



# *Black Diamond Historical Society and Museum*

Printed Quarterly



January 2010

## PICTURES OF THE PAST



### **SANTA DELIVERING COAL BRIQUETS IN 1921**

By JoAnne Matsumura

“Radiant, glowing warmth, ready at a moments notice. Feed your furnace a few Diamond Briquets and you’ll chase the chill out of your house in a jiffy. Incomparable for radiant warmth in a fire place”, was the Pacific Coast Coal Company’s promotional statement.

Briquets were being made at the Pacific Coast Coal Company’s plant at “Briquetville, WA”, (Renton) at the south end of Lake Washington at their new plant in 1914. The briquet is a mixture of sub bituminous, bituminous, and coking coal at 94 percent, with an asphalt binder of 6 percent. This plant operated until May 1939, as the decline in the use of Briquets was brought on by the changing conditions in the fuel market.

Hundreds of visitors toured the Briquetville Plant and by 1923 the Company was giving a souvenir of a half dozen “Diamond Briquets” in a specially made advertising box. This souvenir box with six Briquets, along with a fifteen-pound box of “Diamond Fire Place Coal” is on exhibit in the Museum. You’ll also see on exhibit a pair of tongs given ‘free’ with the purchase of a box of Briquets.

*We extend to each of you a yuletide Merry Christmas and  
a Happy New Year.*

**T**he mission of the Black Diamond Historical Society shall be the discovery, preservation, and dissemination of the history of Black Diamond and environs, as it relates to King County and the State of Washington.

The Black Diamond Historical Society Newsletter is published by and for the members of the Black Diamond Historical Society, a non-profit 501(c)(3), Washington Corp.

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**Newsletter articles due March 4th, 2010.**

For address changes or corrections, contact:  
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 P.O. Box 232, Black Diamond, WA. 98010

**Society Officers**

President: Keith Watson  
 Vice President: Don Malgarini  
 Secretary: Dee Israel  
 Treasurer: Clayton Mead

**Directors**

Harry Berry, Don "Doc" Botts, Howard Botts, Gomer Evans, Don Mason, JoAnne Matsumura, Anna Morris, and Conrad "Coke" Roberts

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**Museum Hours**

Thursday 9:00 - 4:00  
 Sat. & Sun. Summer 12:00 - 4:00  
 Sat. & Sun. Winter 12:00 - 3:00


**CONTACT INFORMATION**

The Museum is located at 32627 Railroad Ave  
 Black Diamond, WA 98010

The mailing address is:  
**The Black Diamond Historical Society**  
**PO Box 232, Black Diamond, WA 98010**

Information, Tours and Lectures: 360-886-2142  
 For Franklin Tours: 253-852-6763

E-mail Address: [museum@blackdiamondmuseum.org](mailto:museum@blackdiamondmuseum.org)  
 Web site: [www.blackdiamondmuseum.org](http://www.blackdiamondmuseum.org)



**We thank 4Culture for the support that helps to keep us operating.**



**Thank You, City of Black Diamond, for the operations support.**

## EDITOR'S CORNER



Another year is coming to an end, and the weather is cold as of this writing. We are having freezing daytime temperatures and it is in the teens over night. It is not unheard of around here, but it is not that common either.

During this holiday season, it is a time to reflect back on the year, and also on years past. I have seen so much progress at the Museum, I can hardly remember what things were like when I first became a volunteer.

I have witnessed many good people doing many tasks, from maintaining the old building and its surrounding structure; to improving the lighting and security systems.

I have had the pleasure of meeting many new volunteers that have a passion for preserving our delicate and fleeting history. Those of us that know how important it is to save it now, for if we let it get away, it is gone forever.

I am honored to work with, and humbled by the dedication of individuals that work tirelessly behind the scenes doing those thankless jobs that many people do not notice. They are the jobs that make this museum run like a well oiled machine. Those individuals do this work not for fortune or fame, but to serve today's society, and generations to come. Their efforts are greatly appreciated. It's a team effort. Oh yes, we have individuals that stand out from time to time, but it's all about the results. We are certainly getting results.

Thank you.

*Steve*

## 2010 CALENDAR

Jan 7th Thu: Museum Re-opens  
Feb 6th Sat: Franklin Tour 12:30 @ Museum  
Mar 4th Thu: Newsletter Material Due  
Mar 6th Sat: Franklin Tour 12:30 @ Museum  
Apr 25th Sun. BDHS Membership Meeting  
June 5th Sat: Welsh Heritage Day

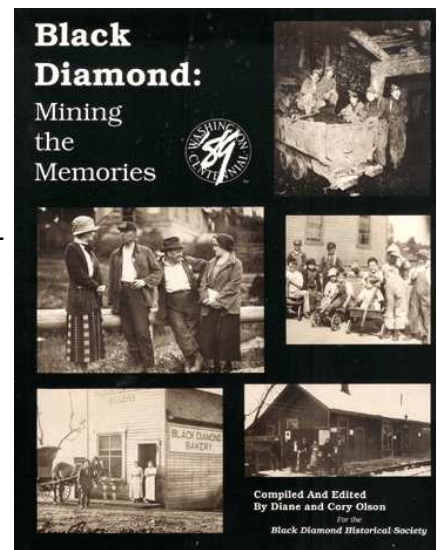
As the event dates get closer, more details will be published in the newsletters and on the web site.

## THE BLACK DIAMOND MUSEUM GIFT SHOP

In the Museum you will find a display of old time candies that you may have found in candy shops long ago. The display of candy is for sale, and yes it is fresh. Just up the hill from the Museum was the Alice Davies Confectionery, and in honor of Mrs. Davies' candy store, our display is in her name.



*Black Diamond: Mining the Memories* is a book of memories of the coal miners that worked in Black Diamond and other near-by coal mines. This unique collection of interviews takes us back to a time when life was so different than it is today. In their own words, the miners tell tales of hardships and friendships, tales of toiling in the underground mines and dancing on Saturday night.





## PRESIDENT'S MESSAGE



Keith Watson

It has been a year full of events that have celebrated the 50<sup>th</sup> Anniversary of the incorporation of Black Diamond as a City. The Black Diamond Historical Society participated with the City

in coordinating these events and had a good response to our suggestions. The end result has been a series of events that have brought the citizens together for fun and celebration. A 2009 picture calendar was created by the City to commemorate the anniversary. We now have a Black Diamond City Flag (we are flying the flag just below our United States Flag) at the museum. The Labor Day Parade was started by hearing the Emergency Siren that the Black Diamond Historical Society restored and placed on a display pole just outside the Museum. The Siren was, like a starting gun in a race, heard by a lot of people attending the parade. It was a great moment. The Locomotive move was a great collection of volunteer work and resources coming together to make it possible for us to have a Locomotive in front of the Caboose. This was a fun move and has inspired a lot of members and volunteers to come to the fore-front to help with ideas, work, and expertise to make the Locomotive a part of the Black Diamond Museum. The City asked for recipes from Black Diamond residents and constructed a recipe book commemorating the 50<sup>th</sup> Anniversary and it was a hit. The final event will be the placing of a "Time Capsule" into the ground in front of the old City Hall which is now the home of the Police Department and Council Chambers. The idea is to have it opened in 50 years. It would be fun to have pictures of the Black Diamond Elementary Students in the capsule.

