



BULLETIN

Black Diamond Historical Society
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NOTICE
Black Diamond Historical Society
General
Membership Meeting
When: April 27, 2014 at 1PM
Where: At the Museum

Membership Committee will be
bringing forward Dues Increase for
membership to vote on



Black Diamond Historical Society

Volume 38 NO.2: Summer 2014

◆ **BULLETIN** ◆

Also in this issue

<i>A Fascination.....</i>	<i>2</i>
<i>President Message.....</i>	<i>3</i>
<i>As I Remember it.....</i>	<i>4</i>
<i>Coal Train.....</i>	<i>5</i>
<i>Volunteers.....</i>	<i>5</i>
<i>In The Beginning.....</i>	<i>6</i>
<i>Early Coal Exploration.....</i>	<i>8</i>
<i>Do You Know Who</i>	<i>10</i>
<i>Save the Dates.....</i>	<i>11</i>
<i>Miners Day.....</i>	<i>12</i>

Bulletin Board

<i>Donations.....</i>	<i>13</i>
<i>From the Archives... </i>	<i>13</i>
<i>Guests.....</i>	<i>14</i>
<i>In memoriam.....</i>	<i>14</i>
<i>Membership.....</i>	<i>15</i>

General Membership Meeting



Hear Ye, Year Ye, Hear Ye... The Black Diamond Historical Society is holding its semi-annual General Membership meeting on Sunday April 27th at the Black Diamond Museum on 32627 Railroad Ave. in Black Diamond - 98010.

Before interstate I-5 there was Highway 99 and before that Pacific Highway, and before that Military Road. All of these roads are in heavy use today.

We are pleased to report that local historian and author Karen Meador will be presenting a program at 1PM about the remarkable Military Road that was built in the 1850's and the noted people who were involved in its development.

Why would Civil War Military Officers be involved in the development of a Washington Territory Military Road? People such as: Ulysses Grant, Philip Sheridan, George McClellan, Jefferson Davis, and George Pickett.

The museum will be open from noon to 3PM with the program beginning at 1 PM with limited seating. Come and enjoy the museum and the Coal Miners Honor Garden as well as this very informative program. Refreshments will be available at intermission before the membership business meeting.





BULLETIN

The 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.

Black Diamond Bulletin is published quarterly by and for the members of the Black Diamond Historical Society. The society is a non-profit 501(c)(3) organization. (TIN 51-0170304).

PRESIDENT Keith Watson

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SECRETARY Alison Stern

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Gomer Evans, Jr.
Dan Hutson
Steve Israel
Don Mason
Clayton Mead
Susie Thompson
David Watson

EDITOR Leih Mulvihill

PHOTOGRAPHER Bob Dobson

ARTICLES

Blackdiamondbulletininvitesarticlesforpublication. Articles may be edited for style, length, and clarity. Please contact the society if you wish to submit an article, museum@blackdiamondmuseum.org

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WEB

www.blackdiamondmuseum.org
www.facebook.com/BlackDiamondHistory
www.blackdiamondhistory.wordpress.com
www.twitter.com/BD_History

HOURS

Thursday, 9 a.m. to 4 p.m.
Saturday & Sunday, 12 to 3 p.m. (winter);
12 to 4 p.m. (summer)



A Fascination with Trains

I have always loved trains. As a wee one I vaguely remember the train from Saskatoon to Regina, Saskatchewan, Canada. The rhythm of the cars rocking back and forth, the constant hum and click clack of the wheels rolling on the tracks. The smell of the leather covering the seats, while the world passed by outside the window. People swaying back and forth trying to match the rolling of the cars to walk at a steady pace and not succeeding very well, yet still moving from one car to the next.

A MESSAGE from the EDITOR



LEIH MULVIHILL

While it's not a way of life now, it was highly important part of commerce for centuries. Without the train, Black Diamond could not get its coal to market. Keith Watson outlines where the trains operated and how important they were for our little community. If you have never traveled by train, take the opportunity to plan a whole trip around one. You will experience the county in a

"It's my experience that most folk who ride trains could care less where they're going. For them it's the journey itself and the people they meet along the way. You see, at every stop this train makes, a little bit of America, a little bit of your country, gets on and says hello."

David Baldacci, *The Christmas Train*

way you've never imagined. It may be the slower form of travel but it is a more rewarding way to travel.

~Leih Mulvihill
leih@tx3.net

WELCOME NEW & RENEWING MEMBERS

By Jean Boston, Membership Chair

The Black Diamond Historical Society now has 345 memberships.

