

# BLACK DIAMOND'S FIRST PUMPER FIRE TRUCK



Black Diamond Historical Society

Volume 38 NO.3: Summer 2014

## ◆ B U L L E T I N ◆

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### **IMPORTANT MESSAGE FROM THE PRESIDENT OF BDHS... PLEASE READ!!!!**

In April at the Black Diamond Historical Society general meeting, the membership voted to increase dues and to move to a single renewal date of August 1st each year. The increase in dues is necessitated by the cost of printing and mailing our quarterly newsletter. We are spending more than we are taking in for the newsletter and in order to remain viable as an organization, the increases are necessary. Please see the form on page 16 for the new pricing. Also, please note that if you are currently a Life member, you are not expected to pay additional money to reach the new pricing level. These increases are for annual renewals and **NEW RENEWAL DATE August 1st Each Year** new Life memberships.

**DUES INCREASE!** pay annually, we will not prorate your renewal dues. Many of you have **See back page** renewal dates that extend beyond the new annual renewal date of August 1st. We hope you will renew effective August 1st, but that may not be your decision. Keep in mind that if you have paid your dues already under the old pricing, your renewal payments are tax deductible (check with your tax consultant).

We want our museum to be around for the coming generations and we want to reach our membership via our newsletter. The newsletter is the reason many of you support our organization. We did not reach the decision to increase dues without much discussion and consideration. We value each of you as members and hope you agree there is a great need to keep our museum alive through the retelling of our history and preservation of Black Diamond memorabilia. Our museum is something of which we are very proud and is the envy of many people affiliated with other small town museums. Thank you all for supporting our non-profit organization.





## 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).

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**PHOTOGRAPHER** Bob Dobson

### ARTICLES

Black Diamond Bulletin invites articles for publication. Articles may be edited for style, length, and clarity. Please contact the society if you wish to submit an article, [museum@blackdiamondmuseum.org](mailto:museum@blackdiamondmuseum.org)

### CONTACT

Black Diamond Historical Society and Museum  
P.O. Box 232  
32627 Railroad Avenue  
Black Diamond, WA 98010

PHONE 360-886-2142

E-MAIL [museum@blackdiamondmuseum.org](mailto:museum@blackdiamondmuseum.org)

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### HOURS

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



# The next stop... Train Depots

Along with my love of trains, is a fascination with train depots. As a young adult I loved exploring old depots that had seen thousands of people, heard countless conversation and felt the foot steps scurrying to catch the last train home for the evening. I can see the depots ghosts conducting business, greeting long lost friends and family members gone far too long from the home-stead. The hugs, the crys, the cheers of jubilee and the anquish of loved ones leaving, not quite sure when they will see each other again. It is all there, hidden within the derilict walls and

floorboards. Echos lost between the brick enclosures, the conductor ringing his bell and yelling one last time, "All aboard!"

## A MESSAGE from the EDITOR



LEIH  
MULVIHILL

Many of those old depots are long gone, the history of those whose purpose led them to and through them long gone in the dust that remains. But we are fortunate that many are still standing. In Spokane there only remains the clock tower of the old GN station, now preserved as part of the waterfront park. In Dayton, the oldest surviving station in the state, built in 1881 in the Eastlake style of arcitecture, houses a museum and is lovingly cared for and preserved.

This topic was hard to research I got lost for days in and out of local sites. Choosing a few to highlight was very difficult. Other than pictures there is little written about the old depots, most being more interested in the trains that they served. This issue will serve more as a pictorial to these old historic buildings and when ever possible, I've included then and now shots. Enjoy your journey through the eyes of The Train Depot.

~Leih Mulvihill  
[leih@tx3.net](mailto:leih@tx3.net)

““Every small town that I had ever been to has had a caboose.”  
Laura Miller, *Butterfly Weeds*



# Two Great Events Brought People Together...

and they both happened in the same week.