### Locomotive cosmetic restoration

The locomotive cosmetic restoration is in full swing. This project is headed by Gomer Evans who has been working diligently on the interior

of the cab. The wood flooring has been removed and the window frames have been removed for repair and sand blasting and some of these parts are starting to receive primer paint. It looks like we need some rebuilding of four of the window frames.



Look at this picture of rusted window frame on the left we need to restore and see if you might have some ideas as to what procedure we could use to rebuild them. Right is the opening on the locomotive.

Any ideas for reconstruction procedure?

### Membership Meeting

We have two membership meetings a year. The first one occurs in April and the second in October. This October we were entertained with a musical presentation from Steve Israel (former President of the Black Diamond Historical Society) who wrote and sang three songs about coal mining and the Black Diamond mines. He also accompanied himself with guitar and harmonica music that was very good. Thanks Steve! After Steve, we were treated to a wonderful talk from Gomer Evans (former Mayor of Black Diamond) who detailed our work with the Emergency Siren and the Locomotive. His main talk was about his experiences as an employee and as the Mayor of Black Diamond. Thanks for the memories Gomer! During this meeting the membership also voted for a two year term for officers and directors of the Black Diamond Historical Society. Officers who received approval are Keith Watson – president; Don Malgarini – vice president; Clayton Mead – treasurer; Dee Israel – secretary and the following Board of Directors: Harry Berry, Donald "Doc" Botts, Howard Botts, Gomer Evans, Don Mason, JoAnne Matsumura, Anna Morris, and Conrad "Coke" Roberts. Ken Jensen was also named as a Special Assistant to the President by Keith Watson. Ken will be doing special assignments and using his expertise to help us with our projects now

*(Continued on page 5)*

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and in the future. Welcome aboard Harry Berry and Ken Jensen; we really appreciate your help. Thank you departing Board Member Bob Thompson for your help this last year.

### **Make a Difference Day – October 24<sup>th</sup>**

We were again treated to a great group of members of the Lake Sawyer Christian Church who indeed made a difference to the Museum. They replaced the railings on the North and South exterior stairways and replaced some steps as well as painted the stairways. These folks replaced and painted the South end platform of the caboose. They also painted the yellow warning edges of the stairs and wooden boardwalk. Thank you to this group of Christians for their hard work and caring attitude.

### **Veterans Day Presentation**

A presentation by Keith Watson was given on the Saturday prior to Veterans Day and was attended by a large group of people. It was a power point presentation looking at the United States Submarine Service which started in 1900 and Black Diamond that started in 1882 comparing their parallel progress with technological and historical events that changed the people of the town; the submarine sailors and their families up to the present day.

### **Christmas Open House –December 12<sup>th</sup>**

Every year we have an Open House at the Museum which is open to the public and members alike. We just have old fashion fun with the Museum decorated for Christmas and the chance to listen to Christmas music, presented by Steve Israel and Gino Picini while we join in with the singing of Christmas carols. This year's open house was on Sat. Dec. 12 at 1 PM. It is a wonderful way to end the year.

### **Closing days for the Museum during the Holidays:**

Closed Dec. 21 thru Jan. 6, 2010.

May I speak for all the Officers and Board Members – we feel honored to serve the members of the Black Diamond Historical Society.

Thanks to all the docents, volunteers, food providers, and members for your great support!

Merry Christmas and Happy New Year!

Keith

### **Early origins of the standard gauge**

**Rail gauge** is the distance between the inner sides of the heads of the two parallel rails that make up a single railway line. Sixty percent of the world's railways use a standard gauge of 1,435 mm (4 ft 8+<sup>1</sup>/<sub>2</sub> in). Wider gauges are called broad gauge; smaller gauges, narrow gauge. Break-of-gauge refers to the meeting of different gauges. Some stretches of track are dual gauge, with three or four rails, allowing trains of different gauges to share them. Gauge conversion can resolve break-of-gauge problems.

There is an urban legend that Julius Caesar specified a legal width for chariots at the width of standard gauge, causing road ruts at that width, so all later wagons had to have the same width or else risk having one set of wheels suddenly fall into one deep rut but not the other.

In fact, the origins of the standard gauge considerably predate the Roman Empire, and may even predate the invention of the wheel. The width of prehistoric vehicles was determined by number of interacting factors which gave rise to a fairly standard vehicle width of a little under 2 meters (6.6 ft)

These factors have changed little over the millennia, and are still reflected in today's motor vehicles. Road rutting was common in early roads, even with stone pavements. The initial impetus for the ruts probably came from the grooves made by sleds and slide cars dragged over the surfaces of ancient trackways. Since early carts had no steering and no brakes, negotiating hills and curves was dangerous, and cutting ruts into the stone helped them negotiate the hazardous parts of the roads.

Neolithic wheeled carts found in Europe had gauges varying from 130 to 175 centimeters (4 ft 3 in to 5 ft 9 in). By the Bronze age, wheel gauges appeared to have stabilized between 140 to 145 centimeters (4 ft 7 in to 4 ft 9 in) which was attributed to a tradition in ancient technology which was perpetuated throughout European history. The ancient Assyrians, Babylonians, Persians and Greeks constructed roads with artificial wheelruts cut in rock spaced the wheelspan of an ordinary carriage. Such ancient stone railways connected major cities with sacred sites, such as Athens to Eleusis, Sparta to Aykليا, or Elis to Olympia. The gauge of these stone grooves was 138 to 144 centimeters (4 ft 6 in

*(Continued on page 13)*

## DONATIONS

By Dee Israel

We wish to thank the following for their generous donations to the Black Diamond Historical Society.



### **MEMORIAL DONATIONS IN MEMORY of:**

**Ior Davies**, by Jack & Shirley Sandberg, Doris E. Anderson, Joe & Donna Lovin, David & Janet McCrindle, and Muriel Waldo.

**Dorothy Konoske Craycraft**, by Arlene Parkin and Albert & Rosemary Konoske Bigelow.

**Rudy Zinter**, by Lynda Maks and Albert & Rosemary Konoske Bigelow.

**Lew Wallick**, by Arlene Parkin.

**Michael Manieri**, by Mary Kennedy.

**Shirley J. Mead**, by Lynda Maks, George F. Kuehn, JoAnne Matsumura, Byron & Janie Parkinson, Beth Van Buskirk, Julia Anne Young, Muriel Waldo, Arlene Parkin, Jerrine L. Hope, Albert & Rosemary Konoske Bigelow, Steve & Dee Israel, Joseph & Evelyn Dal Santo, and Donald "Doc" Botts.

**David Zumek**, by Arlyn & Sandra Sonsteng, Arlene Parkin, Jerold & Gloria Thompson, and Lynda Maks.

**Maitland Stanley**, by Margaret Stanley.

**Margaret Thomas Jensen**, by Margaret Stanley.

**Sara Eileen Morris**, by Lynda Maks, Byron & Janie Parkinson, Jerrine L. Hope, Alice Morris, Jerold & Gloria Thompson, Don & Lynn Mason, Robert & Lori Hope, Catherine J. Sorenson, and Lorraine Hope.