We are pleased to announce that during this past quarter we have acquired the following new memberships:

Bill and Jody Collins
Thomas G Evenson Sr
Brett Habenicht and family
Mark E Mason
Scott E Mason
Vickie and David Olson
Patrick and Kymberly Quinn
Robert R Richter
Ayn Topaz and Cobb Family


We would like to thank the following members for renewing their membership this quarter:

Debby A Barnes
BD Lawson Partners, LP
BD Village Partners, LP
Lynne Bonnell
Mary Lou Bovee
Roy Callero, Jr
Bernard Carnino
Jeff Cunningham
Beth Deady
Troy Deady
Michael Deicher
Cheryl Dubbs
Andrew and Wilma Fineberg
Tonia and Richard Hansen
Arlene Hendrickson
Dave Hester
Ken and Linda Jensen
Dean M Kayler
Bev Knowles
Gerald and Nancy Kuzaro

Pat and Sue Noon
Scott and Mary Peterson
Rick Pierotti
Lloyd and Carol Qually
Beverly Prkacin Read
Shirley Ryan Rose
Laura Saftich
Kathi and Danny Shay
Deryl and Dorothy Sleigh
Mike and Cyndi Smith
Dennis Stebly
Doug and Alison Stern
Doug Wagner
Eric and Doris Watson
David and Susann Watson
Keith and Judy Watson
Chris and Raeann Engellant Webb
Fred and Patty Weston
Fran Wold
Eileen Wyke



Membership and Renewal Form

 Date _____

Name(s) _____

Address _____

City _____ St _____ Zip _____

E-mail _____

Day Phone _____ - _____ - _____

Eve Phone _____ - _____ - _____

Date of Birth (Optional) _____

If this is a gift, who is it from? _____

How did you hear about us? _____

Annual Membership Fees

Individual	\$10.00	<input type="checkbox"/>
Family	\$15.00	<input type="checkbox"/>
Business/Group	\$30.00	<input type="checkbox"/>
Lifetime Individual	\$100.00	<input type="checkbox"/>
Newsletter Fund Donation	\$ _____	
Other Donation	\$ _____	
Total Enclosed	\$ _____	

New Renewal Cash Check Ck # _____

Make Check Payable to: **BDHS**
Mail to:
Black Diamond Historical Society
PO Box 232
Black Diamond, WA 98010

BDHS is a 501(c)(3) Non Profit Organization (TIN 51-0170304)

For our records, on all checks please note purpose of check. (Dues, Donation, Memorial, etc.)

(Museum Use Only) Referred by: _____ Date: _____ Posted by: _____ Date: _____ (rev. 12/01/10)

776

Number of guests visiting the museum during the first quarter of 2014

Be Our Guest

by Dee Israel, Recording Secretary

During January thru March 2014 the Museum had a total of 776 guests. There were visitors from 12 States: Alaska, Arizona, California, Florida, Georgia, Nevada, New Jersey, New York, Oregon, South Carolina, Wyoming, as well as Washington. There were also people visiting from other Countries, such as Denmark, Germany & Mexico.

Comments

Lots of fun things to see	The best – Bravo to all of you volunteers	Memories of old
Love this wonderful place	Terrific	Visiting our old stuff – Like the updates
Lots of History	Fun place to visit	I absolutely love museums, and this one is great.
Very informative	Awesome – Love it all	
Always something new to see		

Obituaries



In Memory of **Maxine Nettie Gamba**
December 30, 1917 - February 24, 2013
Resided in Renton, WA

Maxine “Gaga” Gamba, age 95, died peacefully on February 24, 2013 in Renton. Maxine is survived by her daughters, Antonette “Toni”

Nelson (Russ Haag); Rose Marie Carnefix (Jack), sons, Anthony (Gloria); Timothy; pre-deceased by son Rodney in 1996. Maxine had nine grandchildren; fifteen great-grandchildren; two great-great grandchildren.

Visitation Wednesday, February 27, 3:00-7:00 and Thursday, February 28, 9:00-2:00, service is Thursday, February 28, 2:00 both at Greenwood Memorial Park & Funeral Home in Renton.

Published in The Seattle Times from Feb. 26 to Feb. 27, 2013

Her Journey’s Just Begun

Don’t think of her as gone away-
Her journey’s just begun,
Life holds so many facets-
The earth is only one.

Just think of her as resting
From the sorrows and the tears
In a place of warmth and comfort
Where there are no days and years.

Think how she must be wishing
That we could know today
How nothing but our sadness
Can really pass away.