The Black Diamond School Reunion luncheon was held at the Black Diamond Community Center and featured over 100 attendees who had many things in common; they attended the Black Diamond Elementary School, love Black Diamond, and loved having a great

## A MESSAGE from the PRESIDENT



KEITH  
WATSON

*President's letter  
July 2014*

time with their fellow students. The meal was fantastic with homemade Italian meat balls cooked by Dan Spino (thank you Dan!) and thanks to all of the volunteers who helped in the kitchen.

The local Eastern Star group served the meal and Lilynne Davis played the key board for us; very nice. The first thing you notice about our reunion is the fun noise level of people greeting one another and recalling stories from the past. The oldest class member was from the 1936 graduating class. I'm asked who are these reunions for; they are for former students who attended the Black Diamond Elementary and



went to either the Black Diamond High School or the Enumclaw High School after their time here in town. In any case we seem to be getting a diverse group of folks who just enjoy getting together.

I also want to thank the Black Diamond Community Center for their help in this event. Cheryl Hanson and Leslie Johnson as well as their dedicated staff and volunteers helped us immensely. I wish to thank all of the committee volunteers for another fine job for the 2014 reunion.

The second event was the Welsh Heritage Day and it is held in the museum and open to all who wish to attend.

Black Diamond was founded by the Black Diamond Coal Company in 1882 when people from Nortonville California, a coal mining town, moved to the wilderness of Black Diamond and began to dig for coal. Most of these folks were of Welsh extraction along with some who were Italian. The first mine was



called mine #14 because it was located on the maps in section 14. The cement foundation that anchored the hoist machinery is still in place and can be viewed by visitors. The mine was very

successful and people were drawn to Black Diamond to make a living in and above the coal mines; there were at least 8 coal mines within walking distance of the town of Black Diamond. We celebrate the Welsh Heritage Day as a founder's day and people from many back grounds come and celebrate it with us. We have guest speakers and opportunities for people to purchase Welsh items and best of all a chance

to eat Welsh cookies and Welsh scones. Really good!!! Thanks to the volunteers who did the baking.

We are all about pictures and Dave Watson has been putting our col-

lection into a digital format. This format helps us preserve our heritage and forever stops the damage done by time. If you think you have photos that the Society would be interested in; let us know – the photos can be scanned and given back to you. Please, when you do this try to identify the place and names of people as well as the date the photos were taken. If you attended the reunion you saw the TV screen that showed pictures of school students from Black Diamond in a rolling presentation. This is what we would like to see in the museum at several TV monitor stations.

Bob Thompson went to be with the Lord on Saturday June 14. Bob was a former Historical Board member and museum docent with the gift of gab and good humor in

# President Message cont.

by Keith Watson

sharing his history with the town of Black Diamond. He will certainly be missed; please see his obituary in this newsletter.

Your Historical Society is working hard to keep our history alive and we thank you for being members.

Over the years the Black Diamond Historical Society has been involved in organizing the reunion and the committee members who make this possible are made up of volunteers; some who never went to school in Black Diamond. As time continues the team needs new people to step up and join so this event can continue into the future. I'm speaking for the committee in asking that some of our readers do exactly that. It is very rewarding to be a volunteer and my hat is off to those who have helped in the past and will in the future. Phone me at 360-886-0778 and become part of this action.

We continue to have requests for more paver bricks in the walkway of the Coal Miners Honor Garden. The price of the donation for a paver brick is \$100 and you can choose any information you would like to be put on the brick. There are three lines with 16 spaces on each line. Some folks put the names of their families or some coal miner's name, and some mention their own name or company to personally add a donation for the



upkeep of the garden.

The garden is maintained and planted by several of our members; the boss of the garden is Katherine Daniels; her helpers are her husband Tom; Mindy Carlino, Allison Stern, Don Magarini and Judy Watson also help out with the weeding. Mole control manager is Gomer Evans and he also controls the watering system. Thanks! We are still looking for new volunteers to help keep up the grounds.

