

BUD.H.S.

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Send dues to: Box 232

Black Diamond, WA. 98010

Editor: Ann Steiert 886-1168

IN MEMORIAM

Gertrude Weston—Widow of Victor Weston
She was born in Black Diamond. Her maiden
name was Manowski. Remaining kin are a
son, a daughter, sisters, Harriette, Helen
and Genevieve, one brother Frank.

Rufe Weston—a Black Diamond Native. He is
to be remembered for his happy music
during the Depression times. He, also,
loved soccer.

Patricia Earley—Mother of Susan Cox. She
was born in Black Diamond and lived in the
area all her life. Her family name was
Kravagna.

Norma Jean Capponi widow of Louis Capponi

Stanley Poleski, lifelong resident of
Black Diamond.

William Zaputil A longtime resident of
the area. He was a miner.

Evan Johnson Husband of Juanita. He was a native of Black Diamond.

Virgil Holman. Husband of Agnes, Father of Virgil, Ralph and Lloyd. He was a
retired barber. He recently allowed the Museum to display his
1890 Barber shop.

MEMORIALS RECEIVED

Max Manowski: From Mr. & Mrs. Max Manowski Jr.

Duselina Caveletto: Alma Lunberg

Rufe Weston: Harold & Regina Whitehill

Wid Newlan: Pat Sternig & Michael Norton

William Zaputil: Palmer Coking Coal Co Pauline Kombol

Mr. & Mrs. Anton Kravagna: Marian DiPietro

Evan Johnson: Lois Zumek. Lou & Rachel Fagnon Carl & Ann Steiert
Joe Kuzaro Robt. & Gail Kuzaro
Mr. & Mrs. Ernest Romedo

Patricia Earley: Frank & Helen Manowski Marian DiPietro Jane Loken
Carl & Ann Steiert Ladies Auxilliary FOE 1490

Gertrude Weston: Verna Thompson Joe Kuzaro Frank & Helen Manowski
Lou & Rachel Fagnon Rebekah Lodge Sons of Italy Lodge
Charles Freeman Family Bill & Livia Ziebarth
Darrell & Nadine Palmer Jane Loken

Edith Banchemo: Mr. & Mrs. Arthur Eltz Carl & Ann Steiert

Evelyn Dunn Lillian Widner Victor & Carol Stocking
Annabelle Black Denny & Charlotte DiJulio Lloyd & Kathleen Kaivala
Marian DiPietro Fred & Mary Ballastrasse Mr. & Mrs. Harold Eilers
Audrey Hogue P.B.I. Market Equipment Soccer Old Timers Ass'n
Balzarini Family Mr. & Mrs. Nick DiJulio Mr. & Mrs. John DiJulio
Josie Razore Family John Banchemo Family Henry DeLauro
Elizabeth Kuphal Mr. & Mrs. Charles Thompson Michael & LaRayne Gray
Bill Lewis Beckman International Jack & Catherine Truman
Raymond J. Peterson Mr. & Mrs. John Guarrera Jess, Carol and Shawn Morris
Jane Loken John L. O'Brien Company Thomas & Vi Campbell
Mary Kautecky Raymond & Leslie Larson Eugene & Bruno Ballastrasse
Allen Bayle Dr. & Mrs. Hackedon Knights of Columbus
A.R. Gould James Vernarelli Ellen Malatesta

Maragliano Family: Elvira Buffa

CABOOSE

When the Thursday Work Crew first began to work on the caboose in earnest they almost despaired. There was a great deal of bad wood on it so after some probing they decided to take off all the old wood and build from scratch. It took a lot of work to tear down the old wooden framework and to dispose of the wood that came out of it. Thanks to Palmer Coking Coal for having a spot where it could be brought and burned. That part of it went smoothly. We are lucky to have a new man join the Thursday Gang. His name is Al Shay. Not only is he a good carpenter but he worked at Pacific Car where this caboose was made. He has considerable experience working on them. There are blueprints of the car which makes for easier restoration. Robert Eaton and Al Shay are spearheading the operation with the help of Joe Kuzaro, Donald Botts, Robert Burdic, Martin Moore and Carl Steiert. Real progress is being made, a new floor was put in, the framework for the body is in place and the sides are being worked on now. We were fortunate to have students from the Tahoma High School Woodworking Class construct 12 curved roof support timbers. Mr. Janovich and Mr. Phillips are the teachers in charge of the project. We are most grateful to them. They are now working on window frames and doors. It is a tremendous help as well as giving the students some experience.

