-AM	Dly.-AM
6.00	2.50	1041	Dalhart, Texas	3.20	6.30
6.58	----	1069	Romero, Texas	----	5.38
----	----	1080	Bravo, Texas	----	----
7.30	----	1086	Naravisa (2/2/02-Date)	----	5.17
7.54	----	1100	Sand Springs	----	4.50
8.14	----	1110	Logan (8/31/01-Date)	----	4.25
9.00	5.43	1134	Tucumcari (1/27/02-Date)	12.50	3.40

ROUTE CHRONOLOGY

Period of Use	Terminals	Distance	Route	Markings
3/3/02-4/16/02	Herington, Kan.-El Paso, Tex.	800	24A	No Record
4/16/01-8/1/09	Kansas City, Mo.-El Paso, Tex.	959	24A	24-a-1-24-a-4 24-b-1, 24-c-1
8/1/09-1935	Kansas City, Mo.-Tucumcari, N.M.	617	24A	24-d-1-24-d-4 24-e-1, 24-e-2 24-i-1
1935-1944	Kansas City, Mo.-El Paso, Tex.	# 959	24A	24-f-1
1944-8/12/67	Kansas City, Mo.-Tucumcari, N.M.	*613	24A	24-g-1, 24-g-2 24-h-1

Notes-#-Middle Div.-Pratt, Kan.-Tucumcari, N.M., 337 miles

*-Western Division-Pratt, Kan.-Tucumcari, N.M., 337 miles

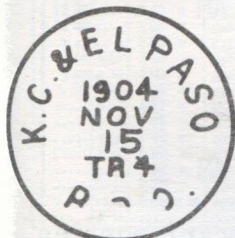
Divisions merged into one division April 1953.

MARKINGS LISTINGS

Illust.No.	USTMC Cat. No.	Designation	Diameter in mm.	Valuation	Notes
24-a-1	922-J-2	K.C. & El Paso R.P.O.	30½	3	1904,TN,Part.
24-a-2	922-J-3	K.C. & El Paso R.P.O.	29½	3	1905
24-a-3	922-J-4	K.C. & El Paso R.P.O.	29½	3	1907,TN,Part.
24-a-4	922-J-1	K.C. & El Paso R.P.O.	29½	3	1908,09,T.N.
24-b-1	922-X-1	Kan.City & E(l Paso)RPO	29½	4	1908,TN,Part.
24-c-1	922-K-1	K.City & El Paso R.P.O.	29½	3	1909,T.N.
24-d-1	922-P-2	K.C.& Tucumcari R.P.O.	28½	2	1910,T.N.
24-d-2	922-P-3	K.C.& Tucumcari R.P.O.	28½	2	1911,TN,Part.
24-d-3	922-P-1	K.C.& Tucumcari R.P.O.	30½	2	1910,11,12,TN
24-d-4	922-P-4	K.C.& Tucumcari R.P.O.	29½	2	1930,TN,Part?
24-e-1	922-U-1	K.C.Tucumcari WD RPO	29½	2	1932,33,37,TN
24-e-2	922-U-2	K.C.Tucumcari WD RPO	30	2	1933,T.N.
24-f-1	922-M-1	K.C.& El Paso M.D.RPO	30½	2	1940,T.N.
24-g-1	922-Y-1	K.C.& Tucumcari WD RPO	30½	1	1948,49, T.N.
24-g-2	922-Y-2	K.C.& Tucumcari WD RPO	30½	1	1955 T.N.
24-h-1	922-Q-1	K.C. & Tucum. R.P.O.	30½	1	1964 T.N.
24-i-1	-----	K.C.& Tucumcari,Harry B.Minick (Clerks Handstamp) (Magenta)	3 S.L.		1910,T.N.

Note-Kansas City & Tucumcari Divisions merged into one April 1953

ROUTE MARKINGS ILLUSTRATIONS



24-a-1



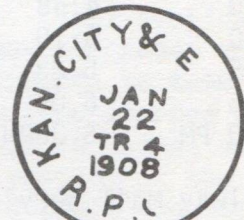
24-a-2



24-a-3



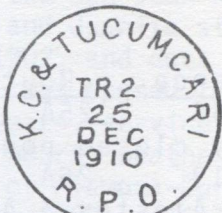
24-a-4



24-b-1



24-c-1



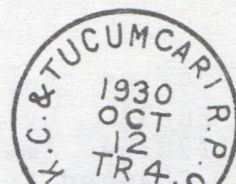
24-d-1



24-d-2



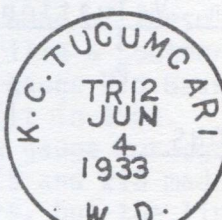
24-d-3



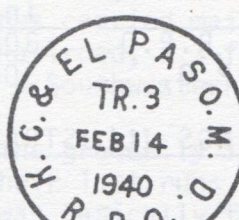
24-d-4



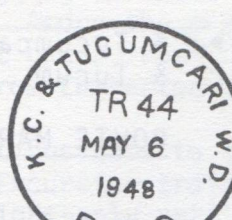
24-e-1



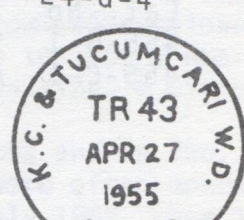
24-e-2



24-f-1



24-g-1



24-g-2

24-h-1



K. C. & Tucumcari,
Tr. 4 JAN 27 1910
HARRY B. MINIC'

24-i-1

(25) CHICAGO, ROCK ISLAND AND PACIFIC RY. -- Amarillo, Texas - Tucumcari, N.M.

For many years, under various names, an east to west rail line had been building westward from Memphis, Tennessee, through Little Rock, Oklahoma City and into the Texas Panhandle. About 1901, while operating as the Choctaw, Oklahoma & Gulf R.R., control of this project was acquired by Rock Island interests. On June 21, 1901, the Choctaw, Oklahoma & Texas R.R. was chartered to build through Texas. Their line reached Amarillo in 1902. Some preliminary work was done on a line destined for Tucumcari, N.M., 113 miles to the west, but financial difficulties slowed the work and construction was not resumed until 1908. Finally, on May 9, 1910, the railway was completed to Tucumcari under the name of Tucumcari & Memphis Railway.

The aspirations were for this line to be a main transcontinental railroad, and at times a through train -- The Memphis-Californian, with sleeping cars for Los Angeles -- was operated, but the railroad was primarily dependent upon agricultural products due to divisional problems via the Memphis gateway. The line remained in place until the forced dismemberment of the Rock Island System in 1980. Currently, its future looks dim with no takers in sight.

