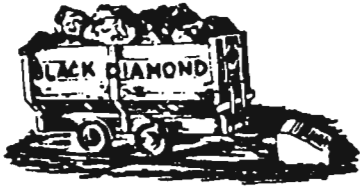


*Black Diamond Historical Society*



MUSEUM HOURS

Sat. & Sun.: 12 Noon to 3:00

Thursday: 9:00 a.m. to 3 p.m.

Other days by arrangement call:

886-1168

886-2663

August 1988

Black Diamond, Washington Volume XIII Issue III

B.D.H.S. Newsletter

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Send dues to: Box 232

Black Diamond, WA.98010

Editor: Ann Steiert 886-1168

IN MEMORIAM

Emmett McIntyre—Husband of Loraine,  
Former Black Diamond resident.

Mary Lazzrus—Active in the Black  
Diamond Senior Citizens Group.

Jack Marchetti—Husband of Elsie,  
Father of Merrilee. Many year  
resident of the Area.

Phillip Sternig—Brother of Val(Teeny)  
Lennie, Gerry, and Marie. A many  
year resident of Black Diamond.

Donald Peterson—A many year resident  
of the Black Diamond Area.

MEMORIALS

Frank Grgurich Birthday—Mary Grgurich

Phillip Sternig from:—Pat Sternig, Michael Norton and Lennie Witt

Donald Peterson from:—Palmer Coking Coal Company

Jack Marchetti from:—John and Doreen Marchetti

Jerry & Gloria Thompson

Mr. & Mrs. Jim Marchetti

Lois Zumek

Thomas & Vi Campbell

Charles & Irene Thompson

Ann & Ray Bisyak

Carl & Ann Steiert

Frank Zumek Jr.

Stuart & Rosalie Murdock

ANNUAL PICNIC

The annual picnic was held on July 17 at the property of Palmer Coking Coal Company on Green River. It was well attended and everyone who came was overwhelmed with the beauty of the site. About 60 people came and spent several hours visiting and eating the good food that was shared by all. We are grateful to Bill Kombol and the Coal Company for allowing us to use their property and for suggesting it to us.

NEXT GENERAL MEETING

The next meeting of the Society will be held on Sunday, October 9. Since this will be before the next Newsletter, it is hoped that all who are interested in attending will write it down on their calendars now. It will be held at the Museum as usual at 2:00 p.m. By that date a great deal of the work on the building should be finished and it will be a good time for all the members to see the results.

These meetings are held to get the input of the members and to keep all informed as to what is being done. It is very important that the officers get the support of the membership.



BLACK DIAMOND .....MINING THE MEMORIES

Excitement is building with the arrival of our publisher's date for our book. It will go to the publisher at the end of August and will be ready near the end of November. This will make it available in time for Christmas giving. It will be called: Black Diamond, Mining the Memories. It will contain 250 pages and 100 pictures. It will sell for \$12.95 plus tax this will make it \$14.00.

It is unbelievable how much work goes into preparing materials for such a book. Diane and Corey Olson have been working tirelessly on it with the aid of Carl Steiert and others. Ada Evans did some reprints of over 100 photos. We want to thank her for both her time and material which she donated.

Photos were, also, obtained from: Alice Jones, Ed Banchemo Regina Whitehill  
Russell Mowry and Gary Habenicht

We would be interested in knowing if our membership will be wanting a copy. If you want to let us know please drop a line to Box 232, Black Diamond, 98010

MUSEUM ATTENDANCE

The attendance at the Museum has been very gratifying. Each open day sees more people coming in. What is especially nice is when those who have already been there bring new people and exclaim about how much they enjoy coming. Many express interest in the new addition and promise to come back when the new displays are in place. The guest register once again shows a variety of places from which our patrons come:

<u>Elsa, Texas</u>	<u>Tokyo, Japan</u>	<u>Provo, Utah</u>	<u>Paris, France</u>
<u>Clearwater, Florida</u>	<u>Anchorage Alaska</u>	<u>Phoenix, Ariz.</u>	<u>Germany</u>

Once again we thank the good people who have given their time on weekends. So that the Museum can be open for viewing. We thank Elaine Griffin for being the chairman and seeing that it is taken care of.

More artifacts are coming in all the time. The following were received recently:

<u>Ernest Romedo</u>	—	An old-fashioned oak whiskey Barrel and a huge mallet probaby used to drive in fence posts.
<u>Louis Draghi Jr.</u>	—	Wheels and frame iron for a small coal car.
<u>Beth VanBuskirk</u>	—	A hook which was put on a bottle containing oil to lubricate saws used by loggers.
<u>Eleanor Ulman</u>	—	Two interesting oil paintings done by Miss Ulman.
<u>Palmer Coking Coal</u>	—	A blacksmith's tool used to make circular forms.