And think of her as living
In the hearts of those she touched...
For nothing loved is ever lost-
And she was loved so much.

http://obits.dignitymemorial.com/dignity-memorial/obituary.aspx?n=Maxine-Gamba&lc=2480&pid=163331758&mid=5438885&locale=en_US

Presidents Message: Spring & Summer 2014

The year is going by at a rapid pace and the museum is undergoing change on the inside with displays being moved and finding new homes in the building. Dee Israel is the controlling factor and she has the backing of the board of directors with her ideas and innovations. The plan is to utilize the basement more

A MESSAGE from the PRESIDENT



KEITH WATSON

President’s letter
Feb 2014

On the main floor we now have a special area where we have rotating displays and we have featured tributes to armed forces, artifacts for Christmas, artifacts from the town of Franklin during the Franklin tour months, and presently we are featuring artifacts for Welsh Heritage Day, which occurs on June 7th, and as we go into the future we will be featuring more themes.

The auditorium is also changing with a new smart flat screen TV that will be able to show pictures of the old days and show guest speakers material, still photos, moving pictures as well as programs from their smart phones, lap tops, or tablets. This great new educational

tool fills the end of the room and has surround sound. Let’s hope it’s not too much smarter than its operators. The auditorium has a new look also with new improved themes and more room for guests during programs.

Other areas of the museum have gone through changes and been updated which includes the train room and the kitchen area. I want to thank Dee for her great ideas and all the volunteers making these changes possible.

Do you have a story that you could tell us about your historical experiences or experiences you know about in Black Diamond, Franklin, or other coal mining areas of the state? Please take some time to share these with us and we can share them with others in our membership. Do you have photographs of Black Diamond, Franklin, mines, trains, etc. that we could copy and return to you. Please take time to look at what you have and share with us.

I often watch people walk to the Coal Miners Honor Garden, here on the grounds of the museum, and notice them gazing at the Bronze Coal Miners Statue created by sculptor Paul Crites and wonder where in their background they were touched by a coal miner. They stand and look at the granite wall where 1100+ coal miner’s names are listed who were killed in the coal mines in Washington State and then get closer to see if a name is familiar. They then look down at the donation paver bricks and look for more names that might be familiar. I see them early in the

morning and late at night. What a wealth of stories they must have.



If you would like to leave your foot print at the Honor Garden you may do so by donating a paver brick with your name or saying on it by simply filling out an order blank. It is \$100 per brick with a limit of 16 characters or spaces per line and a three line limit. Mail it to: *the Black Diamond Historical Society at PO Box 232 Black Diamond WA 98010*. We are a non-profit 501 C3 Corporation established under IRS #51-0170304.

As I write this letter the wind is blowing and the sun is sometimes hiding behind the clouds; going outside we see the blossoms and smell fragrances that remind us of a hope for good days ahead. I hope your spring and summer goes well for you and thank you for supporting the Black Diamond Historical Society & Museum.

~Keith
kcwdoc@comcast.net



PHOTO: BOB DOBSON

As I Remember It...

by Keith Watson

When I was a young lad my parents came to Black Diamond where my father took the position as the High School principal which required him to also teach science and math as well as coach the baseball and basketball teams.

We arrived in town in the summer of 1939 and were housed in a teacher's cottage located where the police department is now. The town was owned by the Pacific Coast Coal Company, a division of the Pacific Coast Company, who had extensive ownership of coal mines, steamships, railroads, and land in Alaska, Washington, Oregon, and California.

The company funded the school and school district which featured two school buildings and one gym located in the area where the Black Diamond Elementary school is now located. The High School building was a multi level brick structure with wood floors, an auditorium on the top floor with classrooms on all levels including the shop class in the basement.

The town had no city hall, no police department and was in unincorporated King County so it was serviced by the King County Sheriff Department but the company had most of the say in town. The houses were company owned and rented by the citizens for about \$13 a month. The construction of

the houses was single wall using 1x12 vertical cedar boards which failed to keep the cold out of the house. Running water was into the kitchen sink and bathing was in a galvanized metal tub heated up on the coal burning kitchen stove.

No telephones, no washing machines or dryers, no refrigerators, no radios (except for some people



who could afford one), no TV's, no paved roads, no street lights, no garages, no power mowers. What was used was hand washing and scrub boards with lines outside to dry the clothes and we had an ice box which required a supply of block ice. If we mowed grass we used a push mower; there was a company store and a privately owned store who supplied our needs as well as horse drawn and motorized vendors

who went door to door with local products such as fruit and vegetables and ice.

After some time we moved to another teachers cottage located on First Avenue where our back yard faced Railroad Avenue, the Bakery, the stores, the train depot and the best of all the railroad tracks where the coal trains would travel and stop. I would climb on our back yard fence and wave to the locomotive engineers and they would wave back. This is where my love for trains started and I do wish the trains still came to Black Diamond with all the excitement and great noise of steam, whistles, bells and soot.

In those days there was a street named Main Street that went from Railroad Avenue, across from the Train Depot, in front of what is now the Deli Pizza eatery parallel to Railroad Avenue going South up to meet with First Avenue and it ran along our back yard fence.