**Jessie Malgarine Ponko**, by Mr. & Mrs. F.R. Tressler, Pauline, Borzage, Mary Kennedy & Muriel Waldo.

### **GENERAL FUND DONATIONS BY:**

Ed Opstad  
Don & Carmel Camerini  
Sherrie Acker  
Darwin Myers  
Don & Marilyn Covey  
Carolyn Herrera  
Dick & Lori Hoyt  
K-C Food Corporation  
Luanne R. Swett-LaChance  
Robert & Jodine Burke

### **ARCHIVE PRESERVATION FUND BY:**

Marsha Spreier

These donations are greatly appreciated. The Black Diamond Historical Society is a 501(c)(3) non-profit organization. All donations are tax-deductible to the fullest extent of the Law.

## WELCOME NEW MEMBERS

By Dee Israel

The Black Diamond Historical Society now has a total of 317 memberships. We are pleased to announce that during this past quarter we have acquired the following new memberships:

Craig Goodwin  
Sons of Italy Lodge #1809

I would also like to thank the following businesses that help support the Black Diamond Historical Society by becoming members. We ask you (our members) to return the favor by supporting their business when ever you can.

Allen County Public Library  
Black Diamond Bakery  
Black Diamond Elementary School  
BD Lawson Partners LP  
BD Village Partners LP  
Mama Passarelli's Dinner House  
Palmer Coking Coal Company  
Southport Land & Commercial Co.  
Taff Roofing, Inc.



**GUESTS**  
By: Doc Botts



During the month of **September 2009** we had **401 guests**, **October 2009** we had **296 guests** and **November 2009** we had **120 guests**. Making a 3-month total of **817 guests** to the Museum. There were visitors from **15 States**: Alaska, Arizona, California, Florida, Illinois, Indiana, Michigan, Nevada, Oklahoma, Oregon, Wisconsin, and here in Washington. There were also people visiting from other places, such as Vancouver, BC.

*The Black Diamond Historical Society*  
*Presents:*

**TOUR OF THE  
FRANKLIN  
TOWN SITE**

Tour Guide/Director:  
Don Mason

**Saturday, February 6  
and Saturday, March 6, 2010**

**Meet at:**

**Black Diamond Museum 12:30 PM**

**To sign up, hear the orientation, and obtain  
a parking pass.**

Participants are encouraged to wear sturdy shoes and dress for the weather, as the tour goes on rain or shine



✿ **IN MEMORIAM** ✿

**Gone but not forgotten**

By JoAnne Matsumura

✿ **Dorothy Mary Konoske Craycraft** passed away on October 16, 2009 in Bremerton, WA. She was born on October 19, 1924 in Roanoke, West Virginia.

At the age of five, she and her family moved to Black Diamond, where she grew up attending the Black Diamond schools until graduating from the Black Diamond High School in 1942 and is a member of the Black Diamond High School Alumni.

Inurnment was at Miller-Woodlawn memorial Park, Bremerton, WA.



✿ **John Lombardini III**, passed away on November 18, 2009, having just celebrated his 73 birthday on October 22, 2009.

John attended the Black Diamond Elementary school and the Enumclaw schools graduating from Enumclaw High School.

For many years John officiated at football and basketball games in the Puget Sound area, and was well known among sport enthusiasts.

John's membership support in the society is greatly appreciated.

His wife, Janet, children Cindy and Joseph, grandchildren Kyle, Conner and Luke, brothers Bert and Donald all survive him. He was preceded in death by his parents, John & Livia, and brother Gerald.

Many may remember the St. Bernard Shurfine Market of meats and groceries at the Lombardini's Grocery and 76 Gasoline and Triton Motor Oil Store, and the many years the Lombardini family have been in the area.

✿ **Michael Anthony Manieri, Jr.**, passed away September 11, 2009, in Bellingham, WA. He was born in Hopewell, VA., March 16, 1934 to Mary & Michael Manieri, Sr., who preceded him in death.

Michael was a veteran of the U.S. Army 1956 to 1962. He met the lovely Betty Malgarini, the 1948 Queen of the Black Diamond Labor Day celebration, at the Spanish Castle dance spot between Seattle and Tacoma. After marrying they resided in the Greenlake area, and Sandy Point, on the Georgia Straights



before moving in 2009 to Ferndale, WA. They celebrated their 50<sup>th</sup> wedding anniversary on February 20, 2009.

Joining the Painters Union Local 300, as an apprenticeship for three years he then became a journeyman. Later he became Secretary/Treasurer of Local 300, retiring in 1996. He was also a popular teacher at North Seattle Community College for 15 years.

He enjoyed the outdoors, golfing, and fishing--dreaming of catching "the big one"----yet he had one memorable catch!

Mike will be remembered by those close to him of his southern boy charm and because he was "one-of-a-kind".

Michael, a member of the Society, visited the museum on several occasions, enjoying the warm outdoors and especially the out buildings with their artifacts.

His wife, Betty Malgarini, and sister, Carol and her husband P. C. Yerby survive Michael, and many generations of nieces and nephews.

Michael's final resting place is Greenacres Memorial Park at Stillwater's, Ferndale, WA.

✿ **Shirley Joan Mead** passed away on October 20, 2009 at the age of 76. Shirley was born to Charley & Elaine Brown Mead on November 20, 1932. She grew up in Black Diamond and graduated from Enumclaw High School in 1950. Shirley lived on Lawson Hill from 1937-1950 "and beyond".

In 2007 Shirley shared some of her fondest memories: The Show Hall, Presbyterian Church, The Bakery, The Confectionery, Beer bottles for pennies, Labor Day Parades, and a free wiener at the company store—"Zumek".

Shirley served in the U.S. Army and the U.S. Air Force. She received her undergraduate degree from Seattle Pacific College and her Masters degree from Portland University.

Her career included the title of Policewoman—"Off the beat" as Auburn's Metermaid, and was glad to be "back at headquarters" as Policewoman Mead on her 11-p.m. to 7.a.m. shift.

Shirley was an educator in the Kent and Battle Ground, WA schools. Upon retirement she returned to Enumclaw and became active in the Hillside Community Church, and volunteered her time and energies to other establishments.





The Society is grateful for her contributions in volunteering to enhance exhibits, donating many of her collection of toys, and for her financial support.

Survivors include her brother Clayton Mead and wife Nancy; sister Christine Mead, niece Janet Neigel, nephew Brian Mead; and great-niece and nephew Shannon and Sean Neigel.

“Always in Charge”, Shirley was buried in the Tahoma National Cemetery with honors. We will miss her stories, her spirit, and her presence.

✧ **Sara Eileen Morris**, a lovely young lady passed away on October 29, 2009, just 8 days prior to her 37<sup>th</sup> birthday. She was the seventh and last child born to Evan and Joan Morris on November 7, 1972 growing up on the Lake Sawyer homestead, and attended the Tahoma schools.



She excelled in gymnastics, cheer leading and dance team prior to her graduating in 1991. Later she coached gymnastics for young girls. Helping in the family business she later ventured to Atlanta, GA in 1995 attending The Atlanta School of Massage and graduating at the top of her class. She had discovered her special talent and she applied the art of mind, body and spirit into her daily life.

In 2004 Sara returned to the Lake Sawyer home to care for her father until his death in 2006. Her dedication to his care was unwavering. Her presence gave him joy.

Sara met and married Craig Phalen and they had one daughter, Isabel Rose in 2005. Craig’s attentiveness, tireless, and loving dedication meant more than words can say.

