



◆ NEWSLETTER ◆

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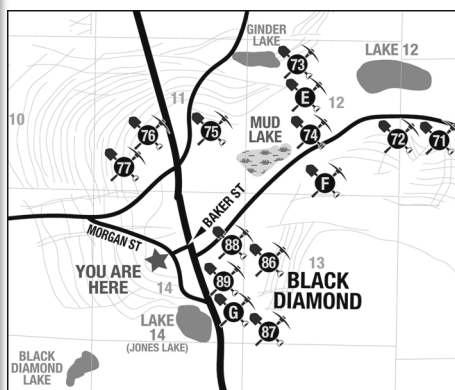
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Banner: This is a new building that will house the Miner's Lamp Charging Station donated by Palmer Coking Coal. Built by volunteers Kurt Paulson, Ed Shaw, Keith Arnold, Rick Kaufman (and Greg Lichty not shown). Far right is the city maintenance crew that moved the machine to the museum.

Chapter 9: Black Diamond Coal Mines – New No. 12

By Bill Kombol



Black Diamond's Coal Mines - Map –
New No. 12 is numbered 74, and McKay Section 12 is F on this map of Black Diamond area coal mines.

This is the ninth chapter of the BDHS Newsletter series describing Black Diamond's coal mines. The first installment provided a brief history of the discovery of coal, chronologically followed by Mines #14, No. 2, No. 12, No. 11, Lawson, No. 7, and Mine B.

The New Lawson mine explosion on November 6, 1910, that killed 16 coal miners and ended mining in the Lawson area of Black Diamond also put Pacific Coast Coal Company in a bind. While their two primary operations, Mines 11 and 14, were going strong, the company faced production problems in nearby Franklin, where output dropped by two-thirds from 1908 to 1910. To replace Lawson, Pacific Coast's management decided to open three new mines, two in Black Diamond and one in Franklin. Within a few years, all three would fail.

The previous newsletter detailed the rapid opening and subsequent closing of Mine B, located adjacent to the deepest underground coal mine in the U.S., and Black Diamond's biggest producer, Mine 11. Mine B targeted the No. 15 coal seam, an unproven vein. It should have been a clue that every other successful mine in the area extracted coal from the McKay. Mine B failed within four years.

Continued on page 5



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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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 2 p.m.

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

UPCOMING PUBLICATION DATES

By Laurie Evans

We continue to look for future articles for our newsletter. Almost every day we are open, we have a visitor stop in and tell us a wonderful story of Black Diamond. We delight in these stories and encourage our members to submit them for our newsletter. If you are interested in submitting an article, our schedule is as follows:

<u>Issue</u>	<u>Articles Due</u>	<u>Publication Date</u>
Spring 2026	January 15	Mid - March
Summer 2026	April 15, 2026	Mid - June
Fall 2026	July 15, 2026	Mid - September

VOLUNTEER SPOTLIGHT

By Sherrie Evans

Our volunteers do so many different tasks both inside and outside of the museum. Got a bit of time? Come join us! It is truly fun and you will meet new friends and learn a lot about our history. Many thanks to all those who come every Thursday and those who also come on the weekends to open the museum to our visitors. We could not do it without you!



Susie Thompson and Junior Docent, Jillian Curtiss, defrosting and cleaning our 1935 refrigerator that works and we still use it to keep our Thursday lunches nice and cold.



Geri Darby Davis and Janice Goldsberry Ranton, serving as docent/greeters to visitors in July.



PRESIDENTS MESSAGE

A MESSAGE *from the* PRESIDENT



STEVE
ISRAEL

At the beginning of my term, I set a few goals. The first was to continue to provide effective and efficient maintenance of the facilities and grounds. The second was to clean up and organize crawl spaces and the mine display area. I am pleased to report on the progress being made in these areas, thanks to our hard-working and dedicated maintenance crew. As of this writing, there is still work to be done, but it continues to proceed at a rapid rate.

and see a wall of coal. They could get a glimpse of what coal miners may have seen when they entered the mine for the workday.

Over time, the posts in the mine began to rot where they were touching the ground. The posts are now replaced, the lagging renewed, and the gate at the entrance is now recessed into the mine for a better viewing experience. Outside the mine entrance, more work is being done.

This mine project report is just a preview of the great improvements being made at this time. Our founders were very proud of the simulated mine they had built, and soon you will have a chance to see an enhanced version of their creation. I'm sure they would approve.

Steve Israel
President



The simulated mine display under the north end of the museum building was a wonderful addition to our museum when our founders built it many years ago. Visitors could look into a coal mine

DID YOU KNOW?

By Sherrie Evans

In March of 1915, **J.D. Corelli**, station agent at Black Diamond, and the Columbia & Puget Sound Railway Co., were technically placed under arrest by order of **Hugh M. Caldwell**, chief deputy prosecuting attorney, charged with the **violation of the local option law by shipping liquors into dry territory!**

Numerous complaints of alleged bootlegging in that vicinity have been made of late to Prosecuting Attorney **Alfred H. Lundin** and Caldwell was detailed to make an investigation. Caldwell received information that the railroad company had delivered two barrels of beer and two barrels of wine at Black Diamond yesterday morning. A search warrant was issued and Corelli was placed under arrest.

