

PART two

the albuquerque & cerrillos coal company

ALBUQUERQUE & CERRILLOS COAL COMPANY

Colorado Fuel & Iron sold their lease on Madrid in 1906 to George Kaseman, who owned the Albuquerque National Bank, and who had mercantile interests in many parts of New Mexico. Kaseman was not unfamiliar with New Mexico coal, having investments at Gallup and elsewhere, along with his Hahn Coal Co. of Albuquerque. Kaseman immediately reorganized the Madrid operation as the Albuquerque & Cerrillos Coal Company. Initially, J.S. Thompson was his superintendent. For the next 48 years, until the company mines finally shut down, the town of Madrid was governed by the Albuquerque & Cerrillos Coal Co. George Kaseman owned the lease and controlled the town for 32 of those 48 years. After his accidental death in 1938 his longtime superintendent, Oscar Huber, assumed full control. But even before Kaseman's death Oscar Huber was the dominant figure in Madrid. As a young man in 1910 Huber had gone to work for George Kaseman, as stenographer (secretary). He became superintendent of the Albuquerque & Cerrillos Coal Company in 1919.

After Kaseman's death, Huber himself acquired the lease on the mines from the Kaseman estate, and also the mineral rights from the A.,T.&S.F. Eleven years after Kaseman's death, in 1947, Oscar Huber bought the Albuquerque & Cerrillos Coal Co. itself, thereby becoming the sole and complete owner of everything at Madrid.

George Kaseman

W.H. Hahn of Hahn Coal Co asked CF&IC for sublease at Madrid. He and AT&SF purchasing agent W.E Hodges, then AT&SF Gen manager J.E. Hurley of Topeka, worked out a deal whereby Abq & Cer Coal Co was organized; George Kaseman who had become president of Hahn, was also president of A&CCC. Took over the mines and property at Madrid in Oct 1906. – none were operational so A&CCC reopened a block of anthracite near the Breaker. Circa 4,500 feet N bituminous coal was extracted from the Peacock vein, a mine worked for about 4 yrs. [JHereford 2009]

A&CCC specialized in producing coal for the domestic market. The closing of the White Ash had interrupted deliveries of bituminous coal and the AT&SF began to depend upon Raton

& Gallup for locomotive fuel. Raton C&CC's ability to supply coal during a 1903 strike further left the AT&SF's operating department favorably disposed to the Raton mines, even after they were sold to St. Louis, Rocky Mountain & Pacific in 1906. [JHereford 2009]

CF&IC's lease from Cher&Pitts expired 9Oct1909; on 5Oct1909 A&CCC leased the property directly from Cher&Pitts. A&CCC never operated the coke ovens. At the time, operation of the branch line from Waldo was discussed with E.J. Engel, the AT&SF NM Division superintendent. To preclude inconvenient scrutiny by the ICC, Engel recommended that neither an operating agreement nor an equipment lease be documented formally; instead, a locomotive was to be provided, terms to be documented by letter. The coal company was to employ a train crew to move and switch cars between Waldo and Madrid and a track crew to maintain the railroad. Major repairs and upgrades remained the AT&SF's responsibility. [JHereford 2009] 1909-1932; the branch track was leased to A&CCC and the line was operated and maintained by the A&C [JHereford 2009] The AT&SF Belen cutoff was opened 1908, which gave Madrid access to west TX markets. In an effort to lower costs to compete in west Texas A&CCC convinced Cher&Pitts to equip the mines with electrical machinery. The lessor expended some \$76,000 on the project, to which A&CCC added \$25,000 in other improvements. To reimburse Cher&Pitts' expenditures the lease agreement was modified; A&CCC agreed to pay \$750/mo rental for the improvements, and after 31Mar1918 that royalty was open to adjustment. The A&CCC was to be permitted to utilize clay removed during mining; to establish a brick and tile pipe plant at Waldo, which would consume the waste clay and consume bituminous for fuel. Another plan was to establish a zinc mill and smelter at Waldo, which would use anthracite slack coal which otherwise didn't have much of a market. [JHereford 2009]

At the turn of the century the Waldo tank was supplied by a pump at Waldo. By 1913 the Waldo pump house had been replaced by a pipeline from Cerrillos, thus becoming an extension of the Cerrillos water system. Cerrillos, in turn, was supplied by pipeline from an AT&SF reservoir in San Marcos Arroyo, above Cerrillos. [JHereford 2009]

When the CCRC began shipping coal an operator was assigned at Waldo where the agency remained through April 1914. When the Grubnaus built their Waldo smelter an office was opened there; in a boxcar body installed alongside the track; remained open into 1931. Thereafter the A&CCC transacted its

business through the Los Cerrillos agency. After Los Cerrillos agency closed in the late 1950s, the agent at Lamy handled what business remained into and out of Madrid. [JHereford 2009]

The A&CCC opened a mine on the Cook & White vein farther north and on the west side of the main arroyo. This was the Morgan Jones Mine, opened late in 1915. A new tippie would be needed; until then soft coal had been loaded over the old White Ash tippie. In 1916 Cher&Pitts, AT&SF, and A&CCC agreed to undertake the work. [JHereford 2009]

[p.15] Madrid was in conformance with the standards of the day. In Madrid, a typical rent for this type of housing in 1916 was two dollars per room per month, including coal for cooking and heating. Fifty cents per month was added on for each electric drop in the house. (Allen 1966, 87) ... Some improvements were made into the second decade of the twentieth century: shacks were wired with a single bulb in each room (again an industry standard); there was a Catholic church (now a private residence); a school for first through fourth grades; a company doctor who treated all the residents, including pregnant women – unusual in coal camps of the day (some of the equipment survives in the museum); a company store with a small post office (the company store is still one of the most substantial buildings in the village and houses a variety of shops, including the original soda fountain); and, to supplement the company store, a mail-order house (Motto 1973) [Kathryn Hovey UNMPress 2005]

Oscar Huber

It is Huber, the master workforce manager, who first promoted the community-wide celebrations, especially on the Fourth of July and for Christmas. Three dollars of your pay per month (nearly a day's labor) went into the Employee's Fund, which was then used for community activities. Additionally, you were expected to regularly volunteer your free time to the community.

In preparation for Easter the housewives of Madrid were each given a bucket of eggs, which they were required to cook and then decorate. The eggs were hidden about the golf course area southeast of town, and after Easter church services the children were turned loose. However, there were always people who would evade compulsory tasks if they could, and one of the hazards every Easter was that not all the decorated Easter eggs had been boiled.

For the Fourth of July you got a ticket good for a visit to the soda fountain in the company store, and for Christmas each family got a big bag of oranges and apples and a toy.

The big Fourth of July event, however, was the parade. After

the parade a section of the road, the oiled part, was sprinkled with corn meal and used for dancing. Up until 1933, when Prohibition ended, the men attending the street dance would temporarily hide their contraband bottles of wine and whiskey among the weeds and cattails of the arroyo. The arroyo then had good growth because it was always wet, if not from water pumped out of the mines then from seepage from makeshift outhouses and septic systems. Hiding your booze, however, was a challenge because the town kids would try to spy where you put it, and steal it after you left.

Development of a mine – the preparatory work, the building of access, ventilation, processing and safety features – is the work you do to maximize the life of the mine and the quantity of the mineral extracted. George Kaseman was known to have worked the Madrid coal deposits properly, putting money and effort to their development so as to get more coal for a longer period. Mr. Huber, on the other hand, was reputed to have gone for the easy money and, in the words of one of his critics he “ruined the mines by digging the easy stuff.”

From its inception the Albuquerque & Cerrillos Coal Co., through its Madrid Supply Company agency, owned all the facilities and businesses in Madrid. The Madrid Supply Company (the Company Store, known to the miners as the “pluck me store” – think of a chicken) sold just about everything: groceries, pharmaceuticals, clothing and appliances and furniture. Buying your goods elsewhere placed your job with the Albuquerque & Cerrillos Coal Co. in jeopardy.

[p.16] Scrip could usually be redeemed only at the company store (or at a severely reduced rate if there were another store around), and Huber posted men at both ends of town on paydays to keep track of who went out of the village to purchase goods. These folks were not outright blacklisted, but a record was kept of how many times this happened (field notes 1999). Scrip was combined with a line of credit at the company store that was essentially a system of industrial debt peonage. This practice was explained by Joe Huber:

The Madrid Supply Company [the company stores] was a business in itself, serving two good purposes. First it permitted [p.17] the employee to accumulate something and enjoy it, thus making him a better and happier employee. It was also felt by the Coal Company that an employee indebted for such a luxury would work harder, thus raising the coal production. In my opinion, it worked very well for all concerned. I personally feel well qualified to say that I know what I am talking about, for it was myself that sold the automobiles for 25 years. I might add

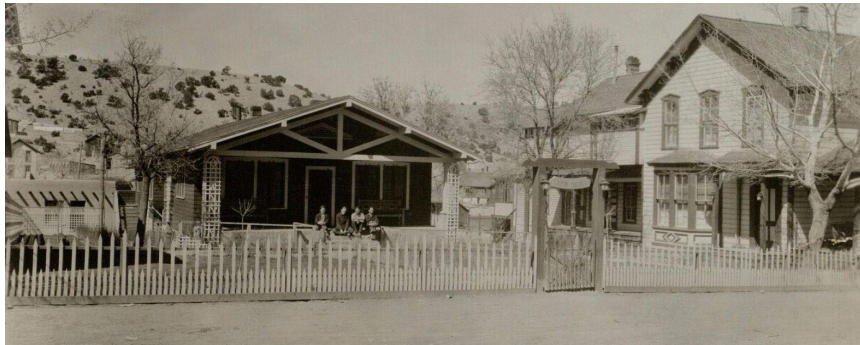
one thing here in saying that it was quite a help for a salesman to be furnished with information that a certain employee should be pushed to purchase an automobile. (Huber 1963, 8)

Some components of the store, however, were esteemed.