Prior to Sara’s illness, she and Isabel took time from a busy schedule to visit the museum and grace us with their company. On one occasion we had a grand time watching Isabel loading an automatic coin counter and hearing the coins clinking in their slots. She would giggle and so did we. Memories - sweet memories.

Sara was predeceased by her parents, Evan & Joan Morris, brothers, Evan Jr., and Clinton Morris. Survivors are her husband Craig, daughter Isabel, sisters Anna, Jeanine and Kathy, and one brother, John, and many extended family members.

“Help to make someone’s world a better place, one day at a time,” this was Sara.

✧ **Jessie B. Malgarini Ponko** passed away October 4, 2009 in Auburn, WA. She was born to Victor & Esther Bartoluzzi Malgarini on January 7, 1919 in Black Diamond, WA.

Jessie grew up in Black Diamond and is a member of the Black Diamond High School Alumni, Class of 1937.

In 1947 Jessie followed her husband to Anchorage, Alaska where he was working for the Alaska Communications system. She was one of the first women to pioneer the drive to Alaska on the newly constructed Alaskan Highway after WW II—alone with her two young children. There were potholes, and mud, very few service gas stations, sleeping quarters, or grocery stores. It took them 10 days.

They lived in the remote village of Dillingham and also in Seward, Alaska where her husband was employed as a Deputy U.S. Marshall. In 1957 they left Alaska for Idaho and after a short time there, moved to Black Diamond. After her husband’s death Jessie moved to Lakewood, WA.

Jessie enjoyed the outdoors in her garden and the friendly animals that visited her tendered gardens. She will always be remembered for her “Italian cooking and scrumptious pies”.

Jessie’s membership and contributions to the Society’s artifact collections will always be appreciated.

Jessie is survived by her daughter Marilyn Tressler, sisters; Joan Trayler, Betty Manieri and Mary Kennedy, brothers; John, Don and Robert Malgarini. Preceding her in death were her husband, Marshall and son Marshall Dean Ponko.



✧ **Maitland ‘Matt’ Cotton Stanley** passed away on August 9, 2009 at his home in California, at the age of 81.

Matt was born into a family of artists. His mother, Kathleen Cotton was an illustrator and his father, George Maitland Stanley, was the sculpture of the Oscar statuette, the monumental Muse of Music sculpture and fountain at the entrance to the Hollywood Bowl, and other notable public works in Southern California.

At the close of World War II, Matt enlisted in the Coast Guard and served on a cutter on the North Pacific.

Matt retired in 1992 after a 35-year career with Swissair, San Francisco, as cargo specialist. His love of history and an expert researcher, especially of the mining community of Gold Hill, Nevada, he authored his first book on that area. In the Spring of 2009 he authored a second edition “Slippery Gulch: A Guide to Gold Hill, Nevada.” His first



gift was painting, and was the youngest person invited to join the Watercolor Society. He graduated from the Chouinard Art Institute in 1950. He is credited with the discovery of a new genus and species in 1967 of Silurian rugose coral named "Wintunastraea stanleyi."

He was married to Margaret 'Peggy' Jensen for 36 years, the granddaughter of one of Black Diamond's Mining Engineers, William 'Bill' Thomas, as early as 1887, having come from South Wales. Matt and Peggy traveled extensively in Europe and Asian countries.

Matt's interest in mining history he was pleased to become a member of the Society and he looked forward to the Society's newsletter of historic mining articles, even though mining in Gold Hill was quite different than coal mining. His membership support and enthusiastic spirit for, 'more of the same', will always be appreciated.

Nearing the time to say goodbye he left a peaceful statement with his wife and family when he quietly said, "It feels natural". Matt's survivors include his wife Peggy, and three sons from a previous marriage, Vincent, Christopher, and Gregory Stanley and their families.

✧ **Rudy Zinter** passed away on November 7, 2009.

Of Austrian heritage he was born to Simon and Mary Zinter, one of six children, on August 20, 1924, in Black Diamond, WA.

Rudy grew up in Black Diamond, graduating from Black Diamond High School in 1942, and married his high school sweetheart, Anita Rogers. They were together for 65 years. Rudy and Anita are members of the Black Diamond High School Alumni.

Rudy served in the US Navy in WW II and the Korean Conflict. He attended Edison's Vocational School. He worked for 40 years in the automotive repair industry in the Ballard, WA area as the owner of Crown Hill Auto Service.

Rudy is survived by his wife, Anita, children, Gregory, Connie and Randy, and sister Margie Denis.

✧ **David Thomas Zumek** passed away on October 1, 2009. He was born to Frank & Lois Thomas Zumek on April 24, 1941 in Seattle, WA.

David was a graduate of Enumclaw High School in 1959, the



UW School of Pharmacy in 1964 and the University of Michigan in 1969, and was a member of the Phi Kappa Sigma Fraternity.

As a Lt. Col. of the U.S. Army, he served for 22 years before retiring. He then worked at Highline and MultiCare Hospitals before officially retiring in December 2006.

We appreciate David's term as a Society member, but due to his illness was unable to visit us for some time.

He is survived by his wife of 45 years, Netta, sons, Chris, Kevin, and Bryan, his mother, Lois Estby, and stepbrother Tim Estby. David was preceded in death by his son, David; father Frank, brother Butch, and stepfather, Ralph Estby.

*The Black Diamond Historical Society expresses condolences to the families of the passing of their loved ones.*

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✧ **THANKS FOR THE MEMORIES** ✧

**Gone but not forgotten**

By JoAnne Matsumura



✧ **Edna Behringer Deaver**

March 23, 1918 – September 22, 2009

Wife of Keith Deaver

✧ **Don 'Donnie' Garrett**

August 11, 1942 – November 12, 2009

Adopted son of David & Florence Garrett

✧ **William R. 'Bill' Ney**

October 12, 1921 – August 9, 2009

Husband of Carol Rutcher Ney, deceased

✧ **Anna Sharlack Raub**

July 4, 1916 – November 5, 2009

Black Diamond Class of 1934

✧ **Albert L. Tokin, Sr.**

March 19, 1920 – October 25, 2009

Husband of Rose M. Mariotti Tokin



**BIRTHDAY GREETINGS TO SOCIETY MEMBERS FOR THIS QUARTER OF THE CALENDAR:**

(If your birthday is this quarter & you don't find your name on this list, it's because we don't have the date. Let us know when it is so it can be included next time.)