"Under the law sealed packages may be delivered to private homes if liquor is purchased in wet territory," said Caldwell this

morning, "but there is no evidence disclosed that the liquor we have was so purchased. However, our case must rest on what disposition the buyer intended to make of it. We know that in the past liquor has been sent up there in barrels, then bottled and peddled about the territory. This is the first case of its kind in King County and we intend to make a thorough test of the law." Corelli was released on his own recognizance.

Article published in the Seattle Daily Times, March 25, 1915, and courtesy of the Black Diamond History WordPress. Morale of the story: *You have to watch out for those folks in Black Diamond!*

WHAT HAVE WE BEEN DOING?

By Sherrie Evans



VOLCANO LAB - May 18

Wow! The kids of all ages learned so much and had a lot of fun as volunteer and local geologist Zach Pratt presented fun facts about volcanoes. Then off to the backroom for the kids to build their own volcanoes and a great closing feat with a big volcano blast outside. Thanks Zach for always giving such great information in such an entertaining way.

BLACK DIAMOND THIRD GRADERS VISIT - May 29

This year three separate classes came to visit the museum at different times but all on the same day. We had a host of volunteers present to greet the students and provide them with educational information in various areas of the museum, both inside and outside. This program is part of a long-standing partnership we have had with Black Diamond Elementary. We appreciate our volunteers and the work of the staff at the school. In addition to visiting the museum, the students also toured Franklin and the Black Diamond Cemetery. Isn't it wonderful how the school is helping to preserve and share our history? We love it!



ALL SCHOOL REUNION - June 4

Over 50 people who attended school in Black Diamond met at the Black Diamond Community Center on June 4th for a wonderful reunion. We were honored with a special performance by the Black Diamond Elementary

School Choir and then Principal Bull leading us with the pledge of allegiance. Then Steve Israel, our BDHS President, performed three of his songs from the Black Diamond How It Came to Be program. He began with one about Nortonville, CA, where Black Diamond got its roots, then to a special tribute to Alice Davies and her confectionery store, and finally one about trains that came to our depot. Dee Israel assisted with a photo presentation that went with each song. It was so appropriate for this event and enjoyed by all. Then EJ's Catering provided a wonderful luncheon meal for us as we got to visit and renew long-held friendships. If you missed this one, put June 3, 2026, on your calendar now.



L-R_LyndaEnglish, Joan Carnino, Jean Carrino, Unknown, Bud Kirk, Frank Manowski (head)

WELSH HERITAGE DAY - June 7

The Puget Sound Welsh Association (PSWA) was on hand for this annual event. Our Welsh flags were prominently displayed outside to welcome our visitors. Joel Ware and Mary Lynn Evans of the PSWA provided a wonderful program highlighting stories of specific locations in Wales that were both fascinating and wonderful to learn about. To top it off three Welsh men sang their hearts out and delighted us to no end, rounding out the performance with "Land of My Fathers" the Welsh National Anthem. The visitors enjoyed refreshments and goodies afterwards, including welsh cakes and welsh breads. Thank you PSWA!

THE FIRE ENGINE and THE PARADES!

Both on June 14th and July 4th, our restored 1947 Ford Howard Cooper Fire Engine was driven by Mike Androsko in the Maple Valley parade and then the Enumclaw parade. Thanks to Mike

DOINGS Continued on last page

To hedge their bet, Pacific Coast's other replacement mine in Black Diamond would be on the proven McKay. They chose an untouched deposit of coal located halfway between the Lawson Mine in Section 13 and the old Mine No. 12 on the east edge of Section 12. The mine was named New No. 12. It too would prove to be a flop.

As can be seen in the nearby Map K758, the original Mine No. 12, which operated from 1887 to 1894, hadn't touched the area southeast of Mud Lake. And Lawson Mine's advance east was stopped after encountering a fault near the north line of Section 13. A large block of virgin McKay coal lay between.

The new mine could be served by the Bruce Branch of the Columbia & Puget Sound Railroad (C&PS RR), which once stretched east to Mines No. 12 and No. 7. Though some rails were removed, the line still extended slightly east of Mud Lake and could easily serve the new mine. Trains remained vital for a coal mine's success. In the early 1900's, trucks capable of hauling large loads of bulk products didn't yet exist.

Everything was seemingly in place for New No. 12 – a rail connection, an extensive reserve of one of the best coal seams in the state, plus a ready workforce living in both of Pacific Coast's two company towns, Black Diamond and Franklin.

There is little documentation about the New No. 12 Mine and no known photos. What few things we know came from the State Coal Mine Inspector Reports and maps of other mines. Operations commenced in early 1911 under the leadership of Victor Wilson, the mine foreman, with John Plano as outside foreman. The initial work consisted of driving a slope into the McKay seam as it dips south at a 45-degree angle. Twelve underground miners began burrowing into the outcrop of the McKay coal seam, while nine outside employees constructed surface facilities, including three 6-foot x 16-foot steam boilers fired by coal to generate power.

