



NEWSLETTER

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Banner: *Hometown Christmas 2023 Mr. and Mrs. Claus- Mrs. Claus is a council member for Black Diamond.*

HOMETOWN CHRISTMAS 2023

By Sherrie Evans

With over 600 visitors, we can certainly say Hometown Christmas 2023 was a huge success. Mayor Carol Benson kicked off the event with a warm welcome and a special declaration that the city proclaimed December 9 as Morgan Morgans Day to honor the man who served as our mine superintendent in the early years. *(see page 14 for proclamation)*



Hay Ride with Lenny Folino

Railroad Avenue and the Museum were busy all day with activities for the young and old alike. Face painting and an art activity took place at the bakery. Kids could find a treasure hunt item at the Smoke House and More, then owners Gina and Dan treated them to a pepperoni stick treat. Next stop was the Antique Store for another treasure hunt, where the kids got a lighted finger ring. We saw those lit up everywhere!

Out on the street visitors loved seeing our restored 1947 Howard Cooper Fire Engine, all aglow with holiday *Continued on page 5*

Please note that the membership year is January 1 – December 31. As of January 31, 2024, we had 83 members that have not yet been renewed. If our records indicate that a renewal is due, check your mailing label. We have put an asterisk () next to your name. If you paid your membership after the publication deadline, please disregard. If you have any concerns about your renewal, reach out to us. We'd hate to lose any members but note that this newsletter will be the last we will send to those with expired memberships.*



The mission of the Black Diamond Historical Society shall be the discovery, preservation, and dissemination of the history of Black Diamond and environs, as it relates to King County and the State of Washington.

Black Diamond Newsletter is published three times a year by and for the members of the Black Diamond Historical Society. The society is a non-profit 501(c)(3) organization. (TIN51-0170304).

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Crystal Goetz

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ARTICLES

Black Diamond Newsletter invites articles for publication. Articles may be edited for style, length, and clarity. Please email the Society if you wish to submit an article, at museum@blackdiamondmuseum.org

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HOURS

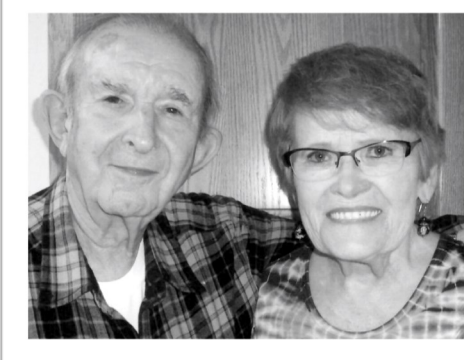
Thursday, 9 a.m. to 3 p.m.

Saturday & Sunday, 11 a.m. to 3 p.m.

THANK YOU HOWARD & DOROTHY!

By: Sherrie Evans & Keith Watson

The names Howard and Dorothy Botts are well-known throughout Black Diamond. Howard served as our mayor from 1983 to 2009, while Dorothy served as a founder and Director of the Black Diamond Community Center. One of her greatest accomplishments was the transfer of the 70-year-old school gymnasium, built in 1921 by Pacific Coast Coal Company for a strike breaker's dormitory, from the school field to Lawson Hill where it is now a permanent addition for our community and plays host to multiple events.



Both Howard and Dorothy have been long-time volunteers here at the museum, with Howard also serving on our Board of Directors for years. We don't get to see them as much as we used to but rarely a day goes by when one of their names is not mentioned for some reason. They have been volun-

teers who made a big difference!

The City of Black Diamond recently honored the Botts' by renaming the former gymnasium as the "Dorothy Botts City Gymnasium" and the former municipal building (which housed the King County Library, Black Diamond Police, and the City Hall offices) to the "Howard Botts, Jr. Municipal Building".

DID YOU KNOW?

By Sherrie Evans

We had 6,648 visitors during 2023, a whopping 2,129 more than 2022! Thanks to all who have stopped by and enjoyed the history of our town, "The King of Coal." Additionally, we had 612 visitors for our recent Hometown Christmas event on December 9th.

From the BD High School "Sparkler" October 1937 Senior Class News, Personalities in the News. "Modesto, perhaps better known as Bunkey or John, Banchemo, is a native of Black Diamond, born June 27, 1918 of Italian parents. The boy Modesto was so sur-

prised when he was born that he could neither walk nor talk for more than a year after. Playing the harmonica and being nice to a certain girl are his favorite pastimes. You'd never guess his favorite movie star. Would you believe it! Stepinfetic! "Bunky" has an ambition to play the accordion. Why not take a correspondence lesson and have satisfaction guaranteed?"

Howard Botts is the longest term mayor of the City of Black Diamond with a term from 1983 to 2009.

PRESIDENTS MESSAGE

A MESSAGE *from the* PRESIDENT



STEVE
ISRAEL

Goodbye 2023 and hello 2024. As I look back on 2023, I reflect upon some of the highlights. We were very busy with our programs that were both educational and entertaining. As of this writing, we are busy lining up more programs for 2024.

Our wonderful volunteers were busy updating and maintaining the museum throughout the past year with a few modifications and additions to our displays. A few of these projects are the tool shed, the brick display, and the research center.

During our holiday closure we updated some of our office and archive department equipment. Computers seem to age faster every year. Just when we get up to date, we are out of date. Our archive department is making giant strides in digitizing our photos and documents, and outdated equipment can be frustrating. With the new computers and scanners, the work can proceed much more smoothly.

This past year we have been working closely with some of our neighboring museums to coordinate our efforts. It started with a meeting between Maple Valley and Black Diamond Historical Societies in January of 2023. We wanted to know what we could do to help them during a time when they seemed to be at a low point. We shared some ideas that were working for us, and in turn, they shared some great ideas that could help us. This session blossomed into meetings with other historical societies.

We are now meeting monthly with Maple Valley, Foothills of Buckley, Bonny Lake, and Enumclaw. A brochure is being made that includes a map, pictures, and information for all our museums. We will be able to share information with each other and the public to help promote the muse-

ums and their events.

Society Goals

One of the ways that our Board of Directors can focus and provide structure to our work is through our Strategic Plan and our annual goals. Annually we report on the progress of our previous year's goals and establish new goals. To ensure our membership is aware of this information, here are the goals we have adopted for 2024.

1. Continue to provide effective and efficient maintenance of the facilities and grounds to ensure appropriate preservation of the property and displays.
2. Clean up and organize crawl spaces and mine display areas to ensure safety and proper preservation.
3. Increase our connections with businesses, gain business memberships, and enhance our visibility through our businesses.
4. Continue programs that focus on promoting educational activities, tours and group sessions to continue dissemination of our history.
5. Continue to maintain a safe and welcome environment and access for our visitors.
6. Continue to ensure financial stability of the Society including accountability for revenues and expenditures.
7. Examine the feasibility of acquiring the Black Diamond Fire Station on Baker Street for storage of the fire truck and ambulance and for use as a museum annex.

We welcome feedback from our members and the public as we continue to strive to preserve and share our history!

Steve Israel,
BDHS President



WHAT HAVE WE BEEN DOING?

By Sherrie Evans

Among our goals for 2023 was to increase our educational and community outreach programs. We have been busy!!



On **October 8** we hosted a presentation and book signing by Tessa Goetz. She presented her new publication "Italians in the Pacific Northwest" featuring information about Italian settlers here in Black Diamond.

