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## History of Hanna, Carbon, Wyoming

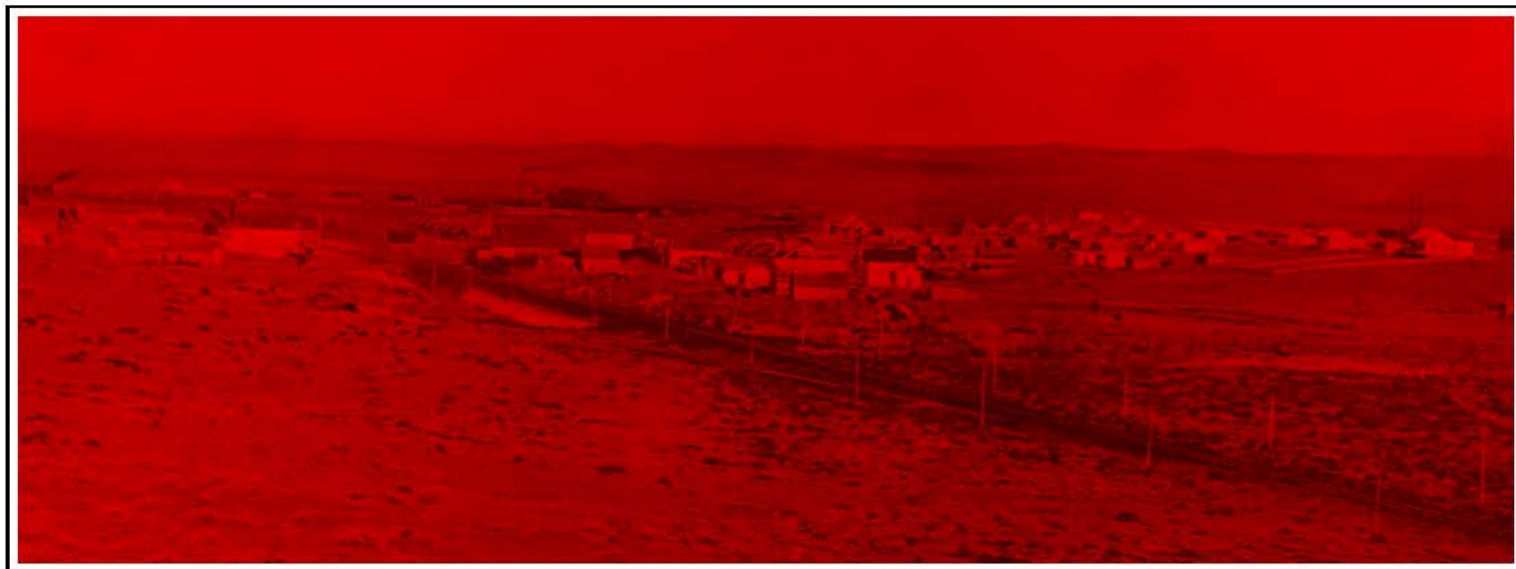
Compiled by Bob Leathers



**MINERS HAT AND LIGHT USED IN THE COAL MINES AT CARBON ON EXHIBIT AT THE HANNA BASIN MUSEUM (PICTURE BY BOB LEATHERS)**

### Move from Carbon to Hanna

In 1886 the coal camp at Carbon, Wyoming was strong and vibrant. The demand for coal was high and rapidly growing. The citizens of Carbon thought their coal field would last forever and the camp would prosper for many years to come. Little did they know that 1886 was the beginning of the end for their town.



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**THE TOWN OF CARBON, WYOMING (CA 1900) (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)**

In 1886, Union Pacific Railroad officials, especially Charles Adams, the president of the railroad, were facing some difficult times and hard decisions. The situations were politically complex, but the bottom line was simple, the railroad had to increase revenues or go broke. The railroad was facing a financial crisis on many fronts, but the debt owed the federal government was the most worrisome.

In order to pay the bills, the railroad needed to increase revenues. The mining industry was one place the railroad felt more funds could be collected, but in order to increase profits some basic problems had to be solved.

*....the growing welter of problems in the mines, of which labor unrest was only one. Some of the mines were played out and no longer economical to work. New veins had been located but would be costly to develop. As productive mines burrowed deeper, longer hauls were required, thereby hiking costs. Labor was scarce, coal cars even scarcer. Machinery wore down faster than expected, and some proved too light for the work demanded of it. The new machinery performed well but was expensive. To improve ventilation new fans needed to be installed. (Union Pacific, Vol. 1 Maury Klein)*



**CARBON, WYOMING ABOUT 1875. (WHILE FAMILY COLLECTION)**

Union Pacific General Manager, T.J. Potter, reported to Adams that he was concerned that if production didn't increase, the railroad would not have enough coal to meet their own needs.



*The question as Potter saw it was, "Shall the Company go ahead and expand, within the next two years, half a million dollars to put the mines in condition to increase their output, or will they lease them on some fair basis to responsible parties?" Potter favored a lease, perhaps to Beckwith, which would take the company out of the coal business at least until it settled the funding dispute with the government. The board responded by naming Adams, Fred Ames and Mark Hanna to a committee to take up Potter's recommendation. Early in 1888 Beckwith was given charge of the Colorado coal and stone properties, but Adams wanted Hanna to run the Wyoming mines. When Potter died unexpectedly, the matter fell once more into confusion. (Union Pacific, Vol. 1 Maury Klein)*

Beckwith was a labor contractor for the railroad. He also owned the Beckwith Mercantile stores. He provided the labor for the mines. He also served as paymaster for the miners. Potter felt Beckwith already had his fingers firmly in the pot and would be a natural fit to take over the production of the mines as well. Adams was swamped by railroad problems so he looked to Mark Hanna for help with the production problems and the coal mining issues as a whole. In order to better understand the situation, Mark Hanna visited the Wyoming coal mines to examine the problems.

Hanna returned from his visit with some historic insight as to what was happening in the Wyoming coal mines. Primarily, he thought more investment was needed to get more profit. He also importantly believed the labor problems had to be solved. It was Beckwith that provided the Chinese labor to work in the coal mines and on the railroad. The miners in Carbon had gone on strike in January, 1885 over wages and the importing of Chinese miners. It was the clash between the Chinese and white miners in Rock Springs that led to the Chinese Massacre on September 2, 1885. Labor relations were severely affected by the hiring of Chinese labor and was a problem Mark Hanna had to deal with. Because of the massacre no more Chinese would be hired, but Beckwith was now doing the same thing with other miners especially the Finnish miners. If he had control of production as well as labor, Hanna did not like how that might end up. On purpose, Beckwith provided workers that would not mix with the white miners. The hope was that they would not join the union or go on strike.

*Fortunately, one of Adam's government directors was Mark Hanna, the shrewd, intelligent coal dealer from Cleveland who would later carve an impressive career in politics as he had in business. Hanna inspected the Wyoming mines in October 1886 to investigate complaints made by miners. Among other things he found that Beckwith was hiring Finnish miners because they did not "fraternize" with other miners" and resisted organizing. A strike in Colorado, provoked by a pay reduction, prompted officials there to seek Hungarians as replacements for the same reason. No more Chinese were imported, but the object was still to find men who would not join the union. As a result labor tensions remained high at all the mines. (Union Pacific, Vol. 1 Maury Klein)*

In June 1888, Mark Hanna toured the Wyoming coal mines again. Adams trusted Mark Hanna and his judgement, so he sent Hanna west again to examine the productivity, costs, and demand for Wyoming coal. While in Carbon, Hanna visited the newly discovered coal fields north of Carbon for possible expansion. He liked what he saw. After the trip to the area Mark Hanna recommended to Adams and the railroad board of directors that additional expenditures be made to modernize the mines at Rock Springs and to develop the coal fields north of Carbon. His recommendation indicated that the area north of Carbon was rich in coal and could possibly meet the fuel needs of the railroad for years to come.

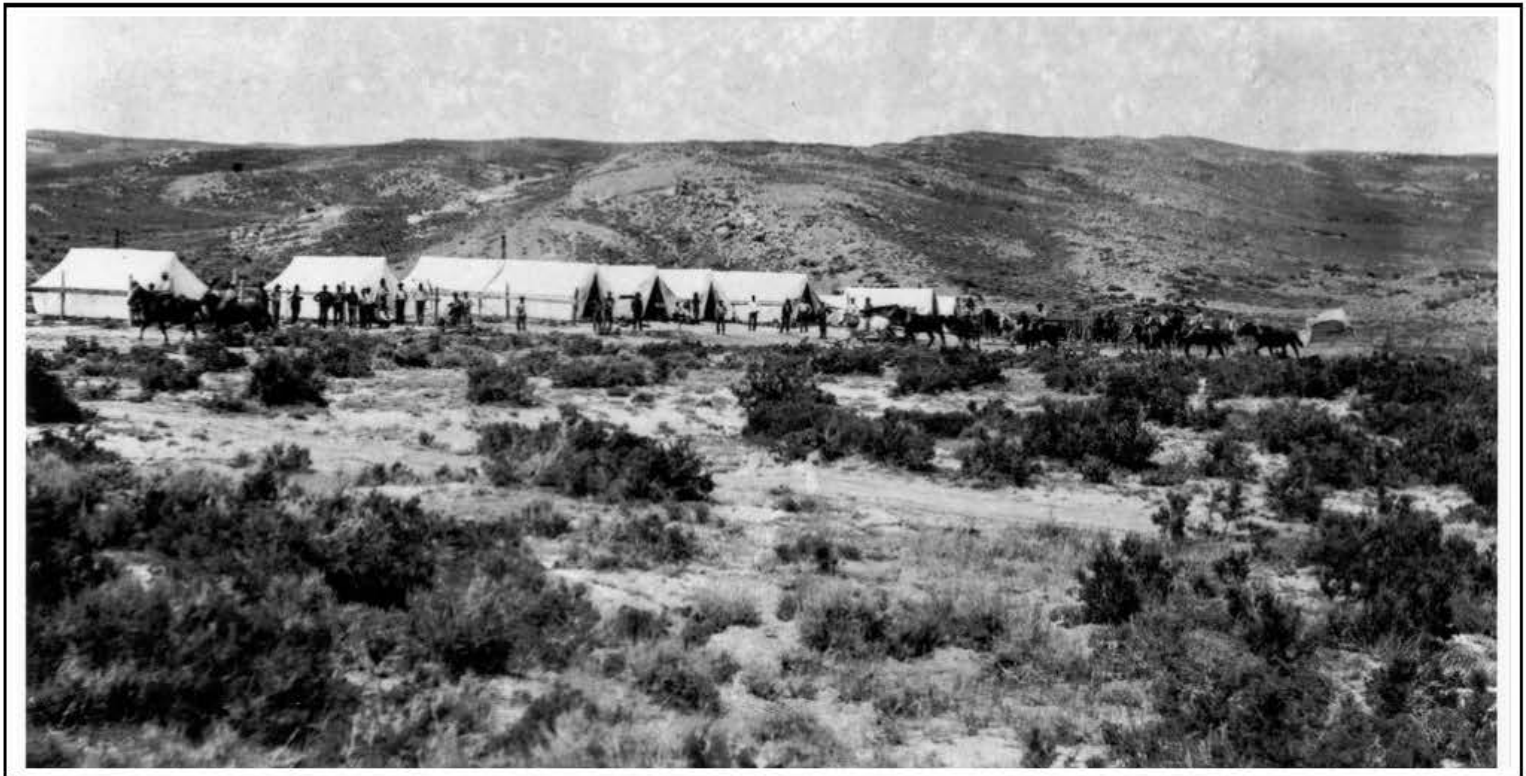
Despite efforts by a few railroad directors to lease the coal production to others as recommended by Potter, the proposed expenditures recommended by Mark Hanna for Rock Springs and his recommendation to develop the coal fields north of Carbon were both approved. With these decisions finalized, the coal camp at Hanna, named after Mark Hanna, was created.

The next year, in June of 1889, Hanna was back inspecting the Wyoming mines, including the Hanna Camp, and urged the railroad to spend even more money on developing Wyoming mines. It was going to take money to make money and his recommendations were again approved and a second wave of mine improvements took place. Mark Hanna felt it was a good start but he and Adams knew there were still some major problems to solve.

## Beginning

Resulting from the depletion of the quantity and quality of coal in the Carbon area, the Hanna Story actually began in 1888 when the Union Pacific decided to develop the coal fields north of Carbon. The decision meant the abandonment of the coal field at Carbon and consequently the town of Carbon. The citizens of Carbon were for the most part devastated by the decision. Right up to the end those living in Carbon refused to believe their town was doomed.

The latter part of 1888 was used to survey the Hanna town site and explore closely the location of the proposed mines. In 1889, the workers spent their time in developing the mines and building the town. Living conditions in Hanna during the winter of 1889 were difficult. The workers lived in tents and were exposed to the winter weather with little protection from Wyoming's cold and windy conditions.



**THE HANNA TOWN SITE AND MINES NO. 1 AND NO. 2 WERE DEVELOPED DURING THE WINTER OF 1889. DURING THE FIRST WINTER THE MEN LIVED IN TENTS PICTURED ABOVE. (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)**

In early 1889, Joseph Cox was given the responsibility of opening the No. 1 and No. 2 mines in Hanna. He previously held the position of Driver Boss and Mine Foreman at the mines in Carbon. Joseph was also responsible for developing new mines at Dana.

*The prospectors found an excellent seam of coal and Joseph Cox arrived in 1889 with orders from Meyer to take charge of development work. Mr. Cox who had previously been in charge of the opening of the nearby Dana mine was splendidly equipped both in point of experience and temperament, to manage a rough new born mining town. In appearance he was a typical Englishman, but he had none of the Englishman's traditional reserve to hamper him in his dealings with the miners. One who knew him thus described him: He was hot tempered, quick on the trigger, but kindhearted. He would explode, swear until the air was blue, and then give you everything he had. (History of The Union Pacific Coal Mines 1868 to 1940)*

In 1892 Joseph Cox was transferred by the Union Pacific Coal Company from Hanna to Gray Creek, Colorado, as Superintendent of the mines located there. He later became an owner of two coal mines in Aguilar, Colorado.





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**THE DEVELOPMENT OF HANNA MINES NO. 1 AND NO. 2 REQUIRED A LARGE NUMBER OF MEN, MULES, HORSES AND WAGONS TO UNCOVER THE COAL SEAM AND HAUL AWAY THE EXCESS DIRT, ROCK AND SLATE IN WOODEN CARTS. (UNDATED) (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)**



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**THE HANNA MINE DEVELOPMENT PICTURE ABOVE PROVIDES A LOOK AT A SPOIL PILE FOR THE DIRT, ROCK AND SLATE TAKEN FROM THE DIGGING OF THE MINE. NOTE: THE HAUL WAGON WHEELS WERE SET TO THE BACK OF THE WAGON ALLOWING THE WAGON TO BE TIPPED BACKWARD BY THE DRIVER INVERTING THE BOX AND DUMPING THE LOAD WHILE THE MULES AND HORSES REMAINED ATTACHED. ALSO NOTE: AT THE TOP OF THE PICTURE, THE COAL SEAM AT THE OUTCROPPING WAS UNCOVERED BY THE MINERS. (UNDATED) (WYOMING STATE ARCHIVES, DEPARTMENT OF PARKS AND CULTURAL RESOURCES)**

By March of 1890 the Hanna coal camp was well on its way to becoming an established town.