A double-drum Litchfield hoist was installed, and a complete top plant for processing coal, includ-

ing mine bunkers. A tramway was constructed to move coal from the bunkers to the railroad tracks. In addition, a rock tunnel to drain water from the future mine was driven from just below the Bruce Branch of the railroad to intersect the lower reaches of the McKay seam. That would make water pumps unnecessary, a large cost savings.

By year's end, however, only 925 tons of coal were produced, with 509 tons shipped to market and the remaining 416 tons used to generate power. Though the mine was operated 344 days that year, the 1911 Inspector Report noted the mine was not being inspected, as it was undergoing mostly development work.

The following year, 1912, wasn't much better. New No. 12 employed 17 miners, 12 underground and five on the surface during the 332 days it operated. It shipped 2,412 tons of coal, with 50 tons used to power the mine. By comparison, Mine 11's output was nearly 100 times as much, 226,571 tons, while Mine 14 yielded another 105,447 tons.

The New No. 12 ceased operations in March 1913, with no reported production for that year.

It's not entirely clear why New No. 12 mine was an abysmal failure. The 1912 Inspector's Report described mining as development work, so intensive extraction efforts had not yet been undertaken. Perhaps this section of the McKay seam was prone to faults, a geologic term where the coal seam has been displaced in one direction or the other, often the result of historic earthquakes due to shifts of tectonic plates. Poor coal markets might have contributed to the decision. Or maybe the intact coal was broken up, a condition where seismic pressure fractures the coal seam, making it unsafe or difficult to mine. Thankfully, there were no reported injuries or fatalities.

ATTEMPT TO MURDER SUPT. RASMUS CHRISTIANSEN FAILS

There is one clue, conceivably related to the mine's later abandonment. At 2:25 a.m. in the early morning hours of Tuesday, March 28, 1911, a bomb consisting of five sticks of Giant* brand dynamite was placed alongside the home of Mr. and Mrs. Rasmus Christiansen and their ba-



UPCOMING PROGRAMS

By Sherrie Evans



Keeping up with our educational/outreach goal is definitely keeping us busy. Please join us for these fabulous events; and as always, they are free!

SEPTEMBER 17 - BELLS ACROSS AMERICA

Come to the museum as we host our annual Bells Across America celebration starting at 12:30 pm. This continues a tradition established on September 17, 1787, when all the church bells were ringing as they emerged from Independence Hall. This event is in partnership with the Mary Fell Stevenson Chapter of the Daughters of the American Revolution (DAR). The bell ringing will be promptly at 1 pm.

OCTOBER 11 - ITALIAN HERITAGE DAY

Along with the Sons and Daughters of Italy of Black Diamond, we will celebrate the heritage of the Italian families that were, and continue to be, an integral part of our town. The museum is open from 11 am to 3 pm with a special program at 1 pm.

OCTOBER 18 - EARTHQUAKE LAB FOR KIDS OF ALL AGES, 1-2 pm at the museum

Zach Pratt will once again be on hand to share fun facts and stories about earthquakes. After the short presentation the attendees will get to participate in making an actual earthquake happen. For kids attending, registration is required by calling the museum at 360-886-2142 or on our website at <https://www.blackdiamondmuseum.org/earthquake-lab-for-kids/>.

OCTOBER 18-19 - MODEL TRAIN SHOW, 10 am - 4 pm

Go to the Gracie Hanson Building in Ravendale to see the annual Model Train Show. We will be there with a display table/booth.

SPECIAL PRESENTATION AND MEMBERSHIP MEETING/ELECTIONS - OCTOBER 25, 1 pm

Come to the museum for a special musical presentation honoring country music! We will also have a short membership meeting with election

voting for members of the Board of Directors. The museum is open from 11 am to 3 pm. Presentation, meeting and election at 1 pm with goodies and refreshments following.

OCTOBER 26 - BLACK DIAMOND CEMETERY TOUR

Join us at the Black Diamond Cemetery for "haunting" stories and factual information about the people buried here, many of whom have a coal mining or even civil war history. Be there from 1 - 2 pm to hear wonderful stories of our pioneers.

NOVEMBER 8 - END OF THE COAL ERA

Join us at the museum at 1 pm for an exciting presentation by Zach Pratt, geologist. Coal mining started in Black Diamond in 1882, but Washington coal mining will end in December of this year with the closure of the Centralia plant. Come and learn about and honor this unique history.

DECEMBER 13 - HOMETOWN CHRISTMAS!!

At the museum and all along Railroad Avenue from 10 am to 3 pm. All activities for the kids are FREE and include face painting, hay wagon rides, smores station, hot cocoa drinks, a special treasure hunt and a visit with Santa, Mrs. Claus and his elves in our "Black Diamond Hometown Christmas Express" caboose. This event is very well attended so come early - and stay the whole time!