A 1916 time card indicates that the following service was provided:

No. 91-Dly.	No. 43			No. 42	No. 92-Dly.
Mixed	Dly.	M.P.	Central Time	Dly.	Mixed
9.00 AM	1.30PM	760	Amarillo, Texas	9.00 AM	4.30 PM
3.00 PM	4.35	832	Glenrio, Texas	5.45	9.30 AM
3.20	4.48	836	Endee (6/4/1886-7/31/55)	5.33	9.12
4.00	5.10	845	Bard (1/30/08-Date)	5.12	8.45
4.25	5.23	850	San Jon (5/12/06-Date)	5.00	8.27
6.05	6.05	864	Lesbia (7/30/13-2/15/18)	4.23	7.35
7.00 PM	6.30PM	873	Tucumcari	4.00 AM	7.00 AM

Railway Mail Service operated rather irregularly on the Amarillo-Tucumcari portion of the line from 1911 on. The last operation of the Railway Post Office was on Trains 111 and 112 on November 30, 1954.

ROUTE CHRONOLOGY

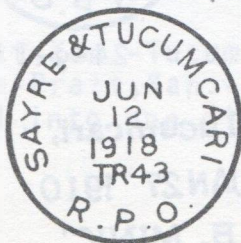
Period of Use	Terminals	Distance	Route	Markings
5/11/11-8/29/18*	Sayre, Okla.-Tucumcari, N.M.	246	25A	25-a-1
8/29/18-8/26/33	Evidently during this period only closed pouch service.			
8/26/33-11/30/54	Amarillo, Tex.-Tucumcari, N.M.	113	25A	25-b-1

Note -*Changed to Sayre & Amarillo RPO, later McAlester & Amarillo RPO

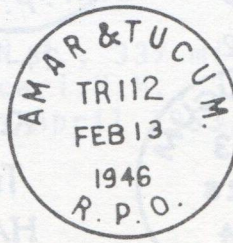
MARKINGS LISTINGS

Illust.No.	USTMC	Designation	Diameter	Valuation	Notes
	Cat. No.		in mm.		
25-a-1	455-Q-1	Sayre & Tucumcari R.P.O.	30½	4	1918-T.N.
25-b-1	455-C-1	Amar. & Tucum. R.P.O.	30½	2	1942,46-T.N.

ROUTE MARKINGS ILLUSTRATIONS



25-a-1



25-b-1

(26) DENVER AND RIO GRANDE R.R. -- Alamosa - Durango, Colorado

This is the famous 3-foot narrow gauge of the D. & R.G. from Denver to Pueblo, Alamosa, Durango and Silverton. Built to reach the mining districts in the San Juan country, it would not ordinarily be considered a New Mexico railroad. But the fact is that in its wanderings, the line crossed the Colorado-New Mexico border a total of 12 times and had about 50 miles of track in New Mexico -- all in Rio Arriba County.

Although 14 of the stations on the line were in New Mexico, only six had post offices. At one station, Cumbres (Elev. 10,015'), the station was in Colorado and the post office was in New Mexico.

.....	A M	6 10	n	252	arr. + Alamosa	.....	8 55	n	442	.....
.....	3 25	6 40	n	252	lve. Alamosa	.....	8 50	n	PM	.....
.....	4 40	7 05	n	266	..... La Jara	.....	7 15	n	6 05	.....
.....	6 30	7 40	n	280	+ Antonito	.....	6 45	n	4 20	.....
.....	7 35	8 10	n	291	..... Lava	.....	8 12	n	2 45	.....
.....	9 35	9 00	n	306	..... Sublette	.....	5 28	n	1 00	.....
.....	10 15	9 13	n	310	..... Toltec	.....	5 16	n	12 20	.....
.....	11 15	9 38	n	318	..... Osier	.....	4 50	n	11 15	.....
.....	12 15	9 51	n	322	..... Los Pinos	.....	4 38	n	10 55	.....
.....	12 50	10 15	n	331	..... Cumbres	.....	4 15	n	10 15	.....
4 51	1 20	10 32	n	336	..... Cresco	.....	3 51	n	8 30	.....
PM 3 30	1 20	10 32	n	344	arr. + Chama	.....	3 15	n	7 15	A M
.....	PM 11 25	n	344	lve. Chama	.....	12 55	n	5 05	.....	.....
6 05	11 35	A M	349	..... Willow Creek	.....	2 42	n	5 05	.....	.....
6 15	12 05	Neem	363	..... Monero	.....	2 07	n	3 45	.....	.....
6 40	12 15	n	367	..... Amargo	.....	1 57	n	3 00	.....	.....
7 05	12 23	n	370	..... Lumberton	.....	1 47	n	2 40	.....	.....
7 50	12 42	Neem	378	..... Navajo	.....	1 28	n	1 55	.....	.....
8 40	1 06	PM	387	..... Juanita	.....	1 06	PM	1 05	.....	.....
9 00	1 20	n	390	..... Pagosa Junction	.....	12 52	Neem	12 30	.....	.....
9 30	1 38	n	395	..... Carracas	.....	12 37	n	11 55	.....	.....
10 25	2 03	n	404	..... Arboles	.....	12 12	Neem	11 10	.....	.....
12 05	2 41	n	419	..... La Boca	.....	11 29	A M	9 50	.....	.....
12 40	2 57	n	426	..... Ignacio	.....	11 10	n	9 15	.....	.....
1 45	3 24	n	437	..... Florida	.....	10 39	n	8 0	.....	.....
2 35	4 01	4 45	n	446	..... Bocca	.....	10 15	n	4 02	7 30
3 10	A M	4 00	n	452	arr. + Durango	.....	10 00	n	PM	1 00
A M	7 00	4 15	n	452	lve. Durango	.....	9 30	n	6 20	PM
.....	7 18	4 27	n	458	..... Home Ranch	.....	9 10	n	5 55	.....
.....	7 26	4 35	n	461	..... Trimble	.....	9 04	n	5 40	.....
.....	7 32	4 40	n	463	..... Hermosa	.....	8 59	n	5 35	.....
.....	8 36	5 05	n	469	..... Rockwood	.....	8 36	n	5 05	.....
.....	9 45	5 50	n	482	..... Needleton	.....	7 50	n	3 43	.....
.....	10 35	6 23	n	490	..... Elk Park	.....	7 22	n	2 55	.....
.....	11 10	6 45	PM	497	+ Silverton	.....	7 00	A M	*215	.....
.....	A M	.....	.....	ARRIVE	.....	.....	.....	.....	PM	.....