*Judging by the preparations they are making, the Union Pacific intends to largely increase their output of coal next winter. The new mine at Dana is being rapidly pushed forward and is now in a depth of over 400 feet. The company is much pleased over the quality of the coal. A pump has been put in to keep the mine clear of water and a number of new buildings are in course of construction. The force has been increased and work is prosecuted night and day, the force being divided into three shifts.*

*At the Hanna mine in the Chimney Springs basin, three openings have been made and plans for three dumps have been forwarded from the engineer's office here. It was expected that work on the Carbon cutoff road would be commenced this week. This road leaves the main track near Medicine Bow and is carried 15 miles to the Hanna mines. It will probably be only a spur line for some time as there are serious engineering difficulties in the way of making a western connection with the main line.*

*Rapid progress is being made on the new dumps for No. 1 mine here. The battery of six new boilers is being placed in position and the four new scales are nearly in shape. The big hoisting engines have arrived and the large drums are expected every day. Some idea of their size may be gathered from the fact that the shaft upon which the drums turn weighs 18 tons. (Cheyenne Daily Leader, March 24, 1889)*

Some news about the Hanna coal camp in April of 1890 was provided by the camp itself.

*Items from Hanna. April 8, 1890. Editor Republican. As we are a full fledged camp now, possibly a few lines from here may be of interest to some of your readers. We are a busy little camp. Two coal mines are being developed, giving employment to 150 men in and around the mines and we have an inexhaustible supply of good coal. No. 1 mine, has a seam of 20 feet in thickness that, according to Geologist Ricketts' report, is equal to Rock Springs. No. 2 mine has a seam of 31 feet in thickness, which is but little behind No. 1 in quality. The company is expending large amounts of money in developing the mines. Last summer they built what is known as the Carbon cutoff, especially for the coal traffic, the distance from Allen Junction 16 miles. We probably have the second best depot in the territory. The Beckwith Commercial Company has the only store so far. A postoffice was established a short time ago and mail is brought from Dana, six miles, three times a week. George F. Doane is the present "Wannamaker." Billy Maher presides at the depot as station agent, express agent and operator. Where the hungry are fed, the company has erected 50 tenement houses as near alike as that many peas. We have several different nationalities of people, Finns, Swedes, Danes, English, Irish, Dutch, Laplanders and United States. The Finns have recently started a temperance society among themselves. A Sunday school will next be started, religious services have not been held here but once. There has been one wedding and one "bust up" and one open birth in the camp; no deaths have occurred yet. We could stand all this, but the next thing that came along was a school; yes we have a school and a real live school ma'am, none other than Miss Jennie Ruffcorn, of Rawlins. She has 16 students and uses one of the tenement buildings for a school house, but we hope soon to have an organized district. Mrs. Jennings has kindly consented to call an election on the 10th inst., for the selection of school trustees and we will be known as district number 7. (Rawlins Republican no. 18 April 18, 1890)*

The town of Hanna had an excellent start by March of 1889, but many of the coal problems facing the railroad were yet to be solved.

*The coal problem was, Adams admitted, a "hard conundrum for me to crack." He had three basic options: get out of the business altogether, put it in the hands of outside parties, or continue to work it in some reorganized form. In Adams view the only sound choice was to keep the business, but how to reorganize it? The answer came partly from Hanna and partly from the model offered by Pacific Express. "Problem solved!" Adams rejoiced in April, 1890. The coal properties would be transferred to a wholly owned subsidiary, the Union Pacific Coal Company, and run separately but in harmony with the railroad. Adams wanted Governor Francis Warren to manage the new company, but Wyoming was about to become a state and Warren was reluctant to leave politics. Instead Adams chose J.S. Tebbets, a young freight agent at Omaha, to be general manager reporting directly to the president. All the coal interests, Adams declared, would "be maintained separately from the Omaha offices, and nothing can be done which is not approved here." To emphasize his independence, Tebbets set up headquarters in Denver. (Union Pacific, Vol. 1 Maury Klein)*

The creation of the Union Pacific Coal Company as a wholly owned subsidiary of the Union Pacific Railroad was initially designed to improve coal operations, but it quickly developed into a strategy much more valuable than that. It gave the railroad an improved avenue to increase and access revenues. It would also protect itself from debt and creditors. The

creation of the Union Pacific Coal Company as a wholly owned subsidiary was a strategy the railroad would use over and over again in the development of the mines and the town of Hanna. The water system would be surveyed and installed by the Rattlesnake Water Company and the spur line from Allen Junction to Hanna known as the Carbon Cut Off would be built by the Carbon Cut-Off Railway Company, both of which were wholly owned by the Union Pacific Railroad.

## Carbon Cut-Off

After the Union Pacific Railroad decided to open new mines at Hanna and Dana, it also decided to build a branch line called the Carbon Cut-off from Allen Junction (located close to Medicine Bow) to Hanna. The Cut-Off was sixteen miles long. Work began on April, 8, 1889, and was completed in November of the same year. The first shipment of coal from Hanna over the Cut-Off came in November of 1889.

*The shipment of coal from the Union Pacific's mines at Hanna, on the Carbon Cutoff, has commenced. For the present the coal will be used by the company. Very little commercial coal will come from this camp for several months. The Cutoff branch has been formally accepted by Superintendant Barr on behalf of the operating department. Allen is the junction station. The town of Hanna is constantly being improved. (Cheyenne Daily News, Nov. 8, 1889)*

The cutoff was not without its problems. During construction one man was killed and several others would have been lynched if they could have been found.

*There was a very serious accident about 6:30 p.m. Monday on the Carbon cut-off, resulting in the killing of one man and the injury of two others, one perhaps fatally. The work train left two cars loaded with oats near the boarding car and went toward the end of the line, a distance of about five miles, to bring down to supper the men employed on the grade. Elmer E. Woodmansee was in charge as conductor and Engineer Dan Haskins was at the throttle. About fifteen men were taken on board the caboose, which was then backed to the boarding car. Whether through forgetfulness or not, the train was not stopped when the two cars which had been left behind were reached again and the caboose was pushed against them. The rate of speed could not have been very high, for only one car was thrown from the track. Several of the men had gone out on the platform of the caboose. One must have been out almost upon the bumpers when the cars came together, for he was caught and crushed and a portion of his skull cut away. His name was supposed to have been Diamond. Two others were thrown down and mangled. They were brought to the city Tuesday and taken to the hospital where Dr. Stevens, Harris, and Finrock were called to attend them. Of these the most seriously injured is William Penn. His left foot is crushed and his system is so depressed from the shock of the accident that it is impossible to give him chloroform for the purpose of amputating the injured member. His recovery is very doubtful. Pat King was also badly shocked. His right arm was broken and his thumb lacerated and nearly torn off. There was a lively time at the scene of the accident soon as it occurred. The graders were incensed over the accident, holding the trainmen responsible, and some remarks that Conductor Woodmansee made only tended to increase their anger. Finally they secured a rope and announced their intention of having a lynching bee immediately. Their actions were of a very threatening character and the trainmen rightly concluded that safety was the better part of valor. Conductor, engineer, fireman and brakeman all took to the sage brush and reports are to the effect that they were exceedingly wise in doing so. They walked many miles during the night, Fireman James Littlejohn and the brakeman going as far as the hills, twenty miles distant. It is believed that a desperate attempt to lynch them would certainly have been made had they remained near the scene of the accident. The victims of the accident are all men who were sent here some time ago from the east. (Boomerang, Oct. 10, 1889)*

A coroner's inquest was held in Carbon over the death of Joseph Diamond. Engineer Dan Haskins was accused of ignoring signals and a verdict was returned of guilty. All the other members of the train crew were held without blame. Fearing he might still be lynched if the graders could find him, Dan Haskins went into hiding. He gave himself up in Rawlins, when the grand jury convened to consider his case. The grand jury refused to indict Dan Haskins for lack of evidence and the matter was dropped.

After the Carbon Cutoff to Hanna was completed, the Union Pacific continued to push the railroad past Hanna toward Rawlins. The Union Pacific Railroad announced June 10, 1890, in the Laramie Boomerang, the main line through Hanna to Rawlins was completed. The main line of the railroad would now run from Laramie to Rawlins by going through Hanna. Stops at Como, Ramsey, Hanna and New Percy were added to the daily schedule. Stops at Allen Junction, Pyncheon, Carbon, Simpson and Old Percy were dropped. The trip from Laramie to Rawlins was now eighteen miles shorter. The daily coal trips to Carbon still continued, but the railroad to Carbon was now a spur track.





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**THE FIRST PASSENGER TRAIN TO HANNA, PICTURED ABOVE, ARRIVED OVER THE CARBON CUT OFF IN 1890. (WYOMING STATE ARCHIVES, DEPARTMENT OF CULTURAL RESOURCES)**

## Town of Hanna

In early 1889 the Union Pacific Coal Company hired Swedish carpenters to build the first houses in Hanna. Among the first carpenters were John Klaseen, Nels Eckman, and John Linden.



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**PICTURE ABOVE IS THE HANNA TOWN SITE AS IT LOOKED IN ABOUT 1891. THE PICTURE WAS TAKEN LOOKING SOUTHEAST FROM THE HILLS ON THE NORTH END OF TOWN. NOTE: TWO TOWN IS LOCATED AT THE BOTTOM OF THE PICTURE WITH THE HOUSES LINED NICELY IN SEVEN ROWS RUNNING NORTH AND SOUTH. THE RAILROAD RAN THROUGH THE CENTER OF TOWN FROM EAST TO WEST. ONE TOWN IS LOCATED ACROSS THE RAILROAD TRACKS, ALSO BUILT IN STRAIGHT ROWS, AND WAS LAID OUT FROM WEST TO EAST. (NOT DATED) (WYOMING STATE ARCHIVES, DEPARTMENT OF PARKS AND CULTURAL RESOURCES)**

Instead of duplicating living conditions and housing found in Carbon, the Union Pacific decided to lay out the town of Hanna in an organized manner in advance of building the town. The town was built originally in two sections, one near each of the mine entrances. The town's Main Street ran east and west and was located on the first street on the north side of the railroad tracks. South of the tracks, near the entrance of the Number One mine was One Town. North of the tracks and slightly northwest of One Town, was Two Town. Two Town was built close to the main entrance of the Number Two mine. Three Town would later be built northeast of One Town, between Hanna and Elmo, near the entrance of the Number Three mine. Jap Town would be built south of the Number 2 tipple.

It was reported in the January 30, 1889 issue of the Cheyenne Weekly that the Post Office Department had established a post office at Hanna, Carbon County, and appointed George F. Doane, postmaster.

On July 10, 1890 the new town of Hanna celebrated when President Harrison signed a bill creating the state of Wyoming.

By the end of 1891 there were 160 new houses ready for miners to live in. A boarding house and hospital had been built by this time as well.





**PICTURED ABOVE IS HANNA'S TWO TOWN TAKEN FROM THE TIPPLE OF THE NO. 2 MINE IN ABOUT 1891. NOTE: THE LARGE WHITE BUILDING ON THE EAST SIDE OF TWO TOWN IS THE FINN HALL WHICH WAS MOVED FROM CARBON TO HANNA. AT THE TIME THE FINN HALL WAS LOCATED ON THE SITE OF THE YET TO BE BUILT HANNA SCHOOL. THE FINN HALL WOULD LATER BE MOVED TO THE NORTH EDGE OF HANNA. (WHILE FAMILY COLLECTION)**

The first water source for Hanna was a well sunk near the town. It turned out to be unusable for drinking water. Good water was found at Rattlesnake Creek. The Rattlesnake Water Company was incorporated and given the responsibility to bring drinking water to Dana and Hanna.

*The Rattlesnake Water Company have a force of men at work up on Elk Mountain putting in a drain, says the Rawlins Journal. It is the purpose of this company to put in a pipe line to Dana and Hanna, the two new coal camps on the Union Pacific. The line will be about eighteen miles long. A fifteen inch pipe will convey the water to the new camps, and when completed they will have one of the best water systems of any town in Wyoming. (Daily Boomerang, Dec. 16, 1889)*

Until the water line could be completed, water was hauled from Rattlesnake Creek to Hanna in barrels. The water delivery was similar to the delivery system followed in Carbon when water was hauled from Medicine Bow to Carbon. Two concrete reservoirs were eventually built to keep an adequate supply of water on hand at all times. The same basic water system is used by the town of Hanna today.

## Businesses

The first business to locate in Hanna was the Beckwith Commercial Company. The following add was placed in the Cheyenne Daily Leader in November of 1889. At the time, Captain Thomas O. Minta, was the manager of the Beckwith stores at Carbon, Dana and Hanna.

# BECKWITH COMMERCIAL COMPANY.

WHOLESALE AND RETAIL DEALERS IN

Dry Goods                      Groceries                      Boots and Shoes

Clothing                      Hats and Caps

Furnishing Goods                      Furniture

Sewing Machines                      Carpets                      Rugs

Miners Supplies                      Blasting and Sporting Powders

Coal Oil and Lard Oils a Specialty.

Stores at Evanston, Almy, Rock Springs, Carbon, Red  
Canyon, Dana, Hanna, Rock Springs No. 4,  
Wyo, and Como and Baldwin, Colo.

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IN ADDITION TO BEING THE FIRST BUSINESS IN HANNA THE BECKWITH COMMERCIAL COMPANY WAS ALSO LOCATED IN MANY OF THE OTHER MINING TOWNS IN WYOMING. IN ADDITION TO COMMERCIAL SALES THE BUSINESS ACTED AS PAYMASTER FOR THE MINES. (CHEYENNE DAILY LEADER, NOVEMBER 9, 1890)

The original Union Pacific Company Store was built in Hanna in 1889 and run by George Doane. George operated the store until he retired from management and moved back east in September of 1893. Mike Quealey took charge of the meat market adjoining the company store in September of 1893. Pictured below is the Union Pacific store in Hanna that was moved to Hanna from Cabon by train to take the place of the first store.





**THE UNION PACIFIC COAL COMPANY STORE PICTURED ABOVE WAS MOVED FROM CARBON TO HANNA BY RAIL AND PLACED ON MAIN STREET. THE STORE REPLACED THE ORIGINAL STORE BUILT IN HANNA. THIS STORE WAS LATER REPLACED BY A NEW AND MODERN STORE IN 1939. (UNDATED) (HANNA BASIN MUSEUM)**

All the buildings in Hanna were owned by the Union Pacific, the exceptions were the churches and parsonages.

**Thomas Jackson** moved his clothing store from Carbon to Hanna in 1895. His store, along with the Beck Commercial Company, were two of the few that were allowed in the town of Hanna that were not wholly owned by the Union Pacific Coal Company.

The Hanna Community Hall was built in 1895. Originally named Linden Hall, the building served as a saloon during the town's early years and as a pool hall during prohibition. Today it serves as the Hanna Basin Museum.