We appreciate the following businesses for their support of our Hometown Christmas event operations: Black Diamond Bakery, Black Diamond Antiques Store, The Smoke House and More, and the Black Diamond Grill.

Don't forget - the museum is open on Thursdays (9 am to 2 pm) and weekends (11 am to 3 pm). We also gladly accept requests from tour groups and can open on other dates for those activities.



IN THE MUSEUM

By Steve Israel (With information from Bill Kombol)

When visitors arrive, our docents frequently ask if they have visited the museum before. Even if they have, they are pleasantly surprised to find new displays. The new displays keep things fresh, as well as being more informative. Our newest display is one that highlights the geology display. The front side (shown here) highlights the McKay Coal seam, from when Victor Tull found a series of high-quality coal deposits along the Green River near Franklin.

The “McKay” became the most productive bed of coal in all of King County, with 18 seams in all. George Watkin Evans, the prominent geologist who wrote “The Coal Fields of King County” (1912) wrote of its quality. The McKay Coal as it was mined at Franklin, Black Diamond, and Lawson, has always been recognized as being the most popular domestic coal mined in the State of Washington.”

The display also shows a variety of types of coal and fossils. The backside displays a geographic map of the area and a fossils display. Stop by soon and check it out!

Our volunteer and geologist, Zach Pratt, led this project and provided valuable educational information. Ed Shaw, Keith Arnold, Kurt Paulson, Rick Kaufman, Greg Lichty and Sherrie Evans helped in creating the display itself.



THANK YOU GRAPHITE ARTISTRIES!

By Sherrie Evans

All around the museum, both inside and out, you will find over 100 signs made for us by Graphite Industries of Enumclaw (formerly RK Graphics). They utilize a red-lined border created for us by our local artist, Mira Hoke. With each production, they have provided us with professionalism and delivered in a timely manner. Visitors frequently comment on how nice the signs look and how valuable it is to have the information about our displays. The latest projects included three (3) photo boards that are now in place at Black Diamond Elementary, one shown here. They also created a story sign about Keith Watson and his love of trains as a child. Thank



Graphite Artistries L-R Bryson-Julia-Brian Michael

you for being such a great business connection for us!

by. The act was a blatant attempt to assassinate the Superintendent of all three of Pacific Coast's Black Diamond mines. Thankfully, the home wasn't destroyed, but a portion of it caught fire. About ten minutes after the detonation, which awoke most of Black Diamond's 2,200 residents, a man was seen riding on horseback towards the New No. 12 mine. * *The Giant Powder Company was the first company in the United States to produce dynamite under an exclusive license from Alfred Nobel.*

Deputy Sheriff Morgan Davis, who lived nearby, was the first to arrive at the scene. Davis told a newspaper reporter for the Seattle Daily Times, "The real trouble is that there is not enough work in the Black Diamond mines for all comers." Suspicions were immediately cast upon the disappointed applicants, mostly Italians, some of whom were heard making threats against Christiansen after he refused them employment. So serious was the incident that Deputies Davis, Joe Hill, Frank Brewer, Matt Starwich, and Scott Malone swore in two citizens as additional deputies to maintain order.

The following day, seven unemployed Italians, Domenico Canparoli, Gerolama Paalerni, Dimarco Rizziere, Antonio Avena, Grezza Vincenzo, Carlo Romel, and Jacques Anjelo were arrested for vagrancy and placed in the Black Diamond jail. About 150 Italians, "displaying all the voluble excitability of their race when in a dangerous mood," according to the Seattle Times reporter, "formed an ominous cordon about the little shack that serves as a jail." Arraigned before Justice of the Peace W.W. Davies, the seven were found guilty of vagrancy and sentenced to serve 30 days in the King County jail. The sentence was rendered to allow authorities an opportunity to determine whether any of the prisoners were involved in dynamiting the home.

During subsequent investigations, Domenico Canparoli was alleged to have demanded money from the mining company because his brother, Emilio died in a mine accident at the sixth level north of Mine 11 on September 1, 1910. Canparoli purportedly threatened to get even with Superintendent Christiansen by blowing him up. During an inventory of New No. 12's powder

house, a total of 15 sticks of Giant No. 1 dynamite were missing. This meant ten additional sticks were still available to the perpetrators who detonated the first explosion intended to murder Christiansen and his family. These facts only added to the tension.

It is unknown if the bombing case was ever solved or whether the intended slaying of Superintendent Christiansen influenced the decision to close New No. 12 two years later. Likely, Pacific Coast determined that the geologic conditions of that block of McKay coal didn't justify the investments needed for profitability. But labor troubles and the attempted assassination of a top company official may have influenced their decision.

NEW NO. 12 FADES TO MEMORY

New No. 12 Mine soon faded to memory. Its only reminder was a discarded stockpile of coal slag below where the entry portal was dug into the hillside. The slag pile can still be seen, most easily during winter months when leaves are off the trees and ground vegetation is dormant. It's located 100 or so feet south of the Green River Gorge (GRG) Road, just past the 45 MPH sign in the eastbound lane. The GRG Road was built around 1918 and closely followed the alignment of the abandoned Bruce Branch of the C&PS RR.