Steve Israel, Dee Israel and Sherrie Evans presented the "Black Diamond How It Came to Be" program at Sahara

Pizza on **September 27**, and at the Merrill Gardens Senior Center in Auburn on **October 11**.

On **October 21-22**, once again we participated with our booth and information at the annual Model Train Show held in the Gracie Hanson Building in Ravensdale.

Our annual membership meeting was held on **October 22nd** at the museum. Following a short business meeting where the members adopted modifications to the bylaws, heard a report from President Steve Israel on our goals and accomplishments, and approved our 2024 goals, the crowd was treated to a presentation about the railroads into Black Diamond by past-president Keith Watson. Following the program attendees enjoyed food and treats.

Volunteer Lacy Frye and her family manned our booth as we participated in the Black Diamond Police Officer Association's "**Trick or Trot Trail Run.**"

Bill Kombol was on hand on **October 29th** to provide a repeat performance of the popular program "Is There a Mine In Your Backyard?" Bill's

extensive knowledge of the mines in our area made this a very informative session. We have once again been asked to repeat it in 2024 so we will definitely beg Bill to do that. Thanks Bill!



During the fall our very own volunteer Zach Pratt provided three presentations focused on the geology of our area: **9/23**: The Land Before Coal, **10/14**: The Reign of King Coal, and on **11/18**: Volcanoes Glaciers - Oh My! The combination of Zach's presentation style, humor and extensive geology information made these presentations

very special. We are lucky to have him as a volunteer!

On **November 4th** Gretchen Nelson of the King County Library joined us once again with a presentation of "Anchors Aweigh" featuring a reading of the book "Dare the Wind" by Tracey Fern. Keith Watson then followed with information about our military displays and specifically about submarines. This presentation was geared for kids - but truly kids of all ages enjoyed!

December 2nd was the annual Christmas parade in Enumclaw and thanks to driver Mike Androsko, our restored 1947 Fire Engine was able to participate. Our fire engine made the front page of the Courier Herald. Thanks for always being there for us Mike.

We closed our work year with our annual Hometown Christmas on **December 9th**. See our featured article page 1.



Hometown *Continued from first page*

lights and then they climbed aboard the hay wagon for a grand tour. Many thanks to Sam Campenhouse for bringing and driving the tractor and to Lenny Folino for manning the hay wagon station and getting everyone on and off safely.

Holiday music rang out all day from our Honor



Gretchen Nelson of KCLS hands out activity bags for kids.

Garden as the next stop was in the museum to find two more treasure hunts. Kids were delighted to find special items in our basement and then treated to more goodies (a lighted toy and a fidget toy). Upstairs the King

County Children’s Librarian, Gretchen Nelson, handed out activity bags and read a holiday story. The Society also had raffle baskets and each of the winners was delighted! This function goes a long way in supporting our event.

Next stop along the boardwalk was the s’mores station. Oh my - we had to refill supply bags three times to meet the demand. Lastly, most visitors stood in line to hop aboard our Holiday Express and visit Santa and Mrs. Claus in the caboose.

Special thanks to our business sponsors: Redline Mechanical, Black Diamond Automotive, Johnsons Home and Garden, Palmer Coking Coal, Black Diamond Dentistry, TRM Wood Products, Black Bear Outpost, Sahara Pizza and Royal Towing. Without them this event would not happen!

Many thanks also to our Event Chair, Lacy Frye; Committee Members: Susie Thompson, Elaine Parks, Jeff and Sheri Montgomery, Elsie Parkin, Laurie Evans, Sherrie Evans; and to our wonderful event volunteers: Jim O’Rourke, Kurt Paulson, Greg Lichty, Ian Nitsche, Dennis Richardson, Dan Frye, David, Carl and Crystal Goetz; Jillian Curtiss, Hunter Sandberg, Linda and Ray Arden; Liam and Aubrey Frye; Dave, Carl and Crystal Goetz; Don and Lynn Mason; Lenny Folino, Sam Kamphaus, Stacey Wehus, Zach Pratt, Cathy Lynch, Patti Poulson, Jeanette Carroll, Keith Watson, Rick Kaufman, Nathan Parks, Stephanie Fenton-Delaurenti and Melissa Finn. Thanks to all whose hard work made it happen!



SPECIAL VISITORS

By Sherrie Evans

We were delighted this past year to have Diane and Cory Olson stop by the museum for a visit. They are the authors of the popular “Mining the Memories” book. Untold hours were spent creating this historical treasure. The interviews of local people and research done by the Olsons definitely shows in the quality of the information in the book. Many thanks to both of you. Your book has been obtained by thousands of people who now can enjoy the history of Black Diamond forever.

NEWS!! Cory and Diane have agreed to come to the museum on Sunday April 14th at 1 pm for a special presentation about their work in developing the Mining the Memories

Book. They will also be available to autograph books. This is such an important part of what has been done to preserve the history of Black

Diamond, please come and join us for an afternoon of great information, fun and treats!



L-R: Cory, Diane, with museum docents Elaine Parks & Zach Pratt



VOLUNTEER SPOTLIGHT

By Sherrie Evans

Our volunteers are so talented! Every week they are busy tending to the maintenance of our facilities and helping with our displays. Two of them seem to have become our designated carpenters and have taken on several projects for us. One they recently completed was the build of a replica of a coal sorter used in the mines. This item will



now be an interactive display for our visitors, especially children, to use. They will have the opportunity to learn how coal was sorted. Many thanks to Jim O'Rourke and

Kurt Paulson for their passion and excellent work!

Coal Sorting

Cleaning and sorting coal from impurities like rock, bone, and shale was an important task to prepare the product for sale. Miners, usually old-

er men or young boys, performed this job at the picking table. A picking table was typically a moving conveyor or the deck at the end of a vibrating screen where miners separated good, clean coal from the shale and rock. Smaller sorts of coal fell through the screens while the larger size "nut" and "lump" coal were sorted by hand.

Miners could easily distinguish coal from black shale or rock as chunks of coal were considerably lighter. The discarded waste material dropped into chutes behind or beside the miners.



This picking table was located on the surface in an enclosed building called the tipple or mine bunkers.

This 1902 Asahel Curtis image # 1943.42.1056 of the Franklin mine comes courtesy of the Washington State Historical Society. Museum of History and Industry (MOHAI).

NEW BOARD MEMBERS

By Sherrie Evans

With the sad passing of both Gomer Evans Jr. and David Watson, we had two positions on our board to fill. Both are being filled on a temporary basis through the end of the terms which will be December 2024. Please welcome both Crystal Goetz and Elaine Parks to our Board.

Elaine Parks - "I love genealogical research and historic preservation across all genres. Serving on the Black Diamond Historical Society Museum Board has given me the opportunity to learn more about the history of Black Diamond by meeting new people and advocating for support of our museum and programs. Our volunteer group is amazing. In my free time I enjoy volunteering in the community, spending time outdoors, reading, and hanging out with my cat."