A portion of a 1902 timetable from Alamosa to Silverton is shown at left. It dates from a time when the line was at its peak, and double daily train service was in effect. No doubt the overnight Chama-Durango locals were mixed trains.

Post Offices served (East to West) were: Cumbres (1/6/82-6/8/82); Chama (12/22/80-Date); Monero (1/14/84-2/1/63); Amargo (5/9/81-5/2/94 & 11/9/17-5/14/23); Lumberton (2/5/94-Date); Dulce (2/6/92-Date) and Navajo (1/6/80-7/26/81).

The 3-foot gauge line was built west from Antonito, climbing the long upgrade of 50 miles to the summit at Cumbres. This section became famous for snowsheds, snow blockades and a constant battle with the elements to keep the line open. From Cumbres, the line dropped on a curving 13½-mile, 4% grade to Chama, some 2150 feet lower. This first portion of the line was completed in February 1881. The line wan-

dered westward from Chama across the continental divide to Monero, where it picked up a tributary of the San Juan River and descended westward along the stream into Colorado between Navajo and Juanita stations. Dulce station was located about M.P. 373½, but it had closed by 1902, and does not appear in the timetable. The entire line, from Antonito to Durango, was opened for traffic July 27, 1881.

Over the years, service was basically one train per day in each direction, usually in the daytime hours, weather permitting. At times the trains offered Denver-Silverton sleeping cars, or Alamosa-Durango parlor cars. Railway Post Office service operated on the line from 1883 to 1951, although the route designation was changed many times as shown below.

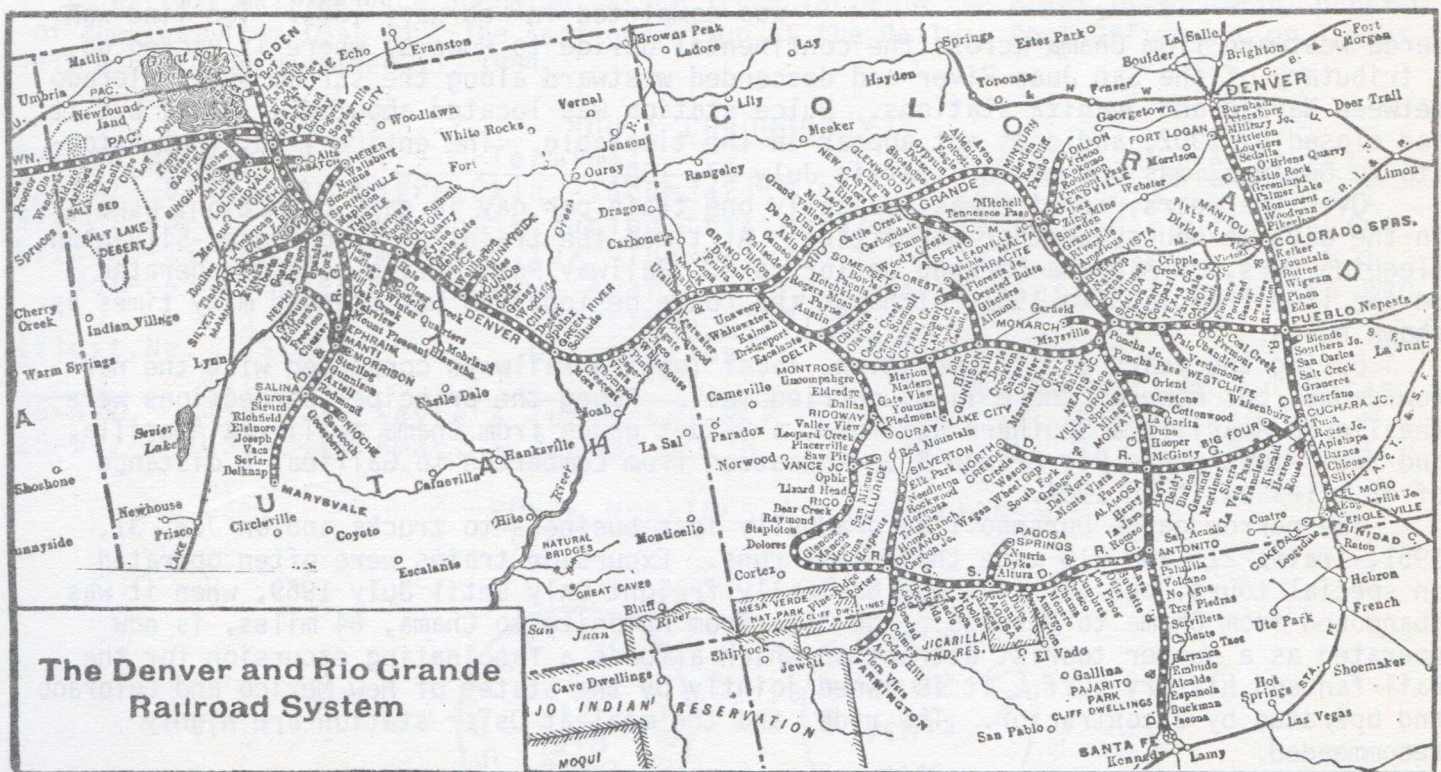
During the years of its operation, local logging railways connected with the narrow gauge, but none of these lines carried mail. Among the principal connections were the Tierra Amarilla & Southern Railroad, a 3-foot gauge from Chama to Tierra Amarilla, and the 3-foot gauge Rio Grande & Southwestern from Lumberton to Gallina, a distance of 42 miles built in 1904.

The narrow gauge Durango line gradually lost business to trucks and on Jan. 31, 1951, Trains 215 and 216 made their last runs. Excursion trains were often operated on special tours, but the line was basically freight-only until July 1969, when it was abandoned from Chama to Durango. The line from Antonito to Chama, 64 miles, is now operated as a summer tourist attraction which affords a fascinating excursion for the rail fan and history buff. It is owned jointly by the States of New Mexico and Colorado and operated by a contractor. The ride, and the meal at Osier station are highly recommended.