DURING 1980's, McKAY SECTION 12 MINED THE SAME BLOCK OF COAL

But the mine held one more hidden secret that wasn't fully revealed until 71 years after its closure. In the early 1980's, Palmer Coking Coal Co. (Palmer) began mining the surface outcrop of the same block of coal that Pacific Coast had abandoned in March 1913. Palmer named their operation McKay Section 12 and commenced clearing operations in 1982. By February 1983, topsoil was removed and stockpiled for later reclamation. Mining operations soon accelerated to full swing, with raw coal transported by dump truck to Palmer's preparation and wash plant at the site of the former Mine 11.

After blasting the overlying bedrock, comprised mostly of sandstone, the material was stockpiled laterally to expose the 12 to 15-foot McKay coal seam. With each new bench of extracted coal, the mine went deeper by removing the adjacent bedrock. By May

1983, after mining had descended 50 to 60 feet below the surrounding surface, a rock tunnel was uncovered. The odd tunnel extending towards the GRG. Road, yet seemed benign. Within two years, extraction reached a depth of over 100 feet. Palmer's mine crew consisted of Bob Morris, foreman; Gene Okeson, Chris Kroha, Joe Androsko, and Les Van Hoof, with summer help from John Morris and Scott Mitchell. The author of this history oversaw operations as General Manager of Palmer.

During the winter months, the surface mine sat idle and was allowed to fill with stormwater. On January 10, 1984, the old rock tunnel that hadn't appeared on any mine maps burst forth a torrent of water from the bathtub accumulation in the surface mine. The water's rush caused the shoulder of the westbound lane to collapse, exposing the old rock tunnel (see nearby photo). Water also shot up through several air shafts. The onslaught lasted about 20 minutes, according to Shawn Coles, a volunteer Black Diamond firefighter. The westbound lane of traffic on the Green River Gorge Road was shut down overnight as a precaution.

The Office of Surface Mining (OSM) quickly dispatched inspectors, engineers, and geologists to the site. The rock tunnel was found to be eight feet in diameter and about 600 feet long. After discussing the matter with former miners and other experts, a consensus evolved on the cause of the disruption.

The tunnel had been left open after New No. 12 Mine closed in 1913, and water streamed through it for years. It likely still flowed after construction of the Green River Gorge Road. But over the years, road lanes widened, while shoulder widths increased. Whenever its shoulder eroded down the steep bank below, road crews dumped rocks and dirt to fill, buttress, and support the highway's edge. Over time, the rock and soil blocked the tunnel. With the buildup of hydraulic pressure from the large winter reservoir of water pooled in the surface mine, the accidental dam blew out, sending forth a deluge.

Nine months later, in the week of October 22-28, 1985, OSM, in conjunction with King County Public Works, completed a project with a steel culvert

with a trash rack inserted into the old rock tunnel and secured in place with permeable quarry rock. The fix has worked perfectly over the last 40 years.

POST SCRIPT

Several months after the blowout, Bob Morris and the author of this history explored the rock tunnel. With flashlights and a methane detector that also served as an oxygen indicator, the two of us walked up the rock tunnel about 200 feet. Beyond that, accumulations of rock and sandstone from the deluge made the tunnel too constricted to advance, except by crawling. We turned around, satisfied that there was no secret passageway to buried treasure.

As for the legacy of the McKay Section 12 surface mine, in 1997, Palmer Coking Coal Co. received the Special Reclamation Award presented by the Washington State Department of Natural Resources. During its five-year history, the mine produced 34,665 tons of clean coal mined from the McKay and Big Dirty coal seams. Following mining, the 12-acre site was reclaimed to its approximate original contour and replanted with Douglas fir, noble fir, Sitka Spruce, grasses, and clover. A series of five water retention facilities with wetland characteristics were incorporated into the reclamation design. Today, the site is owned by Oakpointe and will likely be open space for their planned Lawson Hill residential development.

Sources:

Coal Mine Inspector Reports – Washington State D.N.R., Division of Geology

Coal Mine Maps – Washington State D.N.R., Division of Geology.

"The Coal Fields of King County" by George Watkin Evans, Washington Geological Survey Bulletin No. 3, 1912.

Palmer Coking Coal Company archives.

Seattle Daily Times – March 29, 30, & 31, 1911, April 5, 1911.

OSM – New No. 12 Final Report, WA-84-007 dated Jan. 30, 1985.

Auburn Daily Globe News – Jan. 12, 1984.



HAZARDS IN BLACK DIAMOND

By: Keith Watson

Coal mining, logging, and railroading are considered to be hazardous occupations. In looking at the Black Diamond History Blog that Ken Jensen maintains and edits for the Black Diamond Historical Society/Museum, we found an article that showed just how hazardous railroading can be in the Black Diamond area.