**The Hanna Hotel**



**MARY FORD'S HANNA HOTEL, HANNA, WYOMING, 1951. (DRAWING FROM HANNA FIELD BY HARV WILBUR) (HANNA BASIN MUSEUM)**

*Not everyone thought that the Hanna Hotel was the greatest. Some of the temporary residents complained that it was too close to the railroad tracks. Osea Nelson told me that he couldn't sleep because of the rumbling and the pounding of the passing freight cars and the piercing whistles of the locomotives as they approached the nearby railroad crossing, not to mention the bright light that hung over his window outside. Paul Tarkington, who went to work for the railroad when he was 19 - that was back in 1929 - said that he was scared to death living in the hotel. Doors and locks were few and far between. There was no door on his room. He might awake in the middle of the night and find someone wandering around near his bed.*

*As for the hotel our experiences were far different. The food was great and the one who presided over it was one of those rare people you do not often have a chance to meet. That was Mary Ford. Born in England in 1890, she came over to the United States at 14, married at 18, widowed at 23, and left with three small children, ages 5, 3 and 6 months. She had run a local boarding house during World War I and had been cook, house mother, and bottle washer to a bunch of rowdy coal miners. Mary became a community leader, social organizer, a committed care giver who ministered to "all sorts and conditions of Men." She was, in short, a kind of Methodist Mother Teresa. When I think of the Hanna Hotel I think of her. (Hanna Field, *Story of a Fledgling Episcopal Priest and his Six Wyoming Missions* by Harv Wilbur)*

## Coal Mines

There were seven Union Pacific Coal Company mines developed in Hanna. The mine locations are pictured on the mine map below. The mines were Numbers 1, 2, 3, 3 1/2, 4, 5 and 6. Mine No. 3 1/2 was often overlooked, but it was an important part of the mine network.

In the early years of Hanna, the Union Pacific Coal Company controlled almost every aspect of a coal miner's life. The Company owned the stores and houses. It also determined wages and working conditions. Coal mining was extremely

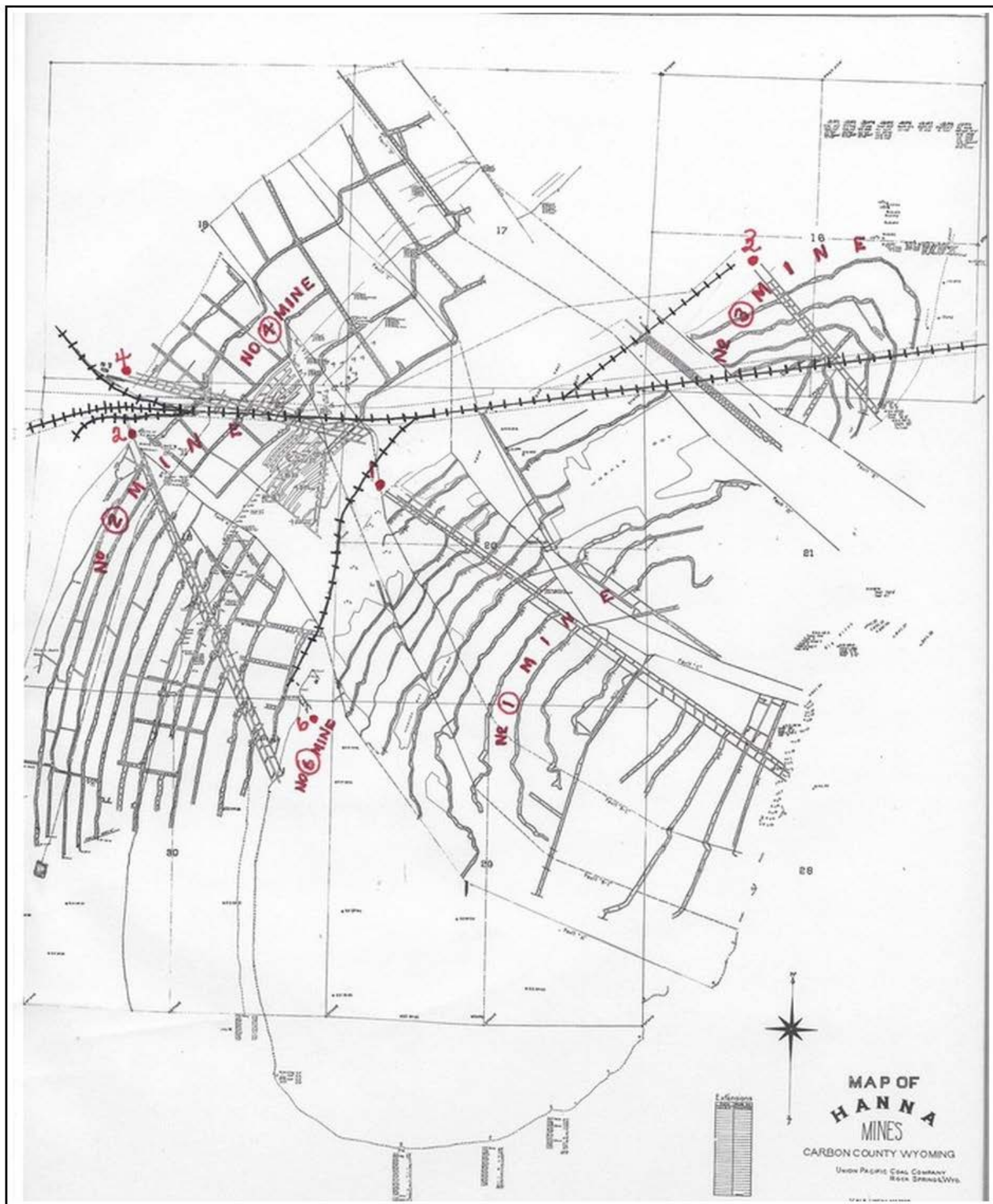


dangerous and the men worked in primitive conditions for very little money. The largest percentage of the Hanna miners were foreigners brought to Hanna directly from other countries. Many miners lost their lives in the mines and many more felt they would be killed sooner or later, but they had to provide for their families and felt there was no other place to go. A large number of men left behind widows and fatherless children without hope, money, or housing. The work demanded the men and women be hard, fearless and able to face considerable difficulty and hardship with great determination and effort or they wouldn't survive.

The Hanna mines had extremely thick **seams of coal** (/hanna-mining-terminology.html). The seam in the No. 1 mine was from fifteen to thirty feet thick and the No. 2 mine seam was from twenty four to thirty six feet thick. With the coal seams so high the working conditions were exceptionally dangerous. Several feet of coal was left at the top of the seam to protect dirt, rock, coal and other debris from caving in, but these conditions left high ceilings which were difficult to check roofs for loose rock and coal and high places for dangerous gases to accumulate.

To open a mine, the miners **drove an** (/hanna-mining-terminology.html)**entry** (/hanna-mining-terminology.html) downward through the seam of coal as pictured below. They then drove entries off the main entry at right angles creating a massive system of tunnels. Openings off the **entries** (/hanna-mining-terminology.html) were **rooms** (/hanna-mine-fatality-records.html). The rooms were the miners' underground workplace at the face of the coal seam. The rooms usually were about eight to twelve feet wide. Between the rooms, solid pillars of coal, twenty to one hundred feet wide, were left to hold up the mine roof. Miners would come back later and remove the pillars. Props made of timbers helped the pillars hold up the roof of the mine from caving.

As shown in the map below, the town of Hanna was located immediately on top of the mine slopes and entries. To help avoid the town from sinking into the mines, the Company did not remove the coal **pillars** (/hanna-mining-terminology.html) located under the town.



THE MINE MAP ABOVE MARKS THE LOCATION OF THE SEVEN HANNA MINES, THE RED DOTS WITH THE MINE NUMBER CIRCLED MARK THE ENTRANCES TO THE MINES. ONE TOWN WAS LOCATED JUST WEST OF THE ENTRANCE TO THE NO. 1 MINE ON THE SOUTH SIDE OF THE RAILROAD TRACKS, TWO TOWN SAT ON TOP OF THE NO. 4 SLOPE AND ENTRIES ON THE SOUTH SIDE OF THE RAILROAD TRACKS, AND THREE TOWN WAS LOCATED JUST WEST OF THE ENTRANCE OF THE NO. 3 MINE. (HANNA BASIN MUSEUM)

In the early years, coal mining was carried out primarily with pick, bar, shovel and powder. Pictured below is a pick miner



(/hanna-mining-terminology.html)heading onto the slope (/hanna-mining-terminology.html) of the mine on his way to his workplace or room at the face of the coal. The coal he dug was hauled to the surface in a trip of coal cars pulled by horses and mules on metal rails.



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**THIS MINER IS ABOUT TO ENTER THE COAL MINE WITH HIS PICK, BAR, OIL LAMP AND LUNCH BOX, THE ESSENTIAL TOOLS, ALONG WITH A SHOVEL, OF A PICK MINER. UNION PACIFIC COAL COMPANY. (UNDATED) (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)**

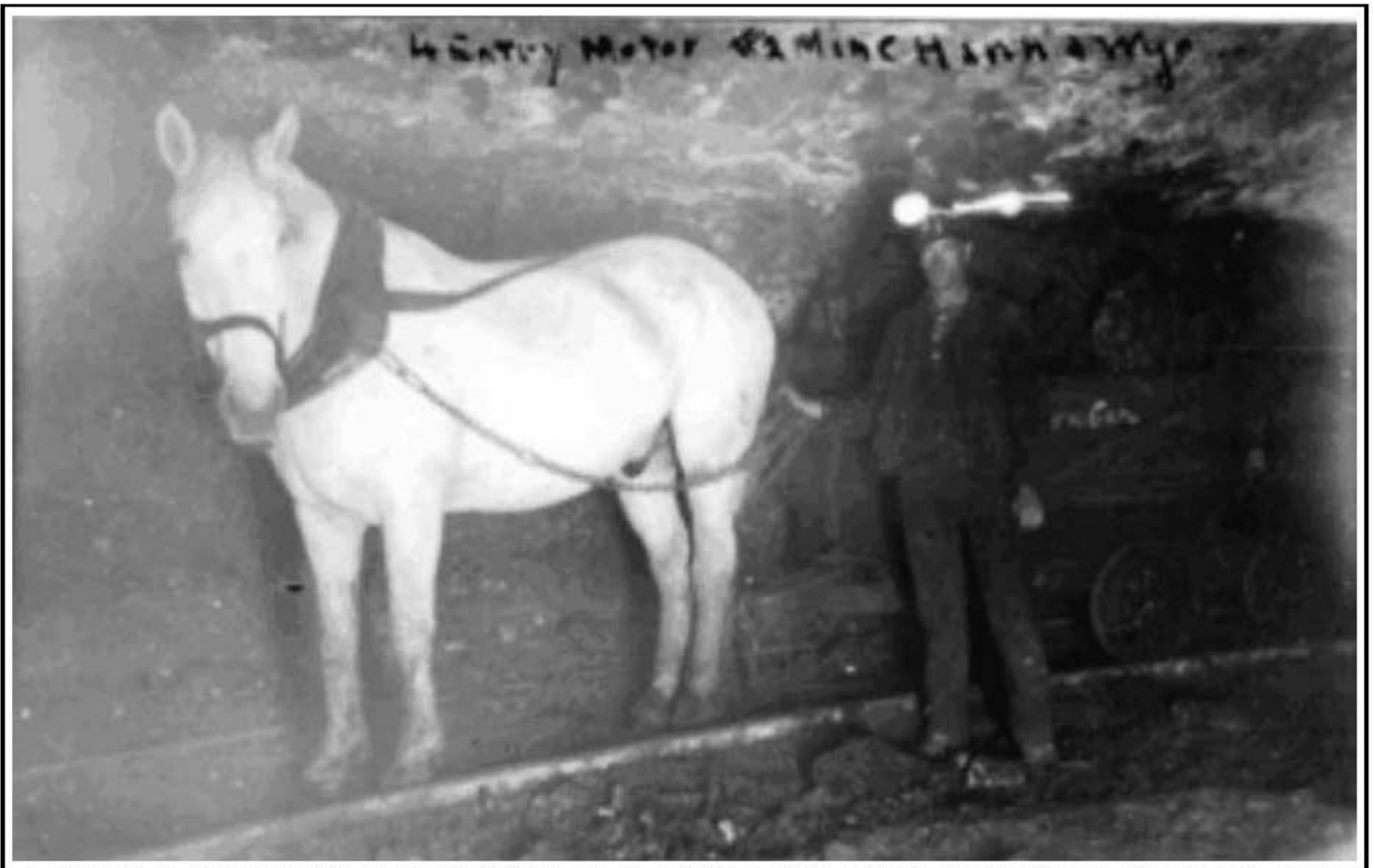
Pictured below are two miners working in a room at the **coal face** (/hanna-mining-terminology.html). The miner at the bottom of the picture, laying down, is **undercutting the coal** (/hanna-mining-terminology.html) and the man standing is drilling a hole in order to insert powder and blast the coal. The coal was undercut so the coal would fracture and fall in chunks to the mine floor ready for loading.



**TWO MINERS PREPARING TO BLAST THE COAL. THE MAN STANDING IS DRILLING THE FACE IN ORDER TO PLACE HIS POWDER, THE MAN LAYING DOWN IS UNDERCUTTING THE COAL TO AVOID A WINDY SHOT AND ALLOW THE COAL TO DROP TO THE MINE FLOOR IN CHUNKS READY FOR LOADING. NOTE THE TYPE AND LOCATION OF THE MINER'S OIL LAMPS. UNION PACIFIC COAL COMPANY. (UNDATED) (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)**

After the coal was undercut and blasted from the face, the coal was loaded into coal cars and pulled to the surface of the mine by horses or mules. In Hanna, the mules and horses were stabled underground until 1910.