One day I was able to climb over our back yard fence and walk down to the railroad tracks to greet the train which of course was not OK with my parents. I went missing and my Mom was frantic as to where I was until she saw the Engineer holding me looking for my parents. My Mom was sure I had been kidnapped by Gypsies. I don't remember getting into trouble for my adventure but did not do that again.

"I wanted an electric train for Christmas but I got the saxophone instead."

Clarence Clemons

Donations

We wish to thank the following for their generous donations to the black diamond historical society.

In Memory of:

John Kravagna, by Ramon and Jiovina Kravagna

June Kuhuski, by Jerrine Hope

Linda Maks, by Jerrine Hope, Joyce & Richard Lyons, Julianne & Dennis McNeeley, Gregory & Cecelia Morris, Byron & Janie Parkinson, Robert Richter, Jack & Sue Thompson, Palmer Coking Coal Co. LLP, Gerald & Nancy Kuzaro, Robert & Jodine Burke

Helen Margaret Manowski, by Gregory and Cecelia Morris

Matt and Hannah Starwich, by Paula Perkins

Archive Preservation Fund

Donations by: Ken and Linda Jensen

Honoriam Donations: Steve and Dee Israel (25th anniversary) by Andy and Cathy Wangstad

Fire Truck Restoration Fund Donations: Barney Carnino

Franklin Fund

Patrick and Kymberly Quinn

General Fund Donations

Brett Habenicht and Family
Matthew & Lori McCormick
Pat and Sue Noon

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.



CULTURE
KING COUNTY LODGING TAX

Kathi and Danny Shay
Dennis Stebly
Keith and Judy Watson

Newsletter Fund Donations:

BD Lawson Partners, LP
BD Village Partners, LP
Lynne Bonnell
Jeff Cunningham
Robert R Richter



Thank you, City of Black Diamond for the operations support!

From the Archives...

An account written by Irene Thompson, Mother of Jack Thompson

August 1995

It was snowing March 3rd, 1918 when Harry & Elsie came to Black Diamond from Buckley. They moved in one truck and a horse drawn buggy & 5 kids, Bill, John, Clara, Vi and Chas (Chick). Elsie was born later in 1920.

Harry had been working in Buckley on a farm for \$50 a month and a house. In Blk. D. he had a job cutting props for the mines, also working his teams on the Co. roads, for \$8 a day, \$4 for him & \$2 ea horse. That was big money. He also cut and hauled wood to the bakery for \$4 a cord with the help of the boys.

Every year he would raise 2 pigs, one for lard and one for hams & fresh meat. Frank Macray lived at the big hotel (the Eagle Hall is there now). Frank was there with his cup; he caught a cup full of blood and drank it, Gramp would say he didn't know who he stuck-Frank or the pig.

In 1919 he bought the livery stable (that was down behind the Historical Society). There was 5 horses, lumber, a horse, a classy buggy and 5 horses for \$1,000. He did use the horse as there was an undertaker in town. Later on he and the boys (Bill, John & Chick) hauled coal to

the miners homes, shoveling all on and off the truck. 80 lbs per shovel, made one Ton. One Ton was 2000lbs. One shovel filled a coal scuttle for the house.

Almost every one in town had Acows. We had open range, but there were no black berries in town like now. But you sure had to watch where you walked.

Grampa loved sport, he watched every soccer & baseball game he could. Harry died Spet. 22, 1944 - age 72. Elsie died Dec. 22, 1963 - age 81. Mr. Thompson was my father-in-law and my best friend.

(as she wrote it)

MINERS JULY 12

Join us on Miner's Day this year! A highlight of the festival events include the dedication of the 1947 Fire Truck to it's original beauty.

Miner's Day is a celebration of the roots and history of the coal mining community in Black Diamond. Sample the food, the fun, the hometown hospitality of Black Diamond.

And if you haven't seen the Bronze Coal Miner and the Honor Garden that graces the museum entrance you are in for a real treat!

Festival Activities begin with the 7 am breakfast at the Mason's Hall, followed by the 5K run at 9.

Booths, entertainment, music and silliness begin at 10 am on Railroad Avenue.

Black Diamond welcomes you home! Come over for a visit, some fresh bread from the bakery, the artist's chalk in, vintage fashion show and many more fun events.

Note: Rumor has it that there is going to be a TRAIN ROBBERY that day, so don't miss the action!