Coal Mine #12, located on a hill south of Lake 12, Tuesday morning April 19, 1904. A train heavily loaded with nine coal cars left on a trip to Seattle. The speed of the train was 25 miles per hour and the trackage was downhill with numerous curves. Engineer, Joseph Scanlon, and Fireman, George Hoagland, were riding in the locomotive cab with two brakemen riding on the coal cars. (In those early years, air brakes were in their infancy so the brakemen were used to going from car to car to operate hand brakes on each car to slow or stop trains as needed).

At 5:45 that morning, Engineer Scanlon saw at once that his train was not well under control and he feared trouble. He asked Fireman Hoagland to leave the engine cab and go back to one of the cars to help the two brakemen in the rear to set the brakes and stop the speed of the train. Hoagland jumped to the first car attached to the engine. He had no sooner grabbed the brake wheel than to see that the engine reared up in front; this was the worst curve on the road to Black Diamond. The front wheels of the engine dropped just off the track. There was a whizzing of escaping steam and the engine tumbled completely over. With a crash it rolled down the embankment. The cries of the imprisoned engineer were heard above the rattle of the breaking timbers and the hissing of the steam.

Quicker than it takes to tell, five coal cars were pulled over with the engine and these crashed down the embankment piling on top of the engine. Hoagland went over with the

first car. He struck against some timbers and was thrown to one side out from the wreckage below. The engineer fell under his engine, but in such a manner that he was not badly crushed. When he was pulled out from under the ruins his hands were tightly clenched and there was a frightful expression on his face caused, no doubt, by the engineer's realization of what was to happen and the pain of death. The lever of the engine had been reversed and the steam cocks in the cab closed, showing that Scanlon held his senses until his life was crushed out. The dead engineer was 27 years old and unmarried. He had been employed by the Columbia and Puget Sound Railroad since he was 16 years of age.

Fireman Hoagland was picked up a short distance from the engine. His head was covered with blood. His side was slightly crushed, although he was conscious. He complained of pain in his stomach and chest. His injuries, no doubt, are internal. All aid possible was given by physicians from Black Diamond. Then he was brought to Seattle and taken to Providence Hospital. Seattle physicians thought he might live. He was about 35 years old. On the rear of the train were two brakemen, neither of whom was hurt. The cars they were riding stayed on the rails.

Hazards are real and speed can kill and injure hard working people. Remember to look at www.blackdiamondhistory.wordpress.com for many interesting articles.



BLACK DIAMOND HISTORICAL SOCIETY MUSEUM
ELECTION OF OFFICERS & DIRECTORS FOR THE BOARD
The winners will begin their three-year term on January 1, 2026

ABSENTEE ELECTION BALLOT for 2026-2028

EACH MEMBER MAY HAVE ONLY ONE VOTE. Write-in nominations shall precede election. Counting of all ballots will be done by the Nominating/Election Chairperson and two other members of the Society during the General Membership meeting on Saturday, October 25, 2025. If you will not be attending in person, please use this absentee ballot to make your elections of the board for the next term. Mail your ballot to BDHS, P.O. Box 1, Black Diamond, WA 98010. Thank you!

President <input type="checkbox"/> Ed Shaw <input type="checkbox"/> _____	Directors (only select 8) <input type="checkbox"/> *Linda Arden <input type="checkbox"/> Keith Watson <input type="checkbox"/> *Greg Litchy <input type="checkbox"/> *Don Mason <input type="checkbox"/> *Elaine Parks <input type="checkbox"/> *Janice Ranton <input type="checkbox"/> *Susie Thompson <input type="checkbox"/> Sheri Montgomery <input type="checkbox"/> _____ <input type="checkbox"/> _____
Vice President <input type="checkbox"/> Jeff Montgomery <input type="checkbox"/> _____	Immediate Past President <input type="checkbox"/> Steve Israel
Secretary <input type="checkbox"/> Jeannette Coppess <input type="checkbox"/> _____	
Treasurer <input type="checkbox"/> *Sherrie Evans <input type="checkbox"/> _____	

** Indicates incumbent*

Note: You may write-in an alternate name in any of the blank lines.

Signature of voting member: _____

Printed name of voting member: _____

Mailing Address: _____

E-Mail: _____

Phone: _____

Ballots must be postmarked by Tuesday, October 21, 2025

Obituaries



Howard L Botts
April 12, 1931 - June 15, 2025

Howard Lester Botts was born on April 12, 1931, to Dr. H. L. and Phrania Botts. He spent his whole life living in Black Diamond.

He worked briefly in the coal mines, in the woods, and at Diston Steel. He worked the longest at PACCAR, where he worked his way up to being the technologist that tested the steel castings for quality.

Howard married the love of his life, Dorothy Brown, on June 12, 1953. They moved across the street from where Howard grew up, where they raised their two daughters, Julie and Virginia, and lived until shortly before his death.

Howard was very active in the City of Black Diamond, serving on the planning commission and city council before being elected as mayor in 1982. He served as Mayor for 27 years. His total service to the city was over four decades and he volunteered in many other places.

He spent a lot of time at the Black Diamond Museum. Howard loved trains and the museum is housed in the old train depot. Howard was a kind and generous man and he will be missed by all those who knew him.



