

# ◆ NEWSLETTER ◆

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## OLD LAWSON & NEW LAWSON

*By Bill Kombol*

*This is the sixth chapter of the BDHS Newsletter series describing Black Diamond's coal mines. The first installment provided a brief history of the discovery of coal, followed by Mines #14, No. 2, No. 12, & #11 in chapters 2, 3, 4, & 5, detailed chronologically.*

When Eugene Francis Lawson was born in Monroe County, Kentucky, in 1857 his parents, Tyre and Mary (Johnson) Lawson had little idea their son would one day play a driving force in the development of the Black Diamond-Franklin coal fields. They were probably unaware that Washington was even a territory carved out of Oregon in 1853. By 1904, Eugene Lawson, then 47, had both opened a mine and helped solidify Pacific Coast Coal Company's grip on King County's coal industry.

Lawson arrived in Seattle at age 31, a week before the Great Seattle Fire of June 1889, which destroyed its central business district but also led to a rapid redevelopment with brick buildings replacing wooden structures as the population surged. By November 11, 1889, when Washington gained statehood, Seattle was its biggest city, and the Black Diamond Coal Mining Company (BDCMC) and Franklin's Oregon Improvement Company were shipping nearly a quarter million tons of coal through Seattle's port.

*Continued on page 5*

**Banner:** *Looking South on Railroad Ave from Depot.*

Please note that the membership year is January 1 – December 31. The fall edition of the newsletter is the official notification that annual memberships will expire at the end of the year. You are encouraged to renew your membership as soon as possible to avoid being dropped and missing out on the wonderful articles and information provided to you tri-annually. Membership form is on page 19.



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](mailto: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.

# PRESIDENTS MESSAGE

The Board of Directors for the Black Diamond Historical Society (BDHS) is doing a great job keeping the society current and active in our community. Everything from connections on social media to our relationships with the schools keeps us in the spotlight. Each of our directors has important contributions to BDHS. Like a sports team, the individual efforts combine to make very effective results.

What some of you may not know, the Executive Board makes recommendations to the Directors. The Executive Board examines the goals and directives of the BDHS. We set annual goals, and regularly check our progress. Some of these goals are as simple as continuing to maintain a safe and welcoming environment and access for our visitors. Other goals are not so simple, like acquiring the Black Diamond Fire Station on Baker Street.

Our partnership with the City is not only valuable, but essential to keeping our doors open. We are also very fortunate to have funding from 4-Culture of King County, which has helped us for many years. Recently we have also received a grant from Washington State to help with the fire station acquisition.

I am very pleased to see the progress BDHS has made since I have been a member. I know this progress is directly attributed to the wonderful staff. Thank you.

Steve Israel  
 President

## A MESSAGE *from the* PRESIDENT



STEVE  
 ISRAEL



# DID YOU KNOW?

*By Sherrie Evans*

*Items from the Pacific Coast Bulletin of May 31, 1922, Volume 2, No. 22*

There were so many cows roaming the lands and camps in Black Diamond that they passed a "herd law" to help manage the cows!

Byron Connell, son of Mr. & Mrs. W.P. Connell of Black Diamond was a very talented musician and played with the Cornish School of Music and with the Madam Davenport Engbery's Civic Symphony Orchestra. He played the violin.

Black Diamond Mine #11 led the coal output with 4028 tons for a week in May.



# MIRA HOKE - HONORARY LIFETIME MEMBERSHIP BESTOWED

*By Sherrie Evans*

At its regular board meeting on August 1, 2024, President Steve Israel presented a proposal to the Board of Directors of the Black Diamond Historical Society to designate an honorary lifetime membership to Mira Hoke. The Board members unanimously agreed!

Mira has been a treasure for the museum. Her artwork and murals are on display throughout the museum and include pictorial murals of Mine 11 and a view of Railroad Avenue across from the museum before the 1913 burn. In the basement, her work includes the service stations of Black Diamond; automotive with a nod to Carl Steiert's model T; timber with a cross-cut saw belonging to the grandfather of Dino Rossi; cobbler's work; blacksmith shop, the days of prohibition; the Black Diamond Bakery, the Black Diamond candy store and murals in the school room display.



On the back of the museum building her artwork features an 8' x 16' mural depicting the lifestyle in our early years. It features the railroad depot with a train on the tracks, the Pacific Coast Coal Company horse-drawn delivery wagon, and the building now known as the Black Diamond Grill. It also features other businesses that used to be on Railroad Avenue, including a hotel, undertaker and meat market.

Mira has also provided artwork and text for our brochures and pamphlets. We are so grateful for her and her talent!



## IN THE MUSEUM

*By Steve Israel*

In the museum we have a research area where visitors will find a computer to use to search through some of our records. On the wall is a display of maps that include railroads and mines from the local area. Our newest map is for the expansion of the city of Black Diamond. The maps include a legend. Our guests can obtain a smaller copy of the map and legend that are available in the area.

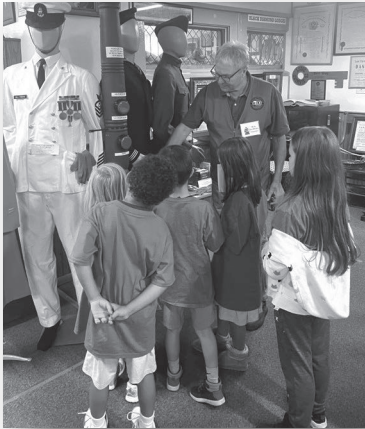


# WHAT HAVE WE BEEN DOING?

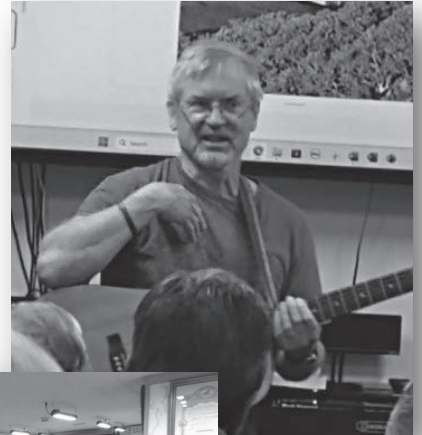
By Sherrie Evans

Summer always brings lots of fun and activities. For starters we have had a total of 5,238 visitors to the museum; 1,483 children and 3,755 adults. Be sure to stop by. We are open Thursdays 9 am to 2 pm and weekends 11 am to 3 pm. Admission is always free and we have a great Treasure Hunt activity for kids (of all ages!).