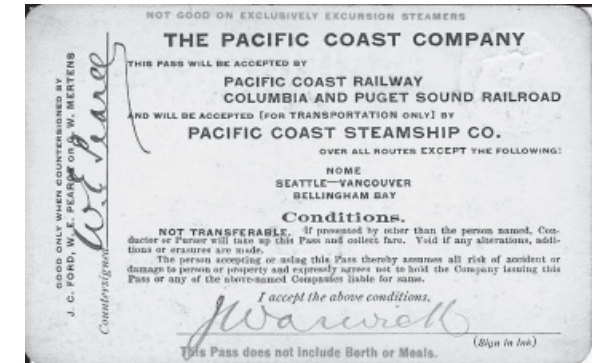
1947 ORIGINAL FIRE TRUCK



HOT STUFF IN BLACK DIAMOND

We Love our Volunteers! Without them The Museum would not be so fabulous!

Speaking of volunteers; the Historical Society/Museum is in need of more volunteers to do work in and about the museum. We need grounds keepers for weed eating and mowing the lawns, we need people that can help with the cleaning, we need volunteers who can paint, we need volunteers who can greet our guests. I believe you would enjoy working with the finest group of volunteers we have ever had. Please, consider spending some time helping us keep our history alive. The museum hours are Thursdays 9-4, and after Memorial Day Sat. & Sun. 12 to 4. We could use the help on the weekend and it's only 4 hours a month. ♦



Ticket to ride the train with The Pacific Coast Company.



Coal Train on it's way to Seattle



Pcc419 – This June 1969 photo captures a coal train leaving Black Diamond on its weekly trip from Palmer Coking Coal Company's processing plant to Seattle. The train traveled through Maple Valley where dispatch orders might be handed to the brakeman, Sheldon Markwardt. The train's engineer was Forey Briggs who worked the locomotive for the Pacific Coast Railroad Company. The train passed through Renton before eventually reaching the heating plant at the University of Washington via what is now known as the Burke-Gilman

trail. Origins of this rail line began with the formation of the Seattle & Walla Walla Railroad (1873), renamed the Columbia & Puget Sound Railroad (1880), which morphed into the Pacific Coast Railroad (1916), was eventually purchased by the Great Northern Railway (1951), which in turn merged with three other railroads to become the Burlington Northern (1970), then merged again as the Burlington Northern and Santa Fe Railway (1996), and later was bought by Warren Buffett's Berkshire Hathaway (2009). This photo by Barry Anderson was originally featured in a June 8, 1969 article "The Coal Train from Black Diamond" in the Seattle Sunday Times. ♦

In the Beginning... by Keith Watson

Black Diamond would not be here if it wasn't for the railroad trains that transported people, products, and above all coal. In 1882 coal miners from California founded Black Diamond.

They had been working the coal mines in Nortonville California since 1865 in the Mount Diablo area Northeast of San Francisco. There they were working in the "Black Diamond Coal Mine"; but, the coal they were mining was of low grade and not competitive in the San Francisco area where the demand for good quality coal was centered.

After some prospecting in the Green River area it was decided to move the coal mining operations and miners to this area and call the village Black Diamond which made sense since the company that they worked for was called the Black Diamond Coal Company. When they arrived in the area it was all trees and the way to clear them was either burn them down, dynamite them, or cut them and leave the stumps in the ground and build over them. Wood frame tents were the first type of housing that was used, then log structures, and finally rough sawed cedar and fir lumber for housing. There were pathways to Black Diamond that were used by the Indians but no roads; so how do you get the coal to market?

The Oregon Improvement Company who owned the village of Franklin, a coal mining village 3 miles from Black Diamond, had the same issue. They had been using

horse and mule drawn wagons to cross the Green River on a bridge, which was lower to the river than the one present today, and then connect with the train rail system up the hill toward Cumberland on the

They had been using horse and mule drawn wagons to cross the Green River

other side of the river. The owners of Franklin were connected "business wise" to the Northern Pacific Railroad. The company developed the village and its coal mine because they needed coal for their railroad. This coal was



known as steamer coal with low ash properties which was perfect for steam engines. The Oregon Improvement Company sought the easiest way to transport coal to Seattle's Elliot Bay to the steam ships that would transport it to ports in Alaska, Washington, Oregon and California.

There was an existing railroad from Seattle to Renton and they decided to acquire it and build railroad beds from Renton to Franklin going thru Black Diamond. The railroad was the "Columbia and

Puget Sound Railroad", a narrow gauge rail system which would use small steam locomotives on a track that was only 36 inches apart. Narrow gauge railroads had the ability to turn sharp corners but had the disadvantage of not being able to haul the larger heavier loads of coal. The narrow gauge system was a beginning and was used until 1895-6 when the railroad converted to a standard gauge track system with a measurement of 4 feet 4 inches (52") width which is in use today for most of the rail systems in North America. This allowed larger locomotives which could handle the larger coal cars and larger loads of coal.