THE MULE "HEATRY MOTOR" IN THE HANNA NO. 2 MINE. THE MINERS DEPENDED UPON MULES AND DRIVERS LIKE THIS TO HAUL THE COAL TO THE SURFACE OF THE MINE. THE MAN WITH THE MULE WAS KNOWN AS A DRIVER. (HANNA BASIN MUSEUM)

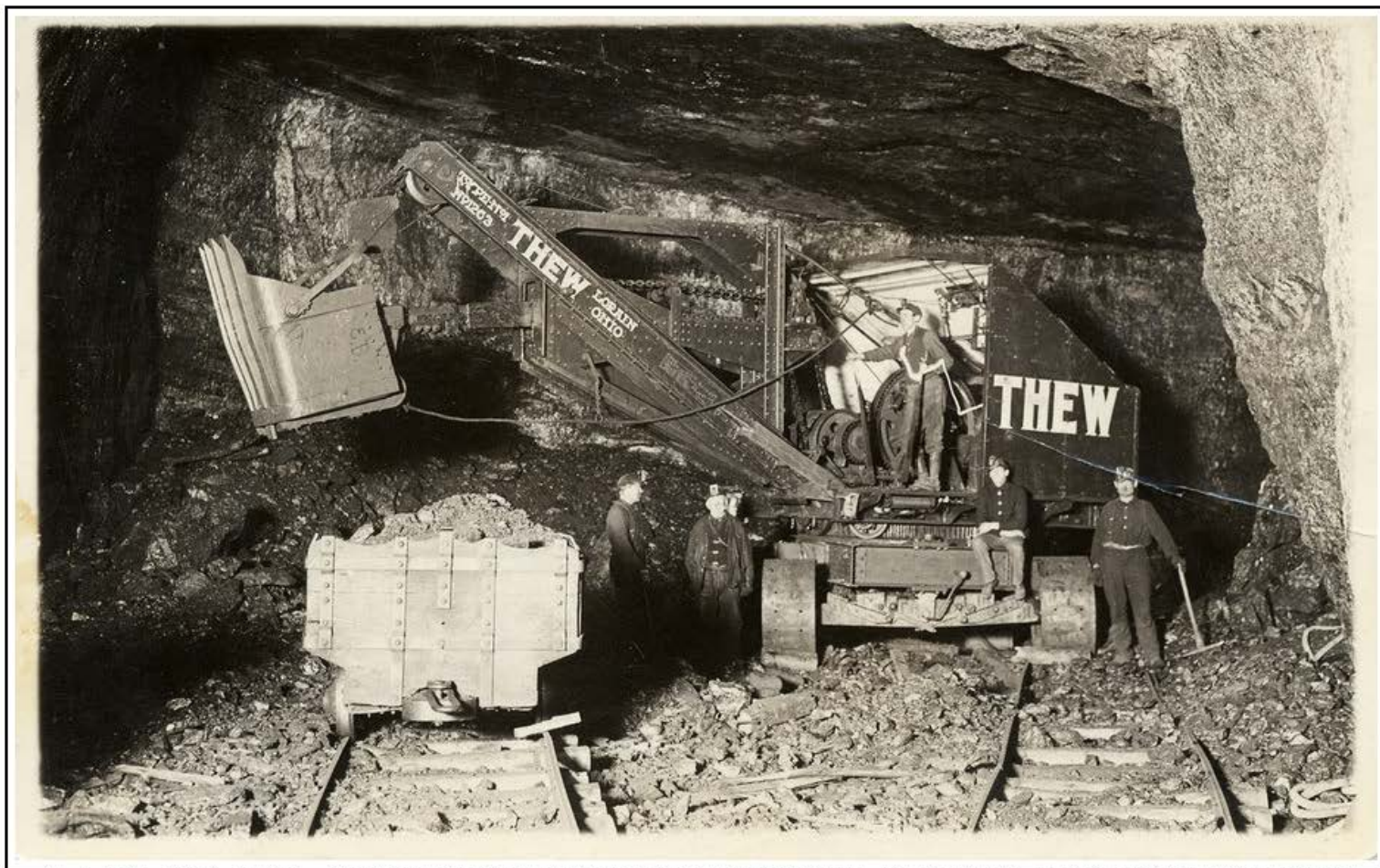


(/uploads/6/5/9/5/6595987/4632226\_orig.jpg)

**A MULE ATTACHED TO A TRIP OF COAL INSIDE A COAL MINE. THIS MULE IS ATTACHED TO SEVERAL COAL CARS EACH WEIGHING A TON OR MORE. NOTE THE DEBRIS ON THE TRACK. THE WORK OF THE MULE AND DRIVER WAS MUCH HARDER IF THE MINE TRACK WAS NOT KEPT CLEAN. UNION PACIFIC COAL COMPANY. (UNDATED) (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)**

Starting in 1912 the Hanna mines converted to the panel system of mining coal. A few pieces of modern undercutting machinery was introduced as early as 1910, but in 1912 with the **Panel System** (/hanna-mining-terminology.html) modern mining equipment took over. In 1916 the Thew Automatic Electric Driven Shovel pictured below was placed in use for loading coal in the No. 2 and No. 4 mines. In addition, electric locomotives called **Motors** (/hanna-mining-terminology.html) partially replaced horses and mules for moving the coal on rails to the surface. Entries which used to be mule roads were slowly being converted to power haulage roads. The underground roads were miles in length. The workmen had to also travel the roads to and from their work place and they proved to be deadly if extreme caution was not taken.





**A THEW AUTOMATIC ELECTRIC DRIVEN SHOVEL BEING USED TO LOAD COAL IN THE HANNA NO. 4 MINE IN 1916. (WHILE FAMILY COLLECTION)**

Of the seven mines in Hanna, only the Union Pacific Coal Company's No. 1 mine ever exploded. It violently erupted four times over its short history killing 229 men in the explosions. Many more men were killed over the years in other types mining accidents, but it was mine explosions that took the majority of lives.

The two most documented explosions in No. 1's history, were the 1903 and 1908 Explosions. The two horrific events significantly changed the lives of the surviving miners, the town of Hanna, the State of Wyoming and the national coal industry as a whole.

### 1890 Explosion

The first explosion of Hanna Mine No. 1 occurred in 1890. Henry Ward was the lone victim of the explosion.

*Union Pacific has suffered from another mine explosion. It took place this time yesterday afternoon in No. 1 mine at Hanna, the only victim being Henry Ward, who was instantly killed. Fortunately the accident occurred on Sunday when the miners were not at work, or many more would have been injured and killed. Ward entered the mine with a light. There was gas in the mine and when Ward neared a position near the pumps the gas became ignited and exploded. He was killed and much damage was done, although it is said to be not so great but that work may be resumed in a few days. (Daily Laramie Boomerang April 28, 1890)*

### 1903 Explosion

June 30, 1903 Hanna Mine Number One exploded ([/hanna-1903-explosion-of-mine-number-one.html](#)) for the second time in the mine's history at approximately 10:30 in the morning killing 169 men ([/hanna-1903-explosion-fatality-list.html](#)). The cause of the explosion was officially reported as unknown, but State Mine Inspector Noah Young who investigated the 1903 Explosion, reported in 1908 that; "the 1903 explosion was probably caused by a breaking out of gas and its ignition by a "blown-out-shot" ([/hanna-mining-terminology.html](#))."

# LARAMIE BOOMERANG.

LARAMIE, WYOMING, WEDNESDAY, JULY 1, 1903.

## DISASTER AT HANNA

The Worst Catastrophe in the Whole History of Wyoming Occurred Tuesday Morning at 10:30 a. m.

## OVER TWO HUNDRED MEN ARE IMPRISONED

Some Forty Working Near the Air Shaft Escaped Without Injury. All the Rest are Entombed With No Chance of Escape.---One Body Recovered

(/uploads/6/5/9/5/6595987/4813226\_orig.jpg)

THE DISASTER AT HANNA CREATED HEADLINES LIKE THIS AROUND THE COUNTRY. THE HEADLINES FROM THE LARAMIE BOOMERANG REVEALED THE EXPLOSION WAS THE WORST CATASTROPHE IN THE HISTORY OF WYOMING. THE FINAL FATALITY COUNT WAS ONE HUNDRED SIXTY NINE MEN KILLED ON THAT HORRIFIC DAY, (LARAMIE BOOMERANG WEDNESDAY JULY 1, 1903)

Mine officials immediately started rescue efforts. Groups of people including families flocked around the entrance to the mine watching men frantically trying to reopen the slope to the No. 1 mine. In 1903 there was only one way into the mine, the west entry. An east entry was underway at the time of the explosion, but the east and west entries were about 400 feet from being connected.





(/uploads/6/5/9/5/6595987/15355\_orig.jpg7924)

**A FRANTIC RESCUE ATTEMPT WAS LAUNCHED IMMEDIATELY AFTER THE EXPLOSION OF THE NO. 1 MINE. THE ENTRANCE PICTURED ABOVE WAS THE ONLY WAY IN OR OUT OF THE MINE. THE FORCE OF THE EXPLOSION NOT ONLY CLOSED THE ENTRANCE TO THE MINE, IT ALSO SHUT OFF THE OXYGEN SUPPLY TO ANY OF THE MINERS THAT MIGHT HAVE SURVIVED THE INITIAL BLAST. A FEW MINERS SURVIVED THE EXPLOSION, BUT 169 MEN DID NOT. (WHILE FAMILY COLLECTION)**

State Inspector of Coal Mines A.E. Bradbury arrived at 11:30 am at the exploded mine site. He was informed of the explosion by Edward Brooks, Superintendent of the #1 mine and arrived by train on the No. 2 Limited. Bradbury found the mouth of the main slope and manway filled with rock, timber and dirt from five to fifteen feet in thickness and one hundred fifty feet long. Large forces of men under the supervision of Superintendent Park of the Union Pacific Railway Company were working to clear up the debris. He entered the damaged mine along with Assistant Superintendent of the mine Black, and Special Mine Deputy Thomas Snedden. They made it as far as entry 7. Men were working along the way to make a passable roadway for the rescuing party to bring out the bodies of dead miners. The mine was starting to fill with Carbonated Hydrogen, an explosive gas, so all naked lights were ordered taken out of the mine and safety lamps used. The safety lamp retarded the movements of the miners and slowed the work down, but it was considered the best way to continue the work safely. It was thought at the time the bodies could be recovered in a few days. There was little hope that anyone would be found alive. After examination of the slope the three men left the mine to report their findings and consult with Superintendent of the mine Brooks. Brooks arranged for three eight hour shifts of men to work night and day removing debris from the slope. Each shift contained 75 to 100 men. Mine General Manager, Clark ordered arrangements made for receiving the bodies. He ordered caskets and suits. The bodies were to be washed and dressed before placed in the caskets. (1904 State Mine Inspector's Report)

The 1903 explosion didn't slow up coal production. By May 4, 1904, the Hanna mines were running full force and producing coal. It was reported in the Rawlins Republican, "The mines are working every day, and any man who is a coal digger need not be out of work an hour after his arrival."

- For more information on the 1903 Explosion of Hanna Mine No. 1 click on the following links.
- 1903 Mine Explosion of Hanna Mine No. 1 (</hanna-1903-explosion-of-mine-number-one.html>)
- 1904 State Mine Inspector's Report (</1904-state-mine-inspectors-report-for-1903-explosion.html>)
- 1903 Explosion Fatality List (</hanna-1903-explosion-fatality-list.html>)
- Coroner's Inquest Report (</1903-explosion-coroners-inquest.html>)

## 1908 Explosion

On March 20, 1908 the Hanna Mine No. 1 exploded (</hanna-1908-explosion-of-mine-number-one.html>) in the same day for the third and fourth time in the history of the mine killing 59 men.





# FIFTY RESCUERS DIE WHILE SEEKING DEAD

State Coal Mine Inspector Elias and Heroic Volunteers Entombed by Second Explosion  
As They Search for Corpses

First Explosion in Afternoon Wrecked Workings and Hurled  
Score of Men Into Eternity---Scenes About Mine  
Slope Beggar Description

A SHORT FIVE YEARS AFTER THE 1903 EXPLOSION, THE HEADLINES WERE SIMILAR; MORE MINERS DIE IN THE HANNA MINE. THIS TIME 59 MEN WERE KILLED ON MARCH 28, 1908 IN TWO SEPARATE EXPLOSIONS ON THE SAME DAY. (THE CHEYENNE DAILY LEADER, MARCH 29, 1908)

*On the 20th of March, eight days before the 1908 Explosion of Hanna Mine Number 1, John Burton and Wm. Bailey were working in No. 10 entry. They fired a shot about 11 P.M. which set fire to the coal. They tried to secure water with which to extinguish the flames but were unable to do so, as the pipeline was out of order. They then attempted to extinguish the fire by spreading the burning coal over the floor of the entry. They believed they had the fire out and later started out of the mine. On their way out along the entry they met Fire Boss John Evans and informed him of what had happened. Evans investigated and later told Burton and Bailey that the fire was out.*

*On the evening of Saturday, the 21st, John Evans, in making his rounds, discovered fire in the same entry. He reported to the mine foreman, Burton. By this time the fire had gained such headway that it was found necessary to stop it off. The stoppings were built just inside the first slant of the entry. These stoppings were built of boards. After letting the entry remain in this condition for about five days Superintendent Briggs and Foreman Burton, with others began operations on Thursday, when the mine was idle, to open up the entry. They broke the stopping, advanced about 200 feet and then erected another stopping postponing further operations until another idle day.*

*On Saturday, March 28th, Superintendent Briggs and seventeen others, including the fire bosses, gas watchmen, etc. entered the mine for the purpose of opening up the entry and if possible to gain control of the fire. The explosion occurred about 3 o'clock and it will never be known just what circumstances brought it about. The timbers in the slope and manway were blown out, causing both entrances to cave in. Safety lamps were procured and a number of men volunteered to go down the east slope (which was not materially damaged) as a rescuing party. Materials were rushed to the east entry for the purpose of blocking up the cross cuts, entries, etc. to enable the rescuing party to proceed down to No. 10 entry.*

*About 4 o'clock David M. Elias, mine inspector for this district, arrived, went to the east slope and took charge of the rescue work. The bodies of Robert Warburton, Peter Munson and Ben Parry were found on the slope to No. 10 entry and were brought to the surface by the rescuing party.*

*About 10:30 o'clock P.M. a second explosion occurred wrecking the east entrance, after which no more work was done. Forty-one men were in the mine at the time of the second explosion and all were killed. On March 29th all the entrances to the mine were sealed up. (1908 State Mine Inspector's Report)*





UNITED MINE WORKERS OF AMERICA CONGREGATED OVER THE MOUTH OF THE EAST ENTRANCE OF THE NO. 1 MINE, WHERE THEIR FELLOWWORKMEN ARE ENTOMBED, COMMEMORATING THE 2ND ANNIVERSARY OF THE EXPLOSION OF MARCH 28, 1908 (HANNA BASIN MUSEUM)

- For more information on the 1908 Explosion of Hanna Mine No. 1 click on the following links.
- 1908 Mine Explosion of Hanna Mine No. 1 ([/hanna-1908-explosion-of-mine-number-one.html](#))
- 1908 Explosion Fatality List ([/hanna-1908-explosion-fatality-list.html](#))
- 1908 Explosion Victims Buried in the Hanna Cemetery in Nameless Graves ([/1908-explosion-victims-buried-in-hanna-cemetery-in-nameless-graves.html](#))
- Noah Young's 1908 Explosion Report to Governor B.B. Brooks ([/noah-youngs-1908-hanna-explosion-report-to-governor-bb-brooks.html](#))
- 1908 Explosion Coroner's Inquest Report ([/1908-explosion-coroners-inquest-report.html](#))
- 1908 State Mine Inspector's Report- 1908 Hanna Mine Explosion ([/1908-state-coal-mine-inspectors-report-1908-hanna-mine-number-1-explosion.html](#))

The following time line was taken with permission from *They Came From The Black County* by Bob Leathers: After the 1903 and 1908 explosions, the Union Pacific Coal Company was accused, by State Mine Inspector Joseph Young in his 1908 Inspector Report to Governor B.B. Brooks ([/noah-youngs-1908-hanna-explosion-report-to-governor-bb-brooks.html](#)) and in the press of being negligent and thus responsible for the the 228 deaths resulting from the explosions. The accusations centered around the Union Pacific rushing the No. 1 mine back into production for increased profits before the necessary reconstruction work was completed and for violating state laws and safety rules that if followed would have prevented the explosions.