Miners Day is Saturday July 12th and we will be dedicating the 1947 restored Fire Truck that served Black Diamond for many years. Joe Androsko has been heading up the team of volunteers who have done a fantastic job of rebuilding the truck; a process which is in progress and could not have happened without Joe's attention to detail and his wonderful crew. Miners Day starts out with a 5K run/walk which starts at 9AM at the community Gym

which is across the street from the police station. Awards will be given to the winners and this will occur on Railroad Avenue which will be closed to traffic. Vendors will occupy spaces along Railroad Avenue and will feature goods to purchase as well as city and county informational booths. Live music will be played; a dunk tank will be in action, a ladies vintage fashion show will be shown, there will be

food available at the Bakery, the Pizza Deli, the Smokehouse, and the Eagles. Are you artistic? If so; try your hand at the annual chalk-in for prizes. We will have some vintage trucks to look at along with our own fire truck. Wanting to take in the eateries is simple; just park your car on the streets to the east of Railroad Ave. and wait for the train tram to transport you to Railroad Avenue. It's hard to count how many folks attend this event but I must say last year looked like it doubled the year before. Come, if you can, and see the improved museum that our volunteers have worked so diligently on in the last year.

~Keith

kcwdoc@comcast.net



PHOTO: BOB DOBSON

"You can hear the train in those lines; you can feel its rocking motion."  
Alexander McCall Smith, *Trains and Lovers*

# Fire Truck Dedication - Miners Days 2014

On the cover is the dedication of Black Diamond's FIRST PUMPER FIRE TRUCK, a 1947 Ford Howard-Cooper, with Project Manager Joe Androsko cutting the ribbon, flanked by current Mayor Dave Gordon, left, and former Mayor Rebecca Olness, right. Also to the right, former Mayor Gomer Evans and Black Diamond councilmembers look on. For more about how the historical society acquired the fire truck and its HISTORY, go here: [http://blackdiamondhistory.files.wordpress.com/2014/01/2012\\_spring.pdf](http://blackdiamondhistory.files.wordpress.com/2014/01/2012_spring.pdf) Some of the original pictures are at the bottom left.



Jack Sperry snapped this photo in 1949 of his son, also Jack, and neighbor Linda Johnson sitting on KCFD 17's first fire truck near Lake Sawyer.



Above: Gomer Evans, BDHS director and former mayor of Black Diamond; Keith Timm, Sr., former chief of Fire District No. 17; and Don Malgarini, BDHS treasurer and former firefighter. (Photo: Keith Watson.)  
 Left: Joe Zumek, former firefighter with KCFD 17. Right: Joe Androsko (left), who rescued the truck, talks over the restoration with Joe Zumek. (Photos: Ken Jensen.) Taken from Spring 2012 Bulletin.

◆  
**Miners Day 2014**

# 100 Years ago The Mike Miller Story

(a fictional account based on Historical facts) Chapter 1

by Keith Watson

My name is Mike Miller, in the year 1914 I came to North America from England and planned to settle in Canada. My home had been in England close to Wales where I had been employed in the coal mines. Like many others, I wanted to seek my fortunes in a place where I had more opportunities to do so. I had heard that there were jobs in Vancouver and spent most of my savings to get to Vancouver only to find out that the jobs were not what I expected and were of very low wages. My money was being depleted faster than one would imagine. In a conversation with a total stranger I was told that the Pacific Coast Coal mines in and around Seattle Washington were hiring.

With the last of my savings I booked a ship on a Pacific Coast Steamship Company vessel and sailed to the port of Seattle. Puget Sound is a beautiful landscape with trees dominating the shoreline and wonderful views of mountains on the east and west as we traveled south to Seattle. What a shock arriving in Seattle to see the many buildings built out of bricks and not the traditional wood. I later discovered the fire of 1889 destroyed many of the buildings and now they were built of brick to withstand fire. On top of one of the hills I saw a statue-like and imposing structure that I

later discovered was the University of Washington building.