Dec.16 Betty Merryfield  
 Dec.19 Barry Kombol  
 Dec.23 Christine E. Mead  
 Dec.25 Mary Malgarini Kennedy  
 Dec.26 Ryan Kitz  
 Dec.27 Anne Remshe Thorsett  
 Dec.27 Kenneth E. Williams  
 Dec.28 Mary Peterson  
 Dec.30 Maxine Niles Gamba  
 Dec.30 Jack Thompson  
 Dec.30 Joe Zumek  
 Dec.31 Donald J. Greggs  
 Dec.31 Paula Botts Ordonez  
 Jan. 01 Ed Opstad  
 Jan. 01 Pete Logar  
 Jan. 03 Althea Petchnick Craig  
 Jan. 05 Donna Savicke Casper  
 Jan. 05 Rosa Draghi  
 Jan. 09 Audrey Kramer Mendenhall  
 Jan. 09 Ethel Estby Johnson  
 Jan. 11 Philip Fowler  
 Jan. 14 Edward Andrew Johnson  
 Jan. 16 Joan Benton Barber  
 Jan. 16 Marlene Lingle Bortleson  
 Jan. 18 Jodine Dal Santo Burke  
 Jan. 19 Gil Bortleson  
 Jan. 18 Eileen Kelly Zumek  
 Jan. 20 Cathy Ruehl Bradley  
 Jan. 20 Esther Hall Mumford  
 Jan. 21 Cheryl Dal Santo  
 Jan. 22 Rebecca Fosnacht  
 Jan. 23 Terry Picini  
 Jan. 30 Josephine Remsche Long  
 Jan. 31 Michael Deicher  
 Jan. 31 Lynn Bird Mason  
 Feb. 03 Richard Cecchi  
 Feb. 03 Ellen G. Olsen Vieg  
 Feb. 03 R. Marie Trover Theilken  
 Feb. 04 Ruby Favro Androsko Keeney  
 Feb. 08 Walter Clark  
 Feb. 08 Judy Watson  
 Feb. 09 MarcieLee Berg  
 Feb. 09 Elsie Parkin  
 Feb. 11 Lynne Evans Bonnell  
 Feb. 12 Julie (Judy) Laine Young

Feb. 17 Dorothy Brown Botts  
 Feb. 18 Beverly Braden  
 Feb. 18 Janet Lombardini  
 Feb. 23 Mrs. Flavia Picini Meyer  
 Feb. 24 Harry Johnson  
 Mar. ?? Darwin W. Myers  
 Mar. 02 Loretta Stella Vincenzi  
 Mar. 04 Dahni Malgarini Logar  
 Mar. 05 Pearl Platt Bowen  
 Mar. 05 Beth Saul Deady  
 Mar. 08 Gerald Kuzaro  
 Mar. 09 Janice Roberts Colbo  
 Mar. 11 Douglas Danley  
 Mar. 12 Henry De Lauro  
 Mar. 14 Cheryl Brean Dubbs  
 Mar. 18 Ship Shipley  
 Mar. 22 Virginia Mann Lindstrom  
 Mar. 23 Catherine Evans Truman  
 Mar. 25 Marissa Malgarini  
 Mar. 28 Diane Dal Santo Kitz  
 Mar. 28 John Trover  
 Mar. 31 Chad M. Abramson Sr.  
 Mar. 31 Pauline Morris Kombol  
 Mar. 31 Jeanne Hope Zielsdorf  
 Apr. 01 Louis Draghi  
 Apr. 02 Joan Malgarini Traylor  
 Apr. 05 Paul Goldsberry  
 Apr. 06 Jennifer Lewis  
 Apr. 06 Betty Malgarini Manieri  
 Apr. 07 Inez Costi Aden  
 Apr. 08 Clyde William Johnson  
 Apr. 09 Mike Malgarini  
 Apr. 09 Kay Traverso  
 Apr. 10 Joseph Lombardini  
 Apr. 12 Howard Botts  
 Apr. 12 Joan Zita Clark  
 Apr. 12 Glenn Fredericksen  
 Apr. 12 Marsha Smith Mott  
 Apr. 14 Ivor Merryfield

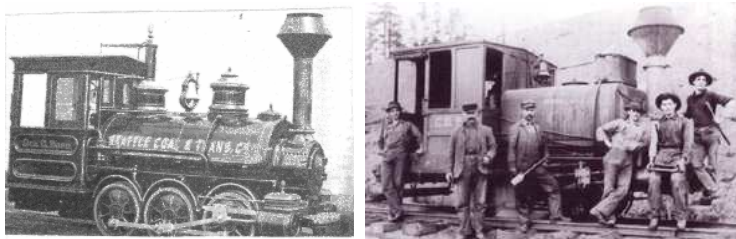




## The short story of the railroads that served the town of Black Diamond

by Keith Watson

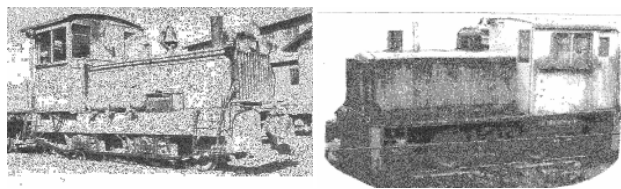
Black Diamond began as a coal town and needed a way to transport the coal to the market place. The best route was to use the Maple Valley grade with the installation of railroad tracks that would serve Black Diamond and other coal mining areas. The Black Diamond Coal Company, owner of the town of Black Diamond, was not in the train business. The owner of town of Franklin, 3 miles east of Black Diamond was, and from 1884 to 1885 proceeded to extend the railroad from Seattle, through Renton, through the Maple Valley, into Black Diamond and Franklin. They had to cross the Cedar River four times along the route building bridges as they advanced. They used horse power, up to 300 horses at a time and many workers. The first Railroad to arrive in Black Diamond was called the Columbia & Puget Sound Railroad; previously known as the Seattle & Walla Walla Railroad. The rails were narrow gauge, 36 inches apart, from rail to rail, so the locomotives were small and of course used steam engines. In those days it was common to name the locomotives along with a number as identification. Some of the names were: No. 1 A.A. Denny; No. 2 AL-Ki; No. 3 Geo. C Bode; No. 4 Georgina; and the numbers 5 thru 10 with no names just numbers. See the narrow gauge locomotive pictures.



Bode Locomotive and Hyak Locomotives

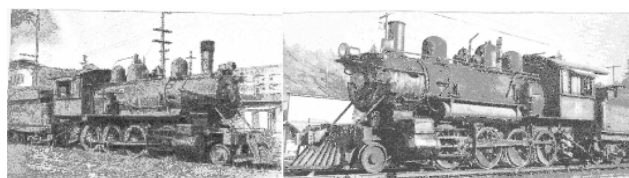
In 1897 the railroad completed a change to standard gauge rails, 4 foot 8 Inches apart, and purchased standard gauge locomotives and railroad cars. The steam locomotives were numbered from 1 through 18; there were no locomotives numbered 2, 3, 6, or 13 at any time. The Black Diamond Train Depot was commissioned in 1886 and now houses the Museum of Black Diamond which is operated by the Black Diamond Historical Society. The Columbia & Puget Sound Railroad owned four other railroads in Washington State. The town of Black Diamond and the coal mines were

sold to the Pacific Coast Coal Company, a wholly owned subsidiary of the Pacific Coast Company, in 1904. The Pacific Coast Company owned a railway in California just north of Los Angeles in the San Luis Obispo – Santa Maria area. It was called the Pacific Coast Railway; a narrow gauge railway. An interesting note is that they owned the Plymouth Locomotive No. 120 acquired in 1936 that was a 2-4-2 gasoline or diesel powered locomotive that looks similar to the Museum's Plymouth 0-4-0 Locomotive that was built in 1943 which we are now cosmetically restoring. The 2-4-2 and 0-4-0 indicates the wheel configuration on the locomotives. See the two Plymouth locomotives to compare.