MUSEUM DOINGS

The Museum has been a really bustling place since the first of the year. According to signatures on the guest book using the 40% signing there have been over 2000 people who have visited us since Jan.1. There have been over 300 school kids alone. We still give them a small sack of coal. The coal is donated by Palmer Coking Coal. It sometimes takes a little doing to get the coal into the bags but is worth it. The children are so excited to receive the coal. We tell their teachers to give the bags out when they reach the end of their trip. At first we gave them out as they departed much to the dismay of the bus driver. One man said he was sweeping coal out of the bus for a week!!

Everyone has good comments about the Museum. Most of the visitors ask many questions. They are surprised to learn what an important part coal played in the history of our State.

Donald Botts and Joe Kuzaro have been doing extra work around the Mining exhibit. It is a big chore to keep the weeds and grass from taking over. They are rearranging some of the thing, grubbing out grass and in general making it look neat and sightly. Evan Morris has donated grass killing materials in an attempt to keep ahead of it's growth.

The woodcarving that Beth VanBuskirk did of the old Company Store draws a lot of praise. Those visiting the downstairs area are very interested in the big assortment of tools and washing equipment. The very old washing machine which is hand propelled interests many. It was donated by Bill Bremmeyer. We have a curtain stretcher which interests visitors. In the bustle of setting up the new area the name of the donor of the curtain stretcher has been misplaced If you are the donor, please, let us know. We try very hard to identify all artifacts but sometimes because of the many articles which come in names do get lost. If you have a piece on display and it is not identified call our attention to it. We would appreciate it.

Our lone student in our school room will soon be having a partner. Thanks to Nancy Nicholas, we have another child which we are now outfitting with clothes. It is very exciting to have another pupil.

MORE MUSEUM DOINGS

Our Depot agent's Bay is sporting a new telegraph key donated and sent to us from San Leandro, CA. by Gerald Sabine. He worked for Western Union Telegraph Company for many years. He began as a young man and is now retired. He visited our Museum, was pleased with what he saw and joined the Historical Society. We appreciate his interest and thank him very much for the Key.

Laurel Shute brought in a series of pictures of the launching and explosion of the Challenger. It is very dramatic. The pictures are in a frame and are now on display. He, also, brought in a tool to use in making shakes.

We have on display one of the first steam irons. It was used by Mrs. Walter Gibson and donated by her family.

Verna Thompson has given us a pharmacist's scale. This one was used by a man living at Clay Mine. He used it to measure ingredients for ice cream which he sold.

Another item on display is a piano tuning tool. It was used by Bill Anderson of Pittsburg, CA. Bill was born in Pittsburg and lived there all his life. He became blind as a child. He was a wonderful man and made his living by tuning pianos for people. He lived on Black Diamond St. and knew all about the early history of the area when Pittsburg was called Black Diamond. He was a member of our Historical Society. He died recently.

Black Diamond "Mining the Memories"

Everyone is pleased with the reception the book has received. While the big Christmas rush has slowed down, they are still being sold. Many of the schools and Libraries have purchaed them. Many are picked up by visitors at the Museum. The biggest sales have been made by the Coast to Coast Store at Four-Corners and The Family Grocer in Black Diamond. We thank them very much.

BLACK DIAMOND PICNIC

At a recent Board Meeting it was decided to hold this year's picnic at the Museum. It will be held on July 16, beginning around 11:00 a.m. There will be some tables and benches. We will provide coffee. If you have a card table or a spare folding chair you might bring it along. Since we have no idea how many will plan to attend we don't know exactly how to prepare. We hope that many will come and take part in the visiting. The Bakery has recently opened a Sandwiche shop which is very good. They serve sandwiches, soups, salads and desserts. Please let us hear from you if you have any suggestions.

HAPPY ANNIVERSARY

Frank and Ethel Roulst were married in 1914 making their home in Black Diamond where they were raised. Ethel Roulst was born in 1895 to John and Jane Dunn. Frank was born in Belgium in 1891 and moved to Black Diamond when he was a boy of 8 in 1899. They recently celebrated their 75th wedding anniversary. We extend to them the congratulations of the whole Historical Society. We wish them the very best of everything. Both of them also recently celebrated their birthdays....She is 94 and he is 98. He was known as "Frenchy" when he lived here.

From the Editor:

I would like to ask for suggestions from our members as to what subjects you would like to have covered in our Newsletter. Is there someone you would like to find? Is there an occurence you'd like to hear about? I am willing to try and cover any subject that is of interest to the readers. Please let me know.

Ann D.

Engine No 8

According to letters in our files Engine No.8 seemed to have a problem.....

Seattle, WA.
April 29 , 1894

Mr. H.W. Cannon,
Chairman, The Pacific Coast C.
Dear Sir,

We regret to advise that on April 19th at 5;25 A.M. as Extra 8 was running to Black Diamond from the Bruce or No 7 mine with nine carloads of coal, the engineer and train crew lost control of the train which gained such headway as to cause it to jump the track on the sharp curve approaching Black Diamond. The engine turned over on its side and six coal cars were derailed. Engineer Joseph Scanlon was killed and his fireman George Hogepond was slightly injured. Hogeland was considerably bruised but no bones broken and will be out of the hospital in a day or two.