We have also hosted group tours including the entire third grade classes from Black Diamond Elementary; the WCI Widows group; the Prestige Care of Enumclaw; the Vertera Seniors of Bonney Lake and 40 students from the Enumclaw Adventures summer group. Shown here is volunteer Rick Kauffman showing the military area to the kids.



and some fun singing Welsh tunes. Visitors were treated to a variety of Welsh pastries and Lynn Mason's famous lemonade punch. We thank Lynn Evans, PSWA President, and their



members for coming out to the museum. We also thank Joyce Hopkins for playing our organ and providing

such wonderful music for the program.

Our restored 1947 Ford fire engine participated in the Maple Valley Days parade, the Enumclaw 4th of July parade, Miners Day and the Labor Day parade. Many thanks to Mike Androsko, driver,



for taking time to share this vintage vehicle with the public; and thanks to Joe Androsko for the time he spends tending to maintenance of the engine. Very much appreciated.

## Welsh Heritage Day, June 1

Our annual Welsh Heritage Day was a blast! The Puget Sound Welsh Association (PSWA) joined us with a presentation about the castles of Wales



*School Reunion 2024 L-R: Ray Kravgna, Dorothy Sleigh, Jack Thompson, & Elsie Parkin*

**School Reunion, June 5** A fine group of former students met at the Black Diamond Community Center for the annual reunion event. Desiree Bull, principal of Black Diamond Elementary led the Pledge of Allegiance and Dennis Stebly provided a prayer. Chair Sherrie Evans welcomed the group of 58 and all enjoyed a great meal pro-

**DOINGS** continued on Page 8

## **MINES** *continued from first page*

Within a year, E.F. Lawson's Express & Drayage business was listed in the Seattle City Directory and located on the west corner of Seneca Street near the waterfront. Drayage is the historical term for moving bulk goods between modes of transportation, in this case from rail cars to cargo ships. Express indicates his horse and carts were available with little notice. By 1891, Lawson's business had moved to the foot of Madison Street and advertised Draying, Teaming & Expressing. Teaming refers to handling the team of horses that pulled wagons, for which the Teamsters Union, now typically truck drivers derived their name.

Lawson's business continued to expand. By 1892, he added coal bunkers to his advertisement and listed his occupation as a teamster. By building bunkers to store coal, Lawson expanded his business reach by inventorying products ready to be loaded when ships came in. It's also how Lawson formed connections with both the Black Diamond and Franklin coal mines.

### **Lawson starts a coal mine**

Like many entrepreneurs, Lawson saw profits in coal and in 1895 opened a mine in Black Diamond that was initially called the Light Ash Mine. Lawson's mine was located in Section 13. The BDCMC owned Section 14 and had recently obtained a coal lease for Section 11 from Northwestern Improvement Company, the mining arm of Northern Pacific Railroad (NPRR). As part of



**Old Lawson Mine-e** – *The Old Lawson mine circa 1898 – courtesy of the Black Diamond Historical Society, photo enhancements by Boomer Burnham.*

alternating, odd-numbered sections within six miles of the railroad's centerline. Each section was one square mile, or 640 acres. NPRR's

transcontinental rail line was completed in September 1883. Both coal companies, BDCMC and Lawson paid a 15-cent royalty for each ton mined.

Lawson & Company's Light Ash Mine was first mentioned in the 1895 Coal Mine Inspector's report as being, "a drift opening . . . in 250 feet. The coal is of a good quality and resembles the McKay seam of Franklin." The operation was about one-half mile southeast of BDCMC's Mine #14. The portal entrance was adjacent to the Columbia & Puget Sound Railroad, right below the rail line as seen in a nearby photo. The mine and railroad were located 150 feet above today's Old Lawson Road, not far from the Hanging Gardens Native Plant Farm owned by Gary Jenson.

The 1896 report confirmed Light Ash was tapping into the famous McKay coal seam, with Eugene Lawson listed as both Lessee and mine Superintendent. Dave Edmunds, the Coal Mine Inspector who visited the mine five times that year also foresaw future problems that ultimately proved deadly. "Fire damp (*i.e. methane or CH-4, a colorless, odorless, and highly flammable gas*) is given off freely. I advised them to be careful in regard to it, as I was informed that the men were careless about the matter."

Edmunds added, "Upon my last visit I requested the superintendent to stop (*create a barrier*) the gangway until the chutes that were driven were connected by cross cuts, so that air current could be conducted near the face." Stoppings were temporary curtains made from timber and fabric to divert how fresh air was circulated through the mine. A good flow of fresh air helped dissipate accumulations of explosive gasses.

On December 9<sup>th</sup> of that year, Edmund's warnings were realized when mine foreman, Frank Lawson, and Louie Lavati were burned by the ignition of fire damp, the old-fashioned term for methane gas. Trya Frank Lawson was Eugene Lawson's younger brother and 33 at the time, illustrating how small mining operations often relied upon relatives as both management and workforce.

The Light Ash mine recorded its first coal ship-

**MINE** *continued on page 9*

# VOLUNTEER SPOTLIGHT

By Sherrie Evans

A few summers back, at the annual Miners Day, a couple visited our museum booth. As a result they came to volunteer at the museum and have been there almost every Thursday since! Jeff and Sheri Montgomery are such a welcome addition to our volunteer crew. Recently Jeff assumed the role of Archivist and with the help of Sheri they have done a masterful job of organizing the documents and artifacts we have in our archive room. They have scanned all the photos and documents in each of our family name folders; along with making a log describing those items. As a result we can now use our computers to quickly locate family items which is especially helpful with the many research requests we receive. They have moved on to doing the same

with all of our accession records; and have organized items in the Archive Office, placing items in appropriate archive storage materials. Thank you both for your many, many hours of service. It is so appreciated!



*Join us!*

## UPCOMING PROGRAMS

By Sherrie Evans

Be sure to check our website - [www.blackdiamondmuseum.org](http://www.blackdiamondmuseum.org). Click on EVENTS in the header to see our full schedule. Unless otherwise noted, all events are held at the Black Diamond Historical Society Museum. All BDHS events are FREE to attend!

### **October 12 - Appalachian vs. Black Diamond Coal (Zach Pratt and Sun Gorman - Presenters), 1 to 2 pm**

Our own Zachary Pratt takes on Amber "Sun" Gorman of North Carolina and SNHU in a geology bout! Our special guest and Zach will have an open discussion about the similarities and differences of the Appalachians and Blue Ridge Mountains up against our hometown Cascade Range and Puget Group! Let's get ready to rumble!