The 120 and the Museum's Plymouth

In 1906 the Columbia & Puget Sound Railroad entered into a joint agreement with the Milwaukee Railroad allowing the Milwaukee Railroad to use the C & PS Railroad tracks from Maple Valley into Seattle. The Milwaukee Railroad signed a 99 year lease. In 1910 the C & PS Railroad ordered 3 new locomotives from the American Locomotive Company. They were: No. 16 a 4-4-0 for passenger service; No. 17 a 0-6-0 for yard service, No. 18 a 2-8-0 for freight service. See the locomotive pictures No. 14 and No. 16.



The No. 14 and the No 16 locomotives

In 1916 the Columbia & Puget Sound Railroad changed its name to the Pacific Coast Railroad. The railroad provided service to Seattle, Renton, Kenny Dale, New Castle, Coal Creek, Cedar Mountain, Maple Valley, Atkinson, Sherwood,



Taylor, Summit, Ravensdale, Henrys Switch, Black Diamond, Bruce, Kummer and Franklin. It not only serviced the coal mines it also serviced the clay mines, logging operations, lumber mills, the water pipe line for the cedar river water shed; brought produce, newspapers, payroll , and people to many communities now gone but not forgotten. In many cases the little railroad was a much loved main link to the outside world.

In the late 1930's and into the 1950's the financial soundness of the Pacific Coast Company was in trouble. The company started selling its assets. One of the assets was the Pacific Coast Railroad. In 1951 it was purchased by the Great Northern Railway which operated it until the mid 1970's. The steam locomotives were all sold or scrapped by 1953 and the Great Northern Diesel Electrics were used for the next 20 years. The name of the Railroad remained the Pacific Coast Railroad.

Today, some of the railroad right of way has been converted into the walking /bike trails which go from 4 corners Maple Valley into Renton and can be seen paralleling the Maple Valley Highway. In a perfect world wouldn't it have been nice to see the railroad bed be used as a rapid transit link as well as a trail.

In 2007, Conrad "Coke" Roberts, a native Black Diamond Historian and member of the Board of Trustees for the Black Diamond Historical Society, created a dream idea to use a locomotive as a memorial to the pioneers and their families who toiled in the mining, railroading, logging, lumber, and farming industries in the Territory and State of Washington. With this goal in mind we have been able to acquire our locomotive and are working at restoring the interior of the cab. We have followed proper procedures to protect the environment and volunteers who are doing the restoration work. We are looking for a period horn, bell, and headlight. We have pressure washed the interior and exterior and have found that the locomotive has had the colors yellow, black, green, red, and pale blue/gray used on its various surfaces. We have had the great fortune to have wonderful volunteers who are helping us with this project. If you would like to help please contact Gomer Evans who is this pro-

ject's chairman. Contact him by calling the Museum at 360-886-2142. Our goal is to have this artifact, similar to the caboose, configured so people can walk thru the cab, ring the bell, toot the horn, act like a railroad engineer and become actively interested in our rich history. An idea to involve the Black Diamond Elementary School students in naming the locomotive and having a contest where they can submit a color scheme for the locomotive has gained great favor with kids and adults alike.

We would love to hear from you with your ideas and recommendations. We also need photos of the Great Northern Railway Diesel Electric Locomotives pulling train cars on the old tracks in the 1950's, 60's and onto the 1970's.

Note: some of the information and pictures in this article has been derived from the books: "Ships and Narrow Gauge Rails" by Gerald M. Best (Library of Congress Catalogue Card No. 64-19122) and "Black Diamond: Mining the Memories" by Diane & Cory Olson (Library of Congress Catalogue No. 88-83375)

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*(Continued from page 5)*

to 4 ft 9 in). The largest number of preserved stone trackways, over 150, are found on Malta.

Some of these ancient stone rutways were very ambitious. Around 600 BC the citizens of ancient Corinth constructed the Diolkos, which some consider the world's first railway, a granite road with grooved tracks along which large wooden flatbed cars carrying ships and their cargo were pulled by slaves or draft animals. The space between the grooved tracks in the granite was a consistent 1.5 meters (4 ft 11 in).

The Roman Empire actually made less use of stone trackways than the prior Greek civilization because the Roman roads were much better than those of previous civilizations. However, there is evidence that the Romans used a more or less consistent wheel gauge adopted from the Greeks throughout Europe, and brought it to England with the Roman conquest of Britain in AD 43. After the Roman departure from Britain, this more-or-less standard gauge continued in use, so the wheel gauge of animal drawn vehicles in 19th century Britain was 1.4 to 1.5 meters (4 ft 7 in to 4 ft 10 in). In 1845 George Stephenson copied the gauge of British coal wagons in his area (about 1.42 meters (4 ft 8 in) for his new locomotive, and for technical reasons widened it slightly to achieve the modern railway standard gauge of 1.435 meters (4 ft 8.5 in).

From Wikipedia, the free encyclopedia

## Bridge Over the River Green

By Frank Hammock, 2009

It's made of stringers, portal struts, top and bottom chords, top and bottom lateral bracing, sway bracing, portal and counter bracing, diagonals, inclined end and vertical posts, floor beams, and panels. Geometrically, it's composed of a series of triangles joined together by pins and rivets that is either structurally built above or below the main traffic component called the deck. From its design, it is only subject to compression and tension forces, whereby bending forces have been eliminated. Thus, the various arrangements of its members make the final determination as to what type it will be categorized as – boasting such names as Parker, Howe, Camelback, Queen Post, Warren, Kellogg, Stearns, and Pratt. These are the basic descriptions of the Truss bridge that originated in the history of structural engineering from as early as 1820, to a more common use era of 1870 to 1930 during the railroad boom. Typically, these bridge types began their construction using wooden beams, since it was the only material more readily available, but later they were built of wrought iron and steel. The purpose of the Truss bridge was more from an emphasis of strength versus economics whereby the cost of materials, fabrication, site erection, and the availability of machinery and labor were in balance. Of this class of bridge, there are three basic types – the Deck Truss, the Through Truss, and the Pony Truss.<sup>1,2,3,4</sup>

One such bridge over the Green River Gorge just southeast of Black Diamond, Washington, is known as a Baltimore Deck Petit Truss, and is the only one of its kind currently known in Washington State. The Baltimore Truss bridge is a sub class of the Pratt Truss (invented in 1844 by Thomas and Caleb Pratt), which has its bracing in the lower section to prevent buckling and control deflection. It is a late 19<sup>th</sup> Century design that incorporates such sub struts for longer spans that were mainly used for withstand-



THE GREEN RIVER ABOVE BLACK DIAMOND.  
(Photo by J. W. Bussey, Black Diamond.)

This image of a plank across the green river was taken by J. W. Bussey of Black Diamond (BD), and was featured in "The Coast" magazine of March 1902. J. W. Bussey was a photographer who arrived in BD in the 1880's. **Courtesy of the Black Diamond Historical Society.**

ing the weight of trains because of its very strong design.<sup>2,3,4</sup>

Getting across the river-carved, rock canyon that houses the Green River had become quite cumbersome and from as early as the 1880's, this was accomplished by use of a foot bridge made of wooden planks that spanned from rock to rock. Later, when pedestrian traffic had increased, giant logs spanned the bottom of the Gorge.