Crystal Goetz -

My paying job is with family ministries at a Pierce County church. When I'm not doing that work, I have many other interests, including history. I came to be a volunteer at the Black Diamond Museum to assist my son, Carl, with his desire to be an archivist. He is a person with high-functioning autism, and it is sometimes difficult



*New Board Members
Elaine Parks & Crystal Goetz*

RAILROAD WORKER SIGNS

By Sherrie Evans

An important task for our volunteers is the constant making of signs to add to our displays. We have four new signs now located in the caboose and locomotive to explain the jobs of the various railroad workers who were so vital to making sure our coal and passengers were able to ride the rails. Each is shown below. We hope you will get a chance to visit soon and see these and many more new signs we have added to enhance our displays.

ENGINEER

The engineer drove the locomotive that made the train load of rail cars come to life! The locomotives that ran into Black Diamond in the early days were steam engines fired by coal. Working closely with the fireman, the engineer ensured the proper amount of steam to be able to pull the train of freight, coal, or passenger cars behind the tender. It was important for the engineer to monitor the speed of the train while also keeping a close eye on the instrument panel. The engineer also performed repairs when needed along the way. Firing steam locomotives and assisting in maintaining, inspecting, and repairing the fleet of locomotives and passenger equipment were additional tasks. The engineer interpreted train orders and signals to abide by the railroad's rules and regulations. **And, of course, the engineer blew the whistle!**



FIREMAN

The fireman managed the output of the steam produced by boilers. There were frequent demands for changes in power as trains sped up,

climbed hills, slowed down, and stopped at stations. The fireman worked closely with the engineer. A skilled fireman could anticipate needed changes and feed coal into the firebox and water to the boiler accordingly. This job involved hard physical work as the coal was shoveled from the tender to the firebox by hand. A tender or coal-car was a special rail car hauled by a steam locomotive containing its fuel and water. Another job of the fireman was to keep the cylinders on the drive wheels oiled while the train was underway. In the early days this meant climbing out on the running boards to pour tallow on the valves. **Full steam ahead!**



BRAKEMAN

The brakeman usually rode in the caboose as his job was to apply and release the train's brakes when the engineer signaled to do so. He worked from the front and rear of the train moving from car to car applying hand brakes on each car until the train came to a stop. It was one of the railroad's most dangerous jobs because it required walking atop moving cars to apply the brakes. The brakeman was also responsible for coupling and uncoupling train cars. This was another dangerous job where the brakeman stood between two cars to attach or detach them. There was always a risk of being crushed during these operations. The brakeman was responsible for displaying flags or a red safety lantern at night as a signal. He also checked other systems and equipment for correct and safe operations. **Time to hang the lantern!**

CONDUCTOR

All Aboard! Wearing his distinguished uniform and hat, the conductor checked tickets of passengers, sold tickets when no agent was at the station, and presided over the cars in the train. In

RAILROAD continued on page 13

Join us!

UPCOMING PROGRAMS

By Sherrie Evans

March 10 Geology of Black Diamond

Join us as we turn back the clock and walk through the geologic history of Black Diamond. Museum will be open from 11 am to 3 pm. Program at 1 to 2 p.m.

April 14 Mining the Memories Book

Authors Cory and Diane Olson will share their experiences of bringing the very popular Mining the Memories book to life, including how they interviewed several of our pioneers. They will also be available to autograph books. Museum will be open from 11 am to 3 pm. Program at 1 to 2 pm. Refreshments and treats will be available.

April 27 The Stampede Pass Story

We will be following the railroad tracks to Stampede Pass as we take you through Virgil Bogue's expedition to chart the upper reaches of the Green River and find the route that is still used today. Museum will be open from 11 am to 3 pm. Program at 1 to 2 pm.

May 11 Annual Italian Heritage Day

We will be honoring the Italian families who were such an integral part of the beginnings of our town. The Black Diamond Sons and Daughters of Italy will be with us for a presentation at 1 pm. Museum is open from 11 am to 3 pm.

May 19 Scandinavians in Coal Mining

This will be our first program to honor and recog-

nize the importance of those of Scandinavian heritage that worked in our mines and helped to build our town. From farming to logging, coal mining to shop keeping, join us as we explore the Scandinavian Heritage of our area. Museum will be open from 11 am to 3 pm. Program at 1 to 2 pm.

June 1 Annual Welsh Heritage Day

The Puget Sound Welsh Association will be with us and always brings an interesting and informative program. Welsh treats are always a special treat! Museum is open from 11 am to 3 pm with activities throughout that time and a program at 1 pm.

June 8 Maple Valley Days Parade

Look for our restored 1947 fire engine driven by Mike Androsko.

June 5 Black Diamond All School Reunion

11 am to 3 pm at the Black Diamond Community Center. You can register online at www.blackdiamondmuseum.org. Click on Miners Mercantile in the top menu. Lunch is provided with a fee of \$20 per person. This annual event is such a special time to connect with long-lost classmates, meet new folks and share great stories of your school years in Black Diamond.



A DAY IN THE LIFE...

By Laurie Evans

You may occasionally see our outreach messages looking for volunteer docents and you may ask "what is a docent and what do they do?" A docent is a person who acts as a guide, typically on a voluntary basis, in a museum, art gallery, or zoo. In other words, a person who greets visitors.

Many of our docents began serving with very little, or no, experience or knowledge of the local history; they have learned as they served. Our docents do not do formal tours as our museum is a "do it yourself activity" to allow visitors to browse at their own pace and interests; they do

greet the guests upon entry and give them a brief overview of the museum and answer any questions.

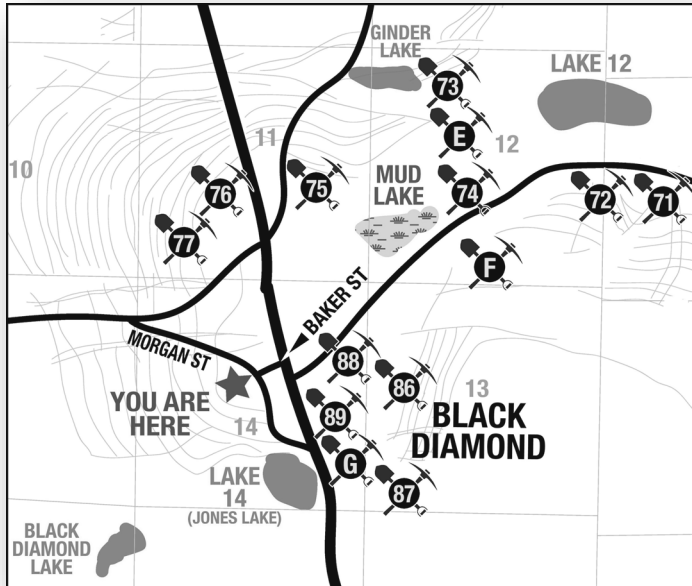
They can point out things of interest. A favorite of the docents is to have families with children do our treasure hunt – find four artifacts and get a special treat! If you think this sounds like something you'd like to do, reach out to us. We will then discuss your availability (an occasional 4-hour block is all that is needed) and get you on the schedule which will include an easy orientation and mentoring with a seasoned docent. We really have so much fun!



BLACK DIAMOND COAL MINE #12

By Bill Kombol

(This is the fourth chapter of the BDHS Newsletter series describing Black Diamond's coal mines. The first installment provided a brief history of the discovery of coal; the second featured Black Diamond's first, Mine #14; with the third focused on Mine No.2. Additional chapters will describe each mine in chronological order.)