George Tabachi, the butcher in the 1940s, had a wide and faithful clientele. The soda fountain was a treat. It was Iver Williams who cut the hole in the floor of the dry goods section in order to expand it into the cellar. And one day a month the Albuquerque National Bank set up a banking table next to the Post office.

The ice house, located behind the Company Store, was where ice, harvested every winter from ponds and lakes, was stored for summertime use. Madrid had no suitable ponds so during the winter the ice had to be brought in by rail.

The company boarding house was for unmarried miners and for travelers. When it burned down in 1931 it was quickly replaced with the Lamb Hotel. The hotel building, now Hugh Hackett's jewelry and curio establishment, preserves the banks of showers in its basement. The Lamb Hotel Annex, the second building to the north of the Hotel, burned down in a spectacular fire during the winter of '46-'47.



Lamb Hotel ca1930

The constant unrelenting challenge of life in Madrid was the all-pervasive coal dust, which got onto and into clothes, furniture, and everything; even the children. The measure of a good wife was the degree to which she could hold her own against it. As for the miners, the frequent reward for devoting the best years of their lives to the mines was black lung, and a slow, debilitating, premature death.

Virtually everyone in Madrid spoke English, albeit sometimes very poorly. The railroad tracks divided the town, with the "Mexicans" and Greeks living west of the tracks and the managers and "Anglos" on the east side. Madrid was a very small town and for adults this apparent imbalance was of little significance. For juveniles however, being in the wrong part of town after dark had its risks, ameliorated by the fact that everyone knew

everyone, and the whole town quickly knew which kid did what to whom.

1916-1917 rebuilding of the Madrid branch; the wooden tank at Waldo was replaced with a steel tank and standpipe. For most of A&CCC's tenancy, the water and facilities were provided and maintained by the AT&SF, for a monthly charge of \$55.

[JHereford 2009]

The new Jones tipple burned early in Nov1919, replaced by a temporary structure and then by a permanent tipple at the same location. By summer 1925 the Jones Mine intersected one of the early Waldo Gulch mines, and though this offered a delivery point 3 miles closer to Waldo it was never utilized. As mining progressed north the coal was found increasingly unsatisfactory for domestic use. [JHereford 2009]

The brick plant never materialized. In 1917 the Grubnau Chemical Co built a zinc flotation mill and smelter at Waldo, smelting ores imported from Mex into June 1922. 26Jun1922 the smelter was restarted; 28 cars of ore on hand. Smelting was suspended about the 10Nov when freight rates were raised. Grubnau smelting resumed in Jan1925 on lead-zinc ore teamed from Collier Mines near Golden to the Madrid siding, where ore wagons delivered, then took on a load of coal for the return to the mine. The Grubnau plant smelted by adding to the ore concentrates and anthracite slack, slate, a waste product from the coal mines. Additionally, the plant burned bituminous coal as a fuel; good for A&CCC. [JHereford 2009]

To haul water from Waldo A&CCC leased tank cars from AT&SF. June1916 shows two, Nos. 95181 and 96226, both 40-ton (10k gal) steel cars dating from 1902 and 1907. The cars were filled daily on average at Waldo during one of the two trips made by the train crew. Their contents were offloaded into the reservoir at Madrid. By 1920 water from anthracite No.4 had been found usable if treated to kill bacteria. Thus, to supplement the water from Waldo, a pipeline was laid into the mine and a chlorination plant installed. 23Oct1922 A&CCC was advised that there was a water shortage at Cerrillos and water might have to be hauled from Domingo or Rowe. Lamy was already on hauled water. Huber responded that a relief car was needed because of the poor condition of the regular cars. The problem persisted for a month. [JHereford 2009]

20July1922; AT&SF published a tariff that allowed A&CCC 15 cents per ton out of the rate on coal shipped from Madrid. "For this allowance the Coal Company agrees to perform the entire service of handling the empty cars from and returning the loaded cars to The AT&SF Rwy Co at Waldo, including the

switching at the mines at Madrid, a distance of 4.77 miles from Waldo; also to make current repairs to the track and roadbed, not including however general repairs, rehabilitation or replacement in case of washouts, floods, etc. This allowance is not in excess of what the average actual cost of the service would be to the AT&SF Rwy Co... " By circular 25Dec1925 the allowance was raised to 25 cents per ton. [JHereford 2009]

1922November27; Madrid, NM Coal Mine Gas Explosion
- SAFETY LAMPS CAUSED MADRID MINE EXPLOSION
THINKS RISDON. FUNERAL HELD TODAY FOR SEVEN
MEN KILLED AS INSPECTOR BEGINS INVESTIGATION.
14 OTHERS INJURED; ALL WILL RECOVER.

An explosion in the Albuquerque & Cerrillos Coal company's No. 4 mine at Madrid, which late Saturday [Nov 25] resulted in the death of seven men and the injuring of 14 more, probably was caused by three Wolf safety lamps, in the opinion of State Mine Inspector W. W. Ridson, who arrived here today after a preliminary investigation of the disaster.

The dead are: ALEX BROWN, foreman, 35 years old; survived by a widow and two children. ROBERTO BARRERAS, 41 years old; survived by a widow and four children. FLORENCIO MARTINI, 48 years old; survived by a widow and four children. GEORGE ALEXANDER, 28 years old; survived by a widow and two children. GIL GRIEGO, 30 years old; survived by a widow and one child. JACK O'FRYE, 28 years old; single. ANDREW KLASS, 52 years old; a widower.

The injured, who were taken to Albuquerque Hospitals, are all expected to recover. They are: GRISWELDO RODRIQUEZ. ROBILO CASSIAS. FLORENCIO PEREA. THOMAS ROYBAL. EZEQUIEL CARRILLO. B. H. SELF. SOLOMON BALDONADO. DANIEL GARRELA. JOSE DE LUZ CAMPA. SOLOMON NAVAIZ. A. G. ARMIJO. JUAN PEREA. THOMAS MARES. CHARLES LIESSE.

"It was a gas explosion," Mr. Ridson said. "They had metered gas at different times in the mine, and as a matter of prevention the miners were provided with three Wolf safety lamps for use in the chamber where the explosion later occurred. They were instructed that if they saw any gas show up to come immediately out of the mine. These lamps, it appears, were hung up on props. They are safety lamps when properly handled, but if hung up and allowed to get very hot they will ignite gas."

Mr. Risdon said that the miners were working with a face 300 feet in length and were down probably a depth of 700 to 800 feet from the surface, and about a mile from the outside.

"There were no wires in the mine, and no electricity," said

Mr. Ridson. "Moreover, no matches were found on the bodies of the miners. The men did their work by the light of the Edison safety lamps which each carries and which are furnished with storage batteries.

"There seems to be no other explanation of the explosion than that I have offered. The explosion was in only one chamber. Had it been due to spontaneous combustion it would have been a bigger disaster, in my opinion. As to the suggestion of dust causing the explosion, I take no stock in that theory. This was an anthracite mine and dust cannot be exploded in such a mine, although it is well known that anthracite coal dust can be exploded under certain conditions, say in a laboratory."

Only one part of the No. 1 mine, the anthracite mine, was affected a lateral 1,000 feet underground from the opening in the side of the mountain. Only the men working here were injured or killed.

As the injured were rushed to the surface by the volunteer rescue crew they were taken to a doctor's, a dentist's offices and a nearby home, which were hurriedly turned into hospitals. Women of Madrid worked as nurses with the aid of doctors and other volunteers. First aid was administered here, then the injured were placed in a box car, the only car available, and taken down the Madrid spur to Waldo, where it connects with the A. T. & S. F. line. Train No. 1 was flagged and the injured taken to Albuquerque, where they were placed in hospitals.

The injured were burned and in some cases their arms or legs broken.

The explosion was the worst at this camp since the White Ash mine disaster nearly 20 years ago, when nearly a score of men lost their lives. [SFNM 27Nov1922 per Stu Beitler] Early Aug1924 a storm washed out the pipeline feeding the Cerrillos water tank, leaving both Cerrillos and Waldo without water. AT&SF hauled until repairs finished at end of Aug, but snafu delayed full restoration. [JHereford 2009]

March 1925 Kaseman told Huber that Collier was also teaming ore to Hagen where it was loaded onto cars of Rio Grande Eastern for El Paso. In 1925, while the A&CCC switched into the plant many, perhaps all, of the loads originating at Madrid, the AT&SF maintained an agent at Waldo and had a published switching fee of \$3.15 per car. Smelting continued into the middle of December 1925. Collier sold out to Carnahan and the mill focused on shipping to El Paso. Grubnau lay idle for over a decade. In 1938 the plant was sold to a dismantler. [JHereford 2009]

The bituminous Lamb Mine, to make up for the declining

Jones Mine, was opened on the Cook&White vein in 1930. To handle coal from the Lamb Mine, a tippie and tippie yard were installed at the south end of Madrid. The new facility required that the Madrid branch be extended about 1,000 feet. But the Lamb coal was found commercially unsatisfactory unless blended with that from the Jones Mine, so it was proposed to move the output to the Jones tippie. Instead, a tippie was erected at the Lamb Mine, smaller than the one at the Jones. The Lamb tippie was completed 7Oct1928. Four tracks were installed so that slack coal could be screened out without having to move it to the Jones tippie. Other sizes were screened, as needed, at the Jones tippie, the coal being moved in rail cars between the two points. [JHereford 2009]

Electricity – All homes were wired by 1930 according to Richard Melzer. The ballpark was the first in NM to have electric lighting. The Post Office was originally located in the Madrid Supply Company. It was later moved to the Mine Office. All businesses in Madrid were owned by the company. Madrid Supply Company... consisted of a grocery store, drug store, clothing store and appliance and furniture store. It was managed by Charles Gibbs in the thirties and forties. The Lamb Hotel replaced the original hotel that burned down [2/8/31]

There was an annex to the Lamb Hotel. After WWII, Oscar Huber started building a motel next to the Lamb Hotel. When he realized that the coal market was deteriorating, he had the construction stopped.