### **October 19 - Black Diamond and How It Came To Be (Steve Israel and Sherrie Evans - Presenters), 1 to 2 pm.**

Using live music, photos and narration, Steve and Sherrie tell the story of how Black Diamond came to be, including stories of mining and the people who made this town happen.

### **October 19 and 20 - Model Train Show - Ra-**

### **vensdale, 9 am to 4 pm**

The event is located in the Gracie Hansen Community Center, 27132 SE Ravensdale Way in Ravensdale and is open from 10 am to 4 pm each day. Operation model train layouts in the most popular gauges will be on hand. Suggested donations are Adults \$5, Children Ages 3-11 \$2, and under age 3 is free. Cash only! The Greater Maple Valley Unincorporated Area Council hosts a play area where families can create their own unique Thomas the Train layouts with blocks and legos. The Black Diamond Historical Society will highlight the history of Black Diamond, Franklin, Hobart, Maple Valley, Palmer, Ravensdale, Selleck and Taylor. Pioneers from these areas built the communities we live in today.

### **General Membership Meeting - October 27, 1 pm**

The annual membership meeting will be held in the museum auditorium at 1 pm. Join us to hear updates about the museum, the accomplishments for the year and a special presentation. Refreshments will be served after the meeting.

**UPCOMING** *continued on next page*

# POST OFFICE PILLAR

By Sherrie Evans

A few months back we received an email from the Black Diamond Post Office. They were wanting to place some type of memorial at the post office to honor Gomer Evans, Jr. The City of Black Diamond had just named the park space between the museum and Antique Store as the Gomer Evans, Jr. Memorial Park and that includes a pillar from Mine 11. A concrete memorial is also located at the cemetery to honor the "Union Stump" and the miner's strike of 1921.

Given that background, Gomer's family suggested placing another pillar at the post office with signage noting the date the post office was established on July 22, 1885, and the name of the first postmaster, William B. Jones. That work has been completed with big thanks to the Enumclaw School District maintenance crew for clearing the area; to Palmer Coking Coal for the pillar; to Jessie Stavano, Maintenance Supervisor and his crew from the City of Black Diamond for moving the pillar from Palmer to the post office and securing its placement; to BDHS volunteers Dennis Richardson and Ian Nitsche for preparing the ground around the pillar with a cement block border and red



rocks and Jim O'Rourke for placing the signs; and to RK Graphics of Enumclaw for the signage.

Pictured are the 3 memorials which now stand in town and signify our mining history much like the popular coal cars.



*"With black covered faces and hard calloused hands, we ride the dark tunnels our work to begin. To labor and toil as we harvest the coal. We silently pray; Lord, Please harvest our souls."*  
From "Coal Miners Prayer" author unknown. ◆

**UPCOMING** continued from previous page

## Black Diamond Cemetery Tour - October 26, 11 am

This event is at the Cemetery and open to the public. With Halloween just around the corner this should be an extraordinary event and will feature stories of hauntings. The cemetery is not only landmarked but well-known for its ghostly activities.

## November 9 - The Flood in the Valley. (Zach Pratt). 1 to 2 pm

Join us at the museum and learn about the floods

that contributed to the land make-up we see today in and around Black Diamond. Zach's presentations are always so informative.

## HOMETOWN CHRISTMAS - DECEMBER 14th, 10 am to 3 pm

At the museum and all along Railroad Avenue, bring your family and enjoy a myriad of fun activities. Chair Laurie Evans and her committee have lined up so much fun including face painting, art activity, treasure hunt, hay wagon rides, visits with Santa on the BD Express, s'mores station, photo booths and more! ◆

**DOINGS** Continued from page 4

vided by EJ's Catering. Lots of fun was had telling stories about Lake 12 and swim lessons; who got swats from what teachers; learning who was the youngest or eldest at each table; and who traveled the farthest to be with us (Russ Barnes from Texas). Everyone always enjoys catching up with each other. Thanks to committee members Susie Thompson, Rosemary Konoske-Bigelow, Janie Parkinson, Julianne DaSanto, Marilyn Flothe Pederson and Janice Ranton.



**Miners Day, July 12**

WOW! We participated in the activities with a booth and the museum was open for the day with over 300 visitors. This year our booth provided a fun spinning game for kids and all who participated won a prize. We also hosted a raffle with seven baskets to support our

Hometown Christmas event. Chair Laurie Evans was on hand for the day to make sure all went smoothly. Mike Androsko brought the fire engine down for all to enjoy.

If you were not there you missed the fantastic annual **"Black Diamond Hysterical Society"** skit,



2024 *MinersDay* BDHS *Hysterical Society* Skit - identify L-R: Keith Watson, Ian Nitsche Susie Thompson, Zach Pratt, Jeff Montgomery, Steve Israel, & Kristen Pratt

this year featuring a new sheriff in town and a woman at that!

Thanks to all of our volunteers who helped during the day: Keith Watson, Steve Israel, Stacey Wehus and her daughter

Hunter, Greg Lichty, Janice Ranton, Jeff and Sheri Montgomery, Ian Nitsche, Don and Lynn Mason, Bob Beers, Sherrie Evans, Zach Pratt, and Jillian Curtiss.

**Puppet Day, July 24** D'Ann Tedford joined us for "Puppet Day" at the museum. Two (2) sessions were held. D'Ann, alias "The Puppet Lady" provided a short presentation on making puppets. Children then gathered at a table and made a puppet of their own. Before ending, each child was given materials to take home and practice their creativity at making more puppets. As always this event was free for kids!



**Black Diamond Cemetery Tour, August 24**

The Society is now hosting tours of the Black Diamond Cemetery. Groups can contact us to schedule a tour. The tours are coordinated by our volunteer and Cemetery Tour Coordinator, Dee Israel.



*Cemetery Tour Group* BDHS-cemetery tour 8-24-2024 (L-R) Kathleen Hanzeli, Elaine Parks, Jeff Montgomery, Steve Israel, Elaine's father, Dee Israel, Melanie Self, Mayor Carol Benson.

**Black Diamond Labor Days, September 1-2**

The Black Diamond Labor Day committee, with councilperson Debbie Page as chair, did a superb job of planning so many events for the weekend, including the annual parade on Monday. Lifetime member and our Editor, Leih Mulvihill, served as Emcee of the Parade. Our restored fire engine made its way down Highway 169, along with so many fun parade participants.