Mine No. 12 is numbered 72, while Franklin's Mine No. 7 is 71. Mine #14 is 89 and Mine No. 2 is 88. The faint grey lines mark the extent of underground workings.

Initially called Cornwall's Mine, it soon became known as Mine No. 12, the third opened by the Black Diamond Coal Mining Company, whose president was Pierre Barlow Cornwall. It's doubtful the town of Black Diamond would have been founded had it not been for the efforts of P.B. Cornwall as he was generally referred to in the press.

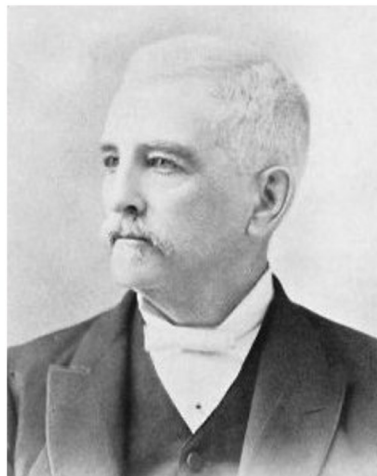
For in 1880, Cornwall employed a mining engineer named Victor Tull who discovered the Green River coal field. And it was Cornwall who in June 1882 traveled north to what became Black Diamond to green light the project after 800 pounds of coal shipped from Mine #14 to San Francisco proved to be of superior quality.

And it was Cornwall who in May 1884 arrived in King County to urge completion of the Cedar River extension of the Columbia & Puget Sound

Railroad to Black Diamond and Franklin. His urging included a \$50,000 loan from the Black Diamond Company. And without a railroad, there would be no coal mine.

Before detailing the history of the mine that bore his name, it's worth introducing the man so important to Black Diamond's establishment. Pierre B. Cornwall was born in 1821 in Andes, New York, a tiny burg in the middle of the state. By age 26, he along with his 16-year-old brother, Arthur joined 500 or so travelers on a wagon train traveling the Oregon Trail. The year was 1848 and news of gold's discovery in California had not yet inspired the fortune-seeking Forty-niners who flocked west the following year. The Cornwall's journey was filled with adventure, including being captured by Pawnee Indians and eventually released.

Cornwall arrived in California, \$8,000 in debt. He settled in Sutter's Fort, soon renamed Sacramento. There he established a regular freight route selling supplies purchased cheaply in San Francisco and sold dearly in Gold Rush towns further east. Men were making fortunes in the gold mines and mercantile firms that charged inflated prices made entrepreneurs like Pierre Cornwall rich. Cornwall and his partners, Albert Priest and Barton Lee built the first framed building in Sacramento. At age 28 he was elected to the California state legislator. He soon married Miss George Anna Cutler who had recently journeyed to California on horseback. By 1850, Cornwall amassed a fortune of more than half a million dollars, but soon thereafter contracted cholera and almost died. His assets were also threatened when outbreaks of cholera and Panama Fever caused Sacra-



Pierre Barlow Cornwall, President of Black Diamond Coal Mining Company.

mento's population to fall in half.

In 1858, Cornwall sold his Sacramento holdings moving to San Francisco for a new beginning. Several San Francisco investors incorporated the Black Diamond Coal Mining Company in 1861 to mine coal at Mount Diablo. Five years later, Pierre Cornwall was engaged as the managing agent for the company by then purchased by others, including a fellow New Yorker, Darius Ogden Mills who founded the Bank of California. Under Cornwall, the coal mining company turned profitable. In 1866, the Black Diamond Coal Mining Company acquired considerable land holdings in Washington including purchase of the Bellingham Bay Coal Company. That effort led to additional investments – the Bellingham Bay & British Columbia Railroad and the Bellingham Bay Improvement Company.

However, the Bellingham coal mine encountered problems which coupled with the imminent shuttering of Nortonville operations prompted Cornwall to seek new opportunities in King County. When the Mount Diablo mine in Nortonville closed in 1884, a mass migration of miners relocated to a new Black Diamond in King County. Mine equipment including rails, coal cars, and engines were likewise shipped north. Houses and churches were disassembled in Nortonville and rebuilt in Black Diamond. Even farmers and merchants such as the Buchanan family moved to this new Washington town and the name Black Diamond took root.

For the remainder of this story, Cornwall's mine will be referred to as Mine No. 12, as it was called in contemporary accounts by mine inspectors and geologists. Whether Pierre Cornwall conceived the operation or if the name was simply honorific, remains to be learned. Like Mine #14, Mine No. 12 was on the McKay coal seam and named for the section where it was located. The mine was due south of Crow Lake, later known as Lake Twelve, also named for the 640-acre section.

In his 1898 chapter, "Some Coal Fields of Puget Sound," Bailey Willis noted, "Away from the Green River Canyon, the surface is generally covered with gravel, but upon the rounded hills . . . the drift is thin and coal bearing strata can be

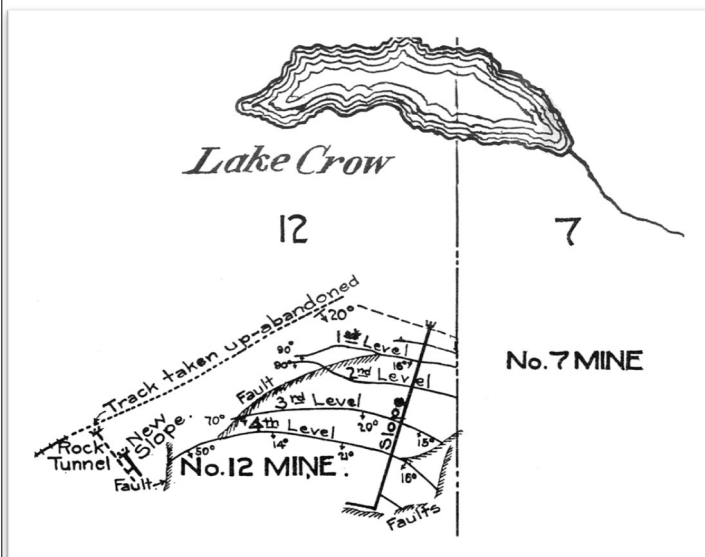
discovered by digging." This was probably how the McKay outcrop, located just south of what is now the Green River Gorge Road was found. The actual mine site at the base of Franklin hill was on King County tax parcel 122106-9063, along Green River Gorge Road. All that's left is a coal slag pile near the road and a slight depression to the south of the pile. Unfortunately, there are no known photographs of the mine or any of its facilities.

Before serious mining commenced, a spur line of the Columbia & Puget Sound Railroad (C&PS) needed to be extended. In the days before motor vehicles, a coal mine could not profitably exist without a rail connection. The existing C&PS spur line only went so far as Mine No. 2, located at the intersection of Lawson Street and 5th Avenue where the Imagine Church (formerly Presbyterian) is situated. A railroad couldn't climb the steep grade up Lawson, so the line was extended north along what is now 5th Avenue, then turned east behind Lawson Hill Estates homes. The tracks proceeded easterly along the south shore of Mud Lake, called Beaver Lake on early maps, and from there generally followed a route similar to the Green River Gorge Road, that wasn't built until 1914. The rail line terminated about 1,000 feet east of 270th Way S.E. The 1.85-mile extension cost was estimated at \$20,000, presumably paid for by the C&PS though railway companies sometimes required mine owners to contribute to the effort.