After WWII the car dealership, garage and gas station businesses were combined and owned by Joe Huber, Oscar's son. He sold Chevron gas and had a Chrysler Plymouth dealership. [Jo Cook & Pinky Werner, Life In Madrid NM, 2006]

1930 October 14; A very interesting installation, overcoming what appeared to be an almost insurmountable problem, in the rock disposal at the Lamb and anthracite mines. The coal reserves in the Madrid field approximate three feet. This tends to very expensive operating conditions as it is a low seam and requires the handling of a great deal of rock, floor brushing and taking down from the roof. The opening of the Lamb mine meant that there would be a great deal of rock to be contended with. It was not feasible to dump this rock in the canyon, so Mr. Huber conceived the idea of dumping it on the other side of the hill, out of the canyon. Formerly a large number of men was required to handle the rock so that it would not be a menace, which was a very inconvenient and expensive feature. Mr. Huber planned a railroad to the summit, from the Lamb mine, upon which is operated by a hoist a large rock car with automatic trip and dump

bottom. This car, in making the ascent to the top of the dump, passes under the track levels of the rock track from the anthracite mine. A dump has been put in at this point and a cross-over dump installed. One man operates this dump car, and only one man is required at the cross-over dump for the anthracite rock. The car is stopped under the cross-over and loaded with rock from the anthracite mine when it is not elevating rock which has been taken from the Lamb mine. Two men now perform with ease what was formerly a very laborious and expensive operation, and, in addition, all mine timbers for the anthracite mines are now handled by this tram to a switch-back on the level of the anthracite mines, where, with one handling, they are taken from the railroad cars in which received, and dumped ready for loading in pit cars to be taken directly to the mine. The first trip after installation of the dump car was not a success. The car went over the end of the dump and over the hill. To remedy this, automatic switches were installed, cutting off the power and applying the brakes when car reaches top of dump. It is now working successfully. [Virgil R. McKnight, El Paso Times p.6, reproduced in Life In Madrid NM, 2006]

1930s; Emil Zeni was a contract miner; his wife cooked & provided board meals cheaper than the Lamb hotel, and did lunch boxes for the next day. Also made and sold liquor. Everybody in Madrid made their own beer (choc beer) & root beer. A daughter of Zeni married Louis Liesse, who died of a perforated ulcer during the war. Madrid didn't ask for a God damned thing. They made money any way they could. Homemade liquor. Revenooers left Madrid alone. Everybody made beer. At Xmas homemade brandy was put on the table for use of anyone visiting.

Marijuana was growing in pots on the porch. It was the mixing of alcohol and marijuana that led to fights. – The stores at the landing at Madrid; the bar (N end of complex), originally a furniture store, burned after Prohibition (fire started in the basement) – 6th & 7th grades were upstairs at the pool hall/dance hall. the 8th grade was at Hicks' boarding house at #6, where the school is now. The Opera House was pool hall-dance hall-bar-church (group of Black coal miners pre war)-movie house (15cents expensive!)



Opera House

We sold at Madrid fruit from Corrales, large melons 10 cents each or 3 for 25 cents. [per BHenderson 2010] 1930s; The breaker (for anthracite), where “bone” (culm) was picked out of the coal, half the workforce were kids. You wore a wet handkerchief over face while working. Breaker (for bituminous) was a big operation. The tippie had few kids; mostly shipped “mine run” product – unsorted by size.. [per BHenderson] 1930s; \$3/mo went into the Employee’s Fund; nearly a day’s labor. In addition to your day’s labor, “volunteer” labor was required. The town celebrations were all done with volunteer labor. Easter eggs were given to the women of Madrid, to be cooked and painted. They were sometimes not cooked. For the Fourth of July everyone got a ticket for the soda fountain. For Xmas you got a big bag of oranges & apples and a toy – all packaged and distributed by volunteer labor. [per BH 3Jul2010] Santo Domingo’s would hop the train at Domingo with packs, jewelry, pots etc, and get off at Waldo and walk to Madrid to sell what they had over a 1-3 day period. Next to the Santa Ana church at Madrid there was a convent of nuns, who taught catechism; the church had a resident padre. [per DWright Apr2011] The first natural gas pipeline was completed to El Paso June1929. Nat/gas reached Santa Fe Nov1930 and Abq in Dec. The line was extended to south AZ copper mines 1931, and Tucson & Phoenix in 1934. [JHereford 2009] End of May1932 Kaseman wrote to J.H. Keefe, pres of Cher&Pitts, asking that royalty payments be reduced. By Apr1934 A&CCC was \$59,268.45 in arrears. Kaseman declined to comply with the NRA’s coal industry quotas, and he implemented scrip at the Madrid Supply Co. The scrip system conserved cash, but it also violated state laws. [JHereford 2009] Early Feb1932 275 men walked off the job for 6 days. November

1933 they caved to pleas not to strike over scrip etc. Kaseman was adamantly against the radical National Miners Union, so the Madroids went with the UMW. Mid May 1934 the miners walked; since March the mines had been operated just one day per week so it was easy for Kaseman to claim there was no strike. Things got so bad that early in 1938 Kaseman wrote Cher&Pitts offering to terminate the A&CCC lease. Kaseman was in a precarious position. [JHereford 2009]

1932 June 1; In connection with the destitution, at Cerrillos, Santa Fe county, and the appeal made to the county welfare association here, officials of the Albuquerque and Cerrillos Coal company specifically deny reports that miners living in Cerrillos are compelled to rent houses in Madrid in addition to their own homes. The miners are working about 75 % as many coal miners as were at work a year ago. "This is very good showing compared to other mining camps, and better than a great many in eastern fields," said this official. He says the conditions at Cerrillos are hardly due alone to laying off of Madrid coal miners, as many railroad section men and road workers also are idle. It is also said that Cerrillos has quite a number of permanently idle inhabitants. Dr. F Palmer of Cerrillos has written to Joseph Byrne of Santa Fe thanking him and Mrs. Byrne most warmly, in behalf of the people of Cerrillos, for beans, potatoes, bacon, and other provisions donated to hungry families of that place. [SFNM per LPadilla]

1937 December 25; Miners Build 'Christmas Town' of Lights. ...Arrow points to a floodlit 100-foot Christmas tree, which appeared to the miners to resemble a figure of the Virgin Mary holding the Christ child. West-bound TWA planes on night flights will be routed over the town. ...It was first noticed by Capt. Theodore Moffitt of the westbound T.W.A. Sky Chief as he flew over the town on a regular trip, to and from Los Angeles, and now, for the remainder of the Christmas season, the air line has routed its night transcontinental flights slightly north of the regular course so passengers may view the dazzling phenomenon. [Los Angeles Herald and Express, reproduced in Life In Madrid NM, 2006]

There is a Packard buried in the mound of cinders next to the boiler room at the stores at Madrid. [per BH 24Jul2010]

1938 December 12; From a remote spot in the old powerhouse at Madrid Gov. Clyde Tingley threw a switch at dusk, Sunday, that turned the little coal mining community into a gigantic and colorful Christmas display while hundreds of persons, many of whom are annual "pilgrims" to the village, marveled at the spectacle. ...Memorial to Kaseman But there was a tinge of sadness

among the citizenry with the official opening of the Yuletide season. In a short talk over a public address system from the living room of one of the homes, the governor asked all to stand in silent prayer in memory of George A. Kaseman, president of the Albuquerque and Cerrillos Coal Co., and one of the originators of the "Lights of Madrid," who met a violent death early in the summer.. [Albuquerque Journal p.1, reproduced in Life In Madrid NM, 2006]

The bar at Madrid, the location of the pool hall and dance hall on the west side, where everybody congregated, was also called the Opera House. It was here that groups met and dances were held. Walter Houghton, who drove a Stutz Bearcat to the envy of most of the men of Madrid, ran the pool hall in the 1930s. "There never was a dance there they didn't have a fight." {BH Mar2011} But those fights were never allowed to go on for long, and were regularly broken up by the crowd.

Music for the dances, parades and other events, as well as for entertainment, was provided by the people of Madrid. Most denizens had some musical talent. Pedro Sepulveda came with his entire musical family to Madrid from Mexico because he could make more money in the mines than by playing his bass viola. After the economy of Madrid began to wither they moved to Albuquerque, where his son, Pete, formed one of the first mariachi groups. Charlie Partridge, who had come to Madrid from Oklahoma, was the best piano player in town. He specialized in American standards.