Building the railroad bed involved hauling, scraping, compacting, beds of gravel that would hold the weight of the trains. It was done by horses and mules dragging and

hauling equipment in this struggle. Records show that there were 300 such horses and mules used and what is not known is how many people were involved. The rail line went from Renton through Maple Valley having to cross the untamed Cedar River 4 times. They were able to do this in less than two years and then Black Diamond, Franklin and other communities were linked to the outside world. In 1882 the automobile had not been invented or in use, nor had trucks, bull dozers, motorcycles, diesel

Continued from Page 9

leadership the railroad continued to grow and began shipping coal from the Newcastle mines in 1878.

The Columbia and Puget Sound Railroad

As Henry Villard worked to gain control of the Northern Pacific in 1880 and 1881, optimism grew in Seattle as he was seen as sympathetic to Seattle's interests. In 1880, Villard and others formed the Oregon Improvement Company (OIC) as a holding company of the Northern Pacific. One of its express purposes was to take control and expand the existing Seattle and Walla Walla Railroad. The OIC formed the



Caption reads: Black Diamond, WA, view from theater area looking North, 1900.

Columbia and Puget Sound Railroad Company, with the ever-present Arthur A. Denny its Resident Director. The Columbia and Puget Sound purchased the Seattle and Walla Walla soon after.

During Villard's tenure, in 1883, the Northern Pacific completed the Cascade Division from Tacoma over Stampede Pass to eastern Washington and provided a tenuous connection between Tacoma and Seattle by way of what would later be known as the "Orphan Road." The latter was largely left inactive by the Northern Pacific after

Villard was removed from office in 1884.

1884, however, saw the completion of the Columbia and Puget Sound extension up the Cedar River to the Black Diamond mines. This spurred the further growth of coal mining in southeast King County through the 1880s and into the 1890s. By this time extensive investigations had been carried out to locate and develop coal deposits throughout this area.

Horses and mules, and even sail cars, made more rapid progress than did the earliest locomotive.
John Moody

SAVE THE DATE!

4 **Wednesday**
June

Black Diamond School Reunion

Black Diamond Community Center 11AM - 3PM. If you attended school in Black Diamond you are welcome to come and meet other former students for a lunch for \$12.



Phone the center M-F to make reservations **360-886-1011**

Wednesday June 4, 2014

7 **Saturday**
June

Hosted by The Black Diamond Historical Society. The museum will be open from 12 to 3 with the program starting at 1PM. The guest speaker will be Alan Upshall, a native of Wales.. Refreshments will be served.



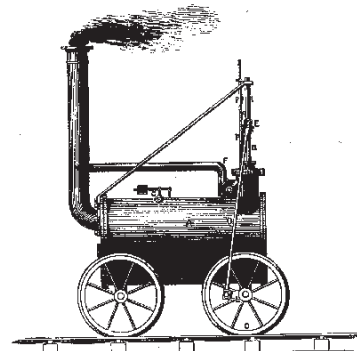
Welsh Heritage Day

Saturday June 7, 2014

Continued on Page 7



Pacific Coast Railroad hauled coal from Black Diamond to the Seattle markets from the late 1800s until 1969. Frank Merritt, standing on the rail car, was a Palmer Coking Coal mine-foreman. Bill Morris, standing on the bunker above, was one of the company's founders



1804: Richard Trevithick of Cornwall builds 40 psi steam locomotive

Continued from Page 6
engines, gasoline engines, radios, TV's, electric clothes washers, refrigerators, electric heat, electric



stoves, gas heat. What spurred industry was the steam engine. It was used in locomotives, steam ships, saw mills, forestry, manufacturing, ship building, generating electricity, and made the United States a leader in the "Industrial Revolution". There was a high demand for good quality coal and Black Diamond and its sister villages were the source of this coal.

store, undertaker, Ford dealership, Shell station, shoe repair, candy store, barber shop, confectionary, bank, and a Show Hall. There was a company Hospital, one church called the Congregational Church where all denominations could hold services, it was located on the land where the Fire Station is now..

Later in the early 1900's the Catholic Church and Presbyterian Church were built. To the West and below the slope

where the depot is located were the jail and a two lane bowling alley. Just North of the depot was a large water tank for supplying the locomotive with needed water and a bunk house for the railroad workers who stayed overnight. They

easy to hop (hitch- hike) and many a person would ride them to Franklin and Kummer. Burning coal produced a certain smell and certainly a lot of soot and coal dust. Can you imagine how the Environmental agencies would react to that today.