The rail line was alternately called the No. 12 spur of the C&PS railroad or the Bruce Branch. Where the name Bruce came from is uncertain. There was reputed to be a station house at Bruce, though firm evidence of its existence is explained below.

Curiously, Mine No. 12 was situated less than 200 feet from the property line separating the Oregon Improvement Company's holdings in Section 7 from the Black Diamond Coal Mining Company's property in Section 12. That meant the mine could not be driven very far east since they didn't own mining rights. Instead, the mine was sunk to the southwest, where its Black Diamond owners presumed there was plenty of McKay coal to be mined. (*see map next page*)

Initial excavation of the mine entrance probably



George W. Evans' "The Coal Fields of King County" shows Mine No. 12's underground workings, and later workings of New No. 12 mine. Mine No. 7's workings have been erased for map size and clarity. Crow Lake is now called Lake Twelve, because it was primarily in Section 12.

commenced in late 1887. The first mine map was produced on April 10, 1888, by Robert B. Symington, a prominent Scottish-born civil and mining engineer from San Francisco. That map is known as PCC_K141 in the State DNR collection and provides important mine details.

The mine portal was a slope entry descending underground on a 15 to 18-degree dip to a depth of 1,250 feet. The 1891 Coal Mine Inspector's Report by Ed T. Morgan discussed the mine's problems frankly. "The management has had serious troubles, which are constantly menacing coal mining, owing to the yielding of the superincumbent strata, extending from the west gangway on the second level to the slope. Active measures were promptly taken and the difficulties overcome. Coal mining in Washington becomes expensive when those unforeseen occurrences take place."

Inspector Morgan continued, "Drainage is effected by Cameron pumps, with a good margin in case of an emergency. Hoisting is done by a single engine, second motion, with loose drums. Steam is generated by three boilers, while there are three more not in use except when repairing or examinations are done on the former ones. Ventilation is provided by a large 18 or 20-foot fan propelled by a direct acting engine."

Surface facilities included an engine house at the top of the slope and a trestle to move coal to large storage bunkers adjacent to the C&PS tracks. In his 1912 survey of King County mines, George W. Evans reported, "The coal was hoisted up the main slope and the cars run to the bunkers." He also noted, "No washers or pickers were necessary since the coal as it came from the mine was remarkably free from impurities. The mine produces a small amount of explosive gas, but the ventilation was so well taken care of that there were but few accidents from explosions."

However, the mine was not without casualties and recorded two fatalities in seven years of operation. The first, on Jan. 6, 1891, claimed the life of Evan M. Jones, age 42 and married. Evans with another miner was taking down the top strata of coal after having removed the lower portion of the seam measuring about five feet thick. Above the extracted coal lay a two-and-one-half-foot thick section of bone and shale supported by props. Contrary to the usual method of using a coal drill to loosen the prop causing the bone and coal to fall, Evans employed a pick. Unfortunately on his last swing, the massive roof of bone and shale unexpectedly dropped upon him. The accident happened at 9 am, upon which he was taken home, but died from internal injuries at 5 pm the same day.

Two years later, on March 15, 1893, Peter Gera, age 50 and married, was fatally injured while riding up the No. 12 slope on an empty trip of coal cars with a group of miners ascending for dinner. The front car was dislodged from the track, then ran down the slope a short distance where Gera jumped but fell under the car's steel wheels injuring his spinal cord. He died two days later.

The mine map provides other clues. There was a boarding house that appeared to be fairly small, perhaps for bachelor miners. It was located on a wagon trail that ten years later was established by King County as the David Gibbon – William Weimar Road connecting Black Diamond to Franklin. Married miners likely lived in Black Diamond and walked to work each day along the trail. At the time the Black Diamond Coal Mining

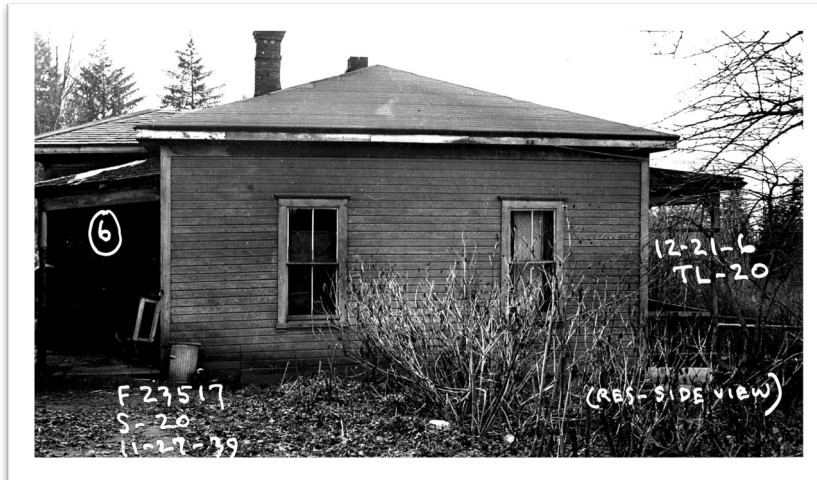
Company was operating three mines so the flexibility of moving miners to different mines was useful. A small cabin was located nearby where perhaps women serving as maids or cooks at the boarding house lived. Without historical sources though, these conjectures should be considered speculative.

We do know what laborers were paid as detailed in a June 20, 1891 advertisement in letter form to prospective employees from Superintendent Morgan Morgans. Wages ranged from \$2.25 per day for outside laborers to \$3.00 per day for miners, blacksmiths, carpenters, and engineers. Certain work was paid for by the job such as timbering a room of coal or digging certain tunnels, called chutes and cross-cuts. This work was paid by the foot or yard.

In April 1894, a fire broke out in the pump room and flames soon extended to timbers through the entire mine. All sources of airflow were sealed, and the fire was thought to be extinguished. The company contemplated reopening when market conditions improved, but they never did, so the mine naturally filled with groundwater. Sixteen years later around 1910, a New No. 12 mine was opened about one-third mile to the west from a rock tunnel that was later buried during construction of the Green River Gorge Road. But that's a story for another day.

Mine No. 12's closure would have doomed the Columbia & Puget Sound Railroad's Bruce spur track had it not been for the Oregon Improvement Company opening the Franklin No. 7 mine. It was located about one-third of a mile further east. Their slope was sunk in 1893 but soon closed for repairs. The Oregon Improvement Company fell

on hard times in the years that followed and was sold to the Pacific Coast Company in 1896. With new funding, Pacific Coast refurbished the tired workings of its former owners. Rail tracks were duly extended, and the Franklin No. 7 mine successfully produced coal from 1895 before closing in 1907. The Bruce Branch was taken up shortly after the closure of Mine No. 7. Parts of that former rail spur were later utilized as the grade for the construction of the Green River Gorge Road in 1914.



House 1939 – This home was located on a 4.7-acre lot purchased by Frank Navoni. Some suggested it was the Bruce railway station house, but there is no hard evidence to support the claim. King County Assessor photo dated Nov. 27, 1939.