The Opera House was also the venue for regular prize fights, a ring being set up inside, and bets being made everywhere. Horse racing was another way to lose your week's pay. The races usually held next to the Galisteo River in Otro Lado, east of Cerrillos, and were run on a straight course. {DWright}

Homemade hooch was common in Madrid and widely available, as its production was a means of augmenting your sometimes meager salary. One of the Greeks, Emile Zeni, was known to make the best bootleg whiskey in Madrid. Christmas dinner wasn't quite complete unless you had a bottle of Zeni's best on the table. Many families made their own "Choc" beer – quickbrewed Choctaw beer – in the absence of hops, bittered with whatever was at hand, sometimes orange peels but frequently with tobacco. Drunkenness was rife in the mines, some miners known to be drunk all the time, before, during and after every shift. A number of the frequent mine accidents were directly linked to inebriated operators. {BH}

Many houses kept a potted marijuana plant on the sunny side of the porch or in a window, for medicinal purposes, a specific

for women's complaints. As such, it was not quite the recreational drug that it would become in Madrid's later years. There were even then, however, a few men who were known on occasion to use it to the point of disfunctionality. {BH, DW}

And one who had a reputation for clean living, occupied the bungalow just behind the Lamb hotel. It wasn't until the bungalow was renovated that his extensive stash of liquor was found beneath the floorboards.

Jim Simoni's wife, Enrechetta, ran the boarding house near the Number 6 mine in the 1930s, but her real income was known to be from the gambling that went on there. She was so successful, partly because she stayed sober while the others drank, that she was eventually able to buy the Rendezvous Bar & Cafe in Albuquerque, which was an institution in that town for many years. {BH}

Employees not working in the mines "worked on the outside."

In Madrid in the 1930s a master carpenter was paid 50 cents an hour. A tippie or breaker worker was paid, depending on the nature of his task, between 32 and 38 cents an hour. {tippie 37/37.5 cents, breaker 32 cents=BH; tippie 36/38/38 cents, breaker 38/35=DW}. John Henderson, an engineer for the Albuquerque & Cerrillos Coal Company at this time, got \$35 a week plus a year-end bonus.

Many employees, particularly those who carried a debt at the company store, were paid in company scrip, which could be converted to real money at the rate of 80 to 90 cents on the dollar.

The scrip was common in Madrid and accepted in Cerrillos, but pretty much worthless in Santa Fe or anywhere else. Zucal and Simoni both took Madrid scrip at their stores in Cerrillos, but at a discount of 10¢ to 20¢ on the dollar, depending. {BH Mar2011}



Simoni Store in Cerrillos

If you lived in Madrid you lived in a company house, for which you paid rent, and your rent included a ton of coal a year, whether you needed it or not.

Among the big mines at Madrid were the White Ash, east of the school house, the Morgan Jones, which had the tippie, northwest from the ballpark, the Cook & White (pronounced as one word; “cook-n-white”), just behind Huber’s house, north of the Mineshaft Tavern. The small coal dig adjacent to the Mineshaft Tavern is more recent. Then there was the Lamb mine, which was on the east side of the highway south of town, and the Number 4 mine was immediately south of the Lamb mine. The hoist house for the Lamb and Number 4 mines still stands on the west side of the highway (Mike Wright’s place), and the hoist cables once ran to the east, spanning the road there. The hoist machinery was also employed to dump the waste from those mines up on top of the ridge above them. The reddish pile of waste is visible there today above the Lamb and the Number 4. Just south of the waste hill was the town’s nine-hole golf course and Easter egg hunting grounds.

On December 19, 1931, Damian Sandoval, the man working in the Number 4 hoist house, was killed in a particularly grizzly accident. His clothing got caught in the cable windings, possibly as he was greasing the cable with hot tar, and his body was minced by the mechanism. The discovery of the gruesome scene and its subsequent cleanup has been forever etched into the Madrid psyche.

There is no documented evidence to date that Oscar Huber was explicitly aware of these movements, but Melzer (1976) has shown that Huber was constantly in touch with other coal camp owners in order to stay one [p.25] step ahead of union organizers. Scythia Motto (1973) wrote about the model town nature of the reforms that Huber brought to Madrid after the neglect of the absentee landlord, Kaseman. Conversations recorded in my field notes also support Huber’s manipulation of his labor force through the amenities of the built environment. We have seen firsthand that both Oscar and Joe Huber felt the best way to control their workers was through subterfuge and debt peonage. [Kathryn Hovey UNMPress 2005][p.26] During its heyday as a coal camp, Madrid was no different from other company coal towns in terms of its overt use of force to preserve the right of the owners to control its labor force. And no amount of symbolic amenities could fully mask the true nature of power in industrial relations. Troublemakers and strike sympathizers were summarily evicted by the town marshal (always a company man, never an elected official); widows

or those whose husbands were too ill or injured to work were evicted immediately.

Nor could Huber's paternalistic capitalism obscure the separation of managers and the professional elite from the miners and operatives. Madrid was dominated by the tippie at one end of town and the breaker at the other; these huge structures that cascaded down the mountainside were for separating the raw ore into coal for shipment by railcar to other sites. Gates at either end of the town could be locked to prevent union agitators from gaining entry – the remnants of the gates and the breaker survived into the 1970s. [Kathryn Hovey UNMPress 2005]

A water shortage developed when 25-26 June 1937 a flash flood in the Galisteo washed out about 300 feet of RR mainline between Cerrillos & Waldo. Repaired by mid July. [JHereford 2009]
Kaseman's death; 1938

A mining engineer hired by the Kaseman estate concluded that as a business the A&CCC had no value and should be liquidated. [JHereford 2009]

June 1939 the Kaseman estate sold to Oscar Huber the A&CCC stock for \$1. Additionally, the estate, through the Hahn Coal Co, advanced A&CCC funds over the summer months, until coal sales revived. Huber reduced his locomotive expense when AT&SF agreed to sell A&CCC No.874 for \$1,000 (formerly leased @ \$900/yr, plus maintenance). A&CCC also purchased for \$1,000 No.870 as standby. At the time A&CCC employed 379; 300 in mining, prep and loading. Five mines; bituminous, Lamb 112 men and Jones 89 men, and anthracite No.18 25 men, No.33 15 men, No.4 16 men. The remaining 79 or so employees worked in the surface department; breaker, powerhouse, repair shops, supply dept, office, and railroad. [JHereford 2009]
Summer 1940; A&CCC has 4 water tank cars leased [JHereford 2009]

The south side mines were more affected by groundwater, and required constant pumping. The constant outflow from this pumping created a small but very popular swimming hole in the arroyo just south of the Number 4. Further south, south of the Number 33 (the porphyry canyon), was the Coriz house. Mr. Coriz ran 200 head of goats and sold goat cheese and milk. His son, Santos Coriz, played baseball at Madrid.

Further south, two miles south of the Lamb mine, at the base of the mountains of the second divide, was the Number 5 location. This nook, which had a spring and was unusually verdant, was a favorite summertime get-away and day trip destination. The tippie, on the north side of town, was where the bituminous coal was screened and the rocks and other impurities

removed, and where it was then loaded onto cars. The breaker, on the south side of town, usually for anthracite coal, was where coal was broken up and graded into lots of uniform size, pea to egg, which were loaded onto cars. In the 20s and 30s Oren Pulliam was the tipple boss and Mr. Montoya was the breaker boss.

For tipple and breaker workers, if there was work today the whistle blew at 7 a.m., and you hurried over to the hiring line. The managers picked whom they wanted from the line. You waited until you were called. A breakdown would cause the work to stop, and everyone then waited again for it to resume. You were paid only for the time you actually worked.

The starting job at the tipple was to pick the bone out of the bituminous coal. You sat on a plank that extended over the shaker table, la mesa, and threw out the rocks; the bone. The bone itself might burn, but not easily or well, and its presence degraded the quality of the coal. At the anthracite breaker your job, in addition to picking bone, you also kept the spiral chutes open and flowing.

You were supposed to be 16 years old to work underground in the mines, although your physique sometimes trumped that rule. The test of your suitability was the assignment of shoveling lump coal, the largest size, into the boxcars. At the tipple sized coal was loaded by gravity from the hoppers into open-top castle cars, but the lump coal went into box cars. The rocker table was extended through the open box car doors and the lump coal shaken into the car, where a worker on each side shoveled their part of the pile into their end of the box car. If you could do the work of the box car then it was judged that you were sturdy enough to work underground.

The air inside both the tipple and breaker was always thick with dust, and many wore a wet handkerchief over their mouth and nose, and had a supply of water nearby to keep it wet. A popular alternative to the handkerchief was to chew tobacco, which kept your mouth wet and facilitated the periodic snorting out of accumulated coal dust. Not to mention the frequent spitting. For this purpose Beechnut Tobacco was a favorite brand, a large plug of it being good for an hour or an hour and a half. Pop Stowers was a heavy chewer, and is remembered for always having chipmunk-cheeks, even while playing baseball. {DWright 2011} In the later 30s Danny Wright, who had to quit school to work and had worked his way from the tipple up to the breaker, at 38 cents an hour, leapt at the offer to go to work down in the mines at 60 cents an hour. {DWright}

John Henderson's son, Bill, tells of the time in the mid-30s he was working for Hugh Coen on the carpenter gang, on the

tipple. He was given the task of spiking home a precarious freestanding timber. Henderson straddled the beam and carefully scooted out to the end of it, high above the ground, and tapped at the spike, to Coen's displeasure. Mr. Coen then walked out on the beam and, standing upright, hammered the spikes home. That act of manly bravado was never forgotten. {BH}