ROUTE CHRONOLOGY

Period of use	Terminals	Distance	Route	Markings
1882-5/8/83	Pueblo-Durango, Col.	331.4	26A	26-a-1
5/8/83-11/9/90	Pueblo-Silverton, Col.	377.3	26A	26-b-1, 26-b-2
11/9/90-12/11/95	Salida-Silverton, Col.	332.1	26A	No Record
12/11/95-4/23/96	Salida-Durango, Col.	286.2	26A	No Record
4/23/96-9/22/96	Salida-Silverton, Col.	332.1	26A	26-d-1, 26-d-2
9/22/96-11/15/99	Salida-Durango, Col.	286.2	26A	26-c-1 26-c-2
11/15/99-6/02/00	Pueblo-Durango, Col.	331.4	26A	No Record
6/02/00-1/25/03	Pueblo-Silverton, Col.	377.3	26A	No Record
1/25/03-5/25/03	Pueblo-Durango, Col.	331.4	26A	No Record
5/25/03-12/17/07	Pueblo-Silverton, Col.	377.3	26A	26-e-1, 26-f-1
12/17/07-9/28/09	Pueblo-Durango, Col.	331.4	26A	26-G-1
9/28/09-1/31/51	Alamosa-Durango, Col.	200.1	26A	26-h-1-26-h-5

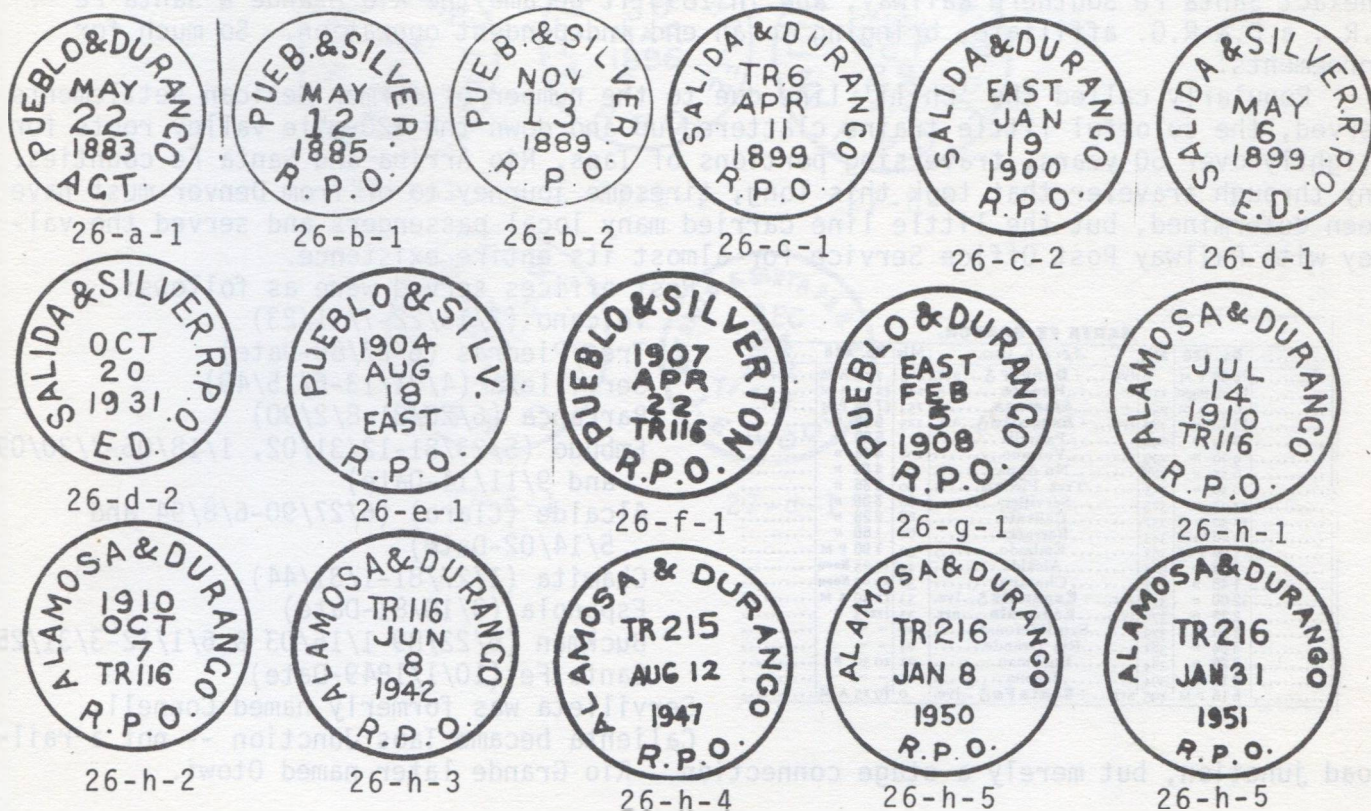
The Salida and Silverton R.P.O. had a unique divisional arrangement, probably unequalled anywhere for imbalance. The Eastern Division ran from Salida to Durango, 286.15 miles, while the Western Division was only 45.95 miles long from Durango to Silverton, Col.



MARKINGS LISTINGS

Illust. No.	USTMC Cat.No.	Designation	Diameter in mm.	Valuation	Notes
26-a-1	955-B-1	Pueblo & Durango Agt.	26½	5	1882,83
26-b-1	955-C-1	Pueb. & Silver. R.P.O.	27	5	1885
26-b-2	955-C-2	Pueb. & Silver. R.P.O.	26½	4	1887,89
26-c-1	955-L-1	Salida & Durango R.P.O.	28	4	1899 T.N.
26-c-2	955-L-2	Salida & Durango R.P.O.	28½	4	1900 Dir.
26-d-1	955-M-1	Salida & Silver.R.P.O.E.D.	28½	5	Eastern Div.
26-d-2	955-M-2	Salida & Silver.R.P.O.E.D.	28½	4	Eastern Div.
26-e-1	955-D-1	Pueblo & Silv.R.P.O.	29½	4	1904 Dir.
26-f-1	955-E-1	Pueblo & Silverton R.P.O.	30	4	1907 T.N.
26-g-1	955-J-1	Pueblo & Durango R.P.O.	29	3	1901,03,04,08 Dir.
26-h-1	955-F-3	Alamosa & Durango R.P.O.	30	3	1910 T.N.
26-h-2	955-F-2	Alamosa & Durango R.P.O.	29½	3	1912,14,15,23 T.N.
26-h-3	955-F-4	Alamosa & Durango R.P.O.	29½	3	1942 T.N.
26-h-4	955-F-5	Alamosa & Durango R.P.O.	30½	3	1947 T.N.
26-h-5	955-F-1	Alamosa & Durango R.P.O.	30½	3	1950 T.N.
26-h-5	955-F-1	Alamosa & Durango R.P.O.	30½	2	1951,TN,Last Trip

ROUTE MARKINGS ILLUSTRATIONS



(27) DENVER AND RIO GRANDE R.R. -- Antonito, Colorado - Santa Fe, N.M.