Gladys Jeanne Riggs
October 27, 1943 - June 29, 2025

Gladys J. Riggs (also known as Jeanne), of Black Diamond, Washington, passed away peacefully at her home with her family by her side on June 29, 2025. She was 81 years old.

Jeanne was born on October 27, 1943, in DeKalb, Illinois, to Alfred and Anna Jacobson, both of whom immigrated from Norway. Her family later moved to Southern California, where she married the love of her life, Mike

Riggs. Together, they raised a large and loving family of eight children.

Jeanne and Mike spent most of their married life in Baker and Helendale, California. After Mike's passing, Jeanne relocated to Auburn, Washington, and later settled in Black Diamond.

She is survived by her children: Tabby Alford, Terrie Riisager, Steve Riggs, Tim Riggs, Theresa Baird, Bruce Riggs, and Mike Riggs. She was preceded in death by her son, Eddie Riggs.

Jeanne also leaves behind a legacy of love through dozens of grandchildren and great-grandchildren.

She will be deeply missed and forever remembered.



Bill Lyle Bremmeyer
August 25, 1942 - June 15, 2025

Bill, or affectionately called Billy, was born on August 25, 1942, in Black Diamond. He passed on Father's Day, June 15, 2025 while he was at his property in Canada.

His family were one of the first settlers to homestead here in the 1870s, long before coal was discovered in this area. The family was involved in the logging business and supplied timbers to the mines.

Bill grew up working in the woods and that became his favorite place. He was known to be chopping a load of wood almost every day. Bill started *Bremmeyer Logging* in 1962 and it became a highly successful operation.

Bill was a long-time volunteer at the museum and was known for the fantastic meals he would prepare for others. Bill always lent a helping hand. It was Bill that hauled our locomotive on his low-boy from Snoqualmie, over Highway 18 at 60mph, and landed it at the museum where kids of all ages enjoy it today. He was also known for his generosity with elderly people.

Bill is preceded in death by his parents, Lyle and Helen Bremmeyer. He is survived by a brother Brian, sister Lilynn Davis, his children: Lynn Bremmeyer, Kenny Bremmeyer and Janill Bremmeyer Gilbert; his stepchildren Pam Ban- chero, Geral Althausen, Kriss Althausen and many grandchildren. Services were held July 26th in Enumclaw. Remembrances in his honor can be made to the Black Diamond Historical So- ciety.



Robert "Bob" Ryan Dobson
January 7, 1949 - June 6,
2025

Bob was born in Illinois on Jan- uary 7, 1949, and passed on June 6, 2025.

Bob married the love of his life, Lois Boehringer, on July 11,1970, and they resid- ed in Covington.

Bob was a long-time volunteer and photographer for the Black Diamond Historical Society.

Bob proudly served in the U.S. Marines and for all his days on earth continued to serve in the re- serves and spent countless hours helping veter- ans.

In April 2018, he stumbled upon a short section of hidden railroad track while hiking in the woods of our area that he so loved. That led to an article "Who Laid These Rusty Rails" - a well known piece about coal mining and railroads in Black Diamond.

Bob is remembered for his incredible kindness and his ability to capture the essence of people, places and things through his photography. Re- membrances in his honor can be made to the Black Diamond Historical Society.



DOINGS *continued from Page 4*

for all his time and effort and thanks to both Mike and Joe Androsko for their continued mainte- nance of the engine. In fact, on the way back from Maple Valley, she had a little problem and had to make a stop in 4Corners. Luckily, Joe came to the rescue and got the repairs done in time for the ensuing trip to Enumclaw. We are grateful to have such wonderful people care for this valuable asset. It was also in the Black Dia- mond Labor Day parade on September 1st.

BLACK DIAMOND CEMETERY TOUR - June 14

On August 16, our cemetery tour coordinator, Dee Isra- el, led a group of volunteers and DAR members who provided a tour of our historic cemetery. The volunteers highlight information about several gravesites, including that of Clarissa Davis, the first woman to come to a min- ing camp in Black Diamond. She came from Nortonville, CA, with her son Morgan and her nephew.

MINERS DAY - July 12

Railroad Avenue was closed and the streets were packed with vendors, organization booths and lots of

people. We had 496 visitors at the museum! This year we had a booth for our Hometown raffle baskets and another one for our Miners Mercantile. Thanks to the community for stopping by and supporting our efforts. It was so great to see old friends and to meet so many new members of our community. There were so many great high- lights from the day but for us it was the face on the winner of the bicycle from the raffle. Each year Brian Belcher, Bicycle Rescue for Youth, donates a bike for our raffle. This TREK bicycle had a value of \$329. Thank you Brian!

Bicycle Winner



DONATIONS

We are grateful for donations that we have received during the period May 1 to August 30, 2025

By Laurie Evans

These kind donations make such a difference for the continued operation of our wonderful museum.