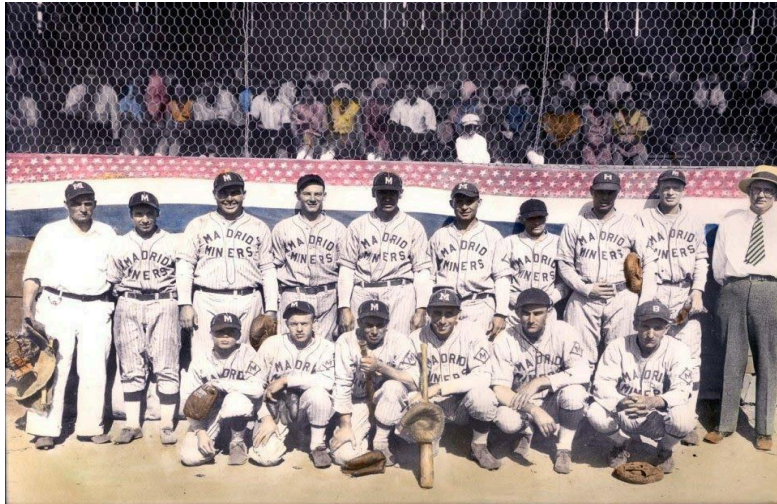
More and more automobiles began to be seen around Madrid town, which was initially situated on a secondary dirt road. The Madrid Motor Club was formed in 1922 to work for improved roads and its lobbying contributed to the rerouting of the highway. Before 1930 the main road, State Route 10 between Tijeras and Santa Fe, now known as Highway 14, the Turquoise Trail, had run via Dolores around the east side of the Ortiz Mountains. After 1930 it ran as it does today, on the west side of the mountains, from Cerrillos through Madrid to Golden. Bully for Madrid!

John P. "Jack" Hagerty ran the Madrid machine shop and was the town electrician. Mr. Muir ran the power house. Mr. Altman was a fire boss. Andrew Tackitt was the waymaster at Waldo. Pete Arris was in charge of maintaining the railroad track between Madrid and Waldo. Charlie Ryno was the Madrid train engineer, until he moved to Albuquerque. Ella's husband ___ was the train fireman. The steam engine of the Waldo train was called "la mocha".

William Brandenburg was the company painter, and he was also perhaps more importantly Chief Bowles' catcher on the ball team. Taylor was the head of the mine office, and was succeeded by Joe Husler, who later followed Joe Huber to Albuquerque and into the car sales business. Jim Liesse was the waymaster at the breaker. Joe Villa (who pronounced his name the English way), who owned his own truck, was the unofficial freighter between Madrid and Cerrillos and elsewhere. Joe's son, Charlie Villa, was a mine boss. Norman Thompson, a giant of a man, who worked at the tipple, and who preached on Sundays at the school house, and who was the Madrid Boy Scout master, was also regularly the subject of off-color jibes because of his tiny wife. Emil Zeni, when he wasn't distilling, was a contract miner, and his wife cooked and catered – board, as well as lunches for the next day in the mine – charging a little less than the Lamb Hotel and offering beer and more. Alcoholism was endemic among a substantial number of the workers in the mines.

With encouragement from the civic-activities master, Oscar Huber, and the sponsorship of the Albuquerque & Cerrillos Coal Co., Madrid became known for its outstanding baseball team, the Madrid Miners.

The town was also famous also for its major celebrations: the Fourth of July, with a grand parade, and Christmas, with hillside montages and many hundreds of electric lights. The first big Independence Day parade was 1921, and the first Madrid Christmas lights were turned on in December 1922.



Madrid Miners

Shortly before those lights came on, in November of that year, seven miners were killed by an explosion in the Number 4 Anthracite mine.

The town's semi-pro baseball team, the Madrid Miners, included a supposed ringer, Emit J. Bowles, called by everyone "Chief" because of his Indian ancestry, who had once played professionally for the Chicago White Sox. Chief Bowles was given the relatively easy job of fire boss at the mine, which meant he performed the safety check between shifts and was on call for emergencies. This arrangement was so he could do his real job of pitching for the Miners. He was a pretty good pitcher. And he was a gambler, the frequent venue being an empty boxcar on the tracks behind his house in the center of Madrid, or at the Simoni's at the north end of town. Chief Bowles was one of the more famous Madrid inebriates, and his wife, Nora, regularly wouldn't let him in the house until he got over his payday benders. Too, if his team won there would be a round of parties and Chief would end up snookered. Or, if his gambling paid off, that was another excuse. In his later years Chief got religion, and became, in the word of one who knew him, "unsufferable", constantly preaching the evils of drink.

Chief also had a story he told about his personal role in the building of the atomic bomb. The way he told it, he was secretly

hired by Los Alamos to select for them only the very choicest, best burning coal, and they constructed the bomb out of that material. {BH}

The little-known details of the White Sox career of Chief Bowles are that in 1922 (their third season after the infamous “Black Sox” scandal) he appeared as relief pitcher for exactly one inning of one game. He gave up a walk and two hits, the second hit a home run. He had for that inning, his only Major League appearance, three earned runs and a lifetime Major League ERA of 27. But he found himself a comfortable home as a semi-pro pitcher for the Madrid Miners.

The hillside near the White Ash, south of the ballpark, above the road, was the spot from which “the Italians” watched the baseball games, because they could enjoy their jugs of wine there and not be harassed. As well, not a few sympathizers became honorary Italians for the day. Even after Prohibition ended in 1933 the hillside continued to be a venue to watch the games and drink. {DWright}

Meanwhile, in 1924 Waldo’s population was 200. And another 14 men died in the mines. Six years later Waldo had only 50 residents. That year five men died in Madrid at the Lamb mine.

Madrid’s peak coal production took place in 1928, with almost 200,000 tons, with slightly more bituminous than anthracite coal shipped. But the work was unrelenting, arduous and dangerous. Just before Christmas 1932 fourteen men died in the Morgan Jones mine.

During one of these tragedies a fatally injured miner was pulled to the surface, and knowing he was about to succumb, asked for a last cigarette. Tommy Gomez lit one, passed it to the miner who took a couple of drags and died, presumably happier. {JGomez pc2011}

During the time that Barbara Taylor, Henry L. Taylor’s wife, was in declining health, Henry spent more and more time with Josephine Pinado, who worked as he did at the mine office. When Barbara finally died Henry married Josephine, and they moved to Albuquerque. The old Pinado house still stands southeast of the curve of Highway 14 as drive out of Madrid toward the south. {BH}

Margaret Taylor, Henry’s daughter, married Jack Duffy in 1935. Jack was both a miner and a Miner; a member of the Madrid baseball team. Mrs. Duffy taught 12th grade in the new stone school house in Madrid. Grades 1 through 5 were in the old adobe school house. Mrs. Lemon had the 6th and 7th graders upstairs at the pool hall. The 8th grade was at Hick’s boarding

house at the Number 6, near the school.

Art Winsor, who was later Sheriff, came from Pecos to work as a carpenter in Madrid. He owned the region's first Chrysler Airflow automobile.

The Gurules were the town redheads. In the 1930s the boys in town known as fighters included Lonnie Davison, Moko Chicle and Bill Henderson.

Jack Brandenburg gained a kind of juvenile immortality for a rough practical joke, which involved waiting underneath a bank-perched outhouse for a certain lady [Margaret Taylor] to arrive at her customary time, and then, as she settled into place, pushing an offal-soaked mop into the hole above him. {BH}

The demand for workers in the Madrid mines was somewhat seasonal, summer being the slow time when the men might be laid off and some coalmines closed down. There were summers when the only consumer of Madrid coal was the A.,T.&S.F. roundhouse in Albuquerque, the maintenance facility for steam trains, which operated the year round. During those times the miners and their families lived on borrowed time, waiting for the return of cold weather and the reopening of all the mines. Local 6920 United Mine Workers was formed at Madrid in 1934, the year the town's population was given at 1300. Oscar Huber would not tolerate union instigators or sympathizers in Madrid, and they were sometimes relegated to Cerrillos, where they were more welcome. There were four strikes in Madrid during the next two years, all of them inconclusive.

At one strike in the mid-30s Joe Urich was the instigator. He drove a big Packard that was the awe of the town. The strikers set up their picket line at the power house, where miner's lamps were left between shifts so the batteries could be recharged. No lamps meant no work that day. The state police were called in and they set up their positions and deployed tear gas. Along the road a pile of throwable stones also appeared, and the subsequent confrontation, which gassed some women and children, broke that strike. {BH}

Adult misdemeanors in Madrid were dealt with, often as not, by extralegal kangaroo courts. A Madrid kangaroo court was extemporaneous; anyone and everyone in the vicinity of the problem was called together, and right then and there they came to a decision. The normal ultimate penalty of a kangaroo court was for the miscreant to leave town and never return. More serious threats might be made, but the object was to run him out of town. {BH 2011}

For all of the different national origins and languages and kangaroo courts, social interactions in Madrid were remarkably

harmonious. People generally got along. Everyone, after all, had a lot in common; in the mine your life depended upon those around you, no matter who they were or how drunk they were, and on the outside the A&CCC was everybody's boss equally. Notwithstanding that the Greeks and Mexicans were said to live on the west side of the tracks, and the managers all had houses on Front Street, there was little in the way of town social divisions. Civic events were for the entire town. {DWright}

Charles "Dad" Gibbs, a stonemason who had emigrated from Scotland and spoke with a heavy brogue, was also the unofficial dog-tail docker for Madrid. His technique involved a tail held against a log, the careful positioning of a hatchet, and then the tap of a hammer. Dad Gibbs is also credited with burning down the Lamb annex in the winter of '46 by the careless use of the torch he was using to unfreeze some water pipes.

Frank M. Schmitt is the stonemason responsible for the stone walls, at the north end of town, along the east side of Front Street. The stone was brought, often by wheelbarrow, from the quarry north of the Morgan Jones mine.