**DOINGS** continued on page 13



ments in 1896 with 11,000 tons produced by 28 miners, 24 of whom were working underground with four on the surface. The Mine Inspector also noted, "A number of houses have been built by the employees, and a new mining camp is added to the list in the state." Those homes can be seen in the photo of the mine opening. A year

later Lawson's operation was called the White Ash Mine, most likely for marketing purposes.



*Lawson's miner houses, Feb. 19, 1902 – Curtis & Romans photo #1049 courtesy of the Wash. State Historical Society, Tacoma.*

Two years later the White Ash Mine recorded its first fatality on December 21, 1898, when Joseph Chapman, age 21 was killed while working with his father. The young Chapman left his working place and when crossing a chute (*an opening through which coal is loaded*) fell in and was suffocated under the coal.

Three months earlier, Roland Jones, age 35 was burned by a methane explosion. According to the Inspector's report, "Jones had been warned by the fire boss that his workplace was dangerous and that he must wait in the gangway until the fire boss made it safe. Notwithstanding this, he deliberately went into the chute with his naked light and got burned." A fire boss is a miner who examines for dangers, particularly explosive or suffocating gases.

Coal production in 1897-1898 increased from 28,860 tons to 45,834 tons as the mine's workforce grew from 35 to 48 miners. Halfway through the following year, in May 1899, the White Ash Mine had a new owner, Pacific Coast Coal Company, whose operations in Newcastle, Coal Creek, and Franklin made it Washington's second-biggest coal producer, behind Northwestern Improvement Company's Roslyn mine. The purchase price wasn't announced, but Eugene Lawson surely profited handsomely from the sale. Thereafter it was called the Lawson Mine.

## New company, fresh investments

Pacific Coast Company had been reorganized from the carcass of Henry Villard's Oregon Improvement Company which fell on tough times after failing to retain the vast assemblage of railroads, mines, and the shipping firms acquired through debt financing. Pacific Coast reorganized the various pieces to form a business that mined coal, was transported on its railroads, and shipped using its own fleet and port facilities stretching from San Diego, California to Nome, Alaska.

Pacific Coast Coal, as a division of Pacific Coast Company poured fresh money into the Lawson mine. They sunk two new slope entries to access more reserves, plus new top works with the latest machinery for handling and storing coal once it reached the surface. More than \$175,000 (*\$6.6 million in 2024 dollars*) was spent on mine renovations. The Columbia & Puget Sound Railroad extended a new branch line that roughly paralleled today's Botts Drive. The available coal reserves were estimated at 5,000,000 tons.

The town of Lawson was also established near the new portal entrance on the hill above Old Lawson. It came to be known as New Lawson or Upper Lawson, as it was topographically 200 feet higher than Old or Lower Lawson. The new opening was just beyond the terminus of Botts Drive. Municipal improvements costing \$50,000 (*\$1.9 million in 2024 dollars*) included new water and sewage systems, 52 cottages, a store, doctor's office, butcher shop, and schoolhouse.

The homes were neatly arrayed in four parallel rows accessed by two graded streets furnished with cinder footpaths.

The average home rented for \$8.50 per month. At the time the typical wage for a mine worker was \$2 to \$4 per day. Working six days a week, a



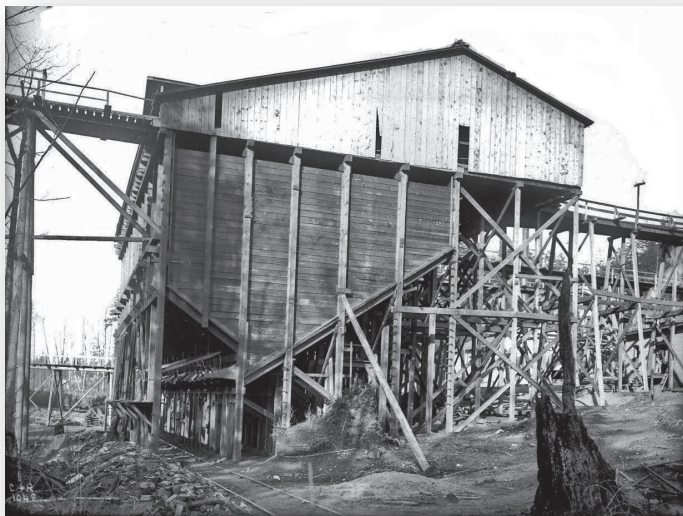
*Lawson store and meeting house, Feb. 19, 1902 – Curtis & Romans photo #1051 courtesy of the Wash. State Historical Society, Tacoma.*

fully employed miner might bring home \$50 to \$100 per month. While Old Lawson was dominated by Germans and Austrian settlers, New Lawson had a large Finnish population reflected in the building of a Finn Hall and a sauna bath.

The new owner, Pacific Coast immediately increased production to roughly 400 tons per day and by 1901 tripled the workforce to 179 miners, 159 underground and 20 surface men. Annual production more than doubled to 97,000 tons. At the time the company's upper management consisted of John D. Farrell, president, J.C. Ford, vice president with general manager, W.E. Pierce, assistant manager, James Anderson, chief engineer, William Hann, general foreman, and Ben Allen, mine foreman.

Pacific Coast Coal experienced its first fatality on December 2, 1900. Lewis Ulerich while working in the powerhouse was killed after being scalded by steam when blowing off a boiler. He was on the night shift and working alone. It was surmised that Ulerich attempted to blow off the boiler under a full head of steam resulting in a valve failure.

However, a far larger tragedy struck two years



– Lawson mine bunker, Feb. 19, 1902 – Curtis & Romans photo #1048 courtesy of the Wash. State Historical Society, Tacoma.

later, on October 1, 1902, at 8:30 pm, when an explosion occurred on the 4<sup>th</sup> level south in the Lawson Mine. Eleven lives were lost and four people were injured. William Hann, general foreman immediately entered the mine and restored ventilation as he searched for victims. It took

more than 45 days to recover all 11 bodies. Seven of the men were single and the other four had wives resulting in six orphans.

The names of the deceased were Edward Applenap, John Cerazzino, Louis Deckman, Frank Flinder, Frank Groshell, Joseph Jacki, Robert Launbarger, Hugh Lavander, Eric Ricci, J. Swanson, and Szymon 'Symon' Tarasiewicz. Their bodies were found along the gangway floor as seen in a nearby drawing. Most name spellings are from the Coal Mine Inspector's report and others from newspaper articles. Names may be misspelled, especially those from non-English speaking countries.