MUSEUM BUILDING PROJECT

The building project is in it's final stages. A ramp has been built from the door in the upper room which is designated an escape door. Painting is in progress and soon we will be arranging the new displays. This is time consuming since many things have to be restored and polished for display purposes. It promises to be very interesting. One thing we are excited about is a promise of an 1890 Barber Shop. It includes a backbar, mugs, chair and the whole thing. It will be on loan for five years. The lower room will house larger items of machinery which we have not had room for until now. The fireproof vault will relieve much concern over the safety of precious irreplaceable items.

The usual Thursday Gang has had a new member join them in the person of Donald Batts. He is a good workman and much appreciated.

NEW MEMBERS

Our latest members are: Dr & Mrs. Robert Sherwood, Sacramento, CA.  
Mrs. Flavia Meyers, Federal Way, WA.  
Joyce Harmon, Black Diamond, WA.

CABOOSE

Things are looking good for the caboose. Several weeks ago Bob Eaton, Carl Steiert joined Evan Morris at Snoqualmie and started the first step of the transfer of the Caboose to Black Diamond. Evan drove a large truck which was donated by TRM Lumber Co. The Snoqualmie people hoisted the under carriage onto the truck. It rode to Four Corners that day and then continued its journey to the Depot. Evan and John Morris used a huge loader to position the wheels on the track. It came in two sections. Each section weighs about 4 tons. Now plans are being made to transport the body of the Caboose. Many things have to be considered such as length and height. All precautions are being taken so that no accidents happen. There are such things as low wires and bridges enroute which have to be dealt with. Even so, it looks as though the move will be made soon. Work was done on the wheels last Thursday with a water power tool donated by the Black Diamond Discount Tire Shop. It took off much old oil and paint. We thank Larry Coonrod for allowing us to use it.

MEMORIAL GARDEN

In the last issue of the Newsletter we told of the beautiful displays the Memorial Garden was making. It was mentioned that the roses had been pruned and taken care of. A mistake was made in crediting the gardener who did the pruning. The one who did the pruning and spraying was Mike McCloud. He and his mother have the beautiful rose garden just up above the Museum. We do apologize to Mike and want him to know the roses are all blooming now.

\*\*\*\*\*

The following verse was sent to us by Ken Thim of Downey CA. He is a former Enumclaw resident and married to Janet Hammond, daughter of Harry Hammond.

KEEPING IN TOUCH

I thought I'd drop a line today, Although it won't mean much.  
 You see, I think it's nice for folks and friends to keep in touch.  
 I thought I'd pen a little note to let you know I'm fine.  
 For that can be expressed, I've learned, in just one single line.  
 I thought I'd stop to say hello, and ask if you're O.K..  
 It only takes a moment, and could brighten up your day.  
 I thought I'd ask about your health and if you're feeling well.  
 Unless I ask, there is no way for me to really tell.  
 I thought I'd pen a little note, amidst life's daily grind.  
 And even more specifically, composed with you in mind.  
 I thought I'd drop a line today to one of whom I'm fond.  
 It might just be contagious and, if so, you might respond.

MEMBERSStatistics:

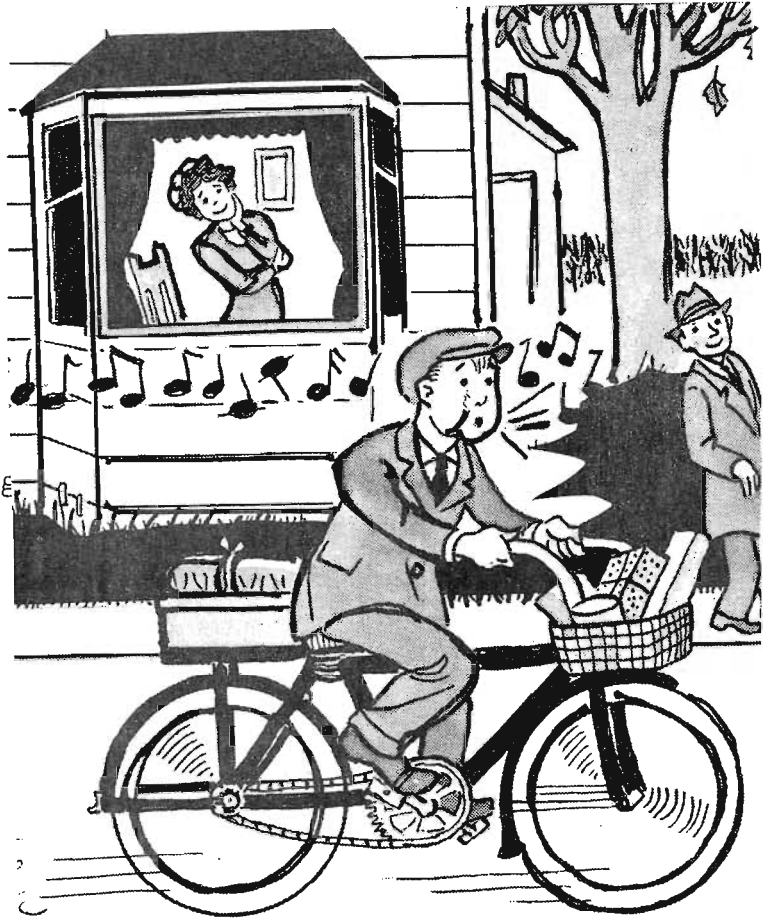
The member living the furthest from Black Diamond is James D. Carey. He lives in Springfield, Virginia. The next furthest is Robert Glackin who lives in Fairdale, Kentucky.

There are many who have celebrated their Golden Anniversaries but Florence and Evan Thomas will be celebrating their 72nd Wedding Anniversary soon.

There are 59 members who are eighty years old and older. Evan Thomas is the oldest member still living in Black Diamond at the age of 95. He was born in Black Diamond.

BICYCLES

Few people realize that Black Diamond has become the Mecca for bicycle enthusiasts. Seldom a day goes by but what they may be seen. Especially on Railroad Ave. where they like to meet. They visit the Bakery, Museum and the Country Crafts Mall. They then head up the hill to Lawson Hill and out of town towards Green River Gorge. Residents on Lawson Hill have seen many hundreds go past their homes. They are interesting to watch for they come in all shapes, sizes and ages. Their "wheels" are just as colorful.



The bicycle has been around for many hundred years. The bikes we see now are a far cry from the days when the Wright Brothers built their first models. In the early days many of the bikes had a large wheel in front and a smaller one in back. Now we see the ultimate in bicycles....many speeds, tandem, Bikes with trailers and a great assortment of accessories.

We are told that during the early days of Black Diamond there were not very many bicycles. One reason was that most people were too poor to buy what was considered a luxury. Another reason was the poor roads and places to ride them. Carl Steiert recalls that his first bike was a hand-me-down from his sisters. The first thing he did was to take off a skirt guard which had protected their long skirts. He didn't much care for a girl's bike but had to be satisfied. He said it had a chain which would like to break. He carried a pair of cutting pliers with which he could swipe a piece of wire from a nearby fence and mend the chain. It had a coaster brake. He saved his money and bought a Montgomery Ward Hawthorne, light weight and one speed. He saved his money from his job as a shoe shine boy at the Barber Shop. He was so proud of it. He recalls going as far as Auburn on it.

One day he had to stop at the Depot on an errand. He parked his bike outside and when he came out it was gone. A boy had stolen it. He'd taken off for Morgansville over the bridge and crashed it. The front wheel and fork was broken. Needless to say, Carl was angry and heartbroken the bike was his prized possession. He got it fixed and kept it until he traded it for an old car. At that time most bikes had single tube tires. The repair kit consisted of a needle which injected a rubber band into the tire. A small end protruded. This was lit and flattened out sealing the hole.

Jim Tonkin was the only two-speed Indian Chief owner in Town and the envy of all the kids. He was an early Hot Rodder. He rode his bike to Lake Sawyer where he worked at the Lochow Resort.

NORM AND NORMA GUMSER

Greetings from Lakeview, Ore. where Norm and Norma are now making their home. A recent call from them says they are getting settled in their new home. and extend their greetings to everyone.

### RAILROADS

When the first settlers came to Black Diamond from California they were overwhelmed by the great trees and forests. They were challenged by nature at every turn. One of the immediate needs was to get roads and means of transportation both for the people and for the coal that they were mining. There was only a trail to Renton. It is said that it took three days to make a round trip. They crossed the Cedar River at least six times before they got to Maple Valley.

The Seattle and Walla Walla Railroad came as far as Renton. It was purchased by the Oregon Improvement Co. and with the help of Chinese labor extended to Black Diamond. The first train arrived in Black Diamond in 1884. This enabled them to get their coal to market and to bring in machinery and supplies with which to build their homes and all the other things a new area needed.

