

## MEMORANDUM

TO: Steve Frost, Coal Geologist, NMBMMR

FROM: H. B. Nickelson, Mining Geologist, Consultant, NMBMMR

SUBJECT: Reclamation evaluation for OSM, Gallup Field, Gallup West,  
Mulholland, Casna, Allison, Diamond Mines

Early mine Mulholland-Casna 5200' NL, 3300' EL, 18-15-18 Loc. 45

Later mine Diamond 4400' NL, 3000' EL, 18-15-18 Loc. 46

Mr. Fleming, the Territorial Mine Inspector, reported that Gus Mulholland had opened a mine with a 300' slope on a 5' bed of coal at the first location above in 1895. He hired 8 to 12 miners and 2 to 4 top men, who produced about 650 tons per month. The mine was ventilated by the slope and through a shaft. A whim was used to hoist the coal, which was sold to the Atlantic Pacific Railroad. The mine was reported to have closed in 1899.

The first record of Andrew Casna ownership was about 1900. Apparently he operated the mine to about 1902 when he was killed, presumably by Indians. His widow fled to Germany and allowed the coal claim to lapse. F. J. Allison and W. A. Patching filed on the land with a coal claim and began operations in May of 1907. The name was then the Allison. They operated the mine until 1910, when the Diamond Coal Company bought the property and operated it and others until about 1940.

The openings found in the literature are as follows:

Mulholland opened the mine with two slopes. The air course was a slope - air shaft combination in the vicinity of Location 46. Apparently Mr. Casna used the slopes and air shaft but added an additional air shaft. When Mr. Patching and Mr. Allison obtained the mine the slope was 1200' in length and the two air shafts were in use. By 1909 the slope was 1700' in depth. After the Black Diamond Coal Company obtained the mine they did considerable work on mine development and the construction of surface facilities and dwelling

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houses. The railroad spur was built to the mine site by this time. About 1911 the company started a new slope and sank a 65' shaft at Location 45. A deep well was drilled for fresh water, and a school house and tenant houses were added. In 1915 a manway was driven down to the coal bed for a travel way for mules and men. That year six mining machines were in use. Other improvements, both outside and underground, were made in 1917. A good company town existed, with even bathhouses and community halls.

In 1920 a new slope was driven down to mine the lower bed. Fire was found in the mine in 1922, but good fire walls were built and the fire was controlled. On March 31, 1926, the tibble was destroyed by fire, and a new slope and tramway were built to replace the shaft destroyed by fire. A new tibble was also constructed. In 1926 fire broke out at the bottom of the mine from behind the seals. A new opening was reported in 1928. In 1932 a main entry was being driven with single entry room and pillar system of mining.

In May, 1937, the fire broke out again and the fire area was sealed. By August the fire was out. The mine was apparently closed about 1939 or 1940. Production from the mines for the years reported up to 1933, with an estimate of production from 1933 to 1939, is about 3 million tons total.

The examiners found the following conditions at the mines:

There is a small ventilation and manway shaft, sealed, on top of the knoll beyond the water tank at Location 45. A construction and equipment rental man who owns the land has his shops and equipment storage yard in the old mine yard, and he has done quite a bit of leveling. Consequently, some of the old slopes and openings are filled and their locations can not be determined. Two slopes are shown along the rim south of the shaft at Location 45. These openings are hardly discernible and were not on the map because of the old dump evidence. These dumps represent the early mine workings. A

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slope, sealed, was found at Location 46. This may have been the slope mentioned in the history that was used to give entrance to men and mules. No openings found need to be backfilled.

Photos taken at the site are as follows:

G-17-8 A view of a ventilation and manway shaft on the knoll west of the water tank. Note the foundation and bolts where the fan and motor were bolted down. The small opening on the right served as a manway.

G-17-9 View of the dump at the G-17-8 shaft site. The shaft is located at the range pole, looking S. 70° W.

G-17-10 Looking N. 40° E. at the remnants of dump. The town of Allison is in the background.

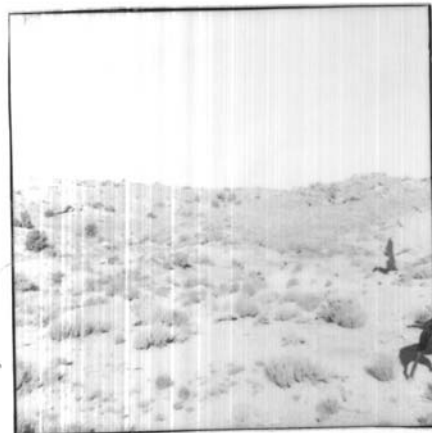
G-17-11 View of a sealed slope at Location 46. This opening may have been the manway and animal way described above. It is well sealed.

No reclamation is needed.

H. B. Nickelson



G-17-8



G-17-9



G-17-10



G-17-11