It appears the air brake on the engine was not working and the train crew knew this before they went up the branch to the mine. They depended on the hand brakes to let the train down the hill. This would have been all right, but unfortunately it appears that the engineer did not take the precaution to see that his sand pipes were in good working order. After they started down the hill he found that he could not sand the rails.

Engineer Scanlon had been in the service some ten or twelve years and was considered a safe man but appears to have used poor judgement in this instance.

It is not expected that any damage suits will result. The cost of picking up the engine and cars, repairing the same is estimated \$2725.00.

Yours truly,

J.C. Ford

H.W.Cannon
Chairman of the Board
10 Wall St. New York City
Dear Sir,

San Francisco, CA
10th Nov. 1903

Am advised that Engine 8 pulling Train No 2 on Columbia and Puget Sound R.R. November 8th left the track at south Wye switch between Franklin and Black Diamond and turned over on its side.

Fireman Parker and Brakeman Dixon both jumped off and were killed by the engine falling upon them. Engineer Hicks who remained on the engine escaped with slight bruises.

Two coal dumps were also derailed at the time. Accident is supposed to have been caused by connecting rod at switch working loose.

Track was cleared on the afternoon of the 8th and engine picked up the following day. Damage not serious except the killing of the two men.

Yours truly,

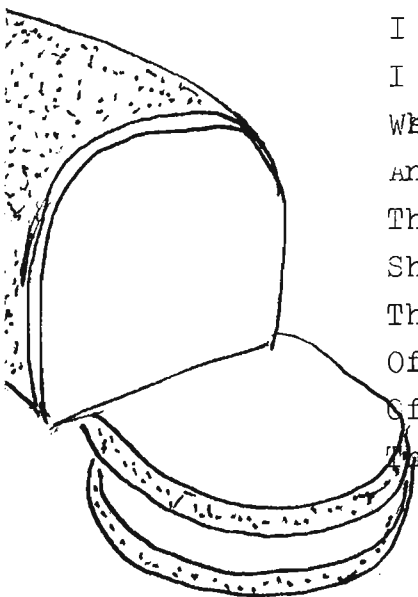
J.C. Ford

Note: The first accident happened on the Bruce Spur which ran up first Avenue toward the Mine 14 going east to what is now 5th Ave, to Mud Lake and on to Lake Twelve and Number Seven Mine. The train overturned near where the parents of Evan Thomas lived. It was coming down the hill.

The second accident happened at a turnaround spot in the tracks from Black Diamond to Franklin.

BREAD 'N' BUTTER

I watched her as she gathered ingredients and pans
I knew what she'd be making with her two loving hands!
When everything was ready she quickly mixed the dough
and after it was in the pan, I watched it slowly grow.
Then when the dough had risen , her efforts all at stake,
She opened up the oven door and put it in to bake.
There are no words to describe the "I can't wait" delight.
Of cutting that first slice of bread and taking that first bite.
Of all the things I can recall that cause my heart to flutter.
There isn't one that can compare with Mom's hot bread 'n' butter.



"THE MAYOR OF FRANKLIN"

Don Mason has displayed such a keen interest in Franklin and its history that some of us have kidded him and called him the Mayor of Franklin. He has done much research on the area. He leads tours of other interested folks. He has worked with the Green River College students who are doing their "Dig" up there. Don was born Sept 10, 1934 in Middletown Ohio where he lived until he was 19 when he moved to Seattle. After serving two years in the Army Infantry during the Korean War (stationed in Germany) he returned to Seattle to marry. He then moved to Southern California for eight years. He graduated from California State at Los Angeles with a degree in History. After he and his wife returned to Seattle where he has been in the Finance Department at Boeing for 25 years.



Two sons were born in the 1960's. Over the years Don has been very active in coaching a boys' Soccer team for 7 years for the City of Kent. The past 6 years he has coached a Girls' team for KRYSA. Don has always taken an active part in Community activities. For the past 14 years has been increasingly active in the life of the Republican Party. This last year he was the Operations manager for a new State Senator and was honored as King County Republican of the year.

His interest in the Black Diamond area began about 17 years ago when he ran across a tombstone in a pioneer cemetery located near his home in Kent. It read "Johnny Hall-Killed in Franklin Mine Disaster". Not knowing where Franklin was, he and his family, while taking a drive one Sunday stopped at the Black Diamond Library and inquired as to its whereabouts. A retired Black Diamond miner, Ted Barner offered to take them to the area. He has been tromping, investigating, researching and educating anyone interested in the area ever since.