The Columbia and Puget Sound Railroad was a narrow gauge track and in 1896 went to standard gauge. It was sold to the Pacific Coast Coal Company in 1916.

The track ran from Black Diamond to Franklin with a spur going to Claymine. The train would turn around on a section of rail called a "Y" and back into Franklin. That way it was always headed out of town and ready to leave in the morning. It was the end of that rail line.

The passenger trains would come into Black Diamond at first twice a day. Later on they came only once a day. The people would go into Seattle and buy things that the local store didn't have, tend to financial business and just visit the City. It enabled the mail to come in oftener. Those who were interested in making wine could get their grapes shipped. Supplies were brought to the Company Store enabling them to sell a greater variety of things. Since there was no sawmill in town, lumber was brought in for homes. On election years politicians would often run out special trains and carry on their campaign locally. The arrival and departure of the early trains became a real event each day. People would gather to see who had been to Seattle and who had come from the City.

The passenger trains were discontinued in 1925. They continued to take the men to the Indian Mine until 1931.

The rail known as the Bruce Spur began down at the water tank at the north end of First Ave. It continued up First to the Mine 14, up to Fifth Ave. past Mud Lake and up to Lake 12. Here it continued a ways to Mine 7, passing Mine 12 enroute. There was a small depot at Lake 12. It continued until 1918.

A spur off of the railroad went from Maple Valley, to the lumber mill at Hobart and then to Taylor where they mined clay and coal.

The railroads had names such as the Seattle & Walla Walla and the Columbia & Puget Sound. The reason for this was that they both had hopes of going over the Cascades and reaching the far city.

### WHAT'S IN A NAME?

Sir, say you're a father who attended the birth of your offspring. After, when you stepped out into the open, sir, what was the first thing that you noticed? Whatever, if you were a traditional American Indian, that would be what you'd name the baby. Flying Cloud, Laughing Water or perhaps, Running Deer. So says a client of Indian Ancestry. If his Dad had stuck to tradition, he says, he'd now be known as Chevy Pickup.

TED



The often mentioned "Thursday Gang" would not be the same without one of our own original members....Ted Barner. Ever since the Historic Movement first got under way in 1976, Ted has been a hard and faithful worker.

Ted Barner was born in Bushton, Kansas in October 1906. He started school in Bushton and at the age of 7 his family moved to Albany, Oregon. Here he grew up and completed his schooling. After graduation he married and moved to Vancouver, WA. He had one son, Dick. He worked at Long-

shoring and in the paper mill and bag factory. He came to Black Diamond and worked in Mine #11 until that closed in 1927. His marriage ended in divorce. In 1930 he went to Copperopolis, Calif. where he worked in a copper mine. He completed a course in Mine Rescue. When Copperopolis closed down he returned to Oregon and worked at odd jobs for some time.

In 1931 he returned to Black Diamond and started to work in the Indian Mine. He stayed there until it closed in 1941.

He married his wife, Lucille, in 1932. They celebrated their 50th anniversary in 1982. Their son, Bob, was born in 1933. He was tragically killed in a car accident in 1957.

In the meantime Ted had lost all contact with his first son, Dick, because his family had moved East. After having had no contact for over 20 years, Dick contacted Ted and Lucille. They had quite a reunion. Unfortunately Dick died in 1978.

After the Indian mine closed, he worked at several other mines and in the woods. Finally he worked as a civilian employee of the Army at Fort Lewis from 1950 until he retired in 1970.

Ted has always been a great sportsman. His hobbies are hunting, fishing and hiking. Now we have added being a Thursday person.

He is a willing worker and helps all the other workers at whatever they ask him to do. He just recently built a sidewalk near the Museum's Mine exhibit. It is great and much appreciated by the visitors since that was always a muddy spot.

Ted is our story teller and poet. Each lunch session is spent among the workers exchanging experiences. Ted never fails to bring in something new.

We are all better for having known and being privileged to work with him.

Ted collects poems too. His last contribution was:

THE BUSY BEE

The bee is such a busy soul  
He has no time for birth control  
That's why in times like these  
There are so many sons of Bees.

---

LABOR DAY FESTIVITIES

The Historical Society will be having a float in the annual Labor Day Parade on Sept. 5. This year's theme will be to advertise our up=coming Book. We hope to make a design which will tell folks about it implant the idea of buying one. The Museum will be open during the afternoon Monday also.



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