In the late 1920s Charles "Dad" Gibbs, then the Madrid postmaster, and John Henderson, the company engineer and a natural-born mechanic, got into the side business of fixing automobiles. By 1930 they ran a Marmon and Marmon-Roosevelt dealership out of John Henderson's garage, taking used cars in trade.

When Kaseman died in '38 and Huber took over, Wilson, the manager of the Company Store declined to work for Oscar Huber and quit. Huber offered Charlie Gibbs the manager position on the condition that Charlie sell his interest in the Gibbs-Henderson dealership to Huber. Charlie took the offer and by this means Huber gained partial control of the dealership. Dad Gibbs served as one of the pallbearers at Huber's funeral in 1962.

The Henderson-Huber dealership then expanded into Chrysler automobiles, a brand Huber liked, and was moved to the old mule barns behind its future facility. The new facility was constructed out of Waldo oven bricks, and included a gas station. The car business grew, to the point that, after the war, they opened a satellite office at Los Alamos. Dick Lumblade was the mechanic and Bill Husler took charge of the loan and financing operations for Huber Motor Company.

At one time, Madrid had one of the highest per capita car ownerships in the United States, and car ownership became a symbol of high status among miners, even though they often only had enough gas money to drive up and down Madrid's

main street. There was a car club, composed mostly of miners, whose members donated time to building and repairing the unpaved roads off the main street so that there would be more places accessible to their cars (Melzer 1976, 20). Of course they were all Chryslers from Joe's dealership; anyone bringing a car in from outside Madrid was threatened with the loss of his job – and thereby his house as well (field notes 1996). [Kathryn Hovey UNM Press 2005]

Henderson continued with the business for several more years until after the war, when he finally sold out his share to Huber. Henderson left Madrid and moved to Albuquerque in 1950.

The company was thereafter styled as Huber, Huber & Husler.

At the invitation of Madrid power plant engineer Mr. Lantz a couple of Californians visited Madrid in December 1936. They were the engineer's brother Walter Lantz and another Walter for whom Mr. Lantz worked, Walt Disney. It is firmly etched in local urban legend that those Madrid Christmas lights so impressed Walt Disney that he later copied the concept for his popular theme parks.

Also resident at Madrid at this time was the artist Paul Lantz, who was employed designing and creating Christmas displays, and who was also charged with drawing for identification purposes the faces of deceased miners. Miners were often itinerant and prone to giving false personal information, so the Company kept the portraits of victims of fatal industrial mishaps to protect itself. Lantz lived in the boarding house at the north end of Madrid.

Another local Madrid legend comes with better documentation.

The Los Angeles Herald & Express newspaper reported in December 1937 that Trans World Airlines Capt. Theodore Moffitt noticed the Madrid Christmas lights as he flew over the town on a regular flight to Los Angeles, "and now, for the remainder of the Christmas season, the air line has routed its night transcontinental flights slightly north of the regular course so passengers may view the dazzling phenomenon."



Madrid Christmas lights from the hill south of town

Then there is the story of the loose railroad cars that derailed north of Madrid, dumping their coal. The miscreants were never revealed. That is until now. Mary Lou Muir, the daughter of Mr. Muir, the manager of the power plant, was a party girl, and was seen to rendezvous in one of the loaded, waiting railcars with her boyfriend Bill Arish. One of the Recks boys, Kewpie or Jimmy, resented this, and while Mary and Bill were inside kicked off the brakes, and the two cars began rolling downhill. Mary and Bill got out safely while the cars gained speed, the cars jumping the tracks at the curve beyond the Jones tipple, spilling their load. Everyone knew local kids were responsible for the wreck somehow, but no one of them ever told. Instead, all the kids in Madrid were made to refill the railcars using shovels and wheelbarrows. Henry Trigg, the Cerrillos recluse and eccentric, used to come into the Madrid Supply store and buy new socks, and right there change out his old stand-by-themselves socks, which he would dump into the trash. Henry, with the assistance of Judge Robert Fox, ran the title suit that cleared all the property titles in Cerrillos. By the late 1930s, on the south and east side of Front Street, along Firehouse Road west of the Mineshaft Tavern, were the Company truck facilities. John Henderson, the manager, had his office in the corner room. The mechanic shop was next to that, followed by garages for the trucks. On the east side of Firehouse Road, south of the Tavern, were more truck garages. The Mineshaft Tavern building was built largely out of salvaged mine doors. Among the safety features inside the mines were the great doors that allowed any part of the mine to be isolated from the rest of the mine. East of the Tavern was the Company engine house, and the bath house, and power house, where the miner's lamp were recharged. On the west side of Front Street, starting across from the Mineshaft Tavern and moving north, were the residences of

Charlie Ryno, now gone, the large house of Chief Bowles, the small cottage of the Hendersons, a house, and the Villa residence. Behind the Henderson house there is a 2-car garage, the first structure in Madrid built of the Waldo bricks. In the hollow behind these houses were the mule barns, now gone, and a boiler room that supplied the Huber Motor Co. Between the two roads leading west, after the first house, were 5 houses that burned and were replaced by the three you see today, then the 'Marge's' movie set building, then the Lamb hotel, and finally Hugh Coen's house. Farther north on Front Street was the Brandenburg's house, now SEA Properties, with the KryderKrieter's living in a house behind it. Next north is the 3-story Number Six, now called Madrid Mercantile. Until the stone high school building was built, the 8th grade, taught by Mrs. Hicks, was housed in the Number Six. The students had their own entrance on the south side of the building. Much earlier, in 1899, Mrs. Hicks' husband James had been one of the five suspects rounded up for the shooting of John Holdenhurst.

At the north end of Madrid was the ballpark and tennis court. That neighborhood of town, now mostly devoid of houses, was known as "Hollywood". East of the ballpark was the old White Ash mine, which some say is still burning today. A bit further on, on the southeast of Highway 14, are the remnants of the powder house, where the dynamite was stored. A bit further on there was the fuse house, to keep the fuses and blasting caps away from the dynamite.

Dogs were so plentiful in Madrid that at regular intervals it was announced that you should keep your dog confined tomorrow because all the loose dogs were going to be shot.

Oscar Huber hated cats. He said they used his yard as a toilet. He had a standing offer of 15 cents per cat's tail, and killing cats in Madrid was a way for kids to get a little spending money. On a completely unrelated topic (or maybe not), Tommy Gomez used to save a dime from his pay to buy tamales for his family from "the Tamale Lady" in Madrid. Her tamales were delicious and one of the highlights of paydays. The rumor was, however, that she made her tamales out of cat meat, which of course was malicious and untrue. Then one day Tommy found a cat's claw in his tamale. He never bought another from her.

{JGomez pc2011}

It was said that some people in Madrid liked to eat cat meat.

It was rumored the Welsh-heritage miners were suspected of being the primary guilty ones, and it was known that the French in Madrid, more than others, frowned upon the practice. Madrid may have been uncommonly egalitarian for its day, but the failings

of “those people” whoever they might be, were never far below the surface.

When he was informed that some kids were obtaining discarded cat tails from certain households Oscar Huber terminated his 15¢ per cat tail program. He did this not so much because cat was on the menu somewhere but because he didn’t like to throw away money. {BH Mar2011}

Oscar controlled the vote in Madrid and could deliver the town to a candidate if the price was right. On more than one occasion he used the money thereby gained to take his managers all the way to Juarez, for a party. {BH 2010} Huber’s male-only manager’s parties were regular events, and often held as campouts around the Second Divide. {DW 2011}

In the opinion of more than a few, Oscar Huber had a reputation for avarice, regularly cheating customers and reneging on contracts; purposely supplying inferior coal, soaking the shipment (ostensibly to keep down the dust) to make it heavier, and refusing to adhere to personal agreements he had made. As one informant put it, “Oscar Huber was like a cash register. You could see the dollars and cents in his eyes, rolling by.” {JH per BH} John Henderson’s many years with Huber left him with little respect for his onetime boss.

...my dad, after he left there, I can remember, we moved into town, into Albuquerque, and on the fireplace he put a picture of Oscar Huber. A good friend of his, who was Oren Pulliam, came in and that’ one of the first few times that I heard my dad use profanity. And Oren asked him, “John, after the deals that and working with, for Huber all those years, you got a picture of him up there?” He said, “That’s to remind me that not ever to act like that son of a bitch did.” [Bill Henderson; AML interview 16Apr2009]

On a contract in the late 1930s from Oscar Huber, Chago and young Bill Henderson removed by hand over three weekends the bricks from the coke ovens at Waldo, and stacked those bricks on a railcar which was then taken to Madrid. Henderson regards that Huber got the better of him on that contract, but he and Chago fulfilled it. Those bricks were used, in part, for the construction of the Huber Motor Company building, which is today the Johnson’s of Madrid gallery. After his mother died, Chago went to Mexico to find a wife and a short time later came back with one already three months pregnant. He likened his good fortune to buying a heifer that was already pregnant. The Madrid Miners baseball team, the pride of the town, tended to dominate the Central New Mexico League. In the 7-team semi-pro league, Albuquerque had two teams, the Dons

and the Tigers; Mountainair had a team as did Terrero. Santa Fe had two teams, named for the local businesses that sponsored them, the Clausen & Clausens and the Stationeries.

