

August 6, 1937

Albuquerque National Trust & Savings Bank, Administrator,
R. A. Kistler Estate,
Albuquerque, New Mexico.

Gentlemen:

On August 4th, in company with Mr. James, I inspected the Kistler lease operation in Section 4, Township 19 North, Range 1 West, and did the necessary surveying to bring the map up to date.

The coal seam retains its normal 8' in thickness under a sandstone roof. Bene up to 6" in thickness occurs at intervals at the bottom of the seam. The lumps of coal show white along the cleat faces. This condition may disappear when mining down the dip under more overburden. As soon as there is a demand for coal the No. 1 entry and the No. 2 raise will be completed, giving excellent working conditions.

Your tippie and workings were planned and a road three-fourths of a mile in length constructed to use the then Albuquerque-Cuba highway. A part of a new highway from Albuquerque to Cuba has just been completed with gravel surfacing up the valley east of the outcrop on the Kistler lease and the contractor awaits the approval of the Highway

Department before opening this road to the public. In order to use this new highway when opened, it will be necessary to build at least half a mile of road from the No. 1 opening and put in one bridge with a 10' span across an arroya. The alternative plan is to move the tippie from No. 2 opening to the mouth of the Kistler slope and install a hoist to pull the coal up this 20% slope so that development may proceed from this opening. Such a change would put the tippie in a good location about 500' from the new highway. This improved highway extends from seven miles north of the Kistler mine toward Cuba, New Mexico, to seven miles south of the mine.

The two CCC camps south of La Ventana have improved about 15 miles of road by hauling in gravel and will probably do more of this work. The most difficult part of the road this winter will be the 30 miles between San Ysidro and Bernalillo. Several surveys have been made, but as yet no bids asked. It will probably be at least a year before this one-third of the route will be made into a road passable for truck hauling at all times. I do not expect that plans can be made for a steady seasonal production before September 1938.

Yours truly,

Albuquerque, N. M.
April 21, 1937

Mr. G. A. Kaseman,
Albuquerque, N. M.

Dear Sir:

The development on the Kistler lease has been surveyed and plotted on the attached map as of April 20, 1937. The raise from No. 2 workings will connect with No. 1 entry in about 80'. The coal is good in all three working faces.

A new highway is being built up the valley about 200 yards east of the outcrop. The grade is nearly completed and graveling will begin sometime in May. It appears to the writer that your development plan for this property should be changed at once. I would suggest that the original Kistler slope be extended about 200' and that No. 1 Entry be driven 500' to connect therewith. This calls for a hoist and a tippie adjacent to the highway. To connect your present facilities with the highway will require about 1.8 miles of road, having some 1000' of adverse 6% grade, bridge, and a going off the highway on an ungraveled road with adverse grade is a very deterrent factor in the operation of a truck mine in wet weather.

No doubt other mines will be opened along the new highway. They will have to use hoists also. With adequate facilities at the proposed location you can dominate the situation. I fear that if you try to haul over the hill from your present tippie, you will get only the overflow business, which is of little importance in a field with such a small annual output.

Yours truly,

April 21, 1937

The Carbon Coal Company
Albuquerque, N. M.

Dear Sirs:

On April 20th, in company with your Mr. James. I inspected your mine near La Ventana, N. M. Especial attention was given to the possibility of fire such as has recently closed a mine in Section 36, T. 19 N., R. 2 W. The mine is very dry and the little falls of coal and roof along the entries and in the rooms showed no heat whatever.

The underground conditions are practically the same as when I inspected the mine about a year ago. A dozen cars would hold all the material which has fallen in the last year. A crew of 6 men could have the mine completely cleaned and the few broken timbers re-set within two weeks. On the attached map I have marked the locations of falls which would have to be removed.

Considerable stealing has been done around the tipple, power plant and timber yard. About a wagon load of ties has fallen into the arroya at the timber yard. These should be salvaged as soon as possible.

Mr. Cleary is reported to be raising money to rehabilitate the Santa Fe Northwestern Railroad from San Ysidro to La Ventana. He is now at La Ventana estimating the requirements and watching the progress of smothering the fire in his mine. If he succeeds in his project, you can ship coal. In case nothing is done, you should consider selling the cars and mine rail to prevent total loss from theft.

Yours truly,