In 1920, Pacific Coast Company sold a 4.7-acre lot to Frank Navoni for \$470. The property included the former site of Mine No. 12. An old home dating to 1914, well after the mine closed, stood on the lot according to King County Assessor records. But that is the same year the road was built, so perhaps it was moved. Some old-

timers implied it was once the Bruce station house, but there is no official record of a railway station, nor an apparent need since the line existed to transport coal, not passengers. Whether the home was once a station house needs far more solid evidence to support the unproven claim. The old house was torn down for salvage in the 1980s.

As for Pierre Cornwall, he lived a full and fruitful life primarily in San Francisco but every few months journeyed to Washington for attention to his affairs and the company's assets. The Black Diamond mines that Cornwall commanded had been well managed by Morgan Morgans since 1868, first in California and later in Washington. Morgans was both the superintendent of Black Diamond's mines and the town's unofficial godfather.

In 1902, Cornwall warned the Black Diamond Company's shareholders that customers were

MINES *continued from previous page* switching from coal to oil. Two years later its largest stockholder, Alvinza Hayward died. That same year, 1904, Cornwall retired as President and was replaced by H.H. Taylor who negotiated sale of the company's King County mines and assets to Pacific Coast Company in May for \$1.1 million. The following year, Black Diamond Coal Mining Co. changed its name to Southport Land and Commercial Company to concentrate on its remaining California investments.

Pierre B. Cornwall died September 25, 1904, at age 82. His faithful partner and mine superintendent, Morgan Morgans followed in December 1905 at age 75, marking the end of an epoch.

Black Diamond's torch was passed from the founding generation to a new owner – Pacific Coast Company (PCC), a well-funded New York-based corporation with coal mines in Black Diamond, Franklin, Lawson, Newcastle, and Coal Creek. Pacific Coast also bought the Columbia & Puget Sound Railroad, a steamship company, and numerous ports where their ships were loaded and unloaded. PCC became a vertically integrated conglomerate that controlled its own coal, the railroad and ships that moved it, plus the port facilities and distribution centers where it was sold. Their presence extended up and down the Pacific Coast from San Diego California to Nome Alaska. Coal was a big business, but California oil wells and Washington hydroelectric dams would in time break the back of the Pacific Coast Company.

A new era had dawned, but for the miners digging coal deep underground, their wives and widows, and the merchants and shopkeepers living and working in the various coal mining company towns, life went on much like it had before.

Sources:

- ◆ Coal Mine Inspector Reports – Washington State D.N.R., Division of Geology.
- ◆ Coal Mine Maps – Washington State D.N.R., Division of Geology.
- ◆ "Some Coal Fields of Puget Sound" by Bailey Willis, 1898.
- ◆ "The Coal Fields of King County" by George Watkin Evans, Washington Geological Survey Bulletin No. 3, 1912.
- ◆ "Black Diamond: Mining the Memories," an oral history of life in a company town by Diane and Cory Olson, 1988, 2003, Black Diamond Historical Society.
- ◆ "History of the Coal Mines of Black Diamond" by Chuck Holtz, BDHS Newsletter, Feb. 1995.
- ◆ Life Sketch of Pierre Barlow Cornwall by Bruce Cornwall, his son, 1906.
- ◆ Various newspaper articles about P.B. Cornwall.



Brass Weigh Tag – This brass weigh tag was hung on a mine car at the No. 12 mine to record that miner #27 received credit for the coal's weight. The tag is about the size of a quarter. It was recently found and photographed by Phil Massie. ◆

RAILROAD *continued from page 7*

that regard he frequently settled arguments, admonished unruly children or inebriated adults, and answered a myriad of questions. The conductor was the face of "public relations" for the railroad. The conductor managed all the freight and supervised other train workers on the trip. He was required to carry an accurate watch that was regularly inspected to ensure the train ran according to established timetables. The conductor kept the records, consignment notes and waybills, and directed the switching of trains when needed. **May I see your ticket please?**



HOMETOWN CHRISTMAS 2023

Proclamation of December 9, 2024 as Morgan Morgans Day

Office of the Mayor

Black Diamond, Washington



PROCLAMATION

WHEREAS, December 9th, 2023, marks 118 years since the passing of Morgan Morgans, General Superintendent of the Black Diamond Coal Mining Company; and

WHEREAS, Morgans was a part of the decision-making process to move the Black Diamond Coal Company holdings from Nortonville, California to the Washington Territory and specifically to Black Diamond; and

WHEREAS, economic, social, and physical issues in town were guided by his leadership; and

WHEREAS, his knowledge for machinery, mine design and overall town lay out contributed to the growth of the town; and

WHEREAS, the land for the Black Diamond Cemetery was donated to the town by Morgans and the Black Diamond Coal Company; and

WHEREAS, the deepest mine in the continental United States is known as Mine number 11 and the Morgan Slope; and

WHEREAS, Morgan Morgans is an original signer of the Washington State Constitution;

NOW, THEREFORE, I, Carol Benson, Mayor of the City of Black Diamond, do hereby proclaim December 9th to be Morgan Morgans' Day in celebration of his contributions to Black Diamonds town history.

A handwritten signature in blue ink, appearing to read "Carol Benson", is written over a horizontal line.

Carol Benson, Mayor

BOARD continued from page 6

for him to integrate into any position. We soon found ourselves welcomed completely and warmly into the family of dedicated volunteers at the Black Diamond Historical Society.

Besides my obvious interest in local history, I love to be busy and always have an activity going. You can often find me paper crafting, re-searching cemetery history, drinking tea and

watching Premier League "Football", (soccer) in my spare time. I am a long-time supporter of Manchester City and Chelsea Football Clubs. I am also an Anglophile and never miss an opportunity to visit Britain and be close to my ancestry. I enjoy most types of music, playing games, traveling to new and familiar places, reading and just talking with interesting people.





BLACK DIAMOND HISTORICAL SOCIETY 2024 Calendar of Events



| Date(s) | Event | Location/Time |
|----------------------|--|--|
| March 10 | Geology of Black Diamond | Museum, 1 - 2 pm |
| April 14 | Mining the Memories Book Signing with Diane & Cory Olson | Museum, 1 - 3pm |
| April 27 | Charting of Stampede Pass | Museum, 1 - 2 pm |
| May 11 | Italian Heritage Day | Museum, 12 - 2 pm |
| May 11 | Cemetery Clean-Up Day | BD Cemetery, 10 -2 pm |
| May 19 | Scandinavians in Coal Mining | Museum, 1 - 2 pm |
| June 8 | Maple Valley Days Parade | Maple Valley, WA, 10 am |
| June 1 | Welsh Heritage Day | Museum, 11am-3pm (program @ 1pm) |
| June 5 | Black Diamond All School Reunion | BD Community Center, 11am-3 pm |
| July 4 | Enumclaw Fourth of July Parade | Downtown Enumclaw |
| July 13 | Miners Day | Railroad Ave., 9 am – 4 pm |
| Sept 7-9 Museum open | Labor Day Celebration in Black Diamond - parade on Monday, Sept. 9, 10am (Hwy 169) | Labor Day Festivities in Ball Park, Ten Trails & Eagles (Car Show) |
| Sept 29 | Nortonville Stories | Museum, 1 - 2 pm |
| October 12 | Appalachian vs. Black Diamond Coal | Museum, 1 - 2 pm |
| October 20 | General Membership Meeting | Museum 1 - 2 pm |
| December 7 | Enumclaw Christmas Parade | Downtown Enumclaw, WA, 6 pm |
| December 14 | Hometown Christmas | Museum 10 am - 3 pm |
| Dec15-Jan 3, 2025 | Museum Closed for Holidays (reopen on January 4) | Museum |

GRANTS

By: Sherrie Evans

One of the ways that we support our operations is through grant applications. We are so pleased to report that we were awarded the Capital Landmark grant from 4Culture to replace the failed siding on the back of the depot building. The grant amount is \$12,784. Grants are so important to our ability to maintain our facilities and our operations. We are so grateful to 4Culture for this award. We look forward to completing this project by the end of spring 2024.