Along the water front were massive wharfs that had very high coal bunkers that loaded ships for hauling coal to other locations and the coal trains were delivering coal to the wharfs that day. Lots of activity at the Seattle water front

With the last of my savings, I booked a ship to the port of Seattle.

with people, wagons and some motorized vehicles moving about with their loads. The most impressive action was at the coal bunker wharfs where coal was being loaded onto steam ships.

At the pier we departed the ship and to my surprise just across the street was the Pacific Coast Railroad Station. I was able to talk to the train station master and asked about the coal miners jobs that might be available.

He suggested that I might try Black Diamond which, he said, has one of the best coal mines in the state producing a good grade of coal which is in demand for trains and steamships. I looked at the passenger train time table and found the train would be leaving the Seattle station at 9:30 AM then proceed to Black River, Earlington, Renton, Elliott, Cedar Mountain, Maple Valley, Henry's, and arrive at Black Diamond at around 11:10 in the morning.

At the call, "All aboard" and I was off to my, hopefully, new home. The passenger car was nice but a little on the old side and

rocked considerably as we clicked along the way. Renton was a large town with coal mine works and brick manufacturing with company houses that tended to look alike. I noticed we crossed a river two times, later found it was the Cedar River, and then proceeded south east along the Maple Valley. There was a dirt road that paralleled the train right of way and had some horse drawn wagons and a few automobiles on it as we passed them



Property of Museum of History & Industry, Seattle

Photo courtesy of the Museum of History & Industry and University of Washington Libraries, no. 1978.6585.28, circa 1915

with speed.

As we arrived at the Maple Valley Railroad Station I noticed the large water tower that would service locomotive tenders. I was told that the size locomotive that the Pacific Coast Railroad uses needs water every 20 miles or so. We picked up some passengers and continued across a large wooden bridge spanning the Cedar River again. Shortly after crossing the river we went along side a lake, that later I found out is named Lake Wilderness, and continued to Henry's Switch and into the coal mine works of Black Diamonds Mine Number 11 a very impressive site with lots of top works and noise of a working coal mine.



Property of Museum of History & Industry, Seattle



*Black Diamond Mine 11*

The passenger train continued past another water tank into and on Railroad Avenue to the train station of Black Diamond. There were a lot of people meeting the train with all kinds of languages spoken that I could not understand. These folks seemed happy to see the passengers and to see the newspapers and mail that the train delivered to the station. It had started to rain a little when I departed the passenger train car and went into the station.



The station had high ceilings and was very busy so I waited around for an opportunity to talk with the

station master.

In Looking around the town I noticed a large two story building on the east side of the street. In asking about the building I was told it is the Show Hall where films are sometimes shown and where people



and organizations can meet as well as put on stage plays and musicals. I'm really interested in the films they might be featuring.

The train pulled out of the station on its way to the coal mining town of Franklin. The locomotive was numbered #16 and was the type 2-8-0 and found out later that it was built in July of 1910 so it was a very up to date piece of equipment. I love to hear the start up noise of the locomotive



and the steam release and smell of the coal being burned. The locomotives I was used to in England were a lot smaller and not near as impressive. I can see why coal is so needed for these big steam engines and would like to be part of the process to move coal to the market place.

I was able to find the station master and he said that the coal company was hiring and asked my experience. He suggested that I check into the hotel across the street from the train station and walk to mine #11 the next morning. The hotel is called the Pacific Coast Hotel and is most impressive but I would like to have my own house if possible. Knowing that the town is owned by the large Pacific Coast Coal Company is most valuable because letting them know that I would not only like to work for them as a responsible miner but in the future have a house here where I could possibly start a family by bringing my fiancée from England to Black Diamond. *cont. in Chapter 2*

*Chapter 2 in Fall 2014 issue.*

*Trains are beautiful. They take people to places they've never been, faster than they could ever go themselves. Everyone who works on trains knows they have personalities, they're like people. They have their own mysteries."*