The Miners were usually the masters of the diamond, but not always. During the middle 1930s it was customary a couple of times a year for the Miners to entertain the traveling Negro League team, the "African Cannibals". The Cannibals were outstanding African-American athletes who, because of the racism of the times, were not permitted to play in the Big Leagues. They dressed for the role; grass skirts and earrings, etc., and put on a demonstration of baseball skill and trickery comparable to what the Harlem Globetrotters do for basketball. The object was to entertain the spectators and at the same time not make the Miners look too bad. More than one interviewee when asked about the "African Cannibals" in Madrid responded by smiling and saying, "They were good!"

The tasks in the underground mines were often given out as contracts. A competent miner might be given a contract on a portion of a mine, and it was left to him to hire (subcontract) and manage workers in sufficient numbers to fulfill his contract. The Davison family, contract miners who arrived in Madrid in the early 30s, is remembered for bringing with them a number of African-American miners; not the first Blacks in Madrid, but the first in significant numbers.

Between 1938 and 1942 there was a noticeable increase in the population of African-Americans. The opera house-bar/dance hall on the west side of town, in addition to all those uses, as well as serving as the 15-cent movie house, also hosted the Black church services. Young Bill Henderson recalls his fascination with the fervor and theatricality of those services, and that on one occasion the preacher got so carried away that he ejected himself through the glass window. He picked himself up, ran around to the front door and back inside, and continued preaching.

In the 30s there took place an event that was a measure of racism in America at that time. Unknown persons rounded up, under threat of violence, several of the more visible Blacks in Madrid, and forced them with their families and household goods into a boxcar at Cerrillos. This eviction was done using company trucks, so Oscar Huber, at the very least, approved it. They were provided with some food and water but held in that boxcar until it could be connected to a train headed east.

The longest and most violent strike in Madrid's history took place between April 28 and July 3 of 1941. This work stoppage had the same results as the earlier strikes. Madrid remained Oscar

Huber's town.

There were two telephones in Madrid. Joe Huber, Oscar's son, had one of them in his car dealership office. The other was in his father's mine office.

1941 May 25; Editorial. Following a riot at the Madrid Mines two weeks ago, in which about 55 strikers and 150 workers participated, the New Mexico State Police refused to allow picketing.

Governor Miles, in commenting on a letter of protest against this action, which he received from Mr. Frank Hefferly, district president of the United Mine Workers of America, made one of the strongest public statements of his career. ... [New Mexican, reproduced in Life In Madrid NM, 2006]

WWII

The beginning of the end came with the entry of the U.S. into World War II. The direct result of that war was that there were no Madrid Christmas lights after 1941. Available manpower was redirected to the war effort, and scrap metal drives cleaned the mines and the surrounding country of all nonessential and derelict equipment.

Feb 1942 Keefe of Cher&Pitts asked for some royalty. Huber argued operational losses and serious labor strife.

1943 Huber suggested to Cher&Pitts that a pipeline should be installed into Madrid; not done because of war [JHereford 2009]

7 Jul 1943 Madrid stores, general drug tavern and several houses burned; A&CCC rebuilt the commercial facilities; Cher&Pitts, obliged to replace the buildings under the lease, instead accepted a \$25k insurance settlement, then, by a bill of sale

1 Oct 1943, transferred to A&CCC all of the buildings, houses, and equipment. 18 May 1945 those portions of the Mesita Juana Lopez and Ortiz Mine Grants west of the coal-bearing areas were released from lease to A&CCC. Cher&Pitts had received an offer for and proceeded to sell the property. [JHereford 2009]

7 Aug 1944 UMW 2-day holiday. Huber was compelled to buy CO coal at a \$2/ton premium in order to meet Madrid contracts. [JHereford 2009]

From 1943 onward the Albuquerque & Cerrillos Coal Co.'s primary customer was that place without a name, called only "the Hill", that we now know as Los Alamos. One hundred tons of coal a day were delivered to the Hill by as many as 15 trucks. Faced with an insufficient workforce to fulfill his Los Alamos contract, and the threat that if the Albuquerque & Cerrillos Coal Co. could not produce the coal then U.S. Army would do the mining instead, Oscar Huber in 1943 signed a United Mine

Workers union contract. For his twenty-four years in charge Oscar had successfully kept the union out of Madrid. That day in 1943 cannot have been a pleasant one for him.

1943 December 6; Madrid's famed "Christmas Lights," which for years have attracted thousands of sightseers and have been the subject of articles in national magazines, will be "blackened out" during the coming holidays as a wartime emergency measure. "Much as we dislike to break with the tradition which extends over 16 years, we have decided the lights use too much coal, too many bulbs, and other critical materials such as wiring," said Oscar Huber, president of the Albuquerque and Cerrillos Coal Co. Employees of the mining company have arranged the decorations in the past in co-operation with business houses. Last year, Huber explained, a compromise was made the lights displayed on a restricted scale. This year's "black-out" decision is in accordance with the national campaign by the Office of War Utilities to discourage the use of lights for Community and exterior decorations. [SFNM 25yrs ago, reproduced in Life In Madrid NM, 2006]

1947; Christmas Lights to Remain Dark This Season at Madrid
Madrid's famous Christmas lights will not shine this year. Oscar Huber, president of the Albuquerque & Cerrillos Coal Co., said today [if] ever, the little coal-mining community in southern Santa Fe county, is to be able to revive its impressive spectacle at some time in the [future,] but when, he could not say.

The last time the lights were turned on was on Pearl Harbor day.

Scarcity of labor, materials and supplies makes a renewal impossible this year, Huber said.

"Since the war we have been hoping from year to year that things would get better," he said. "Instead they have gotten worse."

Huber made it clear, however, that Madrid hasn't permanently abandoned its spectacle. The large painted scenes of the nativity, which used to be set up atop one canyon wall – under floodlights – are being kept in storage. There is no intention of disposing of them, Huber said. These together with the Toyland set fill four warehouses. There are about 20 pieces. It's impossible to estimate their value, Huber said.

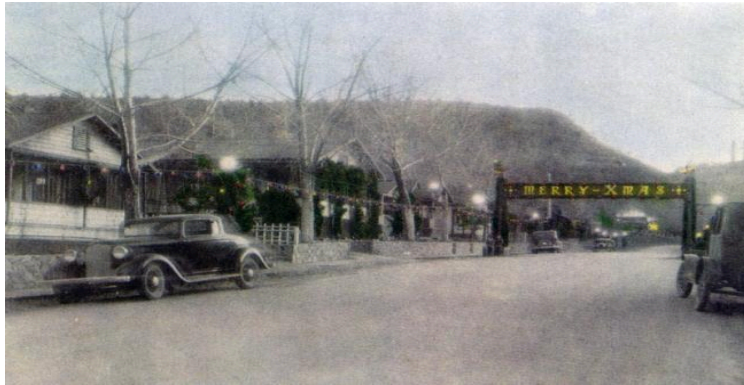
The paintings are the work of Paul Lanz, formerly of Santa Fe, and Carl von Hassler of Albuquerque; but principally of Pierre Menager of Santa Fe. Lanz and von Hassler did some of the earlier work.

The Madrid lights were inaugurated about 20 years ago.

Annually, up to Pearl Harbor day, they attracted thousands of spectators. These came not only from Santa Fe and other New Mexico towns, but also from widespread parts of the country. The mining town's contribution to Yuletide spirit became nationally known.

For many of the visitors the lights were more than a show.

[See]ing them was in the nature[e of a] pilgrimage. [clipping reproduced in Life In Madrid NM, 2006]



Christmas cheer

At the close of WWII the car dealership, garage and gas station businesses were combined in what is now the Johnsons of Madrid gallery building. Joe Huber, Oscar's son, was the owner of the complex, selling Chevron gas and Chrysler and Plymouth automobiles. The gasoline operation was too small for regular deliveries, so Joe Huber brought in his own gas from the wholesaler in Albuquerque, 200 gallons at a time. At this time Johnny Ochoa worked for Huber, Dick Lumblade was still the mechanic.

1 Apr 1946 UMW turmoil for one year. By the late 1940s reserves at Madrid had been sufficiently depleted, and the prospect for sales had so dimmed, that Cher&Pitts was willing to divest itself of any ownership of the coal field. Huber purchased the coal – he had earlier purchased the structures and equipment – in December 1948. Just 2 mines then were being worked, the Jones (closed 1952) and the No.4 anthracite (closed 1954), employing 73 miners average. Huber tried to interest the Los Alamos Lab in purchasing the Madrid property as a fuel supply; unsuccessful. [JHereford 2009]

By this time (1947), Waldo, pop. 14, functioned solely as the water delivery point for Madrid. Four railroad tank cars per day; subsurface coal does not make for good well water. As had been the case for some decades, the Madrid water cars were forbidden to use the main line, and had to be filled while on the Waldo siding by pipeline from Cerrillos.

Two years later (1949) Huber lost his contract with Los Alamos. Huber continued coal production at greatly reduced levels for another five years, but faced with a world that had gone over to diesel locomotives and natural gas for heating purposes, he was forced, in the spring of 1954, to shut down the Albuquerque & Cerrillos Coal Company for good.

[p.19] (after the mines were closed) ...Only the couple running the Mine Shaft Tavern and Huber's watchman, Frank Ochoa, and his family remained in the town on a full-time basis. When I met Jose Huber in the mid 1970s, he was living in Abq but visiting Madrid nearly every day...[Kathryn Hovey UNMPress 2005]

A couple of months later Oscar Huber's son, Joe, placed an ad in the Wall Street Journal; "Entire town. 200 houses, grade and high school, power house, general store, tavern, machine shop, mineral rights, 9000 acres, excellent climate, fine industrial location." (WSJ, June 17, 1954) He asked \$250,000 for Madrid and got no responses.