MEMORIAL DONATIONS

\$ 300

In Memory of Bob Dobson - \$50
In Memory of Howard Botts - \$150
In Memory of Bill Bremmeyer - \$100

GENERAL FUND DONATIONS

NEWSLETTER FUND DONATIONS

FIRETRUCK FUND DONATIONS

\$ 10

HOMETOWN CHRISTMAS

MINERS DAY

WELSH HERITAGE DAY

ITALIAN HERITAGE DAY

SCHOOL REUNION

COMMUNITY FUND PROGRAMS

Costco

\$ 800.21

Fred Meyer

Thank you to our generous donors!!

Donations are always appreciated and can be noted for special funds such as Fire Truck, Education, General, Memorial, and Newsletter. Donations are what allow this museum to keep doing the work that our visitors admire. We thank you!

Thank You



King County

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 April 30, 2025, we have 314 members (282 Individuals and 32 Business). Unfortunately, we lost 27 members due to non-renewal of their membership. We have recently welcomed these new members:

INDIVIDUAL

Kim Habenicht-Brown
Stephanie Habenicht-Kyle
Marilyn Edlund
Shirley Haddock
Janine Graves
Steve Williams

INDIVIDUAL LIFETIME

Carrie Cartwright-Berquist
Debbi Capponi-Glidewell

ANNUAL FAMILY

Geoff Bowie

Thanks for joining the Society!
It's because of our members that we are as successful as we are! We hear from so many of our members that they love belonging to our wonderful organization and seeing the enhance-

ments/improvements of the museum and also reading our newsletter. Please share membership opportunities with your family, friends and neighbors!

Welcome



2,586

Number of guests
for the period May
1 - August 30,

2025

Be Our Guest

By Laurie Evans

We have been busy visiting with lots of folks!! For the period May 1 through August 30, 2025, we had 2,486 visitors (adults and children).

We welcomed visitors from the local area, as well as other parts of the State (both Western and Eastern Washington) plus Alaska, Arizona, California, Colorado, Florida, Hawaii, Idaho, Minnesota, New Jersey, North Dakota, North Carolina, Oregon, Pennsylvania, Rhode Island, Texas, Utah and Virginia. We also welcomed visitors from the countries of Canada, England, Philippines, Poland and South Korea.

Comments

"Fun train! Yay!!"

"Thank you! Great collection!"

"Wonderful, the downstairs is my favorite."

"History is important."

"Wonderful fun!! Very exciting for the boys."

"Thank you! It was awesome."

"Always love this place!"

"I love the mining replica!"

"Fascinating!"

"Greetings from Nortonville, CA!"

"Awesome exhibits. I really enjoyed learning about the history."

"Thank you for having Welsh Heritage Day!"

"Wonderful history connecting us to family."

"Great artifacts, friendly docents, super awesome!"

"Very cool; worth it!!!"

"Love this museum!"

"Thanks for preserving history."

"Amazing - beautifully displaced history."

HABENICHT HOTEL

From the Black Diamond Museum Blog
<https://blackdiamondhistory.wordpress.com/>

In the early 1900's, the **HABENICHT HOTEL** was located behind the railroad depot in Black Diamond in what is now the Black Diamond Museum. The hotel was owned by Henry and Lena Habenicht who were among the earliest immigrants to Black Diamond, arriving from Nortonville, CA, in 1887. Henry Habenicht was born in Germany in 1833 while Lena was born there around 1837. Henry immigrated to the U.S. in 1848 at age 15 and eventually found work as a coal miner with the Black Diamond Coal Mining Company of California. When the company moved operations north to Black Diamond, WA, in the 1880's, Henry and Lena moved as well. There were a number of hotels and boarding houses in early Black Diamond, usually operated

by local residents. This photo comes courtesy of the late Vernon Habenicht and originally appeared in the Black Diamond Historical Society's 1981 calendar. The extended Habenicht family members are longtime residents of the Ravensdale-Maple Valley area.



Photo provided by Bill Kombol – Enumclaw Courier
-Herald, February 22, 2012



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And make sure to tell your friends, too.



CULTURE

BLACK DIAMOND HISTORICAL SOCIETY 2024 Calendar of Events



Date(s)	Event	Location/Time
September 13, 2025	Agates, Fossils, Petrified Wood	Museum, 1-2 pm
September 17, 2025	Bells Across America	Museum, time TBD
October 11, 2025	Italian Heritage Day	Museum, 11 - 3 pm
October 18, 2025	Earthquake Lab (kids) - registration required	Museum, 1 pm
October 18-19, 2025	Model Train Show	Gracie Hanson Bldg, Ravensdale
October 25, 2025	General Membership Meeting/Elections	Museum, 1 - 2 pm
October 26, 2025	Cemetery Tour	Cemetery, 11 am
October 26, 2025	Trunk or Treat	Railroad Ave., 3 - 5 pm
November 8, 2025	The End of the Coal Seam	Museum, 1 - 2 pm
December 13, 2025	Hometown Christmas	Museum 10 am - 3 pm
December 15, 2025 - January 7, 2026	Museum Closed for Holidays (reopen on January 8)	Museum