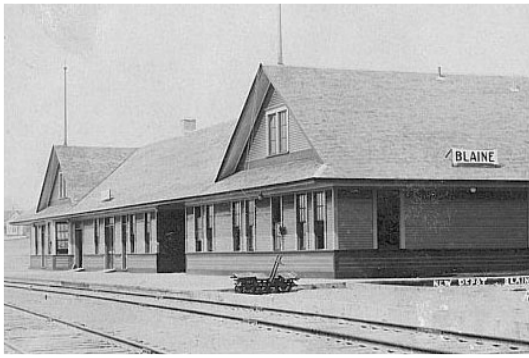
*Sam Starbuck,  
The Dead Isle*

*Spokane GN Station before EXPO 74 and today as part of Riverside Park.*



# Old Washington Depots, Then and Now.

## Blaine, WA 1908 - ??? Future Unknown



*Blaine, WA 1917 vs 2012  
Several attempts have been made by different groups over the years to save this old depot. The most recent attempt failed the City Council approval as the council seems to have little interest in saving this historical building. BNSF*

*owns the property and no longer sees it as viable and more of a liability. Efforts are still ongoing to make this a passenger stop once again by parties on both sides of the US/Canadian border.*



## Arlington, WA



ARLINGTON TRAIN DEPOT  
The "Galloping Goose"

*Arlington 1910 vs 2007*



*Above 2012 - Arlington Depot restroom & visitor information facility located at Arlington's Legion Park along the Centennial Trail. This building is a replica of the original to the left and currently houses the Arlington*

*Smokey Point Chamber of Commerce.*

## Moncton aka Cedar Falls

*This scene was photographed about 1911, shortly after construction of the new C. M. & P. S. Ry. station at*



*c1915*

*The Chicago, Milwaukee & Puget Sound Railway was the original name for the Pacific Coast extension of the Chicago, Milwaukee & St. Paul Railway, west of the Missouri River bridge at Mobridge, South Dakota. Moncton was located 39.4 track miles from Union Station in Seattle, on the lower western portion of the grade up over Snoqualmie Pass. Moncton was renamed Cedar Falls in 1912. The circa 1911 wooden depot was removed in the 1980's.*

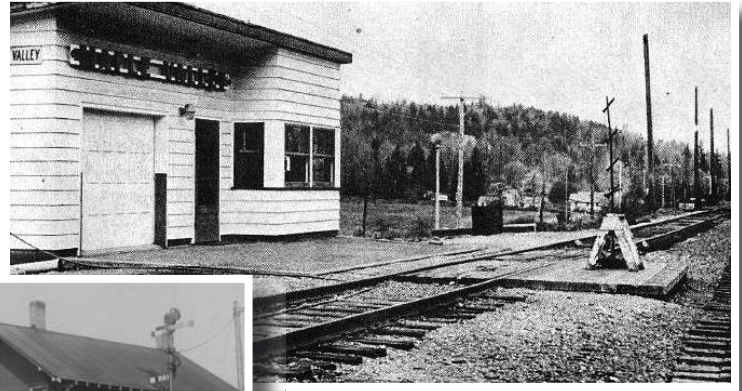


## Progression of the Maple Valley Train Depot



Property of Maple Valley Historical Society

*1st Depot built  
1892*



*3rd Depot 1958?*



Property of Museum of History & Industry, Seattle

The second depot was designed by the Milwaukee & Puget Sound Ry. shared between the two railroads, Columbia & Puget Sound employees. The design is known as a Class 24 by 56 feet. Similar depots were built at Tekoa and Lind, in Eastern Washington, although they were contained living quarters for the telegraphers who lived elsewhere. This building was completed in 1911 and replaced a one-story, board and batten, depot that dated back to 1884. It also served briefly as a joint depot until this structure was opened. Side tracks included a passing track, for meeting trains, a coal loading track and a wye, for turning train, with branches to Taylor and Black Diamond. *Allen Miller 2012*

and built by the Chicago, Milwaukee & Puget Sound Ry. and was a “joint” or union depot, although staffed and operated by employees. The design is known as a Class 24 by 56 feet. Similar depots were built at Tekoa and Lind, in Eastern Washington, although they were contained living quarters for the telegraphers who lived elsewhere. This building