Then, in about 1887, a log crossing construction for horses and wagons was erected and was the subject of a sketch made by an American artist, Edward Lange (1846-



Sketch by Edward Lange.  
**Courtesy of the Black Diamond Historical Society, #F506.**

ward Lange (1846-1912). Agneta Slott, who lived in the town of Franklin, Washington near the Green River Gorge prior to 1900, remembered the time when her family had lived there and how they traversed the Green River. Her father was a coal miner at that time. She was quoted in a past newspaper clipping with this historical sketch.

*"...The family packed up their belongings and the kids in two lumber wagons and steered them down the Green River Gorge and into Enumclaw. In 1901, the gorge itself was not spanned by a bridge. Travelers had to balance their goods on the muddy, steep trail to the bottom, cross a bridge [one made of logs], and help the horses push the carts up the other side...."*<sup>5</sup>

Travelers, evidently, continued to cross the gorge in this fashion until sometime after 1900 when the first "real" bridge was built using timbers in a



Pre-1900 Franklin-Green River original wooden truss Bridge under construction. **Courtesy of the Black Diamond Historical Society.**

truss design. Then, in 1912, a bond issue of \$3 million was voted in by the people of King County for road and bridge construction and renovations.

Bond issue No. 9 paid specific attention to the highway system connecting the towns of Enumclaw and Franklin, and crossing over the Green River. Thus, a new high steel bridge was to be constructed to replace the existing low timber truss bridge that was already in existence.

New designs by engineer Charles D. Calley were initiated and from the drawing boards, two types were narrowed down that would best fit the location and setting. One was an arch type known as a double span spandrel-braced arch that had a pony truss portion span at one end. Two factors prevented this one from achieving fruition and they were cost and appearance within the gorge's natural setting. The other type was the Baltimore Deck with timber approaches that could span distances of 250-300 feet. This one became a more economically sound solution and by sub-dividing the panels, engineers could reduce the weight of the floor system for a more economic foundation.

On July 18, 1900, a bridge report mentions that the bridge had been repaired by the Puget Sound Bridge & Dredging Co. It was re-timbered at both ends of the approach to the bridge and span. In January of 1907, the 110 foot wooden truss bridge was reportedly in "good shape" and by November 22<sup>nd</sup> of that same year, the inspector's report had a handwritten note for the current bridge to "move-wrecked," possibly in reference to the new bridge yet to be built. The old wooden truss "low" bridge with its steep approaches was dismantled and removed on February 25<sup>th</sup>, 1915 to make way for the new "high" bridge.<sup>6</sup>

In 1914, construction began with resident engineer, Donaldson Hampton Evans, in charge of construction.

The floor system, made of steel stringers and a wooden deck to lighten the dead load, was designed to withstand the passing of two 15-ton trucks. The dead load on truss design was factored to be about 60 pounds per square foot, and the wind load on the chords was assumed to be about 300 pounds per foot. When the sum of the maximum stress produced by dead load, live load, and impact came into the equation, it was figured mathematically to be about 16,000 pounds per square inch of tension.

The foundation was set for the eastern side to be a concrete pedestal and the western side to be plates imbedded into solid rock, which were later changed to a concrete pedestal as well because the existing solid rock was found to be cracked with a pot hole directly behind it.

The structured steel that would make up the

bridge composition, some 225 tons furnished by the Minneapolis Steel & Machinery Co., was shipped to the construction site via Northern Pacific railroad to the nearby community of Cumberland, Washington. From there it was hauled by teams of horses to the building site at the gorge.



"Bridge Crew -- The high bridge across green river gorge, a famed scenic site located between Enumclaw and Black Diamond was built in 1915, according to Swan Swanson, whose Father drove the first car across it. Swanson was born in Franklin, a mining camp adjacent to the gorge. The bridge was one of the engineering wonders of its day and was built in large part by the rail-mounted steam derrick shown with its hardy crew while under construction. This was a hardy crew, but construction workmen of today will immediately note the lack of hard hats. The bridge is still in service after more than 52 years." **Courtesy of the Black Diamond Historical Society #F-502, and Donaldson Hampton Evans.**

To build the bridge itself, a type of crane called an A-shaped derrick car with a swinging device was erected at the east end onto a track that was built out over the deck of the bridge. Stringers, joints, panels, falsework, and special bents were erected with care to counter-balance the span as construction moved across the canyon to the awaiting western concrete pedestal on the other side.

The completed project took approximately seven months from start to finish, which included about a half a mile of roadway construction at each end to realign the new structure to the existing roadway system and bridge approaches. The new steel bridge was not constructed in the exact same place as the original wooden truss bridge, and its deck spans the canyon some 75 feet higher.

Through the years, the bridge's maintenance history included a deck replacement, painting, re-driving the rivets in the bottom chord in 1935, replacing the timber trestle approach in 1982, and an asphalt overlay was added to the original wooden planks.

*(Continued on page 16)*



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Some interesting bridge statistics include:<sup>7</sup>

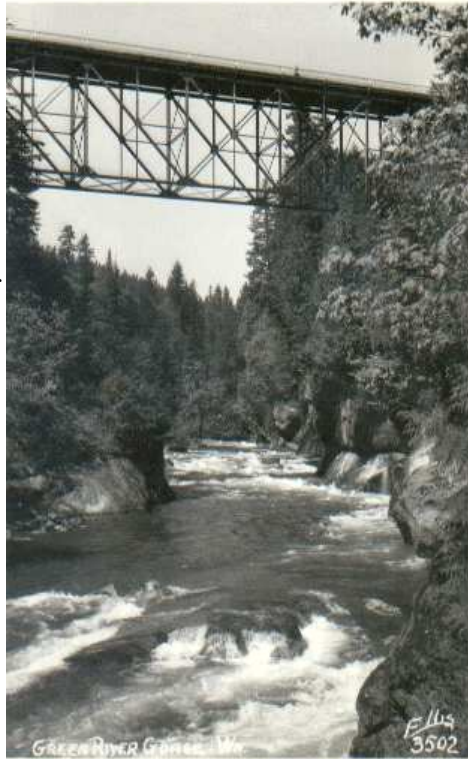
- Steel Baltimore Petit Deck Truss
- Length: 288 feet
- Average daily traffic: 440 vehicles
- Before Construction: total width, 23 feet
- After Construction: total width, 33 feet
- Spans 155 feet above the Green River

In 1988, after years of use, the bridge was found to be unsafe and closed for three years for repairs. Some of the 1988 findings include: the deck asphalt was cracked, existing trusses could not carry live loads, top chord connections could not support existing dead loads, and timber columns on the approaches had lost their bearing support due to column decay, soil undercutting, and settlement. The repairs that followed, costing almost \$3 million, included a replacement of the existing timber trestle approaches on either end with new pre-cast concrete girders supported by cast-in-place concrete piers and footings, rehabilitation of existing steel truss bridge span by re-gusseting the truss connections and replacing the rivets with high strength steel bolts, sandblast steel span and repaint, new concrete road deck with 14 foot vehicle lane and 5 feet sidewalk on both sides, and installed stop lights to regulate single lane traffic.

The last work performed on the bridge was a maintenance project from June through October of 2001 to remove the existing lead paint from the steel structure. It was repainted with environmentally sound paint to ensure that the bridge continues to endure for many more years for locals and visitors alike to enjoy.