A Coroner's Jury was empaneled where the cause of the explosion was believed to be the firing of two dynamite shots, typically lit at the same time. The jurors determined that the first shot probably detonated early, thereby releasing methane gas and coal dust that traveled along the gangway. The second shot likely ignited the gas and dust created by the first blast. The resulting explosion wrecked the 4<sup>th</sup> level gangway.

It was also speculated that the use of open flame lamps might have contributed to the disaster. The Lawson miners had previously objected to using safety lamps as they didn't cast as much light as the more dangerous open flame. In December 1899, miners refused to work when the change was proposed causing the mine to be idled for several days.

### **Life in a mining town goes on**

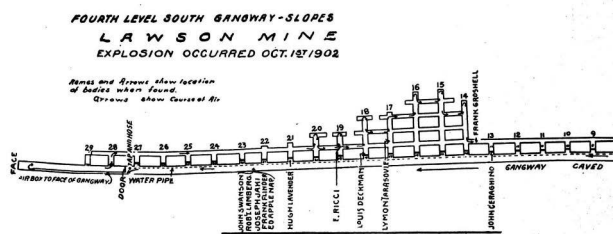
Tears were cried and loved ones buried, but life in a mining town goes on. Homes must be heated, customers demand fuel, miners need jobs, and orders require fulfillment. The Lawson mine continued to average 85,000 tons, which was close to 12% of Pacific Coast's annual production. By 1905, Pacific Coast operated seven coal mines: Franklin No. 1, Franklin No. 7 at Bruce, Franklin Gem, Black Diamond #11, Black Diamond #14, Lawson, and Coal-Creek-Newcastle. Lawson also saw management changes with Bill Hann, still superintendent, James Durham, general foreman, plus Benjamin Allen, David Jones, and John Moss as fire bosses.

Mules were still used for underground haulage and two Litchfield hoisting engines pulled coal from two slope entries. Eight-foot and ten-foot cyclone fans on the south and north airways pro-

vided circulation of 60,000 cubic feet of air exhausted every minute. The town and mine were alternately referred to as Lawson or McKay.

Deaths continued every few years – W.S. MacDonald in 1904 by electrocution, Haywood Milley in 1905 by a skull fracture, and Mike Turelli from a crushed head in 1906. Management evolved with Frank Dunkers added as Foreman, John Plano as outside foreman, and Robert Stoble and Charles Jenson as fire bosses. Employment continued to fluctuate between 125 and 175 men.

Then came bloody Sunday, the morning of No-



**Lawson Mine 4th Level South, 1902** – Lawson mine explosion, Oct. 1, 1902, the 4th Level South Gangway, showing the mine's layout and where each miner's body was found. From the 1901-02 Coal Mine Inspector's Report.

November 6, 1910, at 6:40 a.m., when 11 men were being lowered by man-car down the main incline. Five men on the night shift were waiting to be lifted from the sixth level at the mines' lowest depth. An explosion ripped through the underground workings completely wrecking the mine as surface facilities caved into the ruins.

The damage was so intense that rescue workers couldn't even enter the mine until Monday morning. They reached the third level, but the caving was extensive, making it impossible for the rescue party to proceed. Everyone involved concluded it was unthinkable to go any further, so attempts to reach the sixth level were abandoned. Steps were taken to locate the bodies of the 11 men who were descending the main slope. Their corpses were eventually brought to the surface, but the five miners at the deepest level were never recovered.

Jack Zan, the night fire boss was questioned closely regarding the condition of the workplaces he examined. His report found no evidence of fire or heat. Zan said he had full authority to re-

move miners or prevent them from entering should he have found any indication of danger. He testified that in his judgment the mine was absolutely safe.

Many plausible theories were advanced as to the cause of the catastrophe. One surmised that a fire had broken out, igniting a small body of gas, that in turn ignited coal dust, causing an explosion. Another held that the overlying strata caved inducing a concussion large enough to wreck the mine. Another suggested that a cave-in forced out a large body of gas that in turn ignited from a damaged safety lamp.

A County Coroner's Jury assembled by J.C. Snyder, M.D. rendered the final verdict: "We, the undersigned jury, find that Dave Lunden and 15 others came to their deaths in Lawson Mine by explosion, cause unknown, according to the evidence before the jury." It was signed by Foreman, Peter Boose, past president of the United Mine Workers Local; D.D. Jones; Thomas R. Fleming, liveryman, and ex-miner; Joe F. Ainaridi, coal miner; Fred Benditti, coal miner; and John Barclay, hotelkeeper, retired miner, and former state legislator.

The following table was presented in that year's State Inspector of Coal Mines report.\*

**LIST OF MEN KILLED IN LAWSON MINE DISASTER: NOVEMBER 6, 1910**

- Cezar Bael, track cleaner, Belgian, married, one child, body never recovered.
- Oscar Bael, track cleaner, Belgian, body never recovered.
- Chesera Biagi, 28, timber packer, Italian, married, family in Old Country.
- Julius Cappiati, 30, timber packer, Italian, married, one child, family in Old Country.
- Albert Fontana, 25, timber packer, Italian.
- Mactili Franstina, 33, timber packer, Italian, married, three children.
- Mat Galope, 19, timber packer, Austrian.
- Frank Gardini, 24, timber packer, Italian.
- Isadore Gardini, 22, timber packer, Italian.
- Dominick Gregois, 24, timber packer, Italian.
- Joe Kronenberg, 30, timber packer, Polish,

# RAILROAD BLOCK SIGNALS

By Keith Watson

Early on, the Black Diamond Coal Mine 14 was started as the first mine in the town of Black Diamond. The mining results were a good grade of coal with high heat and low ash which was preferred by customers. To get the coal to market—a rail system, a train—was required. The Columbia and Puget Sound Railroad was servicing the needs of coal mines in Renton, Newcastle, and Coal Creek.

The railroad decided to expand its services to Black Diamond and to Franklin, a coal mining town three miles southeast of Black Diamond. Franklin had been shipping coal by mule wagons to the railroad located on the other side of Green River Gorge, an area known as Cumberland. The Franklin mine owners had built a bridge just 20 feet above the river requiring the wagons to go down across the river and up on the other side which was an arduous process.