We are also in the process of making applications for grant funding to possibly have the ability to utilize the original fire station on Baker Street as an annex to our museum. The plan would be to house our restored fire engine there; along with a Black Diamond Aid car that we have recently been able to acquire from the City of Black Diamond. The building needs quite a bit of work

to make it compliant with current codes and regulations but we are on a mission. Stay tuned!

Although we did not receive the grant we applied for to update our technology equipment, because of generous donations that were made this year, the Board did approve the purchase of new scanners, a printer and a computer for the Archivist; a new computer for the Treasurer, a new computer for the Research Desk; and a laptop for use with our educational outreach programs. Jeff Montgomery has assumed the role of Archivist and is doing a fantastic job of managing our archived documents, photos and items. Already he has scanned and named all of the photos and documents in the family folders. Because these are stored digitally it makes it much easier to perform family information research requests which are frequently made.



Obituaries



Evelyn Marie Dal Santo **October 1926 to September 2023**

Evelyn Marie (Romberg) Dal Santo (96) passed peacefully on September 29, 2023. She was born to Alef Carl Romberg and Marie Mary (Flork) Romberg on October 26, 1926, in Buckley, WA.

As a young girl she loved spending summers on her grandparents' farm at Lake Tapps. Those years were her fondest memories. The old barn is still standing surrounded by beautiful homes.

Evelyn graduated from Buckley High School in May of 1944. She worked as a "soda jerk" at Sweeney's confectionary and an usher at the local theater. Her uncle hired her to work as a whistle punk for his logging company. In June 1945 Evelyn went to work for the telephone company in Seattle. She was eventually transferred to the Enumclaw office and worked there until 1952.

In 1951, Evelyn went on a blind date that her friends arranged with a man named Joe Dal Santo. On April 12, 1952, Joe and Evelyn were married. For their honeymoon, they drove down the coast to San Francisco, CA. In 1953 they purchased a home on Lawson Street in Black Diamond, WA where they raised their four children, daughter Jodine (Bob) Burke, sons Dan (Suzi) Dal Santo, Wayne Dal Santo, daughter Diane Dal Santo; grandchildren Robert (Eva) Burke, Annamarie (Allie) Burke, Jennifer (Tyler) Hayter, Shannon (Ryan Cheever) Dal Santo, Elizabeth (Alex) DeLeon, Anthony Dal Santo, Joe (Kelsi) Williamson and Ryan (Julie) Williamson; 15 great grandchildren; and numerous nieces and nephews.

On March 11, 1962, Evelyn was baptized and joined the Black Diamond United Presbyterian Church. Over the years she taught Sunday School, helped with Bible school, cleaned the church, arranged wedding receptions, typed up and ran off the Sunday bulletin and the Minister's Sunday sermons. She remained an active member until the church was dissolved in May 2008.

Joe and Evelyn took their children on many camping adventures, but the family favorite was clam digging at Moclips. In the early 1970's they purchased property there and this became the place to be. The family

still enjoys this property today.

During their 69 years of marriage, Joe and Evelyn had many travel adventures to Alaska, Hawaii, Cabo San Lucas, Arizona, and Texas just to name a few.

When her youngest daughter started school Evelyn decided it was time to look for work outside of the home. She was hired at Enumclaw License Agency and Miller's Jewelry. She worked until Joe retired in 1985. Just in time to start babysitting for her first grandchild.

Evelyn was an amazing homemaker and an excellent cook and baker, especially cookies. Her happiest days were arranging dinner parties for friends and family. She always made room at the table for anyone who happened to stop by. She loved to play cards and board games and no meal was complete until the games were over. She always had time for a game. She loved her children, especially her grandchildren and great grandchildren. Her love was unconditional. Evelyn was caring and thoughtful, always putting herself last. She will not be forgotten; she is a part of us and will be in our hearts forever.

Joe preceded Evelyn in death on March 31, 2021. A private burial will be held for both at the Black Diamond Cemetery. True to tradition, our family will share a meal together following the service.

Donations may be made to the Black Diamond Community Center, 31605 3rd Avenue, Black Diamond, WA 98010.

The family would like to thank Cascade on Elmont Adult Family home for the outstanding care provided by every caregiver for mom. They provided excellent care and comfort during mom's two years there.



Keith Leonard Deaver **July 1923 - December 2023**

Keith Deaver was born on July 6, 1923, on his grandfather's farm in Nebraska in the same house where his mother was born. He was raised in Des Moines, Iowa but from the time he was 12

years old, he would spend two months at his grandfather's farm in Nebraska each summer. His job there was herding the milk cows along the rural roads for feed, helping with the milking twice a day, and helping with other jobs especially during haying and grain threshing times. He also kept his grandmother supplied with corn cobs for the cook stove.

During his last two years of high school, Keith worked for Western Union, delivering telegrams on a bicycle, even in the winter, earning 30 cents an hour. Keith was always interested in electrical and mechanical things as well as woodworking. As a kid, he fixed bicycles in the neighborhood.

After graduating from high school in June 1941, Keith joined the Navy. On December 7, 1941, he was going through aircraft mechanics school in Jacksonville, Florida. Once the US became involved in WWII, he spent a year in the South Pacific on the USS Essex aircraft carrier as a mechanic. His brother-in-law, Karl Kottmeier, was on the same ship.

When he returned from the South Pacific and went through Navy flight school, he got his wings and commission, flying the PB4s and other Navy airplanes. When the war was over in 1945, he married Edna who was a Navy WAVE he met while in flight school. She was his Link Trainer instrument instructor. They raised five children and were married almost 64 years when she passed away in 2009.

At the end of the war, Keith went to Parks Air College in East St. Louis, Illinois under the GI bill and was hired by Northwest Airlines in 1948 as an aircraft mechanic. His 35-year career with Northwest started with flying as a flight engineer on the 377 Stratocruiser in 1949. That same year, Keith and Edna moved to Seattle where Northwest Airlines was based. In 1963, Keith went on the pilot's list, flying copilot on the 747, captain on the 707 and 727, and retired on the DC-10 in 1983.

Keith died on December 23, 2023, at the age of 100, in the home he built himself. He will be buried at Tahoma National Cemetery in Covington, Washington, alongside his wife. Keith was predeceased by his youngest son, Daniel Deaver, in 1984; his wife, Edna Deaver, in 2009; and a grandson, Kevin Reed, in 2022. He is survived by his son, David Deaver, daughter Diane Cunnington (Dale), and daughters Linda Tew and Carolyn Reed, along with nine grandchildren and 16 great-grandchildren. The memorial service was on Friday, January 12, 2023 at Lake Sawyer Christian Church in Black Diamond, WA.