Passengers could travel to Seattle and back, newspapers and mail could be delivered, produce and merchandise were now available and coal could be transported to the wharfs of Seattle on Elliot Bay. Along the waterfront of Seattle there was a railroad depot for the train and it was located opposite the wharfs on Railroad Avenue. There was a round house located in Seattle where the locomotives could be maintained. On the other end of the line there were railroad depots at Franklin and Black Diamond as well as points in between such as



Property of White River Valley Museum, Auburn

Eastbound coal train from Black Diamond arriving at Maple Valley and crossing over the Cedar River Bridge one quarter mile east or south compass direction from the depot. The highway to the right in photo is now State Highway 169. Photograph by Albert E. Farrow 1946

would have to keep a fire going in the locomotive during the night to maintain steam for the following days schedule. The locomotives required water every 20 miles or so and water tanks were available for that use at Maple Valley and Black Diamond. The coal trains were

Maple Valley.

What do you know about the trains that served Black Diamond – what stories do you have – please share them with us.

Do you know Who We Are?

Dear Leih-

I was wondering if there was a way for your readers to reach out through the newsletter--maybe in a special column allowing members to submit their ancestor questions-- to see if any family stories or facts can be revealed by the readers of the newsletter, or through their family connections. --Stacey Jones

Chisam

Dear Stacey- Let's try it and see what happens, shall we?



This is the Isaac Williams and Elizabeth Davis Williams family photo. Isaac was born in Pontypool, Wales and then married Elizabeth Davis in Nortonville, CA. He worked for the Black Diamond mine there, and followed when it moved the operation to Black Diamond, WA. His eldest daughter, Annie, married Thomas Jones and they lived in Black Diamond, WA between 1908-1920. Thomas worked as a machinist in mine #14 and mine #11. He was the secretary of the U.M.W. Union, Oddfellows Lodge member, the Knights of Pythias member. He died in 1939 and Annie supported herself and 6 children by delivering medicine for the town doctor in 1920. I am searching for any photos that might include one of my relatives, or perhaps any documents that relate to them or their extended families.

Thank you, --Stacey Jones Chisam

Back Row L-R: Anne Williams Jones Knipe, Clarence Williams, Eliz Williams, Jenny Williams, Bottom Row L-R: Isaac & Eliz

Early Coal Exploration and Development

by Bruce Schneider
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It is hard to say when euroamerican explorers and settlers first knew of the existence of coal in what is now Washington State. In 1833, during his time with the Hudson's Bay Company at Fort Nisqually, Dr. Tolmie found coal along the Cowlitz River. Native Americans also frequently brought Dr. Tolmie coal they had found in the foothills around Mt. Rainier. Efforts to actually mine coal can be dated to 1848, when a lignite bed was worked along the banks of the Cowlitz. As towns were founded and grew along Puget Sound in the 1850s and more of the back country was explored, reports of coal discoveries began cropping up from all around the region.

In the 1850s, coal was discovered at Bellingham, and Renton. In the 1860s the coal fields of Issaquah, Coal Creek and Newcastle were discovered and opened, and the Carbon River deposits were located. These coal deposits and others were developed and began shipping coal in the 1860s and 1870s.

In 1880, the Black Diamond Company of California took an interest in King County coal and sent Victor E. Tull to explore the area and find new, high-quality coal deposits. In July, Tull located the coal beds of the Black Diamond, Franklin, and Ravensdale field. The mines were soon developed and began shipping coal in the early 1880s. Other beds were located and opened and coal mining became a leading industry in late-nineteenth century southeast King County.

Development of Western Washington Railroads

It is no accident that it took nearly twenty years from the time of the first major discoveries of coal in the 1850s until the industry really developed in the 1870s. The reason for this was any developer faced major difficulties in transportation. Product from many of the early mines were transported by wagon over early roads and barges across Lake Washington or along the

areas rivers. Many times coal was loaded and reloaded as it went from wagon, to barge, and back to wagon on its way to port. There was one solution to this problem – railroads.

From the days of Seattle's founding and early growth in the 1850s, railroads were on its mind. In 1854, Governor Stevens came to Seattle exploring routes for a northern transcontinental railroad and determining possible locations for a western terminus. After his visit Reverend Blaine wrote, "This place [Seattle], in view of the natural and easy route hither and of our excellent and commodious harbor, said to be the best on the Sound, will probably be the place" (as quoted in Bagley 1916, 1:34). Speculation and excitement

Speculation and excitement over the location of a western terminus grew in the Puget Sound after the Northern Pacific received a charter in 1864 to build a line from lake Superior to Puget Sound.

over the location of a western terminus grew in Seattle and the rest of the Puget Sound country after the Northern Pacific received a charter in 1864 to build a line from a point on Lake Superior to a point on Puget Sound.