The train tracks coming into Black Diamond were narrow gauge, 36 inches apart, extending south-east from Maple Valley to Black Diamond in the early-1880's and extended to Franklin in 1885. The trains would enter Black Diamond from the north and take on water for the steam engine just before the rail switch. That switch would allow the train to go on to the depot and further to the Mine 14 coal bunkers and beyond to Franklin or left up the hill to the upper works and portal of Mine 14.

The train crews consisted of 4 members: the conductor who is the train boss, the engineer who operates the locomotive, the fireman who takes care of the locomotives steam engine fire with ample coal and water for that engine, the brakeman operates the individual brakes on all the train cars and also hooks and unhooks the train cars. Controlling tons of rolling train cars is extremely dangerous and requires talent, training, and skills.

The trains carried passengers, lumber, freight, mail, large equipment, food, hard goods, soft goods and were the links to other communities. No automobiles, no trucks, or roads in those early days so the trains did the job.

How do you control so many trains on the same track? Could a collision occur? That job is the responsibility of the station master who runs the operations of the railroad station and trackage. The communication between the station master and the train personnel was vital and done by using the block signal operated by the station master.

The block signal looks similar to a man's bow tie. It has a kerosene lantern lamp on top of it allowing the engineer and conductor to see at night. If the signal is parallel to the building, the train can go; if the signal is perpendicular to the building, the train is ordered to stop.

At first there was no electricity in the depot and kerosene lamps were used. There was no telegraph yet, so there was a lot of paper exchanged to give orders for the train schedules. Eventually the station was electrified and the block signal replaced with a semaphore block signal with signal arms and electric lights. It is hard to imagine the issues the station master must have had dealing with trains for two company locations on the same track. And then the issue of turning around the trains for going to Seattle; but that is a story for another time.

The museum has a block signal that was donated some time ago by the Northern Pacific Railroad and has been sitting on the floor of the train room. The display committee will be installing it on the depot building in the near future.



**DOINGS** continued from page 8

The museum was open both Sunday and Monday. As a highlight, our President Steve Israel was given the Lifetime Achievement Award

Aboard the fire engine in red vests are junior docents Hunter Sandberg and Braedon Reyes. Braedon is wearing his crown for being named the winner of the Labor Day Button contest! Also on the firetruck were princesses Reece and Clair Stocking, runners up for the Button Contest.



*Debbie Page, Chair of BDL D presents Steve with the Lifetime Award Certificate.*

Ava Sawyer was awarded the Gomer Evans Jr. Scholarship



*Elaine Parks, Cemetery Tour Guide.*



## HOMETOWN CHRISTMAS 2024

*By Laurie Evans*

In 2013, the Black Diamond Historical Society held the first "Hometown Christmas" event. Each year since, the volunteers and sponsors strive to make the event more festive and fun for all! Our planning begins almost immediately after the previous years' event, and we are having so much fun already.

Please join us on **Saturday, December 14, 2024, from 10 am – 3 pm** for a day of fun for the whole family. The event kicks off promptly at 10 am with a welcome from Mayor Benson. Then visit the various "train stations" (businesses on

Railroad Avenue) for face painting, art activity, hay wagon ride, story and craft by the King County Library, smores, photo opportunities, a special treasure hunt with prizes, and the grand finale – a visit with Santa aboard the Black Diamond Express. All these activities are free for all. We can't wait to see you.



# CHESTNUT TREES

By Heidi Sato

Have you wondered about “chestnuts” when hearing the holiday song “Chestnuts Roasting on an Open Fire”? Most Americans may not have had the chance to see these great chestnut trees nor observed the fall tradition of gathering and roasting chestnuts for a holiday treat.

The song “Chestnuts Roasting on an Open Fire” was written in 1945 by Robert Wells and Mel Torme. Wells did not think he was writing a song lyric at first. During an exceptionally hot summer, he said he thought that if he could immerse himself in [thoughts of] winter he could cool off. Obviously Wells and Torme had experience with roasting chestnuts; however, most of the U.S. population born after 1945 would only know about this experience from hearing the classic Christmas song.

The American Chestnut tree was wiped out by a fungal blight by the 1940's. In 1904, the chestnut blight was accidentally introduced to North America from trees imported from East Asia. However, within about 40 years the blight devastated nearly four billion American Chestnut trees. The loss of such an important food source was tremendous for humans and wildlife. In addition to the ecological impacts, the blight had a devastating loss in economic welfare for communities dependent upon the tree. Apart from a few pocket areas that seem to have eluded the chestnut blight, the American Chestnut has not made any comeback.

Some chestnut trees did make it to the United States. European chestnuts grow particularly well in mild climates such as in the Pacific Northwest. Locations like Black Diamond would be a great place to plant chestnut trees by the immigrants who came for a better life working in the coal mines.

Chestnuts have been a staple food in southern Europe, Turkey, and southwestern and eastern Asia for millennia, most often replacing cereals in mountainous and Mediterranean areas. Chestnuts are low in fat and high in Vitamin C. They are more akin to fruit than tree nuts. Chestnuts can be eaten raw, roasted, ground into flour, or mixed into pastries. They are a good source of vitamins and minerals, such as copper, manganese, vitamin B6, vitamin C, thiamine, folate, riboflavin, and potassium. They are also a good source of fiber, meeting 15% of one's daily requirement in just 10 roasted chestnuts.



Evidence of its cultivation by humans is found since around 2000 BC. In 1802, an Italian agronomist said of Tuscany that “the fruit of the chestnut tree is practically the sole subsistence of our highlanders,” while in 1879 it was said that chestnuts almost exclusively fed whole populations for half the year as “a temporary but complete substitution for cereals”. It is speculated that due to the absence of American Chestnut trees in the U.S., the chestnut traditions faded. However, in parts of Europe and Asia, they continued to be part of their culture with chestnut roasting, recipes, traditions, and sources of nutrition.



Due to its high carb content and low fat, the chestnuts are more like a grain than a nut. Folk names include “bread of the mountains,” “nut grain” and “corn tree”. The chestnut can be dried and then ground into a fine sweet Gluten Free chestnut flour to be used in bread and cakes. Just like other types of fruit and nut trees, chestnuts can vary in how they taste depending upon the variety and how the tree is grown. They have slightly sweet,

**CHESTNUT** Continued on page 17

married, one child, family in Old Country.

Dave Lunden, 34, fire boss, Finnish.

Girili Maes, 33, boiler man, Belgian, body never recovered.