After the bad press, the Hanna mines seemed to focus on avoiding future explosions and eliminating additional deaths and accidents. No more explosions occurred in any of the Hanna Mines. but the numbers of dead and injured miners continued to grow.

The staggering **number of deaths and accidents** (/hanna-coal-mining-history.html) occurring each year in the Hanna mines forced the Union Pacific Coal Company and the Hanna workers to closely follow mining laws and safety measure and to also create new work place policies and work place procedures to help reduce accidents and save lives.

Some of the important actions taken in Hanna over the years were:

1907 the Union Pacific Coal Company formally recognized the United Mine Workers of America as the union representing the Hanna miners. The Hanna local 2335 was established.

1909 an electric plant was installed at the No. 2 mine to haul the coal from the inside workings to the slope by **motors** (/hanna-mining-terminology.html). The addition of electricity increased the efficiency of the mine.

1910 the **underground stables** (/hanna-mining-terminology.html) at Hanna were removed from the mines. The live stock was now kept outside at the Mule Barn. The mules and horses were taken to the mine each morning and returned to the barn each evening. This move eliminated the need for flammable materials in the mine. It was the underground stables that caught fire during the 1903 and 1908 explosions that significantly helped turn the No. 1 mine into a raging inferno.

1912 a Board of Inquiry was established in the Hanna mines to help identify deadly work practices or work problems in the mine . It was the duty of the board to examine and investigate all accidents or deaths. Two foremen from different mines, together with the Superintendent or his assistant, made up the review board, but not the foreman of the mine in which the accident occurred. The hope was to examine what happened and put the necessary corrections in place to cut down on future accidents and deaths. In addition to a Board of Inquiry, the position of **Boss Driver** (/hanna-mining-terminology.html) was eliminated. The Boss Driver was turned into an Assistant **Mine Foreman** (/hanna-mining-terminology.html). The reason for the change was to allow all the working sections of the mine to be supervised during the day, a responsibility of the Mine Foreman that could not be met because of time issues. By 1914 a Board of Inquiry was present in all coal mines in District 1.

1912 First Aide training for miners came about and significantly changed the operation of the Hanna mines. If a miner was injured, the first aide men were notified and they immediately rushed to the assistance of the injured man. In early years, especially in large mines like Hanna, getting an injured man to the surface was a serious problem. Before 1912, injured men were normally transported to the surface in coal cars, then to the hospital without any or very little treatment of the man's injuries. Many injured miners arrived at the hospital in serious condition, bleeding or suffering from shock. Early treatment of injuries was not the fault of the men in the mine not wanting or trying to helping an injured miner, it was the lack of knowledge on how to attend to the worker's injuries at the time the injury occurred.

First aide stations were established throughout the mines and some of the miners were highly trained to administer first aide. In all the Union Pacific Coal Company mines "ambulances on rails" pulled by a motor (/hanna-mining-terminology.html), as pictured below, were installed in all the mines to help evacuate injured miners from the mine. The picture below was not taken in Hanna, the location is unknown, but the picture is intended to serves as an example of what an ambulance would have looked like.

Company doctors were highly supportive of the first aide teams. The teams were also accepted by mine management. Supplies, along with meeting and training rooms, were made available to the First Aid men by the company. In Hanna, meetings and training took place in the Fin Hall and upstairs in Love's Theater among other places.





**"AMBULANCES ON RAILS" WERE USED BY THE UNION PACIFIC COAL COMPANY TO STORE FIRST AIDE SUPPLIES AND TO EVACUATE INJURED MINERS FROM THE MINE. THE AMBULANCE TOOK THE PLACE OF OPEN COAL CARS. MINE FIRST AIDE TEAM. (LOCATION UNKNOWN) (DATE UNKNOWN) (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)**

1913 Hanna Mines No. 2, No. 3 1\2 and No. 4 installed concrete for all **stopings** (</hanna-mining-terminology.html>). The powder boxes in the mines were made of concrete. The boxes were designed for the miners to store their explosive **powder** (</hanna-mining-terminology.html>) and **squibs** (</hanna-mining-terminology.html>). The practice of allowing explosive material to lie around in the mine exposed to naked lights, sparks, etc. had been discontinued. In addition, concrete powder houses outside but near the mines were built, one for each mine, and the miner's powder was stored in these buildings. The miner's powder containers were called **powder jacks** (</hanna-mining-terminology.html>), which each held six to eight pounds of powder, were brought to the powder house when needed and filled by a certified powder man. After the powder jack was filled the miner's powder was taken to a designated place in the mine, where each morning they were handed out to the workmen.



**POWDER HOUSE HANNA MINE NO. 2 STILL STANDING, JUNE 2014, (PICTURE FROM WHILE FAMILY COLLECTION)**



**OLD POWDER CANS STILL LITTER THE AREA AROUND THE POWER HOUSE FOR HANNA MINE NO. 2, JUNE 2014 (PICTURE FROM WHILE COLLECTION)**

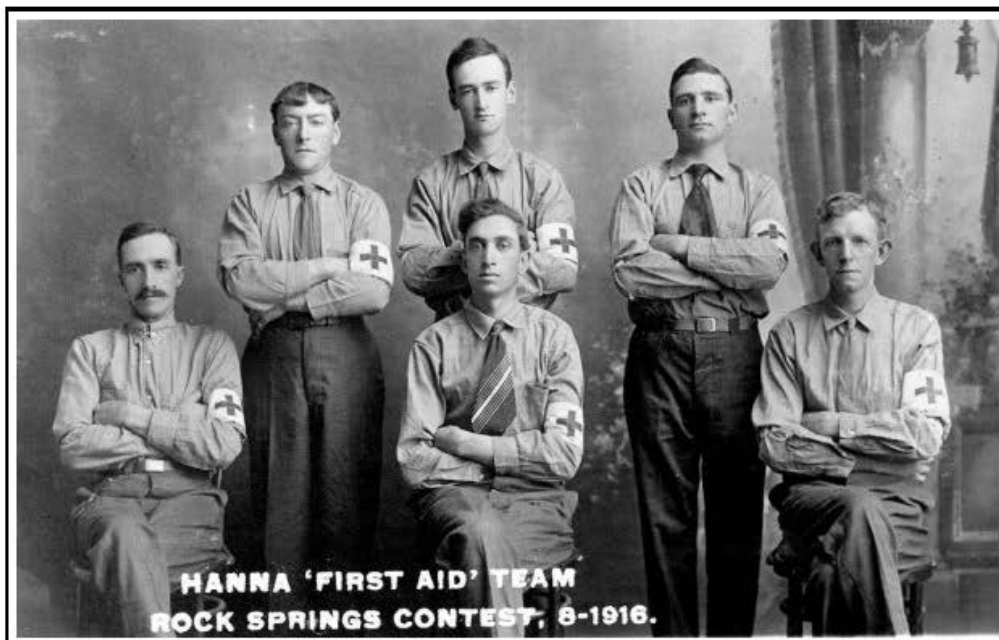
*1916 competitive First Aid teams were established. It was now generally accepted that men injured in the mine had a better chance of recovery or even survival if immediate medical attention was given while the injured worker was still in the mine or at least administered prior to arriving at the hospital. The First Aid competition held in Rock Springs this year for the first time between the mines in District 1 gave the First Aid movement a new level of importance. Just like the fierce baseball competition between the mines generated a town following and established a tremendous level of pride among the citizens, so did the First Aid competition. It was now our town against your town for the championship. The first year there were fourteen First Aid teams in the competition, with six men on each team. Dr. J.H. Young of Rock Springs was the official judge.*





**FIRST AIDE AND MINE RESCUE CONTEST IN ROCK SPRINGS (NOT DATED) (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)**

*The competition was a big deal to the Hanna miners! The men pictured below made up the 1916 Hanna team. In the one man event, the problem to deal with was four fingers on the left hand severely crushed, with lacerated wound on the palm of the hand, which was bleeding profusely. The men had to treat and carry the victim twenty feet by a shoulder lift. Four teams scored one hundred points, including Hanna. Straws were pulled for the prizes. Thomas Foster, Assistant Mine Foreman of No. 10 mine in Rock Springs, pulled the lucky straw, winning first prize, which was a suit of clothes. In the two man event, the problem was an unconscious man found lying on an electric wire across his abdomen. There was also a simple fracture of the right forearm. The men had to rescue the victim and then treat the injuries. Artificial respiration had to be performed for two minutes. Five teams, which included the team from Hanna, scored 100 points. Straws were pulled for the prizes. **Thomas Town** of Hanna, pulled the lucky straw, winning the first prize of fifteen dollars.*



**HANNA'S FIRST AID TEAM. THE FIRST ANNUAL FIRST AID COMPETITION WAS HELD AUGUST 19, 1916 IN ROCK SPRINGS AT THE BALL PARK. THOMAS HUGHES IS SEATED IN THE MIDDLE AND JOE WOODS IS SEATED ON THE FAR LEFT. THE OTHER MEN ARE UNKNOWN, BUT ONE OF THEM IS THOMAS TOWN. (PICTURE FROM BONNE AMAON)**

*1921 all coal was shot with permissible powder. Black Powder was all but eliminated.*

*1921 all Hanna mines experienced improvements in ventilation, airways and man ways.*

*(They Came From The Black Country, Bob Leathers)*

## No. 1 Mine

The No. 1 mine was opened in late 1889 and stayed in operation until it was abandoned March 28, 1908. The mine had four foremen during that time. They were Joseph Cox (February 1889 until January 1892), Archie Raite (January 1893 until January 1894), John Battle (February 1894 until June 1903) and Joseph Burton (September 1903 until March 28, 1908). Two of the foremen, John Battle, in the 1903 Explosion (</hanna-1903-explosion-of-mine-number-one.html>) and Joseph Burton, in 1908 Explosion (</hanna-1908-explosion-of-mine-number-one.html>) were killed in the No. 1 mine. The mine did not have a foreman from July 1903 until October 1903 due to the explosion.





**Hanna No. 1 Mine. (Undated) (Wyoming State Archives, Department of State Parks and Cultural Resources)**



Hanna No. 1 -

HANNA NO. 1 MINE (UNDATED) (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)





HANNA NO. 1 MINE POWER PLANT, HANNA, WY, 1903 (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)



**Hanna No. 1 Mine. (Undated) (Wyoming State Archives, Department of State Parks and Cultural Resources)**





**HANNA NO. 1 MINE, JOSEPH IREDALE OPERATING HOIST, NO. 1 SLOPE, HANNA, 1900 (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)**

## **No. 2 Mine**

The No. 2 mine was opened in 1889 not long after the No. 1 Mine. It closed in 1891 because the No. 1 mine was supplying all the coal the railroad needed. No. 2 was reopened in 1895 during the temporary closing of No. 1 due to a fire. It was closed again in April of 1895. Ten years later in 1903, the No. 2 Mine was opened once again due to the explosion that occurred in No. 1. It was finally closed for good in 1934 when all the coal had been removed.



**HANNA NO. 2 MINE (NOT DATED) (DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)**

1916, the No. 2 Mine is situated on the lower seam. The seam had an average height of 36 feet, and an inclination of 16 degrees to the southeast. The opening is on the northwest outcrop. This mine is being developed by three parallel slopes driven on the pitch, with level entries driven right and left off the main holsting slope at intervals of 450 feet, and rooms are driven up the pitch from these entries. This method was carried down to the seventh lift and the method then changed to panel work. Level entries are now being turned at intervals of 800 feet, right and left from the main slope, and the panel slopes every 600 feet of the level entries, and level rooms on 60 foot center right and left from the panel slopes. In the development of these panels, rooms are driven 20 feet wide and eight feet high. The intention is to recover the rest of the coal on the retreat. All work below the seventh lift is machine mining. All work above the seventh lift is solid shooting. Two Sullivan Undercutting Machines of the short-wall type are being used, and all coal above the seventh lift is handled down the rooms with chutes, and along the entries with electric motors to the slope.

All coal below the seventh lift on the panels is handled to the panel slopes by the loaders, on the panel slopes by electric holsts and along the main entries with electric motors, and taken to the surface on the main slope with a steam holst. All coal is being shot down with permissible powder. This mine is ventilated by a 20 foot Gulba Fan, driven by a 16x24 steam engine, and there is an auxiliary installation of a 10 foot Steven Fan, driven by a 13x12 steam engine. At present there are 180 men employed in this mine, and the average daily output is 1, 200 tons. Ed Brooks, Mine Foreman. (1916 Mine Inspector Report)

In the picture above, the four houses located at the base of the hill, is the section of Hanna called Capitol Hill. It is where some of the mine officials lived. At the foot of the tippie slope, is located the section of Hanna called Jap Town. Capitol Hill and Jap Town were next to each other but housed different segments of the town's population. The current road to the Hanna Cemetery goes between Jap Town and Capital Hill on one side and the mine on the other, then around the north end of the hill.





HANNA MINE NO. 2 DUMP AND POWER PLANT IN 1914 (STIMSON COLLECTION, WYOMING ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)

In 1921 there were 104 **miners** (</hanna-mining-terminology.html>) and **loaders** (</hanna-mining-terminology.html>) employed in this mine. The average daily output was 1,000 tons. Chain coal cutting machines were being used for developing entries and air machines on **planes** (</hanna-mining-terminology.html>) to do away with **pick mining** (</hanna-mining-terminology.html>) and the tendency to **shoot off the solid** (</hanna-mining-terminology.html>).

### No. 3 Mine

Mine No. 3 was opened in 1906. It was abandoned in 1920 because the mine had been **worked out** (</hanna-mining-terminology.html>).