17 Apr 1955 K.L. Hoopes copper smelter of Radium AZ, old customer, allowed Huber to convince a small crew to return to the No.8 for mine-run anthracite; closed for good in 1958. [JHereford 2009]

June 1, 1955 the AT&SF leased the tank and frost box at Waldo to A&CCC directly, the A&C to furnish water to the SF without cost. Subsequently the tank was removed after summer 1965. [JHereford 2009]

May 1956; A&CCC leases a 5th water tank car; by Sept one had been returned and they were back to 4 cars. Apr 1957 A&CCC was informed that 3 tank cars were to be scrapped; unclear what happened but No.96226 remained in Madrid. [JHereford 2009]

1959 the last coal rolled out over the Madrid spur. For 2 more years the company hauled carloads of water from Waldo. The branch was formally abandoned in 1961 and the rails pulled shortly thereafter. Thereafter any coal was trucked to Cerrillos or beyond. Stranded; one water car used as reservoir and refilled by truck, two locos No.769, serviceable, (replacement for No.874) and No. 870, unserviceable. [JHereford 2009]

By the late 1950s only the Number 4 and Number 8 anthracite mines were still open; the Morgan Jones, Cook & White and Lamb were closed. The last coal sublease, Johnny Ochoa & John Taber's one car "wagon mine," for on-call coal, was abandoned in 1961, and the commercial coal mining in Madrid was finally and completely over and done with.

The final nail in Oscar's business was the roundhouse in Abq

closing, which terminated the need for coal there. They used to mix mine coal with slack in order to keep the right BTUs per contract. [per BH 3Jul2010]

1959 February 13: The old Santa Fe County mining towns of Madrid and Cerrillos are being considered as possible sites for a proposed Atomic Energy Commission study of radioactive contamination. Sen. Clinton P. Anderson suggested the two towns for the study, which is intended to accumulate more data on fallout contamination of inhabited areas and to test means of decontaminating them. He said he suggested Madrid and Cerrillos because both are mostly deserted. [SFNM 50yrs]

The previous year, 1960, the Waldo railroad spur had been abandoned. The town's population was described then, in addition to the ghosts of all the miners who had died over the previous seventy years, as "two families".



Coal Breaker in ruins, 1972

Other bituminous prospects were attempted; the New Morgan Jones, Tabor, Tabor No.2. State mine inspector reports reflect that last employment in 1962, though 1961 is generally given as the last year of mining at Madrid. [JHereford 2009]

Oscar Huber, now in his 70s, had moved to Albuquerque.

In August 1961 he was injured in a rollover accident in Tijeras Canyon and never fully recovered. He died in Albuquerque in 1962, at the age of 77.

1962 October 31; Owner of Ghost Town, Oscar Huber, 77, Dies Funeral services will be held at 2.:30 p.m. tomorrow at Strong-Thorne Chapel for Oscar Huber, president of the Cerrillos Coal Co. and owner of the ghost town of Madrid who died

unexpectedly at his home here late yesterday of a heart attack.
He was 77.

...Mr. Huber had lived here since 1952 at 900 Ridgecrest SE in what has sometimes been described as “the fairy house” because of its elaborate ornamentation, yard fixtures and Christmas lighting decorations. The home is a replica of one he had built earlier in Madrid, a coal mining town on New Mexico 10 about 45 miles northeast of Albuquerque.

Born in Brooklyn, N.Y., of Swiss parentage, Huber was reared in Kansas City and came to New Mexico at the age of 25 in 1910 for his health. Huber obtained employment as a stenographer for George Kaseman, who owned a network of mining companies. In 1920 Mr. Kaseman sent Huber to Madrid to settle a mining dispute, and he remained there as supervisor and eventually as owner after Kaseman’s death in 1938 in a Hobbs Oil well explosion.

Huber organized the Madrid Employees Club, a civic organization in the mining town which became famous for its Christmas lighting decorations, baseball teams, Easter egg hunts and various activities.

Madrid, which once had a peak population of about 2,000 gradually declined to “ghost town” status following World War II. Huber was injured in an auto accident in August, 1961 and was unable to set up all his usual Christmas decorations last year. Shrine Member He was a member of the First Presbyterian Church, the Masonic Lodge in Kansas City, York Rite Bodies, Ballut Abyad Temple of Shrine and the Albuquerque Country Club.

Surviving are his widow; a son, Joe Huber; two daughters, Mrs. Kathryn Collister and Mrs. Mary Duncan, of Albuquerque, and five grandchildren.

Serving as pallbearers at the services tomorrow will be J.F. Husler, J.L. Henderson, A.K. Montgomery, Dr. A.R. Clauser, Virgil McKnight and C.E. Gibbs. [The Albuquerque Tribune, reproduced in Life In Madrid NM, 2006]

n.d.(1964); Gallup – The extensive Christmas displays which brought fame to the New Mexico mining town of Madrid before World War II, will go on display again here this year.

The big displays of Santa Claus, and storybook characters and Biblical scenes, have been bought by the City of Gallup.

They are being installed at a number of points in Gallup by the Junior Chamber of Commerce. The decorations were bought from the Madrid Supply Co. for \$700.



Toyland display at the ballpark

The Madrid Supply Cooperates the store and tavern – only business establishments left in the ghost town of Madrid, northeast of Albuquerque. [Albuquerque Journal, reproduced in Life In Madrid NM, 2006]

1986 March 24: The state has sealed 56 dangerous coal mine shafts in Madrid, a small, one-time mining town southwest of Santa Fe that is now a revitalized residential community. [SFNM 100yrs]

After 1962 Huber was left with some 9,000 acres of coal land. [JHereford 2009]

Joe Huber

In one of the more bizarre sidebars to the history of Madrid, in 1964 Joe Huber again advertised the mines for sale, and the only interested party was a Texas promoter and political dabbler named Billie Sol Estes who was out on appeal between trials for fraud. Billie Sol wanted a lease on Madrid. Instead, what Billie Sol got was a 15-year prison sentence in Texas. He served six. The City of Gallup, New Mexico, which after the War had purchased the old Madrid Christmas lights from the Madrid Supply Company for \$700, put them up for the first time during

Christmas 1964. After twenty-two years of darkness the famous Madrid lights glowed brightly again, albeit 150 miles to the west. In the middle 1960s there were five businesses in Madrid. Bud Hughes' Mine Shaft Tavern was the heart of the town. The Pick 'N' Shovel, across from the tavern, sold sandwiches and soft drinks. There was Madrid Antique Shop, and the Hand-Craft Shop, which sold gifts, and was run by Eldise Blakeney. Lastly there was the Old Coal Mine Museum, which charged 50 cents admission, with children under 12 free. The first and last of these enterprises are alive and well in Madrid today, although under different management, and with slightly updated prices. During this era, from Golden to Cerrillos one of the common items sold in stores was oil lamps, so many people living without electricity. And for the parsimonious, the hippies, kerosene was cheaper. Compared to 1959, Madrid's 1968 resident population had doubled. It was described now "four families", one of them being Joe Huber's, even though Joe Huber, now married to Jo Eckert, maintained a residence in Albuquerque.

Sale

Despairing of a future for his once-beloved, deserted Madrid and beset by squatters and "hippies" and house fires blossoming often enough that he lost his insurance, Joe Huber took the advice of realtor Jim Mocho, and in February 1975, put the remaining 150 buildings still standing in Madrid on sale individually. He sold them all in 16 days. The larger houses went for \$2,000 and the smaller ones for \$1,500.

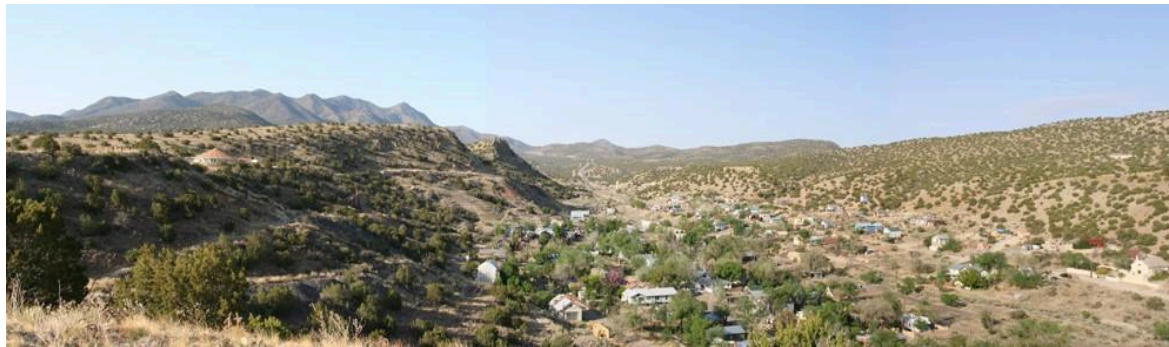
With payments, a larger house could be had for \$10 down and \$22 a month for ten years. People, realtors and hippies both, frequently purchased more than one property.

By May, Madrid's population had soared to more than 80 people. That was the beginning of the revival. The next manifestation of Madrid was alive, and bound for a new kind of fame and glory.





What began as a wildcat gulch called Coal Bank, and evolved into a prosperous, tightly controlled company town, then came very near to hosting none but ghosts, is now in the full bloom of its next incarnation, a funky, lively art and artisan center, eccentric and unique, only-in-New Mexico community called MADdrid.



When you visit Madrid please remember that the Turquoise Trail, as it passes through the heart of town, is often very crowded. Look out especially for children and dogs. Please drive carefully and slowly! Enjoy your visit.

W. Baxter