Julius Persyn, 30, timberman, Belgian, married, one child, body never recovered.

Fred Setti, 29, timberman helper, Italian, married one child, body never recovered.

Frank Vergan, 23, timber packer, Italian.

*\* Various documents and newspaper stories provided different spellings of the names of the deceased.*

Four days later on November 14, 1910, last rites were performed at the Catholic Church with the funeral held under the auspices of the United Mine Workers. A funeral procession slowly marched to the Black Diamond Cemetery. Nearly all the town's folk and surrounding neighbors, estimated at 1,500 people paid their respects to the memory of the fallen miners. Eight bodies were interred in one grave, while three others were buried elsewhere. The five unrecovered miners will forever lie beneath Lawson Hill, under 2,000 feet of cover and 800 feet below sea level.

### **The end of Lawson**

As for the town of Lawson, it quietly disbanded shortly thereafter. Pacific Coast Coal owned both Lawson and Black Diamond, so most of the homes were moved to Lawson Street, to be closer to Mines #11 and #14. The large store was relocated to Railroad Avenue, using log rollers, a team of horses, and a windlass, a type of winch for hoisting or lowering heavy objects. There it became the General Merchandise outlet commonly referred to as the Company store, later operated by Harry McDowell, whose widow, Margaret McDowell, later sold the building and business to Frank, Joe, and Tom Zumek.

In the early 1920s Pacific Coast began selling some of its vast land holdings after coal mining declined in importance. Much of New Lawson was sold in large tracts to Joseph Kuzaro, John Maks, Paul Savicke, John Neimezyk, and Frank Savage, with a few smaller lots to others. The hillside where the former homes once stood became fields owned by the Kuzaro and Maks families. Tracts in Old Lawson were purchased by Louis Breznik, Anton Kravagna, Vincent Krava-

gna, and Jules Mierman, while over 40 acres of the lowlands around Jones Lake were acquired by John Banchemo.

The Light Ash / White Ash / Lawson Mine operated for just over 15 years and produced more than 1.1 million tons of coal, averaging 74,600 tons per year. The mine experienced 34 fatalities, making it by far Black Diamond's most dangerous and probably the deadliest coal mine in the state. Lawson recorded 33 deaths per million tons mined compared to Mine #11's eleven deaths and Mine #14's four deaths per million tons mined.

### **Eugene Lawson's second act**

Eugene Lawson had an interesting second act. In 1901, he was cited as an accessory in a case of bankruptcy fraud after taking possession of 80 city lots in east Seattle deeded to him by D.N. & Lizzie Holden who were trying to evade forfeiture of their property by bank foreclosure. Then in 1902, Lawson returned to the mine he opened as part of an inspection party scrutinizing the October 1<sup>st</sup> disaster that claimed 11 lives.

One year later in August 1903, Lawson was retained by the Black Diamond Coal Mining Co. to broker a sale of their operations to Pacific Coast Coal Co. Lawson and two associates, Maurice McMicken and Bruce Cornwall were authorized by BDCMC to sell the business for \$1.5 million, after which a deal was struck. However, Black Diamond's President, H.H. Taylor, and its major shareholder, D.O. Mills butted in, initiating direct negotiations with John D. Farrell of Pacific Coast that resulted in an inexplicable price reduction to \$1.1 million. The sale closed in June 1904 as Pacific Coast vastly expanded its coal mining footprint.

Lawson sued for his 5% commission amounting to \$55,000, but BDCMC refused to pay. The case dragged on for five years and twice reached the Washington Supreme Court. In June 1909, Lawson was awarded \$66,935 in commission and damages. The court held that Black Diamond Coal Mining Company owed him the commission and that through poor negotiations BDCMC squandered perhaps \$400,000 when renegotiating the original deal.

Eugene Lawson soon started a well-drilling company. He may have been the contractor for a se-

# Obituaries



**Marilyn Covey**

**June 24, 1930 - May 31, 2024**

**Don Covey**

**October 3, 28 - October 22, 2018**

The Covey's were devoted parents, grandparents, great-grandparents and volunteers. They were active members of the Sand Point Community United Methodist Church as well as many other organizations.

They met while attending the University of Washington. Don and Marilyn took pride and pleasure in raising their three children; they were always encouraging and involved. They very much enjoyed making memories at their longtime summer home, fishing and boating with the kids, picking berries, making milkshakes, and sharing the sunshine, rain and campfires with the people they loved most.

She is survived by son Duane Covey (Debbie), daughter Linda Atkinson (Peter), son Brad Covey (Gretchen) and by grandchildren - Lauren Carson (Gary), Dana Jordan (Chad), Jiggs Love (Nico), Ashley Lund (Matt), Alyssa Gay, Alana Carlyle (John), Bryce Covey, Ford Covey (Kristin), and Teresa Covey - and by great-grandchildren - Olive, Gus, Sofia, James, Radley, Ella, Chase and Blakely. Marilyn was preceded in death by her parents and Don was preceded in death by his mother Margaret. They were also preceded in death by grandson Ryan Covey.

The family thanks the entire staff and fellow residents at Horizon House for their kindness and sharing.

**Margaret Jensen Stanley**



**November 29, 1926 - June 29, 2024**

Peggy Stanley, beloved by family and friends for her energy, curiosity, and devotion, died at home in Greenbrae on June 29. She was 97.

Margaret Louise Jensen was born on November 29, 1926, in Seattle. All four grandparents were immigrants; three from Sweden, one from Wales. Her mother, Margaret (Thomas) Jensen, was a concert pianist and, later, a music teacher. Her father, Harold Jensen, an aviator in the biplane era, served in the Army during both World Wars. In civilian life he worked as an auditor for King County and then budget analyst for the General Services Administration. From her mother Peggy inherited a love of music (classical, jazz, and Willie Nelson) and from her father, a bent for public service.

Peggy was married, and preceded in her death, to her husband Mat. They were married in 1973 and had a good life together for 36 years. Peggy introduced Mat to skiing and St. Anton, and he introduced her to hiking, birding, and the ghost town of Gold Hill, whose historian he became. Mat was the researcher and writer, Peggy, the editor, proof-reader, and production chief.