### No. 3 1/2 Mine

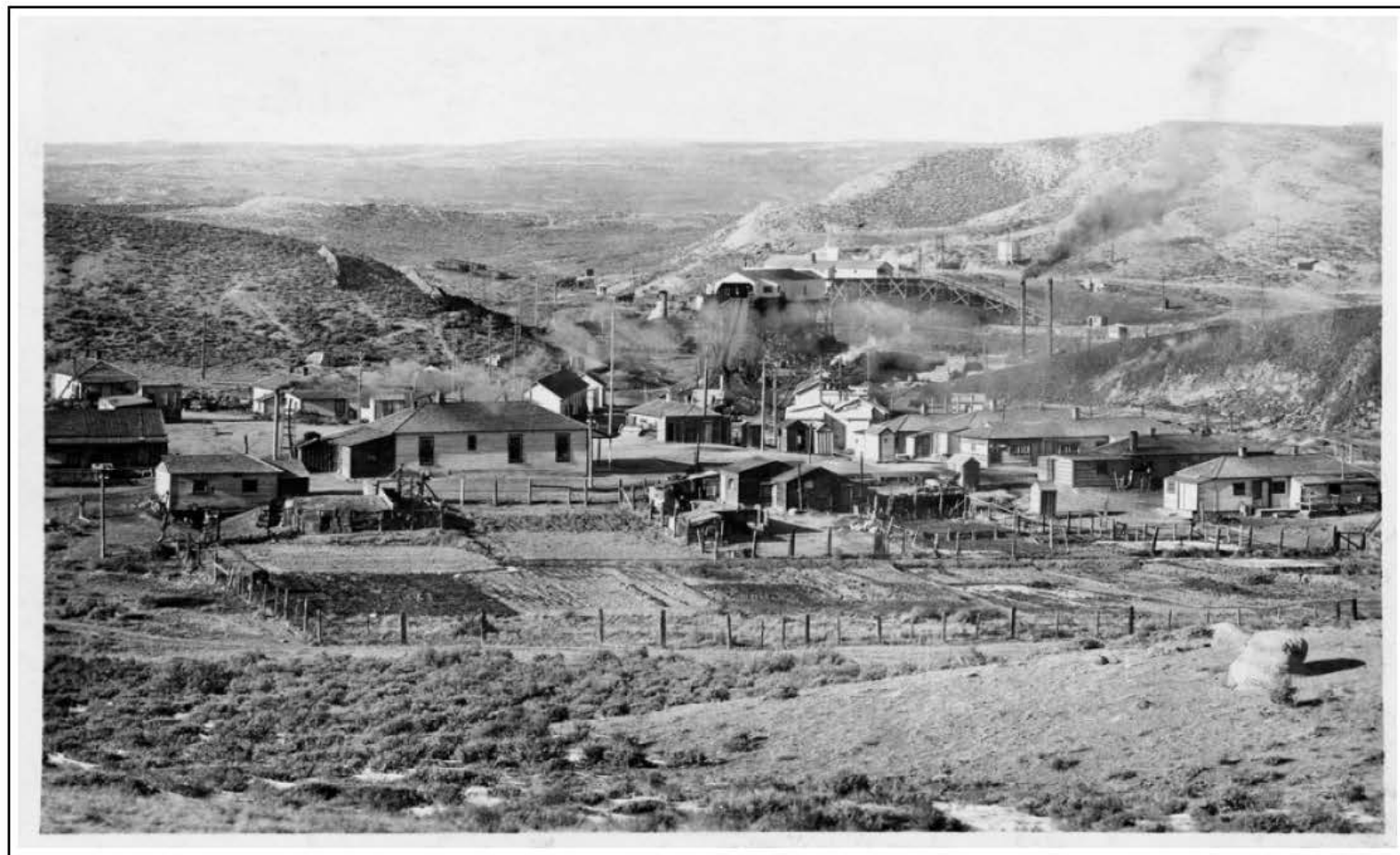
Hanna Mine No. 3 1/2 was opened in 1912. The mine produced 3,193 ton of coal in it's first year in operation. It was abandoned in 1920, but the Union Pacific Coal Company decided to lease the mine to John W. Hay of Rock Springs to complete the clean up work. The name of the new company was the John W. Hay Coal Company and they started operations on the Oct. 1, 1920. The mine operated the same vein of coal as the old No. 3 and was driven as a **panel slope** (</hanna-mine-fatality-records.html>) mine. The primary work in the mine was driving the rooms and the extraction of the pillars. The average daily output was about 500 tons per day. The John Hay mine superintendent was R.B. Ober and the Mine Foreman was William Hughes.



**ONE TOWN AND THE NO. 1 MINE ARE PICTURED AT THE BOTTOM OF THE PICTURE, IN THE BACKGROUND AND THE TOP OF THE PICTURE IS THREE TOWN AND THE NO. 3 AND 3 1/2 MINE. THREE TOWN WAS LOCATED TO THE EAST OF ONE TOWN AND NORTH OF THE RAILROAD TRACKS BETWEEN HANNA AND ELMO (WHILE FAMILY)**

### **No. 4 Mine**

Mine No. 4 opened April 4, 1911 and was worked until the Union Pacific Coal Company closed all mining operations in Hanna on February 28, 1954.



**JAP TOWN WITH HANNA MINES NO. 2 AND NO. 4 IN THE BACKGROUND (UNIVERSITY OF WYOMING HERITAGE CENTER)**





TRIP OF MEN GOING INTO THE HANNA NO. 4 MINE, JULY 15, 1923. (PICTURE FROM WHILE FAMILY COLLECTION)

*1916 the No. 4 mine was situated in the same seam of coal as the No. 2 mine and had the same system of development and working as No. 2 mine below No. 7 entry, and the conditions are in all respects similar to those in No. 2 Mine. Same system of haulage throughout. This mine is ventilated by a 20 foot Guibal Fan, driven by an 18x36 steam engine. At present there are 160 men employed in this mine, and it has an average daily output to 900 tons; coal is being cut with seven C.E.-7 Sullivan Short Wall Machines, and one Thew Automatic Electric Driven Shovel is being used for loading coal. William Hartman, Superintendent; William Woods, Mine Foreman (1916 Mine Inspector Report)*

North of town another entrance and tippie was added to the No. 4 mine called the 4-A mine. It was the 4-A mine that was producing coal at the time the mines in Hanna were permanently shut down.

### No. 5 Mine

Mine No. 5 was opened in 1918, but the coal turned out to be poor in quality. The No. 5 mine was closed within a year and never reopened.

### No. 6 Mine

Mine No. 6 was opened in 1929. It operated for a little over three years and was closed in 1933, because mine No. 4 was producing enough coal to meet the railroad's needs.

### Mine Office and Mule Barn



THE HANNA MINE OFFICE AND MULE BARN WAS LOCATED BETWEEN THE NO. 1 AND NO. 2 MINES ON THE SOUTH SIDE OF THE RAILROAD TRACKS. (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)

## Churches

Hanna was home to two Episcopal Churches, St. Mark's for the whites and St. John's for the blacks, along with a Methodist and a Catholic Church.

### Original Methodist Church





ORIGINAL HANNA METHODIST CHURCH BUILT IN 1890. (PICTURE FROM BONNIE AMAON)

*John Caesar Mylorie served as pastor of the Methodist Church from about 1916 to 1924. He passed away on April 19, 1924 in Hanna. He and his wife Esther were from the Isle of Mann. (Robert James Mylorie, grandson of John Mylorie)*

#### Hanna Methodist Church and Parsonage



HANNA METHODIST CHURCH AND PARSONAGE, REMODELED IN 1925. (UNDATED) (WYOMING STATE ARCHIVES, DEPARTMENT OF

St. Mark's Episcopal Church in Hanna





**ST. MARK'S EPISCOPAL CHURCH IN HANNA, WYOMING. THE CHURCH WAS BUILT IN 1922. (UNDATED) (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)**



**ST. MARK'S EPISCOPAL CHURCH IN HANNA (UNDATED) (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)**

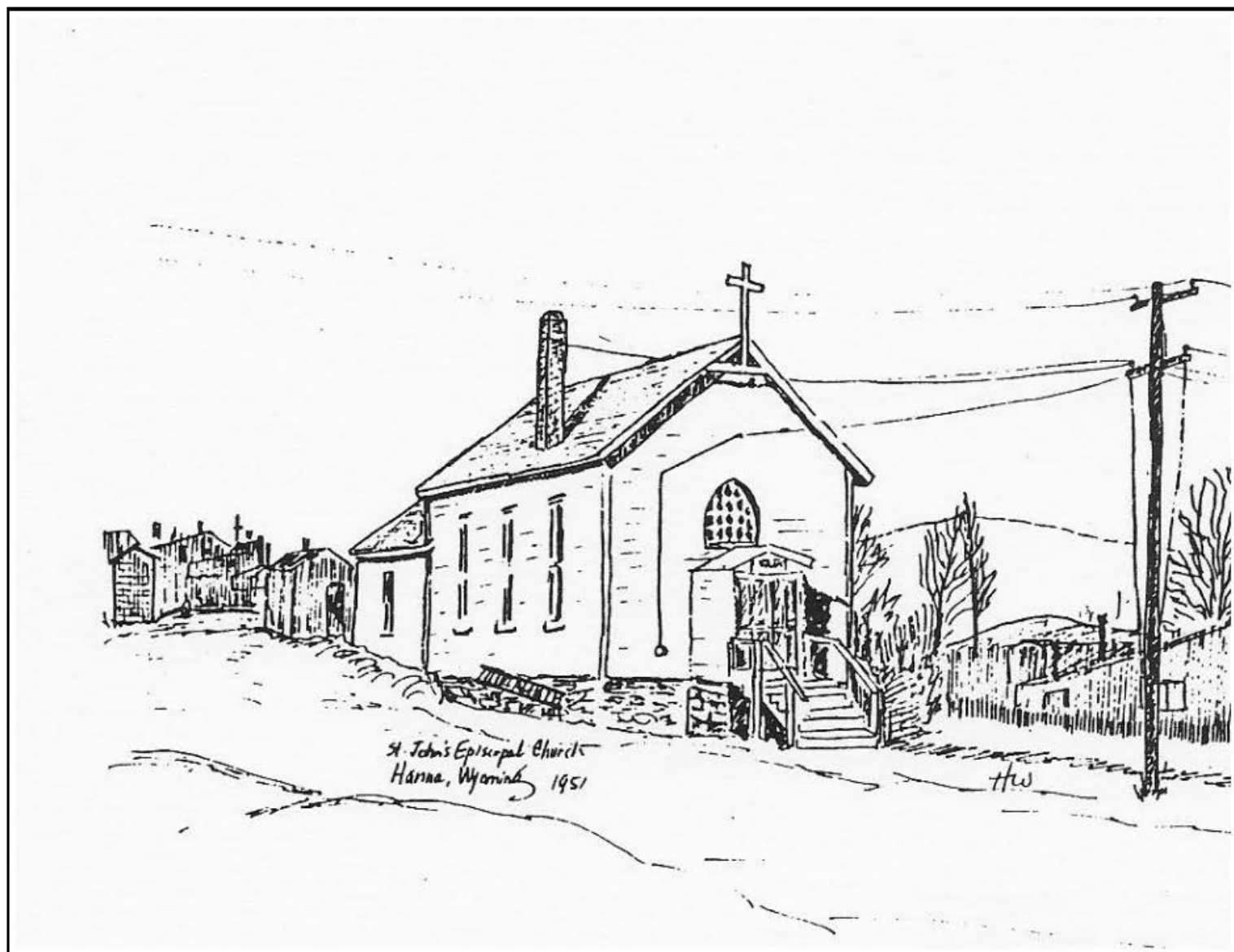


Interior of St. Mark's Episcopal Church in Hanna



INTERIOR OF ST. MARK'S EPISCOPAL CHURCH IN HANNA. (UNDATED) (WYOMING STATE ARCHIVES, DEPARTMENT OF STATE PARKS AND CULTURAL RESOURCES)

St. John's Episcopal Church for the black people in Hanna.



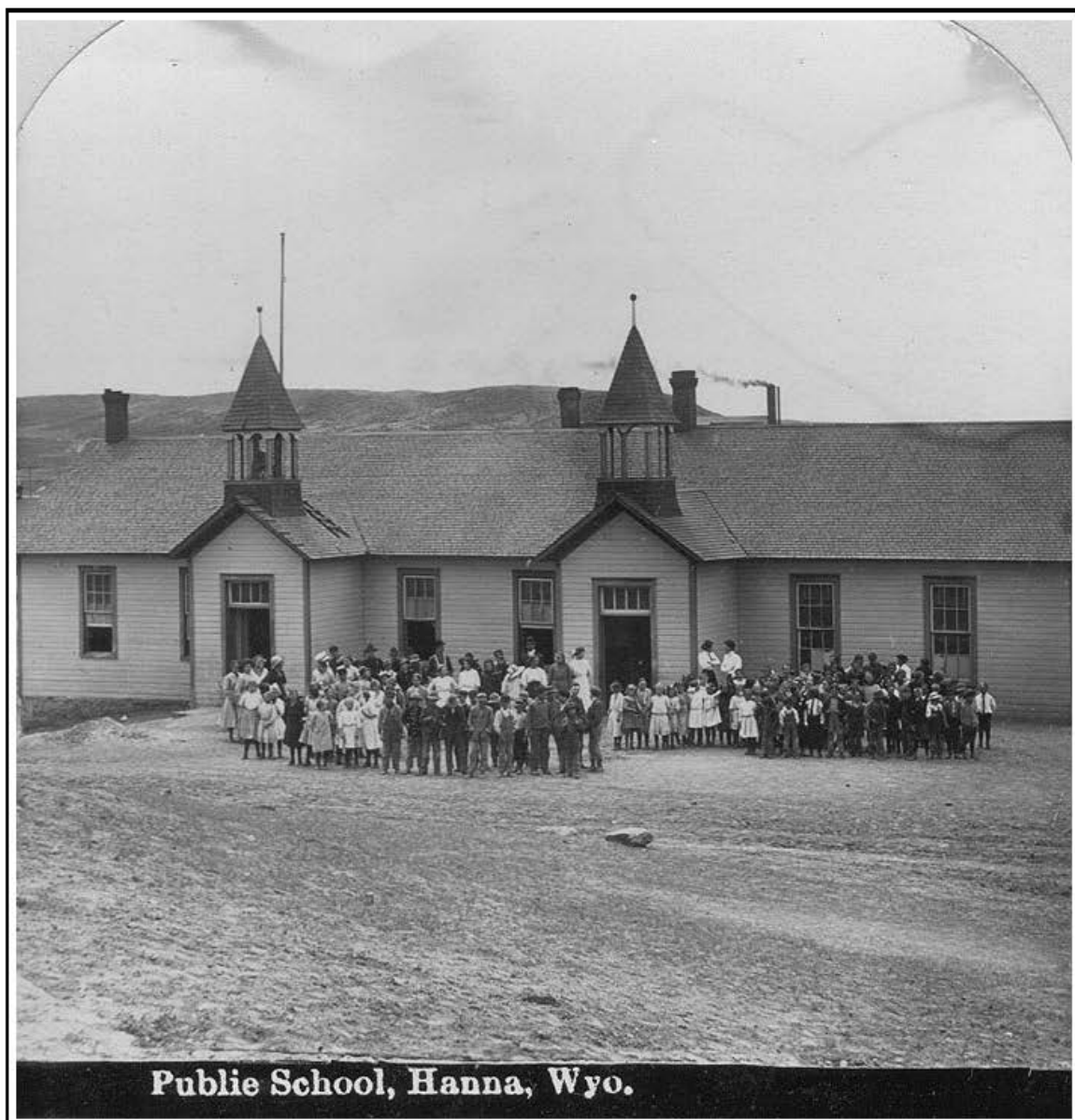
**ST. JOHN'S EPISCOPAL CHURCH FOR THE BLACK PEOPLE OF HANNA, WYOMING IN 1951. THE CHURCH WAS LOCATED NEAR THE COAL SHUTES ON THE NORTH SIDE OF THE RAILROAD TRACKS. (DRAWING FROM HANNA FIELD BY HARV WILBUR) (HANNA BASIN MUSEUM)**

## Schools

The first school was built in 1890, but didn't open with children until 1891. It wasn't until May 28, 1920, some thirty years later, the first high school graduation took place.