At a time when the Green River Gorge and the bridge were icons in a local booming tourism industry, people would come from miles to see the beauty of the gorge, pause and ponder as they allowed the pristine surroundings to wipe away their worries and doubts from atop

the historic steel structure, while the roaring, icy-cold waters of the Green River passed unhindered through the 50-million year old sandstone canyon below. How many coins were tossed? How many wishes were made? We can only wonder.



The completed Baltimore Deck Petit Truss bridge. Photo by Ellis, an early era photographer. From the private collection of JoAnne Matsu-mura, Black Diamond Historical Society.

Today, that industry is long gone and so is the resort that once catered to the visiting crowds. But, the noise of the cascading waters can still be heard coming up from below between abiding rock walls as you silently stroll across the single-lane bridge and gaze at the forested beauty beyond. The Baltimore Petit Deck Truss bridge still stands the test of time and will live on as an icon from an era gone silent, into a future yet to unfold. If it could only speak, what stories and secrets could this beautiful historic structure tell us? We may never know.

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## Diamond Junction: Where Yesterday Meets Today

### Green River Hot Springs

By Ken Jensen



This 1908 photo is from Central Washington University's Brooks Library Digital Collection, <http://digital.lib.cwu.edu/>.

Being a relative newcomer to Black Diamond and a self-proclaimed history buff, I'm constantly peppering Archivist **JoAnne Matsumura**, President **Keith Watson**, and others with questions about the area's history: Where was Mine No. 7? How did trains turn around in Franklin? Where was the town of McKay? Some of my queries can be resolved simply by checking out an old publication; others by checking *in* with an old-timer. Some take a little more digging.

Matsumura suggested such a challenge. A little-known town—a town a bit outside the usual Black Diamond Historical Society purview—but one of great interest to Matsumura (she collects postcards from the once remarkable hotel) and Vice President **Don Malgarini** (he spent summers there whiling away his childhood): *Green River Hot Springs*.

Located in what's now the City of Tacoma watershed and just a stone's throw from the former town of Lester (of which much has been written), I thought this would be topical, considering the Northern Pacific Railroad traveled to Green River Hot Springs via Eagle Gorge—home of the famously leaking Howard Hanson Dam.

For those of you unfamiliar with the area, from near-present-day Kanaskat-Palmer State Park, the rail line snakes its way to Stampede Pass and then up and over to Easton, Ellensburg, and beyond. Small towns dotted along the line were originally built by the railroad as construction

camp. Eagle Gorge, Humphrey, and Nagrom (Morgan spelled backwards) later provided the timber. Lester, originally known as Weston, and Easton were established as helper stations where extra engines were used to “help” the steam locomotives over the steep pass. The introduction of diesel engines in the 1940s, along with Tacoma's desire to protect its water supply from pollution, signaled the beginning of the end for these towns.

Green River Hot Springs was located some 60-odd miles from Seattle between Nagrom and Lester. A railroad station, built in 1886, was originally named Kendon by Northern Pacific officials. The construction of a bathhouse and hotel followed suit in 1888 to make the 132°F, white sulfur hot springs available to the public. The land was later sold to the Washington Hot Springs Company in 1892. But it was Dr. J. S. Kloeber who would eventually build the fabled Green River Hot Springs Hotel and Sanitarium, also known as “The Kloeber,” in 1900.

The hot springs—27 in all—were said to have curative powers and were situated within 100 yards from the main building. Remedy seekers would flock to the hotel for the treatment of “both acute and chronic cases of rheumatism, stomach disorders, nervous troubles, sleeplessness, skin eruptions, and all diseases of the blood,” claims a 1905 *Enumclaw Courier* ad. It further described the hotel as “the most modern and complete in its appointments of any in the Northwest.” The hotel was served by four passenger trains daily in each direction.



The opulent dining room of the Green River Hot Springs Hotel and Sanitarium. (Postcard from the personal collection of JoAnne Matsumura.)

The hotel and sanitarium were modern indeed, even by today's standards. As depicted in the Northern Pacific publication *Pacific Coast Resorts*, “The hotel is steam heated, electric-lit, and open year  
(Continued on page 18)

(Continued from page 17)

round.” There were 100 guest rooms, baths, hot rooms, steam rooms, and vapor and rubbing rooms with attendants. The sanitarium also had bowling alleys, billiards tables, and a tennis court and featured fishing, shooting, and hiking. There was even a full string orchestra.

Room prices were \$1 to \$3 per day or \$5 to \$20 weekly. The “expensive” rate included a connecting bathroom.

Dr. Kloeber ran the establishment for a decade, finally selling his interests in August 1910. Having married Miss Anna Rubish in 1908, Kloeber moved to Yakima County, beginning a second, successful career as a farmer.

Shortly after the sale, the hotel and sanitarium burned to the ground. And not for the first time. “The hotel ... has been twice destroyed by fire and the last time seemed to be final as no steps have ever been taken to rebuild,” reported the *Ellensburg Capital* in 1913. Sadly, the train station also burned in 1923, thus bringing to a close the short history of the town, hotel, and springs.

Or did it?

Mention Green River Hot Springs to Don Malgarini, though, and the memories begin to flow, much like the Green itself. “As a kid, we’d catch the train at Kanaskat, get off at Hot Springs, and then fish our way back down the river. Times were different in those days,” he said. “We’d just wave down the train with a white handkerchief and pay our four bits.”

Camping was another favorite pastime and the site of the old hotel was still a prime spot. On one such excursion to Hot Springs, a couple of campers asked Malgarini and his friends if they could head up to Lester and get some bread and supplies. “Just then, we see a train pull up and stop, so we jumped on an empty flatcar for the short ride,” Malgarini said.



The Green River Hot Springs Hotel and Sanitarium in the background with the railroad station to the right. (Photo from the Northern Pacific Railroad Historical Association, <http://www.nprha.org/>.)

Purchases in hand, he and his cohorts started hoofing it back to Hot Springs. However, one of the more brazen members of the group decided they’d make better time if they’d take a shortcut. “So we cut across this field and then, from out of nowhere, here comes this bull chasing us,” he chuckled. “We ran as fast as we could and lost all the food in that field. Boy, were those men mad at us!”

I asked if there was anything left of the hot springs, even back in his day. “Nah, just a bathtub-like formation in the rock. That’s about it.”

Satisfied with Malgarini’s description—but not *really*—I decided to drive up the Green River Headworks Road to the guard shack to see if the City of Tacoma conducts tours of the watershed. I was politely told that, no, the public wasn’t given tours, but the guard/gatekeeper did give me the watershed manager’s phone number.

“Have you ever been to Green River Hot Springs?” I asked her, somewhat tentatively.

“Yep,” she said after a quick drag from her cigarette. “I went back there on my first day on the job.”

“So, is there anything to see? I’d really like to take a couple of photos,” I said.

“No, the springs aren’t there anymore,” she replied.

Being stubborn, I guess, I called the watershed manager a week later anyway. But his answers were pretty much the same: There’s nothing to see—just water seeping out of the rocks; the area’s been planted over; there’s snow on the ground. Sorry.

But when I hear others reminisce about trips to Lester, about the town of Baldi, now partially beneath the Howard Hanson reservoir, and about families, now long gone, who made a hard-scrabble living in the Upper Green River Valley—how I’d love to take a journey up through all those former towns—if only to imagine what once was.

And I bet I’m not the only one who feels that way.

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