Don's enthusiasm is so catchy that through his efforts Franklin has once again seemed to come alive and taken its real place in our history. We have all gained a very special friend and co-worker.

"THE WAY IT WAS"

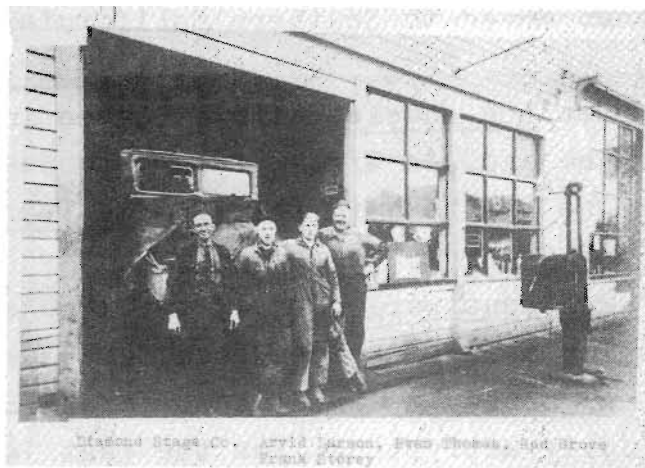
Almost everyone of us at one time or another have commented on the way the traffic in our area has grown. It is hard to imagine a world without the cars and roads that are so common in this day. This has led to a reflection on how it was in the days when the first settlers came to Washington Territory. What is known as the Green River Coal Fields in the area of Black Diamond was a huge stand of virgin timber. The only way of getting around was on horseback or on foot. We are told that the first people who came to Black Diamond from Nortonville, CA had to come by horseback from Renton. It took several days and at least six crossings of the Cedar River.

The Black Diamond Mining Company knew that they had to figure out a way to get their coal to market. As soon as it was possible they worked toward getting a train to Black Diamond. There was a short track as far as Renton from Seattle. It was extended to Black Diamond by the Oregon Improvement Co. The first load of coal went out in late 1884. This was a big help because machinery could be brought in and more people came to live in the area. The population grew from the original 101 persons who came from Nortonville in 1882 to 3500 people in 1900. That made Black Diamond one of the largest cities in the State at that time,

"THE WAY IT WAS"

Gradually the forest was being conquered. The trails were widened into wagon roads. There was no special plan followed in their making. They were just the original trails widened. They remained pretty much the same for many years, until the time of the automobiles. The roads were mostly one-way with turnouts for passing. The person coming uphill had the right of way. In the early 1900's the automobiles made their appearance. At first in Black Diamond it was mostly the mine officials and "higher-ups" who were able to afford a car. Gradually more cars were purchased and, of course, that called for a repair shop and a gas station.

The first garage was in part of the Pool Hall building which used to be a Meat Market. It was owned by Arvid Larson Orel Grove and ~~_____~~ Meyers. As time went on they developed a Stage Line to Seattle. They were very busy in the days after P.C.C.Co stopped running their passenger trains. The repair business was good



because of the terrible roads. A young man named Carl Steiert, who had just graduated from High School and was in need of a job, was hired. Later he became a full-fledged mechanic and still later he bought out each of the owners as they decided to retire. Evan Thomas had become one of the owners. After the Stage Line was sold it was decided to expand the shop area. The Company became the Diamond Garage and built a new building up on the main highway now 169. Carl became sole owner and operated it for over 25 years. He worked in one Company all his working time. Some of the men who worked for the Company were Mario Menaglia, Tom Davies, Fred Elder, Frank Storey, Red Grove, Val Sternig, Ed Erickson and Ernest Richardson. Those were very busy and good times.

The first busses were not the elaborate ones we know now. The first ones were seven passenger cars cut in half and the middle rebuilt to make them in to a 15-18 passenger vehicle. Later they purchased better busses. The bus line ran until the late 50's.

Our wildest imaginations would not have conceived the kinds of roads that now exist. The simple wagon roads followed the original trails. To get to Enumclaw one would go towards Lake 14, turn right at the south end and follow a road to Clay Mine. You took the Green Valley road to the Flaming Geyser entrance where there was a bridge which crossed the river and led up a very steep hill. It was said that if you had a heavy load you always used two teams of horses. The other way was to go to Green River Gorge and climb the hill to Cumberland go to Veasie and wander the back roads to Enumclaw. The Enumclaw Gorge road was built later.

The road to Auburn was a narrow dusty gravel road. At first it was one way with turnouts for passing, One rode in a cloud of dust and received many "dings" in the windshield. Going to Renton was equally as bad. The road had been straightened somewhat but it still wandered. It had much the same characteristics of the Auburn road. THAT IS THE WAY IT WAS,

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