*At the Opera House will take place the very first high school graduating exercises ever occurring in Hanna. It is not only an important event to the five young people who have the distinguished honor of comprising this class, and whose names will ever go down in the school history of Hanna, but to every citizen of the camp, for it marks a big step forward in the advancement of educational affairs and bespeaks many fair promises for the future. We want a bigger school, and we want it quick; our boys and girls have an aggravating way of growing up very fast. The domestic science and manual training rooms on Front street are an insult to these young brains.*

*The graduates are Misses Alice Christensen, Edna Klaseen, Lepi Anala, Jean Milliken and Peter Hans Lepponen. (Rawlins Republican, May 27, 1902 p. 6 Hanna Notes)*



**Publie School, Hanna, Wyo.**

**FIRST HANNA SCHOOL, 1890. (WHILE FAMILY COLLECTION)**





HANNA SCHOOL AND GYM. (UNDATED) (HANNA BASIN MUSEUM)

## Elmo and Sampo

As the town of Hanna grew, new towns and mines, not owned by the Union Pacific Coal Company, sprang up in the area. The town of Elmo, about one mile east of Hanna, composed primarily of Finnish people was a place for businesses to exist that were not owned by the Union Pacific Coal Company.

By 1912, the Union Pacific Coal Company did not allow the sale of alcohol in Hanna. Saloons and bars were prohibited, so Elmo filled the void. The infamous "Shamrock Social Club" was incorporated in Elmo by Thomas Mangan, James Mangan, and William Clark in August of 1914. It is said that well traveled paths lead from each of the mines directly to the saloons in Elmo. About three years later in 1917, the town of Elmo was incorporated. Thomas Mangan was the first mayor. One year after incorporation, the Union Pacific Coal Company and Union Pacific Railroad went after the liquor stores located there. April 11, 1918, two years before Prohibition, the two saloons in Elmo were forced to close. The Carbon County Commissioners refused to renew their liquor licenses. Support for denial of the licenses went all the way to the governor of the state.

*Representatives of the Union Pacific Coal Company today requested acting Governor Frank L. Houx to exert the influence of his office with the board of commissioners of Carbon county against the renewal of licenses for saloons in the town of Elmo, which was incorporated about a year ago, and the site of which is near the great coal mining camp of Hanna. They informed the acting governor that the sale of liquor in Elmo subjected the miners employed at Hanna to temptations and opportunities for dissipation, which they were unable to avoid in their own town, there being no saloons at Hanna. It is stated to the acting governor that the sale of liquor at Elmo had resulted in the depreciation of the efficiency of a sufficient number of the employees of the Hanna mines for the effect to be seriously felt in the operation of the mines. (Rawlins Republican, April 11, 1918, p.1)*

In August of 1917 a fire broke out in Elmo during the early morning hours and five business buildings were burned to the ground. The only business houses left intact were the Workingmen's Commercial Company and the "Shamrock" Saloon, owned by Thomas Mangan. The fire originated in the building occupied by Nick Vouraxis which was used as a pool room. He and his wife lived on the second floor of the building and barely escaped with their lives.



**TOWN OF ELMO, ONE MILE EAST OF HANNA (HANNA BASIN MUSEUM)**

The Sampo coal mine was opened in 1908 on an eight-foot vein of coal four miles north east of Hanna in Carbon County, by the Sampo Coal Company. About twenty men were employed. The Sampo town and mine were managed and worked by the Finnish population. Joseph Pesola was the superintendent of the mine in 1908.

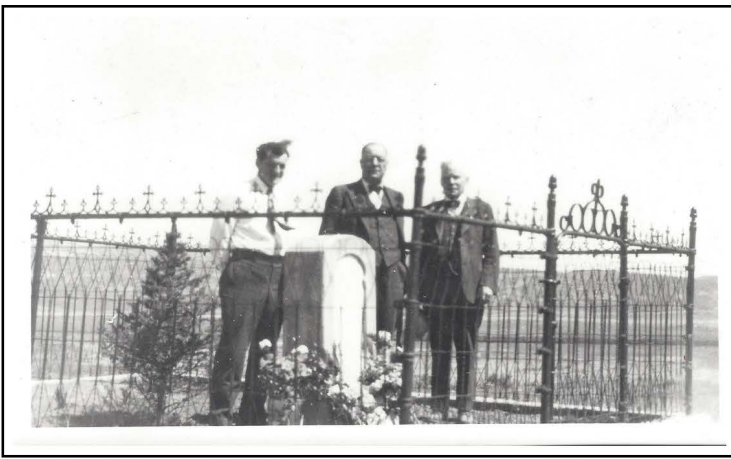
## World War I

On a percentage basis Hanna men participated in World War I in high numbers. It was reported in the Rawlins Republican July 26, 1917, "considerable excitement was caused in town when the result of the draft became known, and great surprise was shown at the large number of Hanna men being drawn, there being sixty-four all told." Families depended on the young men to work with their fathers in the mine. If they left for war, who would take over for them?

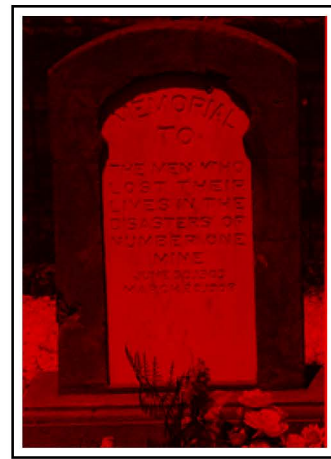
## Monuments

May, 1933, a monument, carved by Hugh Renny, was erected in honor of the men who lost their lives in the two disasters of the Number One mine. The monument was made from a slab of marble recovered from the old Opera House that burned down in 1926. The monument is located on a hill south of town overlooking the Number One mine. It sits over the area believed to be the spot in the mine where the men lost their lives in the 1908 explosion. The fence enclosing the monument was donated by the Sprowell family and was moved from the Sprowell plot at the Carbon Cemetery as family members there had been disinterred and moved to Rock Springs.





Hugh Renny (left), T.H. Butler (center), and Thomas R. Jackson (right). (Hanna Basin Museum)



Memorial to the men who lost their lives in the disasters of Number One mine, June 30, 1903 and March 28, 1908 (While Family Collection)

## Mines Close

With the advent of the diesel powered train engine in the early 1950's the need for coal to run the train engines disappeared. When the demand for coal disappeared so did the coal mining jobs.

January 14, 1953 marked the beginning of the end for the Union Pacific Coal Company mining operations in Hanna when about 100 miners were fired. February 26, 1954 was the end when the Hanna 4-A mine shut down permanently and about three hundred miners were fired. The firing of the miners brought on difficult times for the miners and their families. Many became destitute with no job or income.

*Hanna Closing to Be Last. I.N. Bayless, president of the Union Pacific Coal company, advises that due to the reduced consumption of coal by the railroad and the lack of other markets, it is necessary that we close the Hanna 4-A mine indefinitely effective March 1, 1954. (Newspaper Name Unknown, Hanna, 1954).*

Immediately people in Hanna started looking for other employment, but jobs were hard to find. Many people just had deep roots and didn't want to leave while others didn't have the skills to do anything else.

*The exodus began, first with the transients and the "newcomers" who had moved to Hanna during World War II. The Young families with children who needed the income to raise their children were next. The Company store closed, then the filling station. The Hospital was turned over to the town for a dollar a year, but without a doctor. By December the population had dropped from 1200 to 800. However, many opted to stick it out. (Hanna Field by Harv Wilbur)*

With a large number of miners suddenly unemployed, the lack of income to buy food became a critical issue. According to **Hanna Democratic Women's Club documents** (/1954-hanna-mines-close---federal-commodity-program-to-feed-the-people.html), the Club in early March, 1954, in cooperation with Lester C. Hunt, Wyoming's United States Senator, was successful in bringing the Federal Commodity Program to Hanna. The program assisted the needy unemployed Hanna miners and their families with food items until other employment could be found. In the beginning the program consisted of beans and potatoes, but later expanded to canned meats, flour, rice and other federal surplus food items as they became available. The program proved to be extremely beneficial and lasted for several years.



*What Will Happen To Our Town? Our work, our homes, our whole lives. Yet, now, we're in a period when our homes have been literally pulled out from under us. With the closing of the Hanna 4-A Mine, more people are found without jobs. As most of the people have lived here almost all of their lives, they feel bad that the Hanna Mine has closed for good. For Hanna, though small, and with many disadvantages, is their home. And for the people they seem to have liked living in Hanna, too; for the people were friendly on their arrival and have stayed that way all the while they were living here.*

*Hanna will probably never become a ghost town. There are some of the older people who will live here for the rest of their lives. But if it does, it will always be "our old home town" to us. For a small town, we have lots of advantages that similar or small towns don't have. We have a theater, a nice store, a competent hospital, a post office, library, and a very wonderful school. For these things we should be thankful, and proud that we had them in Hanna. Remember - other towns have closed down and those people have found a new home, just as we can do. (Newspaper Unknown, Hanna, 1954)*

A few of the employment ideas that floated around by Hanna citizens and elected officials (/1954-creating-jobs-after-the-mines-closed.html) after the mines closed were building a steam plant to produce electricity, building a federal storage depot, moving a military installation into the area, mining uranium north of town and expansion of the lumber industry. Only the expansion of the lumber industry had any effect on employment in Hanna.

*Each Corner Will Surely Be Richer..... this is a very critical time for Hanna, for it could possibly be on the brink of becoming a ghost town. You can see the strain in the men's faces as they gather on the streets and in the public places. The worry shows in the women's faces as they care for their children and do their daily tasks. Yet no one is panicky. They seem to possess an inner faith and calm that is indeed wonderful. For these people have known hardship before. They have seen half of their male population killed by a single explosion. They have lived through a dark depression. They live with a constant fear of hearing the screech of the mine ambulance that signals there has been another mine accident. In spite of all this they have tremendous courage and have great faith on God and American principles. These people, almost without exception, believe their future is in their children. They make many sacrifices themselves to give their youngsters all the advantages. It shows in their schools and in the amount of young people that of to college from there. If there comes a day that Hanna is no more, as the people scatter through the country, each little corner where they settle will surely become richer by the presence of such people. (Newspaper Unknown, March 1954)*

There were two coal mines in the Hanna area that were not affected by the closing of the Union Pacific Coal Company Mines. They were the Nugget Coal Company and the Monolith Portland Midwest Company, both strip mines.

Marv Wilbur in his book *Hanna Field*, published in 1995, summed it up pretty well:

*As so often happens the future did not turn out as planned. The bank closed. The uranium strike did to turn out as planned. Neither did the coal mine's future in Synthetics. And no one developed a pipeline for transporting coal across the nation. Many of the miner's cottages disappeared. Some were hauled off to Laramie. Lionel Love's movie house, meeting hall and coffee shop became a restaurant and then was abandoned. The Company Store became a pub. The satellite town of Elmo shriveled to a shadow of its self. The hospital was torn down to make room for a viaduct across the Union Pacific Railroad tracks. The entrance to Mine No. 4 three miles north of town was sealed and entirely replaced by strip mining with its gigantic scoops and draglines. (Hanna Field by Harv Wilbur)*

## Cemetery

The Laramie Republican on April 9, 1908 described the Hanna Cemetery, "...a most desolate spot on the prairie, two miles from town. It is hard to appreciate the lonesome appearance of this isolated colony of the dead..." Later that year another newspaper described the Hanna Cemetery, "...a place where the torn and mangled miners are finally laid to rest".

The Hanna Cemetery has always been a revered place for the people living in the Hanna Basin. Over the years, for a variety of reasons, families spread out across the country, but the dead stayed behind and many of them with the passing of time were forgotten.

When the weather is warm and the markers visible, visitors come from all over the world in search of information about lost family and friends.





**HANNA CEMETERY 2012. (WHILE FAMILY COLLECTION)**

January, 2013

*January 2013, there were 993 identifiable individuals buried in the Hanna cemetery. Many more unidentifiable people are buried there. Of the 993 identifiable individuals buried in the cemetery, 662 are males (62%) and 382 are females (38%).*

*There are 44 identifiable people without a birth date or without a death date.*

*There are 949 identifiable people with both a known birth date and a known death date. The average age of the 949 identifiable people is 49.8 years old at the time of death. There are 109 children age 1 or less ( 11.5%) and 213 children and young adults age 21 or less (22.5%) . There are 42 people age 90 or older (.04%) and two people 100 years old or older. Adelaide Smith, in plot 369, a long time teacher in the Hanna elementary school, was 107 years old at the time of her death and John Avery Lehti, in plot 368, was 100 years old at the time of his death. What a coincidence, the two oldest people buried in the Hanna Cemetery are not related, yet are buried next to each other.*

*The earliest identifiable burial dates are in 1891 and in 1892. Knut Klaseen, age 0 years, buried in 1891 in plot 205 and Agnus Tennant, age 5 years, buried in 1892 in plot 215.*

*The oldest identifiable birth year belongs to Thomas Raimy, born in 1818 in plot 229.*

*The most common surnames in the cemetery are Jones (25), Johnson (22) and While (12).*

*James W. Case in plot 106 is the only person known to have served in the U.S. Army during the Civil War. He served in the Cavalry, from the state of Missouri in the 9th regiment, company 1.*

*Buried in the Hanna Cemetery are many Hanna Basin residents that died from the flu epidemic of 1918. It is not possible to know how many died from the flu, but 31 individuals were buried in the Hanna Cemetery that year.*

*(They Came From the Black Country, Bob Leathers)*

More to come .....