Stalled in their southward thrust to Mexico City by the Atchison, Topeka & Santa Fe's occupation of Raton Pass, the Denver & Rio Grande's promoters looked for various routes to expand their narrow gauge empire. From Walsenburg, Colorado, 56 miles south of Pueblo, they turned westward and built a 3-foot gauge line over 9,242' La Veta Pass and down to Alamosa in the Rio Grande Valley, 77 miles west. At Alamosa construction turned southward on the table lands west of the Rio Grande gorge to Antonito, Colorado, 28 miles to the south. The long Rio Grande Valley lay to the south of Antonito, and, not yet relinquishing their Mexico City dream, the narrow gauge line built south on the table lands of New Mexico in 1879. At Barranca the line dropped abruptly into the Santa Fe River canyon, and at Embudo, reached water grade which was followed to Espanola, 20 miles further on. Service into Espanola started December 31, 1880.

The progress of the D.& R.G. building through the Rio Grande Valley threatened the domination of the Santa Fe Railway. To avoid possible conflicts, the two railroad interests reached an important agreement March 27, 1880, that neither would invade the others natural territory. As a result, the planned extension of the D.& R.G. beyond Espanola to Santa Fe was cancelled even though the grading had been performed.

Certain financial interests in the City of Santa Fe were not satisfied with being located merely on a branch line of the Atchison, Topeka & Santa Fe, and decided to take matters into their own hands. The Texas, Santa Fe & Northern Railroad was formed to build the 39-mile connection to Espanola, utilizing much of the Rio Grande's grade. As usual with poorly financed organizations, work was stalled for quite a while, and it was not until an aggressive promoter arrived on the scene that the 3-foot gauge track from Santa Fe to Espanola was completed on January 8, 1887. This line proceeded northward from Santa Fe's high elevation down a stiff gradient for 22 miles until the Rio Grande River was reached at Buckman. It then followed the river for 12½ miles north to Espanola. In 1889 the name of the little road was changed to the confusingly inexact Santa Fe Southern Railway, and in 1895 it became the Rio Grande & Santa Fe R.R., a D.& R.G. affiliate, bringing to an end independent operation. So much for agreements!

Popularly called the 'Chili' line due to the number of former Mexican settlements served, the colorful little trains clattered up and down the 120-mile valley route for slightly over 50 years, traversing portions of Taos, Rio Arriba and Santa Fe counties. Any through traveler that took this long, tiresome journey to or from Denver must have been determined, but the little line carried many local passengers and served the valley with Railway Post Office Service for almost its entire existence.

Post offices served were as follows:

Volcano (2/15/22-7/31/23)
Tres Piedras (5/27/80-Date)
Servilleta (4/21/13-6/15/49)
Barranca (6/20/81-8/2/90)
Embudo (5/23/81-12/31/02, 1/18/05-7/30/09
and 9/11/14-Date)
Alcalde (Claro) (6/27/90-6/8/94 and
5/14/02-Date)
Chamita (1/27/81-1/31/44)
Espanola (3/10/81-Date)
Buckman (6/22/89-1/15/03 & 6/1/12-3/31/25)
Santa Fe (10/1/1849-Date)

Servilleta was formerly named Connell.

Calienta became Taos Junction -- not a railroad junction, but merely a stage connection. Rio Grande later named Otowi.

SANTA FE BRANCH.					
No. 425	Mls	April 6, 1903.	Mls	No. 426	
8 00 P M	0	lve... + Denver δ...arr.	405	7 15 A M	
12 20 Night	119	+.....Pueblo.....δ	286	12 35 A M	
6 40 A M	252	+.....Alamosa.....δ	153	17 45 P M	
10 10 "	280	lve... + Antonito δ...arr.	125	8 05 "	
8 55 "	292	.....Palmilla.....	113	5 20 "	
9 20 "	299	.....Volcano.....	106	4 45 "	
9 55 "	308	.....No Agua.....	97	4 00 "	
10 30 "	315	.....Tres Piedras...δ	90	3 55 "	
11 05 "	325	.....Servilleta.....	80	3 00 "	
11 50 A M	337	.....Caliente.....	68	2 25 "	
12 20 Noon	345	.....Barranca.....	60	1 50 "	
1 00 P M	353	.....Embudo.....δ	52	1 00 P M	
1 25 "	361	.....Alcalde.....	44	12 25 Noon	
1 45 "	367	.....Chamita.....	38	12 05 Noon	
12 00 "	372	arr... + Espanola δ...lve.	33	11 40 A M	
2 25 "	372	lve... + Espanola...arr.	33	11 15 "	
2 55 "	379	.....San Ildefonso...	26	—	
3 05 "	381	.....Rio Grande.....	24	—	
3 20 "	384	.....Buckman.....	21	10 30 "	
4 10 "	394	.....Jaconda.....	11	—	
5 15 P M	405	arr... + Santa Fe δ...lve.	0	10 15 A M	

Earlier stations existed between Espanola and Santa Fe at Santa Clara, White Rock Canon and Canon Diablo. All service ceased and the line was torn up in 1941.

ROUTE CHRONOLOGY

Period of Use	Terminals	Distance	Route	Markings
2/21/87-12/14/89	Antonito, Col.-Santa Fe, N.M.	125.6	27A-27B	27-a-1
12/14/89-2/20/90	Antonito, Col.-Espanola, N.M.	91.3	27A	No Record
2/20/90-8/30/41	Antonito, Col.-Santa Fe, N.M.	125.6	27A-27B	27-b-1, 27-b-2 27-c-1

MARKINGS LISTINGS

Illust.No.	USTMC Cat.No.	Designation	Diameter in mm.	Valuation	Notes
27-a-1	961-C-1	Anton. & Santa Fe R.O.O.	26	6	1888
27-b-1	961-A-1	Antonito & Santa Fe R.P.O.	27½	4	1896, 1902, Dir.
27-b-2	961-A-2	Antonito & Santa Fe R.P.O.	30½	4	1912, 1920, Dir.
27-c-1	961-B-1	Antonito & S. Fe R.P.O.	29½	4	1936, T.N.
27-d-1	-----	Antonito & Santa Fe R.P.O. (Clerk's handstamp-J.E.Wood)	27½	3	Blue, 1902

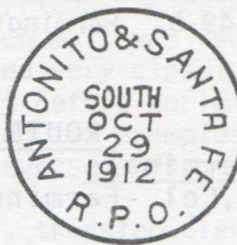
ROUTE MARKINGS ILLUSTRATIONS



27-a-1



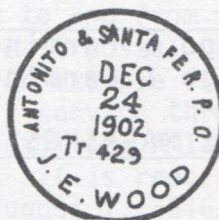
27-b-1



27-b-2



27-c-1



27-d-1

(28) DENVER AND RIO GRANDE R.R. -- Durango, Colorado - Farmington, N.M.