## Ellensburg Transformation 1886 - 2014



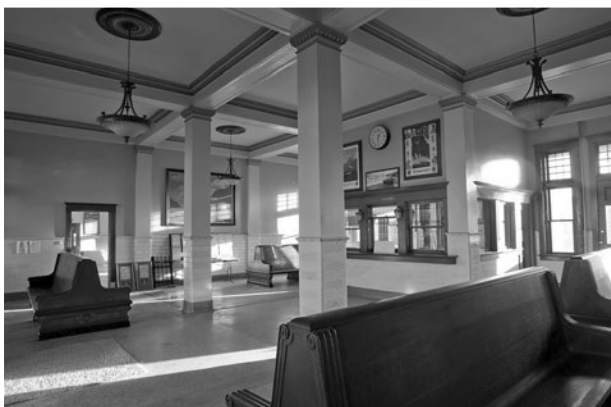
*The first train of the Northern Pacific Railroad reached Ellensburg March 31, 1886 (pictured above, the station in 1911).*



*2003*



*Before Restoration*



*Photographer Brian Myrick,  
The Daily Record, 2014*

For the complete story, go to:

[http://www.dailyrecordnews.com/news/article\\_8f3b973c-41a8-11df-b6ab-001cc4c03286.html](http://www.dailyrecordnews.com/news/article_8f3b973c-41a8-11df-b6ab-001cc4c03286.html)

# Miners Day 2014

## *"The Great Train Robbery!"*



*Above: Robber 1 "Bart McNutley"*

Cast of the "Great Train Robbery": Conductor-Keith Watson, Robber 1-Shawn Ogelsbee, Robber 2-Tony Moss, Witness 1-Dee Israel; Sheriff-Steve Israel, Witness 2-Sheri Roth and Witness 3-Frank Rhinehart.



*Sheriff "Shiloh Morgan" catches Robber 2 "Sabastian Pagano"*



*Unknown participant in the "Donut Eating Contest!"*



*Judging the Chalk-In is Gomer Evans, Mayor Gordon & Principal Geri Garton (behind Mayor Gordon)*



*Shuttle to parking lot provided by Real Life Church.*



*Chalk-In!*

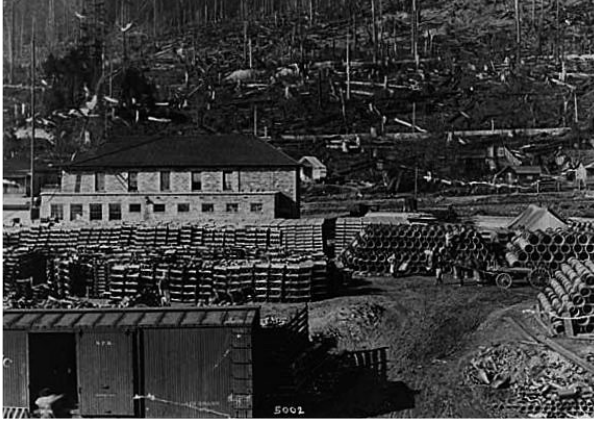


*Booths!*

# Taylor, Washington

<http://www.ghosttownsofWashington.com/Taylor.html>

Taylor was located in South King County in the Cascade foothills and came to be as a result of the formation of the Denny Clay Company and the start of mining operations in the 1890s. The company built a clay products factory and the company-owned town of Taylor grew with the company's operations. In 1905 the Denny Clay Company was merged with



the Denny-Renton Clay & Coal Company. In 1910 the company had expanded the factory significantly, and the town of Taylor expanded with it growing its population to nearly 1000.

The primary products produced were sewer pipes, conduit, tile, and pressed brick. Taylor was an active community made up of homes, company store, hotel, saloon, tile and brick factory, and coal mines. The clay and coal mined at Taylor was for use in the factory product production.