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***Hanna Basin Museum – A Connection To The Past***



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## Time Line for the Hanna Basin

by Hanna Basin Museum Director Nancy Anderson

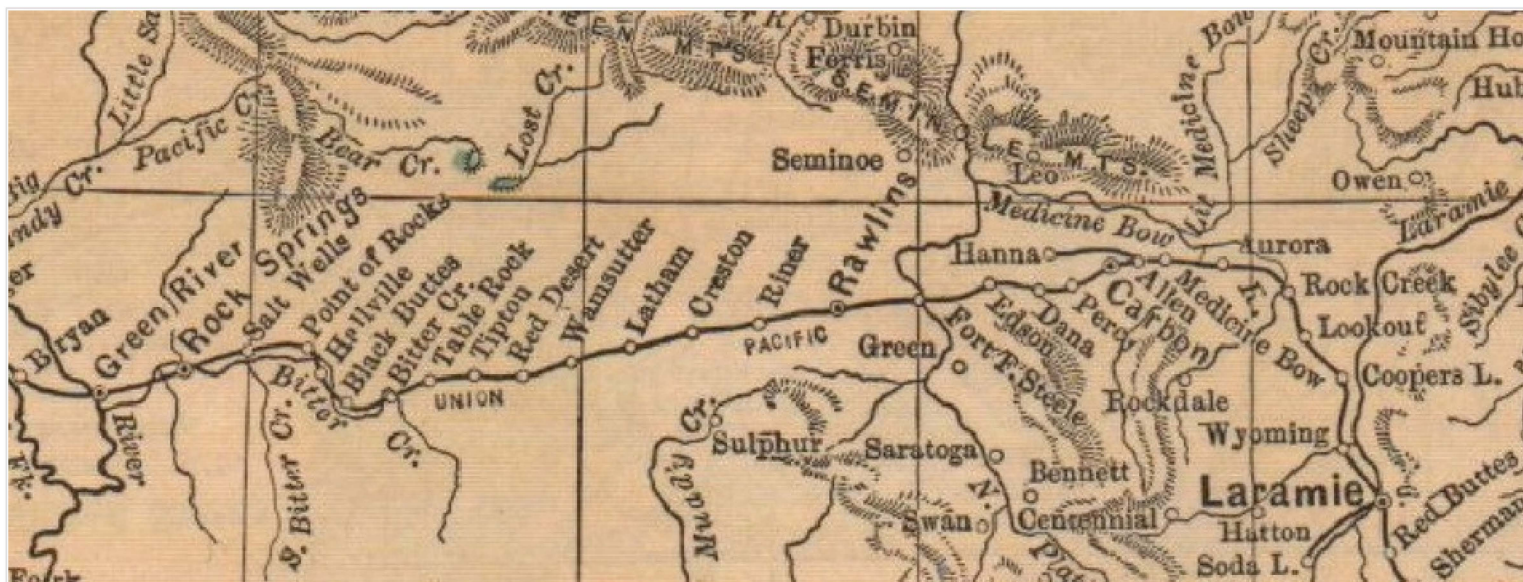


Image: Wyoming map showing the spur line from Allen Junction to Hanna. (Map owned by While Family)

***"1890 a new branch line of the railroad reaches Hanna, where an excellent seam of coal has been found. Workmen live in tents as they develop the mines and build a company town." (HUPCM)***

1825 March 23 Trappers of the Ashley-Smith expedition travel through present day Arlington and Pass Creek Canyon. Ashley records, "...innumerable herds of buffalo, antelope and mountain sheep." (Kinnaman)

1843 August Explorer John C. Fremont and his military accompaniment fire a cannon at approaching Indians west of Medicine Bow Butte (Elk Mountain). (Kinnaman)

1849 The California gold rush draws the first wagon train to cross southern Wyoming. Led by Captain Lewis Evans, a party of 130 Cherokee Indians with 40 wagon, 304 oxen, 41 mules, 65 horses and 31 cows follow Fremont's route. (Kinnaman)

1850 Sept. 21 Traversing the Bridger Pass route from west to east and being led by Jim Bridger himself, Captain Howard Stanbury of the Topographical Engineers names Pass and Rattlesnake Creek. (Kinnaman)

1860 Washakie, chief of the Shoshone, requests a reservation near Medicine Bow Butte because he envisions the tribe farming in the area. (Kinnaman)

1862 July 4 "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean and to secure the use of the same for postal, military and other purposes" is enacted by the Congress of the United States.  
(HUPCM)

1862 July 8 Ben Holladay moves the Overland stage from the Oregon Trail to the more southerly Bridger Pass route. Holladay's conveyances are Concord coaches, army wagons, and mud-wagons. They travel day and night and stop at rustic stations to change drivers and teams. (Kinnaman)

1862 July 8 Medicine Bow Butte becomes Elk Mountain. Its stage station is described as being of logs and boards with a roof of the same, one foot thick. (Kinnaman)

1862 July 11 The Postmaster General changes the mail route from the Oregon Trail to the Overland Trail. (Kinnaman)

1862 July 30 Construction of Fort Halleck begins. The site at the foot of Elk Mountain is chosen for its location - midway between Denver and Forts Laramie and Bridger - and for the abundance of water, grass, and timber. (Kinnaman)

1862 October Caspar Collins, a boy accompanying his father Colonel Collins to Fort Halleck, describes their guide Jim Bridger as "uneducated but speaking English, Spanish and French ... besides nearly a dozen Indian tongues." (Kinnaman)

1864 Dr. Finrock, post medical officer at Fort Halleck, estimates that 4264 wagons, 50,000 stock and 17,584 people pass by the fort on the Overland Trail during the year. (Kinnaman)

1864 June 12 Jas. A. Evans, in surveying for the first transcontinental railroad, reports the Laramie Plains-Rattlesnake Pass-Bridger Pass route as most favorable. (Kinnaman)

1865 May 22 Soldier Lewis Byrum Hull notes in his diary that 4000-5000 sheep driven from New Mexico and on their way to California pass by Fort Halleck. (Kinnaman)

1866 Companies A and E of the Fifth U. S. Volunteers arrive to garrison Fort Halleck; both are comprised of Confederate soldiers who chose western service over prison terms. (Kinnaman)

1866 July 4 After four years of guarding the Overland Trail, immigrants and mail route, Fort Halleck is decommissioned. (Kinnaman)

1866 October The telegraph line following the Overland Trail is in service. (Kinnaman)

1866 November 1 Wells, Fargo and Company purchases the Overland Mail and Express Company from Ben Holladay. (Kinnaman)

1867 May 12 A Union Pacific survey party is attacked; among three men killed is Percy Browne who located the original line from the junction of Rock Creek and Medicine Bow River over Browne's Summit near Carbon and down St. Mary's Creek to the North Platte. (Kinnaman)

1868 May 2 Under the supervision of Chief Engineer Grenville Dodge, survey work for the Union Pacific section of the first transcontinental railroad is completed. The proposed line is north of the Overland Trail at distances of from 8 to 24 miles. (Kinnaman)

1868 June 26 Carbon is open for freight traffic with three trains arriving daily. (Kinnaman)

1868 June 29 End of track reaches Carbon which is listed as being 656 miles from Omaha, at an elevation of 6750 feet and as having coal mines. (Kinnaman)

1868 June 30 An excursion train carrying General Dodge; Oliver Ames, President of the Union Pacific Railroad; and several journalists arrives at Carbon and end of the track and the group proceeds on by stagecoach. (Kinnaman)

1868 July Snow from Elk Mountain is available for 5 cents a pound at Benton, a notorious construction camp 40 miles west of Carbon. (Kinnaman)

1868 July 3 General Casement, who had contracted the laying of the track, notes vast coal beds at Carbon where fuel can be loaded directly into cars. (Kinnaman)

1868 August 11 Leigh Freeman, editor of the *Frontier Index* published along the UP route, describes "curious petrifications of animals and things of the past..." at Como, later to be famous as a source of dinosaur bones. (Kinnaman)

1868 August 27 The *Frontier Index* reports one to three thousand Indians in the vicinity of Medicine Bow with the marauders killing three men at Elk Mountain and injuring another. (Kinnaman)

1868 September 20 Report to the UP from Thomas Wardell, who has leased the coal field, "... enormous beds of very excellent coal ... at Carbon Station a vein sixteen feet in thickness is being worked and about one hundred tons of coal taken out per day." (HUPCM)

1868 October 28 A tie train is attacked by Indians between Fort Halleck and Percy; five of the haulers are killed and their bodies thrown in a lake, ever after called "Bloody Lake." (Sublett)

1868 December A contract is let to Davis and Associates to supply 1,000,000 cross ties and other timber from the Medicine Bow Mountains for railroad construction. (Kinnaman)

1869 Near Carbon, the stable boss, searching for strayed mules, is attacked by Indians; mortally wounded, he is carried to the mine where the panicked community has found refuge. According to some sources, his is Carbon Cemetery's first burial. (HUPCM)

1869 Carbon's population lives in shanties, log cabins, dugouts and houses created of piled stones. Water is sold by the barrel at twenty-five cents. (McKeown)

1869 John A. Creighton of Omaha, who has contracted to build the telegraph line for the Railroad Company, opens the #2 Mine at Carbon. It is destined to be the longest lived of Carbon's seven mines. (HUPCM)

1869 February 13 Blizzards block the railroad line in southern Carbon County. A train with 200 passengers is marooned near Percy station; ninety passengers start on foot for Laramie and the remainder shovel the train to Carbon, seven miles distant. (Kinnaman)

1869 May 10 The Golden Spike joining the Central Pacific and the Union Pacific is driven at Promontory and the transcontinental railroad is open for business. (HUPCM)

1870 November 27 Son of a pioneer miner, T. H. Butler is born in Carbon. He begins work as a trapper boy and, through self-education, rises to become Superintendent of Mines for the Union Pacific Coal Company. (HUPCM)

1871 The Knights of Labor organize the miners in Carbon and Rock Springs. After the mine operators arbitrarily cut wages, a strike is called, but troops from Fort Steele are dispatched to both coal camps and the strike is quelled. (Roberts)

1874 William Issacs and William Kane become the first fatalities in the Carbon mines. Both are killed by "fall of rock" in Mine No. One. (Ellis)

1874 March The Union Pacific assumes control of its own coal mines, citing Wardell's difficulties with the Knights of Labor as one cause. (HUPCM)

1878 August 19 Railroad detective "Tip" Vincent of Rawlins and Deputy Sheriff Bob Widdowfield of Carbon enter Rattlesnake Pass in pursuit of the "Big Nose George" gang, who had attempted a train derailment and robbery near Medicine Bow. (Meschter)

1878 August 26 A posse discovers the bodies of the two lawmen and a reward of \$1,000 for each of the murderers is offered. Within days, the rewards are raised to \$2000. (Meschter)

1879 January 5 "Dutch Charley," member of the "Big Nose George" gang, is captured and transported on the train to Rawlins. At Carbon a crowd of men forces Charley from his hiding place in the baggage car. At day's end, his body hangs from a telegraph pole. (Meschter)

1880 The census reports 365 people living in Carbon. Of these, 179 are listed as foreign-born, many from the British Isles. (Census)

1883 Calamity Jane visits one of Carbon's six saloons, where she orders her whiskey "neat"; asked about a chaser, she requests "the same." (HUPCM)

1889 Realizing the Carbon mines are being depleted, the Union Pacific prospects to the north. (HUPCM)

1890 A new branch line of the railroad reaches Hanna, where an excellent seam of coal has been found. Workmen live in tents as they develop the mines



and build a company town. (HUPCM)

1890 Carbon's population reaches an all-time high of 1,140 persons. (Census)

1890 June 19 A fire started by an overturned kerosene lamp sweeps Carbon's business section; buildings are dynamited to stop the flames, but stores, saloons, and almost everything north of the track is destroyed. (HUPCM)

1890 July Carbon is incorporated and one of the first ordinances prohibits stovepipes from extending through roofs. (HUPCM)

1890 July The building of a water line from the #5 mine is proposed; the line is to provide inhabitants with water faucets and the fire brigades with hose water to fight fires. (HUPCM)

1891 Young Oskari Tokoi, later to become the first premier of Finland, arrives in Carbon and seeks work in the mines. (Tokoi)

1891 A newspaper, *The Black Diamond*, begins publication in Carbon. Filled with local happenings, advertisements and "boilerplate"-serials and trivia, the paper exists until 1896. (Roberts)

1899 The upstart town of Hanna is placed on the mainline of the railroad and old Carbon is on the spur line. (HUPCM)

1900 In Carbon among a total population of 634 persons, there are 140 from Finland, 72 from England, 21 from Wales, and 20 from Germany. (Census)

1902 No. 7 Mine is closed and Carbon is on the way to becoming a ghost town. (HUPCM)

1903 June 30 In Hanna at ten o'clock in the morning, a blast comes from the No. One Mine and black smoke fills the air. An explosion of gas claims the lives of half of Hanna's miners. The Mine Inspector's Report lists 169 fatalities. (Kitching)

1904 The Finns move their Evangelical Lutheran Church from Carbon to Hanna. The Finnish Temperance Union Hall, built in 1894 and one of the largest buildings in Carbon, makes the same overland trip at an unknown date. (HUPCM)

1908 March "The Great Race: New York to Paris" brings competing autos to southern Wyoming. Hanna's miners flock to see their first automobiles, which are "more like pack animals than thoroughbred race cars." (Felister)

1908 March 28 Hanna's No. One Mine, reopened in 1904, explodes at one in the afternoon. As it is Saturday, the mine contains only a small crew attempting to contain a fire. The blast brings many rescuers, including State Mine Inspector Elias. In the evening a second explosion rocks the mining camp. Mine # 1 claims 60 victims, the working crew and their would-be rescuers. After this, Wyoming's deadliest mine is closed forever. (HUPCM)

1912 May 18 *Medicine Bow Times*: "...Mrs. John West, 72 years of age, the sole survivor of the long deserted habitat of Carbon, was found by accident ... and taken to Rawlins hospital. 'I will not leave unless you promise to bury me here if I die.' she wailed." (Ellis)

1912 July 26 The Elk Mountain Commercial Club publishes an "Overland Trail Road Guide" touting "the most practical transcontinental highway." Included with mileposts are such directions as: "Slow. Bad turn," "Gate," "Bad rocks in road," and "Turn left along fence." (ElkMtCC)

1913 July 1 The Lincoln Highway is formally adopted as the name of the first transcontinental highway; the idea of Carl G. Fisher, founder of Prest-O-Lite and maker of carbide headlights, it was previously proposed as "The Coast-to-Coast Rock Highway." ((Hokanson)

1913 August 26 Fisher announces that the Lincoln Highway through Wyoming will follow the old Overland Trail. This brings the route to within a stone's throw of the old mining camp of Carbon. (Hokanson)

1919 November 11 The Great War ceases. One hundred and eleven men from Hanna have served; five are lost in action. (Kitching)

1920 September 8 Carrying 400 pounds of mail, the first transcontinental airmail flight crosses southern Wyoming. The westward flights of the DeHaviland biplane is within view of the Overland Trail and the original line of the Union Pacific. (Roberts)

1928 October 1 In one day's time along the Lincoln Highway, Boy Scout troops erect 3,000 cement markers with small bronze Lincoln head medallions.

Within a few months, the Lincoln Highway designation is changed to U. S. 30. (Hokanson)

1928 October 3 Pioneer John Sublett, who came to Fort Laramie in 1860, is buried at his log home near Elk Mountain. The mulatto son of frontiersman Andrew Sublett and Millie Donel (perhaps a slave), he had been a scout for the military, a teamster, and a farmer. (Sublett)

1931 President Eugene McAuliffe of the Union Pacific Coal Company offers to those miners in sections with no lost-time injuries an opportunity to win two brand new five-passenger autos. (HUPCM)

1937 October 17 At the small, independently owned coal camp of Carbon, between old Carbon and Elk Mountain, a single horse pulls cars filled with coal to be loaded on waiting trucks. Mining families live in slab houses with pieces of stove pipe sticking through the roof. (Fenimore)

1945 September 2 With the surrender of Japan, World War II ends. The mining town of Hanna sent 166 men to serve, including the five Scarpelli boys and several sons of Japanese miners. Three men are killed in action including two Lucas brothers. (Kitching)

1949 January 2 The Great Blizzard of '49, the worst storm in Wyoming's history, halts all transportation, devastates livestock, and claims twelve victims. (Roberts)

1954 March 1 The Union Pacific Coal Company mines in Hanna close as the railroad completes the conversion to diesel fuel. Instantly, the miners are without work. "Many tears were shed as most people had been born and raised in Hanna." (Fenimore)

1970 October A connecting link of Interstate 80, which closely follows Ashley's 1825 route across southern Wyoming, is open for traffic. In the same week, highway officials close that section of the Interstate because of blizzard conditions. (Roberts)

1979 April 12 The first privately published newspaper in Hanna issues Vol.1, number 1. Resurrected as coal powered plants answer the country's insatiable demand for electricity, Hanna begins a new existence. (*Hanna Herald*)

2001 August 31 Hanna's RAG Shoshone mine, the last working underground mine in the state of Wyoming, shuts down. Although two strip operations continue, the closure brings to an end the 134 history of underground mining in the Carbon and Hanna Basins. (Gruver)

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