The Denver & Rio Grande R.R. built a branch line south from Carbon Junction, 2½ miles east of Durango, Colorado, to Farmington, probably with the intent of developing and marketing the coal that underlies areas north and west of the Colorado town. Serving the agricultural area of the San Juan Valley, this line was completed in September 1905. Oddly enough, this line was built as a standard gauge line, although it only connected with narrow gauge lines to the north and east. The standard gauge necessitated three-rail construction from Carbon Junction to Durango and in the yards at Durango. Some reports indicate that this line was built standard gauge to foil efforts of the Santa Fe or Southern Pacific to build into the rich coalfields, but, if so, it was typically poor logistics, since the coal is still largely untapped and the railroad is gone. In 1923 the line was converted to 3-foot gauge in order to eliminate the transfer problems at Durango. The line continued in service for freight until July 1969, when it was torn up along with the Denver & Rio Grande trackage into Durango from the east.

The period of Railway Post Office service was very brief. From 1917 until the end of mixed train service in the Depression of the 1930's, closed pouch service prevailed.

Typical train service was that provided in 1916:

No.472-Exp. Sun	M.P.		No.471-Exp. Sun
9.05 AM	0	Durango	4.50 PM
9.15	2.4	Carbon Junction	4.40
9.40	10.7	Posta, Colorado	3.58
10.50	29.2	Inca, N.M.	2.40
11.15	35.1	Aztec (4/30/1879-Date)	2.25
11.40	40.8	Flora Vista (11/13/84-Date)	1.52
12.15 PM	49.5	Farmington (4/17/1879-Date)	1.30 PM

ROUTE CHRONOLOGY

<u>Period of Use</u>	<u>Terminals</u>	<u>Distance</u>	<u>Route</u>	<u>Markings</u>
1/4/06-8/3/17	Durango, Col. - Farmington, N.M.	49½	28A	28-a-1.28-b-1

MARKINGS LISTINGS

<u>Illust.No.</u>	<u>USTMC</u>	<u>Designation</u>	<u>Diameter</u>	<u>Valuation</u>	<u>Notes</u>
	<u>Cat. No.</u>		<u>in mm.</u>		
28-a-1	962.4-B-1	Durango & Farming.R.P.O.	30	4	1908,Dir.
28-b-1	962.4-A-1	Durango & Farmington R.P.O.	29½	4	1915,T.N.

ROUTE MARKINGS ILLUSTRATIONS



28-a-1



28-b-1

(33) ALBUQUERQUE, NEW MEXICO -- Terminal, Transit and Transfer Clerks

Transfer and Terminal Clerks were employed at the Atchison, Topeka & Santa Fe station in Albuquerque to supervise loading, unloading and transfer of mails between the various Railway Post Office lines and bulk mail cars operating in and out of that city. It has not been established when the first transfer clerk was appointed at Albuquerque, but it was most likely a spare clerk assigned from one of the four R.P.O. routes that served the city. Discontinuance of transfer clerk service probably, but not necessarily, coincided with the removal of through R.P.O. cars in October 1967. Transfer clerk markings have been recorded from 1906 to 1951, but the period of use is probably much longer.

In addition to supervising mail movement at the station, the transfer clerks or terminal R.P.O. clerks were designated to empty station mail boxes, postmark mail removed and sort it to proper destination. The mail in these boxes was usually mailed by train travelers passing through Albuquerque, or by the public in hours when post offices were closed. Considerable time was saved as the mail matter did not have to travel to the post office and back to the depot. Normally operated under transfer clerk status, the Albuquerque station was evidently operated as a Terminal R.P.O. from September 9, 1914, until July 31, 1916.

In this section we also show two other types of markings used at Albuquerque -- transit markings and air mail field markings. Transit markings, although applied at post offices, are considered as 'en-route' markings for purposes of cataloging. Under Postal Laws and Regulations of the United States approved by Congress March 3, 1879, separating offices were defined as those post offices where mail was received for distribution and dispatch to other post offices -- usually involving repouching and rebundling of the mail. At such separating post offices a backing postmark was applied to first class mail to indicate the time that such mail was received in transit through such an office. This rule was not applied very closely, and probably was dropped at the time of increased mail volume just before World War I.

Albuquerque was such a separating office, and two examples of markings used are listed herein. They are normally found on the reverse side of a cover, but in rare cases may have been mis-applied to the front.

Between the limiting dates of 1925 and 1949, transfer clerks were placed at Air Mail Fields under the direction of the Railway Mail Service. These clerks had much the same duties as transfer clerks at railway stations, except their concern was more directed to pouch mail and truck delivery to and from the city post office. They, however, also had responsibility for air mail postal boxes at airports, and to a limited degree postmarked and sorted such mail. An example from 1936 is shown herewith at the period when AM34 had double daily air mail service through Albuquerque between Newark Airport and Alhambra (Los Angeles). In addition, AM12 had one flight each way daily on the Cheyenne-Denver-Albuquerque route. It is reported that the Air Mail Field Transfer Clerk at Albuquerque was ended August 1, 1946.

MARKINGS LISTINGS

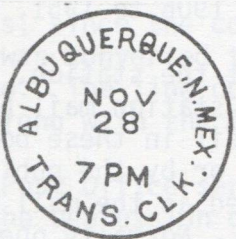
Illust.No.	USTMC Cat.No.	Designation	Diam.(mm.)	Valuation	Notes
33-a-1	Note (1)	Albuquerque N.Mex.Trans.Clk.	30	2	1903-08,Time
33-a-2	Note (1)	Albuquerque N.Mex.Trans.Clk.	30	2	1908,09,11Time
33-a-3	Note (1)	Albuquerque N.Mex.Trans.Clk.	29½	1	1928,34,35Time
33-b-1	Note (1)	Albuquerque N.Mex.Tran.Clk.	30½	1	1944,45,51Time
33-c-1	965.9-B-1	Albuquerque,N.M.-Ter.R.P.O.	30½	2	1915,Time
33-d-1	Note (1)	Albuquerque N.Mex.Air Mail Field	30½	4	1936,Tour.No.
33-e-1	Note (1)	Albuquerque N.M.Transit	28½	4	1899,Time
33-f-1	Note (1)	Albuquerque N.Mex.Transit	29½	3	1907,Time

Note: (1) Transfer, Terminal, Transit and Air Mail Field markings have not been cataloged in the U.S. TRANSIT MARKINGS CATALOG unless "R.P.O." is included in the marking. They will appear in a future Volume IV.