But, in 1870, the citizens of the Puget Sound country were disappointed when Congress amended the railroad's charter giving the Northern Pacific permission to run its main line

down the Columbia River while building only a branch line to Puget Sound. This did not end the speculation on the location of the Puget Sound terminus and every major community competed fiercely to gain the company's favor. A committee of Northern Pacific Directors visiting the Puget Sound cities in 1872 were greeted by bids of cash, bonds, town lots, acreage, and the use of waterfront lands from each of the competing cities.

When the committee returned east, the citizens of Seattle were confident they had won the fight. Olympia, who seemed to be Seattle's strongest opponent, had been eliminated, and only two more remained, Mukilteo and Tacoma. But Tacoma had something that Seattle did not – a wealth of previously unclaimed land surrounding Commencement Bay that the railroad could control and profit from. On July 14, 1873, Arthur A. Denny, one of the founders and a leading citizen and businessman of Seattle, received a telegram from the Northern Pacific Commissioners

Continued Next Page

that was as short and to the point as it was painful to the people of Seattle: "We have located the terminus on Commencement Bay."

The Seattle & Walla Walla Railroad

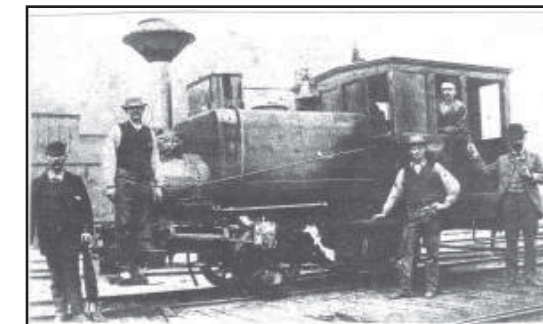
In the midst of this news, and the flight of some of its discouraged citizens and businesses to Tacoma, a group of Seattleites took matters into their own hands. They saw Snoqualmie Pass as the best route for a railroad connection from Puget Sound to the fertile farm country of the interior and beyond and had advocated this for years. Therefore, within days of the infamous telegram, they decided to build their own railroad across Snoqualmie Pass to Walla Walla and thereby it was hoped they could bring the produce of the region to Puget Sound cheaper and quicker than could the Northern Pacific.

This group organized the Seattle & Walla Walla Railroad & Transportation Company. The Seattle & Walla Walla trustees included many of Seattle's founding fathers: Arthur A. Denny, John Collins, Franklin Matthias, Angus Mackintosh, Henry L. Yesler, James McNaught, John J. McGilvra, Dexter Horton and James M. Colman. Denny and McGilvra were appointed to visit Walla Walla and solicit their interest in the enterprise with some success. They also appealed to the Territorial Legislature and were successful in passing acts to help with financing the road.

By the spring of 1874, however, much of the early enthusiasm of others had died away and the citizens of Seattle realized it was up to them if a railroad was to be built. Unfortunately, the estimated three to four million dollars of needed capital was lacking. Even this did not stop the efforts. As Clarence Bagley records: "the people of Seattle were undaunted and



The first Railroad to arrive in Black Diamond was called the Columbia & Puget Sound Railroad; previously known as the Seattle & Walla Walla Railroad.



The Hyak, a narrow gauge engine.

never for a moment relinquished the idea that the town was to have a railroad. To overcome the lack of capital they decided to do the work themselves, and wrote May 1, 1874, in large letters into the history of Seattle.

On that day the entire population of Seattle moved to Steele's Landing on the Duwamish River and with its own hands commenced to build the road. All day the men and boys worked, encouraged at noon with a tremendous meal prepared and served by the women, and by night quite a respectable lot of grading had been done. The party returned home strong in the resolve to continue the work by voluntary labor; each man giving one day a week until the road topped the mountains and dropped down on the other side." (Bagley 1916, 1:245-246)

As might be expected, even this early enthusiasm waned. While there were visions of having fifteen miles of track in operation by the winter of 1874, they were unable to accomplish it even though they had graded twelve miles by October. The directors realized a small success in 1875 when an arrangement was made with the operators of the Renton area coal mines to finance the completion of five miles

of the road from Steele's Landing to the mines. By the end of the year the Renton mines were moving their coal by rails to the port. In spite of this success the railroad's efforts to acquire capital and gain support of the Congress were unsuccessful. Railroad legislation was unpopular in

Washington, D.C. at the time, given the difficulties of the early 1870s, and the Northern Pacific used its considerable clout to forestall Seattle's efforts.

Even though the dream of building this railroad from Seattle, across the Cascade Mountains and on to Walla Walla was never realized, the early success of serving the coal mines showed the path to building a successful and profitable regional railroad. In 1876, the Directors asked James M. Colman to take charge of the railroad and the name was changed to the Seattle and Walla Walla Railroad Company. Under Colman's

Continued on Page 11