Peggy is survived by her brother Bill Jensen, nephews Mark (Johanna Grawunder) and Erik Jensen (Lisa), and niece Cynthia Moffa (Charles); great-nephews Nicholas and Thomas Jensen and Charlie Moffa; great-niece Amanda Moffa; stepsons Vincent (Nora Gallagher), Christopher (Cynthia Taylor) and Gregory Stanley (Sue); four step-grandchildren and four step-great-grandchildren; and caregivers Chari Allread, Gary Williams, Martha Reid, and Cristina Alfaro.





ries of five deep holes drilled for Pacific Coast in 1910 to map the progress of Mine #11, the deepest underground coal mine in the country. In 1911, Lawson undertook a search for coal near the Green River. His exploratory drill hole penetrated 1,403 feet deep and discovered at least seven coal seams in the Kummer series. Natural gas was encountered between the 900 and 1,000-foot levels.

After the Green River drill hole was abandoned, pressurized water began bubbling to the surface yielding significant amounts of coal-bed methane gas. When ignited the gas caused flames to burst high into the air and the site became known as Flaming Geyser. A privately owned resort sprung up and was operated for decades. A later attempt to enlarge the geyser failed and restricted the gas flow thereby reducing the flame to something resembling a BIC lighter. The property was eventually acquired by Washington and became the popular Flaming Geyser State Park.

Lawson never married, living most of his life in Seattle boarding houses and later hotels. Eugene Francis Lawson died on August 26, 1937, at age 80, having resided in the Stevens Hotel at First Avenue and Marion Street for decades. His

prostate condition probably contributed to a urinary tract infection from which he died. He was survived by a sister, Mrs. M.E. Boozer, and a nephew, Frank R. Lawson, who wrote the short obituary that appeared in Seattle newspapers.

**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.*

*“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.*

*Pacific Coast Company property records and maps.*

*Seattle Post-Intelligencer, Sunday, March 2, 1902.*

*Genealogical research by Donna Brathovde.* ◆

**CHESTNUT** Continued from page 14

nutty flavor with a starchy, potato-like texture. Some varieties may have a stronger flavor whereas others may taste more subtle. Even though chestnuts can come in many different sizes and taste depending on the tree variety, it may be considered best to use them either as a main ingredient or additional basic food.



Throughout history, there are many accounts of when chestnut forests and orchards kept people alive during famines and even war. These trees, such as the European “Sweet Chestnut” trees, can live to an age

of 500 to 600 years. In cultivation they may even grow as old as one thousand years or more. The oldest sweet chestnut tree in eastern Sicily dates

between 2000-4000 years old.

It is important to distinguish the “edible” chestnut from the horse chestnut or the buckeye chestnut. Consumers should be aware that the term “horse chestnut” is sometimes used to describe an unrelated tree and may also be referred to as buckeye.

It has been reported that immigrants from Italy who came to Black Diamond planted chestnut trees for reasons including tradition, a food source, shade from the large canopy, or because they knew a chestnut tree would be there for many generations to come. In any case, Black Diamond may be lucky to someday experience the warmth in winter provided by chestnuts roasting over an open fire (or oven, if preferred!).

*NOTE: “Chestnut Tree” is an edited and condensed version of an article submitted by Black Diamond resident, Heidi Sato, who has a chestnut tree growing in her yard at Merlino Place.* ◆

# DONATIONS

From May 1 – August 31, 2024, we received the following in donations

*By Laurie Evans*

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**                   \$ 428  
**NEWSLETTER FUND DONATIONS**       \$25  
**FIRETRUCK FUND DONATIONS**  
**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!!*



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 August 31, 2024, we have 332 members (306 Individuals and 29 Business). We have recently welcomed these new members:

## **INDIVIDUAL**

Russ Barnes  
LouAnn Sawyer

## **FAMILY**

Norm & Sally Gross  
Brad Douglass Family

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 be-

longing to our wonderful organization and seeing the enhancements/improvements of the museum and also reading our newsletter. Please share membership opportunities with your family, friends and neighbors!

*Welcome*

# CHRISTMAS IS COMING!

If you're looking for unique and awesome gift ideas, visit our Miners Mercantile at the museum. We have lots of great items such as books, shirts, coffee mugs, key chains, shot glasses, coasters, and much more! Also, a membership, honor garden paver, or memorial donation make very thoughtful gifts.



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



Date \_\_\_\_\_

Name(s) \_\_\_\_\_

\_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

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Day Phone \_\_\_\_\_

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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** \$ \_\_\_\_\_

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 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.**

# 2794

*Number of guests  
for the period May  
1, 2024, to August  
31,*

# 2024

## Be Our Guest

*by Laurie Evans*

We welcomed visitors from the local area, as well as other parts of the State (both Western and Eastern Washington) plus Alabama, Arizona, California, Colorado, Hawaii, Idaho, Illinois, Kansas, Minnesota, North Dakota, Oregon, Texas and Wisconsin. We also had visitors from the countries of Australia, Canada, Netherlands, South Wales, and the United Kingdom. We love showing our visitors our wonderful museum and letting them meet our fabulous volunteers!

### C o m m e n t s

*"Great people and artifacts!"*

*"Lots of history here."*

*"Fabulous displays. Thank you."*

*"Cool piano and old stuff."*

*"Found our family!"*

*"Such kind and helpful volunteers! Thank you!"*

*"Best small town museum on the west coast!"*

*"Beautifully done."*

*"Great atmosphere, friendly people, EPIC old stuff."*

*"Nice collection."*

*"Impressive! Had no idea of all the history!"*



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- [www.blackdiamondhistory.wordpress.com](http://www.blackdiamondhistory.wordpress.com)
- [www.blackdiamondmuseum.org](http://www.blackdiamondmuseum.org)

And make sure to tell your friends, too.



CULTURE

## BLACK DIAMOND HISTORICAL SOCIETY 2024 Calendar of Events



Date(s)	Event	Location/Time
October 12	Appalachian vs. Black Diamond Coal	Museum, 1 - 2 pm
October 19 & 20	Model Train Show	Gracie Hanson Community Center, Ravensdale, 9 am - 4 pm
October 19	Black Diamond - How It Came to Be	Museum, 1 - 2 pm
October 26	Cemetery Tour	Cemetery, 11 am
October 27	General Membership Meeting	Museum, 1 - 2 pm
November 9	Floods in the Valley	Museum, 1 - 2 pm
December 14	Hometown Christmas	Museum & Railroad Ave., 10 am - 3 pm
December 15, 2024 - January 3, 2025	Museum Closed for Holidays (reopen on January 4)	Museum

The Black Diamond Historical Society is a 501(c)(3) non-profit organization.