MARKINGS ILLUSTRATIONS



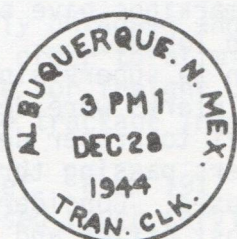
33-a-1



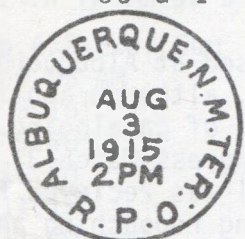
33-a-2



33-a-3



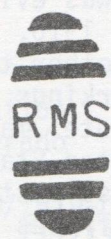
33-b-1



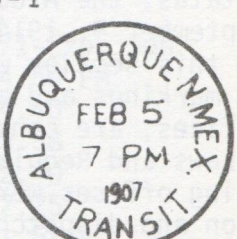
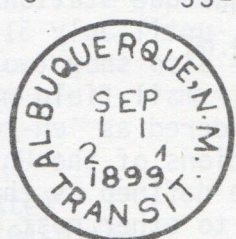
33-c-1



33-d-1



33-e-1



33-f-1

(34) HIGHWAY POST OFFICE -- Amarillo, Texas - Roswell, N.M.

During the Depression of the 1930's, officials of the Post Office Department became well aware that they were facing a serious problem with the decline of the branch line passenger train. Due to financial problems of the recession, loss of local passenger traffic to the automobile, ever increasing crew and equipment costs and Federal subsidization of the highways, the railroads could no longer afford operation of these little-used trains. All over the country hundreds of trains were being removed, or temporary expedients such as gas-electric cars, mixed trains or bus service substitutes were being tried.

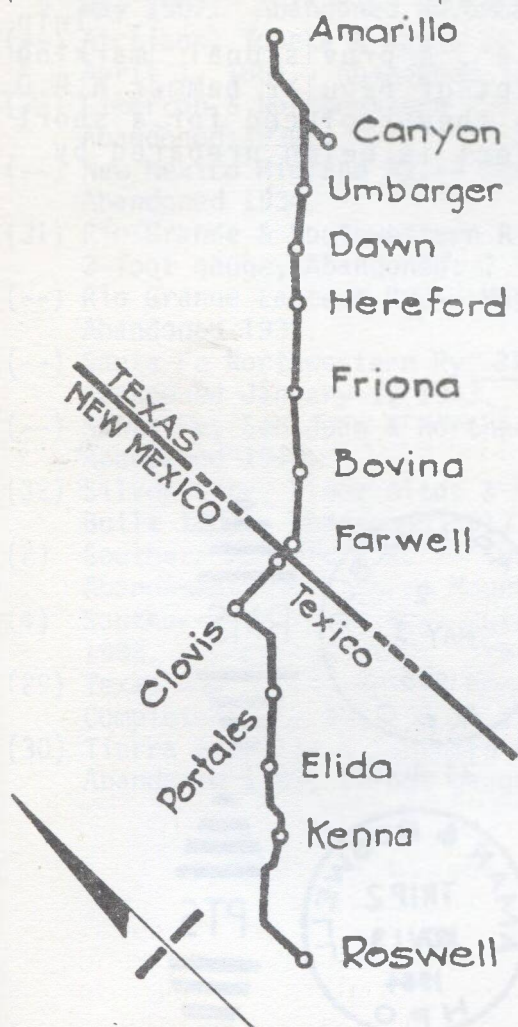
The Post Office Department devised a method to transfer R.P.O. service from the branch lines to the highways by fitting buses, or special trucks, with sorting cases, pouch racks and tables. Experiments were conducted under many conditions, and, finally in 1941, the first Highway Post Office operation was started in Virginia.

Due to long distances involved and a lack of local wayside population, such operations were never received well in the West. New Mexico had only one short-lived Highway Post Office operation, while neighboring Arizona had none. After removal of the Railway Post Office service from trains 25 and 26 on September 25, 1954, between Clovis and Pecos, it was decided to introduce H.P.O. service on the 219-mile route from Amarillo, Texas, to Hereford, Clovis and Roswell. Service was commenced April 23, 1955, on a daily except Sunday basis. Trip 1 was southbound, and Trip 2 northbound utilizing two-man crews on Twincoaches operated under Contract 67 with Shafer, Burbridge and McLendon of Tulsa, Oklahoma. Highway mileage one-way in New Mexico was 120 miles.

First trip cancels were made up and used on Trips 1 and 2 (34-a-1), usually on cacheted cover. A provisional cancel (34-b-1) was employed until the arrival of a regular steel hammer (34-c-1).

Post offices served by the H.P.O. were Texico, Clovis, Portales, Elida, Kenna and Roswell, as shown at left in the sketch map. Due to a lack of working space in the buses, the inherent advantage of pre-sorting gained on railway cars was no longer available. Time was short, and little mail was handled except the direct pouches to and from the post offices. Commercial mail (non-philatelic) postmarked en-route on Highway Post Office lines is a rarity, and hence very desirable collector items. The Highway Post Office was not a success in the vast open

spaces of New Mexico, and on November 13, 1964, after less than 10 years operation, the route was abandoned. The equipment was switched to the Amarillo & Sweetwater H.P.O., which had no mileage in New Mexico. This ended New Mexico's only experiment with en-route sorting of mail on the highway.



ROUTE CHRONOLOGY				
Period of Use	Terminals	Distance	Route	Markings
4/2/55-11/13/64	Amarillo, Tex.-Roswell, N.M.	219	34A	34-a-1 to 34-c-1

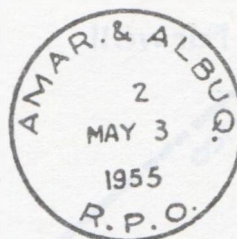
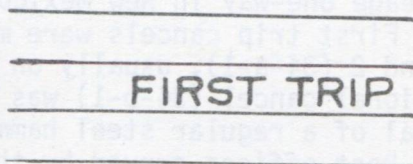
MARKINGS LISTINGS					
Illust.No.	HPO Catalog No.	Designation	Diameter in mm.	Valuation	Notes
34-a-1	160(a)	Amarillo, Tex. & Roswell, N. Mex.	33	3	T.N.-First Trip
34-b-1	160(b)	Amar. & Albuq. R.P.O.	30	4	Provisional
34-c-1	160(c)	Amar & Roswell H.P.O.	30	2*	T.N.-Steel
34-d-1	160(d)	Amar & Roswell H.P.O.	30	3	T.N.-Last Trip

Note *- Commercial non-philatelic usage -Val. 4 . A provisional marking is one used temporarily on a route before receipt of regular hammer.H.P.O. routes often used marking hammers of R.P.O.line they replaced for a short period of time.A definitive article on the subject is being prepared by the Mobile Post Office Society.