Barney Carnino

March 1921 - December 2023

Barney was born March 16, 1921 in Black Diamond, Washington. He was one of five children born to Louis and Tersilla Carnino. The Lord called him home on December 15, 2023 while surrounded by his loving family.

Barney was a member of the Catholic Church his entire life. He was raised in Black Diamond where he graduated from high school. He joined the Army Air Corp and returned home to begin his automotive mechanic career. He opened Carnino Brother's Garage in Black Diamond in 1947. He married his wife, Kathryn, in 1949 and together they raised their family in Auburn. He sold his business in 1981 when he began working for the Auburn School District Transportation Department. He "retired" at the age of 70. His career was his passion and he continued to do automotive work until age 99.

Barney was a gifted mechanic, had a love for hunting, fishing, watching sports, reading the newspaper, but most of all he loved spending time with his family and friends. He was the proudest Papa to his beloved grandchildren. He will always be remembered for helping others, his strong faith, compassion, sincerity, gift of gab, sense of humor, honesty and for being humble. He made all that came in contact with him feel special and he had an unwavering love and commitment to his family.

Barney is preceded in death by his loving wife of 60 years, Kathryn Czczok Carnino; siblings, Angelo Carnino, Mary Byron, John Carnino & Judith Carnino. Barney is survived by his five children, Carolyn Carnino (Lou Faehnrich), Barney Carnino (Irina), Kathy Carnino, Cheri Rink (Jim), Paul Carnino (Dawn); and 6 precious grandchildren, John Rubattino, Bo Peterson, Katie & Maria Rink, Turner & Kesler Carnino; several great grandchildren and many nieces and nephews.

The Funeral Mass can be viewed at www.holyfamilyauburn.org or on Facebook <https://fb.me/e/1JMBKtDWS>

In lieu of flowers, please make a donation to the Danielle Byron Henry Migraine Foundation or a cancer research foundation of your choice.



DONATIONS

From September 1, 2023 - December 31, 2023, we received the following in donations

By Laurie Evans

MEMORIAL DONATIONS \$1,470

In Memory of Don Lloyd

D. Israel

In Memory of Joe & Evelyn Dal Santo

B. & J. Kombol

R. & J. Lyons

J. Parkinson

J. McNeely

In Memory of Marlene Bortleson

D. Israel

In Memory of Barney Carnino

R. & J. Kravagna

S. Evans

D. & J. McCrindle

P. & B. Goldsberry

In Memory of Clayton Mead

D. Israel

In Memory of Gomer Evans

D. Israel

C. Jewett

B. & A. Duncan

In Memory of Gomer & Marie Evans

M. & D. Campbell

In Memory of Daryl McCauley

D. & J. McCrindle

In Memory of Dave Watson

D. Israel

K. & J. Watson

J. DeLacy/E. Moscardini

These kind donations make such a difference for the continued operation of our wonderful museum. Donations are always welcome for the following special funds.

| | |
|----------------------------------|----------------|
| GENERAL FUND DONATIONS | \$3,611 |
| NEWSLETTER FUND DONATIONS | \$405 |
| FIRETRUCK FUND DONATIONS | \$30 |
| HOMETOWN CHRISTMAS | |
| MINERS DAY | |
| WELSH HERITAGE DAY | |
| ITALIAN HERITAGE DAY | |
| SCHOOL REUNION | |

We are so appreciative, honored, and blessed to receive these donations. They enable us to continue to support our efforts to keep history alive!

Thank you to our generous donors!!

*Thank
you*



and



These donations are greatly appreciated. The Black Diamond Historical Society is a 501(c)(3) non-profit organization.

NEW MEMBERS

By Laurie Evans, Membership Chair

As of January 31, 2024, we have 343 members (316 Individuals and 27 Business). This is exciting! We have recently welcomed these new members:

On Merit Marketing
Elaine Thompson
Bannon & Shannon Hogan
Linda Barnes
Marcia McCaig

Thanks for joining the Society! It's because of our members that we are as successful as we are!

Welcome ◆



MEMBERSHIP AND RENEWAL FORM (Renewals due January 1 of each year)



Date _____

Name(s) _____

Address _____

City _____ State _____ Zip _____

E-Mail _____

Day Phone _____

Eve Phone _____

Cell Phone _____

Gift? If so, who is it to/from? _____

How did you hear about us? _____

Annual Membership Fees

| | | |
|-----------------------|----------|--------------------------|
| Individual | \$ 20.00 | <input type="checkbox"/> |
| Family | \$ 30.00 | <input type="checkbox"/> |
| Lifetime - Individual | \$200.00 | <input type="checkbox"/> |
| Lifetime - Family | \$300.00 | <input type="checkbox"/> |

~~Donations~~

Newsletter Fund \$ _____

Other _____ \$ _____

Total Enclosed \$ _____

- New
- Renewal
- Cash
- Check
(# _____)

Make checks payable to: **BDHS**

Mailing address:

Black Diamond Historical
Society

P.O. Box 1

Black Diamond, WA 98010

or

(online payments accepted on
our website)

(For museum use only) Referred by _____ Date _____ Posted by _____ Date _____ rev. 5/23

For individuals only. Business membership forms can be found on our website or by contacting the museum.

Be Our Guest

by Laurie Evans

2,041

*Number of guests for
the period Sept 1,
2023 - January 31,*

2024

We have been busy visiting with lots of folks!! For the period September 1, 2023 to January 31, 2024, we had 2,041 visitors (1,334 adults and 707 children). We love showing our visitors our wonderful museum and letting them meet our fabulous volunteers!

We welcomed visitors from the local area, as well as other parts of the State (both Western and Eastern Washington) plus Arizona, California, Colorado, Florida, Michigan, Tennessee, Texas, Virginia, and Wisconsin. And we had international visitors from Belgium, Brazil, Mexico, Moldova, and Wales.

Comments

"Amazing collection, knowledgeable staff."

"Fun for kids."

"Beautiful and spectacular collection."

"MV Rotary thanks you!"

"Very cool " 😊

"Blast of the past. Great! Thank you."

"Family members here in pictures, circa 1910."

"Wonderful collection & display. Fun for kids big & small."

"So glad this is here!"

"Incredibly amazing." ◆



Black Diamond Historical Society
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www.blackdiamondhistory.wordpress.com

www.blackdiamondmuseum.org

And make sure to tell your friends, too.

IN THE MUSEUM

By Steve Israel

The evolution of the miner's lamp is on display at the museum. The first source of light in the coal mines was a simple oil and wick lamp that the miner would set near the work area. Candles were also used. They could be placed in a holder that could be attached to a wooden post. The light from a candle was not very bright, but it could be placed in various positions. Even a candle gave adequate light in a dark mine.

In 1900, the carbide lamp became the most popular lamp in the mine. The lamp could be worn on the helmet, and shined light everywhere the miner needed it. The carbide lamp had a lower chamber to hold the gray granules of calcium carbide. Water would drip on the carbide from an upper chamber to produce a flammable acetylene gas. A flame in the center of a reflective dish casts a very bright light.

The carbide lamp was used in the mines for the next 20 to 30 years and was eventually replaced with battery operated lights. The rechargeable battery was worn on the belt and the lamp was worn on the helmet.

In this photo the carbide lamp is on the left, the electric light is in the center, and the battery pack is on the right.