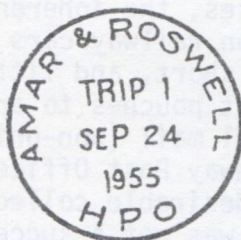
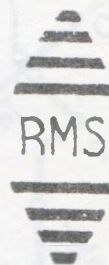
ROUTE MARKING ILLUSTRATIONS



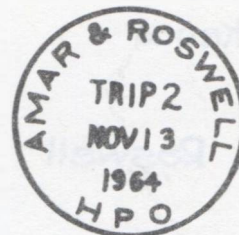
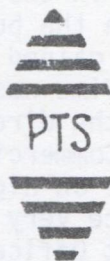
34-a-1



34-b-1



34-c-1



34-c-1



OTHER NEW MEXICO RAILROAD LINES

As far as has been determined none of the railway lines listed below had Railway Post Office service. However, many of them carried closed pouch mail to post offices on the line, usually in charge of train baggageman. Any usages located for these lines, or station markings found associated with these lines should be reported to the author for recording.

- (17) Atchison, Topeka & Santa Fe Ry.-- Socorro-Magdalena, N.M., 27.34 miles. Completed March 20, 1885. Abandoned about 1973. Trains 843/844.
- (19) Atchison, Topeka & Santa Fe Ry.-- Des Moines-Dillon, N.M., 45.6 miles. Completed September 1, 1907. Abandoned July 15, 1935. Trains 87/88.
- (20) Atchison, Topeka & Santa Fe Ry.--Raton-Ute Park, N.M., 61.7 miles. Completed May 1907. Abandoned November 9, 1942. Trains 35/36.
- (--) Atchison, Topeka & Santa Fe Ry.-- Nutt-Lake Valley, N.M., 13.3 miles. Completed April 1, 1884. Abandoned 1934.
- (--) Cimarron & Northwestern Ry. -- Cimarron-Ponil Park, N.M., 17½ miles. Abandoned 1930.
- (--) New Mexico Midland Ry.-- San Antonio-Carthage, N.M., 10 miles. Abandoned 1934.
- (31) Rio Grande & Southwestern R.R.-- Lumberton-Gallina, N.M., 42 miles. Built 1904, 3-foot gauge, Abandoned: ?
- (--) Rio Grande Eastern Ry.-- Hagan Junction-Hagan, N.M., 11½ miles. Abandoned 1931.
- (--) Santa Fe Northwestern Ry.-- West Bernalillo-Gilman, N.M., 37 miles. Abandoned January 1, 1943.
- (--) Santa Fe, San Juan & Northeastern R.R.-- San Ysidro-La Ventana, N.M., 32 miles. Abandoned 1940.
- (32) Silver City, Pinos Altos & Mogollon Ry.-- Silver City-Pinos Altos, N.M., 16 miles. Built 1906. Abandoned 1913, 2-foot gauge.
- (2) Southern Pacific R.R. -- Tyrone-Deming-Hermanas, N.M., 44.7 + 31.6 miles. Abandoned 1934. Burro Mountain Junction-Tyrone. Trains 176/177.
- (4) Southern Pacific R.R.-- Russia-Cloudcroft-Alamogordo, N.M., 32.5 miles. Completed 1903. Abandoned 1947. Trains 214-218/213-217.
- (29) Texas-New Mexico Ry. -- Monahans, Texas-Jal, Hobbs, Lovington, N.M., 113 miles. Completed July 20, 1930. In service. Trains 1(NB), 2(SB).
- (30) Tierra Amarilla & Southern R.R.-- Chama-Tierra Amarilla, N.M., 12 miles. Abandoned 1903, 3-foot gauge.

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The Western Postal History Museum of Tucson has aided greatly by allowing the use of certain material from the 1978 ARIZONA RAILWAY MARKING CATALOG. The Museum Director, Arthur Springer, and the Director of Finance, Charles Nettleship, Jr., have aided greatly towards the completion of this work.

The Mobile Post Office Society has permitted the use of material from many of its publications, such as the U.S. TRANSIT MARKINGS CATALOG and the U.S. HIGHWAY POST OFFICE COVER CATALOG of 1974.

Dr. Richard W. Helbock, Editor of LA POSTA -- the outstanding Western Postal History publication -- has permitted use of post office information, inspired the preparation of this catalog and has aided greatly by the preparation of our valuable route map.

John Kay of Philadelphia, a research specialist and philatelic writer of note, has spent many hours in the National Archives obtaining first-hand chronological information on New Mexico R.P.O. routes.

Many others have assisted tremendously by checking their stock and collections to locate many hard-to-find markings used in New Mexico during the Territorial and Statehood periods, or have furnished research data of considerable use. These include Dr. Sheldon H. Dike, Dr. Owen Kriege, Dr. Thomas Todsén, Milo James, Edwin Bergman, Charles Molnar, Col. Fred Seiffert, Robert Munshower, Dr. Louis Call, Fred Scheuer, Theodore Teichgraber, N. Leonard Persson, Rod Crossley, Merwin Leet, Jack Smith, Jack Willard and many others. To all these I acknowledge my appreciation, and to any I have inadvertently omitted, my apologies.

This catalog of New Mexico Railway Markings is the second venture in a new type of Postal History. It is difficult to compile and involves aspects of postal and railway history difficult to reconstruct. We owe a lot to such great railroad historians as David F. Myrick in making this type of Railway Mail Service history possible. It is to be hoped that other researchers will carry on with future volumes for other states -- some of which will admittedly be difficult in the extreme.

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ABOUT THE AUTHOR

Charles L. Towle has a long association with railroads both as a professional and as a student of the Railway Post Office service. About 40 years ago he began collecting and studying U. S. Railway markings of all types. In the true sense of scholarship, he has gone on to share his knowledge and love for the field in numerous published works. He is co-author of the Towle-Meyer, RAILROAD POSTMARKS OF THE UNITED STATES, 1861 TO 1886. He has edited Volumes I and II of U. S. TRANSIT MARKING CATALOG, and is currently editing the third volume of this encyclopedic listing and illustration of all railway post office markings of the United States. He is railway editor for the U. S. Philatelic Classics Society CHRONICLE, and has written articles for numerous philatelic periodicals. His CENTENNIAL CATALOG OF ARIZONA RAILWAY POSTAL MARKINGS, published by the Western Postal History Museum, set a new standard of excellence for state railway post office studies.

A former winner of the Elliott Perry Award and the Walter McCoy Award, he is currently President of the Mobile Post Office Society, an international organization of transit marking collectors.

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