In 1927 the Gladding-McBean Company acquired the Denny-Renton Company. By this time signs of the towns decline were evident which was accelerated by the coming of the Great Depression. By the 1940's the operations and town was a shell of what it used to be. In 1947 the

City of Seattle was successfully able to condemn the town and factory site to preserve the integrity of the cities water supply.

Much of the product produced at Taylor is still in use to one degree or another in the Seattle area. Many brick products were used to rebuild the city of Seattle after the Great Seattle fire

of 1889. Many of those buildings still stand today as a testament to Taylor. Sewer pipes made at Taylor also still remain in parts of the city.

Today very little remains of this once thriving community except for ruins of the factory and the products produced there. Taylor is located within City of Seattle Cedar River Watershed which is a patrolled restricted area and trespassing is punishable by criminal trespass in the second degree.

Sources: *Clay Record, Volumes 27-28*  
By J. Dixon Doyle, & George H. Hartwell



*Taylor brick and tile plant early 1900's.*



*Factory foundation*



*Press foundation at the brick factory.*



*Roof Tiles*

*left - The Denny Renton stamp on clay pipe.*

## “Displaced Person’s Song”

*If you see a train this evening,  
Far away, against the sky,  
Lie down in your woolen blanket,  
Sleep and let the train go by.*

*Trains have called us, every midnight,  
From a thousand miles away,  
Trains that pass through empty cities,  
Trains that have no place to stay.*

*No one drives the locomotive,  
No one tends the staring light,  
Trains have never needed riders,  
Trains belong to bitter night.*

*Railway stations stand deserted,  
Rights-of-way lie clear and cold,  
What we left them, trains inherit,  
Trains go on, and we grow old.*

*Let them cry like cheated lovers,  
Let their cries find only wind,  
Trains are meant for night and ruin,  
And we are meant for song and sin.”*

— Thomas Pynchon,  
*Gravity’s Rainbow*

## Travel

*The railroad track is miles away,  
And the day is loud with voices speaking,  
Yet there isn’t a train goes by all day  
But I hear its whistle shrieking.*

*All night there isn’t a train goes by,  
Though the night is still for sleep and  
dreaming,  
But I see its cinders red on the sky,  
And hear its engine steaming.*

*My heart is warm with the friends I make,  
And better friends I’ll not be knowing,  
Yet there isn’t a train I wouldn’t take,  
No matter where it’s going.*

by: Edna St. Vincent Millay (1892-1950)

## Reminiscing by Dorothy Botts



My first visit to Black Diamond was in 1948 when my Dad was thinking about running a saw mill on the clay mine road which is now the Green Valley Road. He decided to drive out to Black Diamond to see what it was like and must have gone to the Green River Gorge and came down to Black Diamond via Lawson Street. I can remember seeing all the miner’s houses that all looked alike and said to my family “boy I’d hate to live in this town”. Sometimes we have to be careful what we say. We did move out to the Green Valley Road for 6 months and my three sisters and I went to school in Enumclaw. Our bus driver was Barney Carnino and he and my younger sister argued all the way home just about every night.

Howard Botts pursued my family after we moved to Burien and that is how I became his wife and moved into our present home when we returned from our homey moon and we will have lived there 61 years come June 2014.

There used to be a little cottage between our house and the police station, which almost burned when the Presbyterian Church burned down in 1959, it was a teachers cottage, a library and also served as the morgue which Louie Carnino, Barney’s Dad, told

me all about one day when he was walking by.

It was wonderful raising our daughters in Black Diamond because in those days everyone knew your kids and if they did anything wrong you heard about it before they got home. They used to say “I hate Black Diamond” except when they had children and then they knew how nice it was to have people look out for your kids.

Howard Botts went to first grade with Clayton Mead, Bob & Jerry Thompson, Marie Merlini Freeman, and the late Bill Parkin and they have remained good friends. Where else could you have 77 year friendships? Nancy Mead, Elsie Parkin, Rosemary Knaski Bigalow, Donna Gauthier, and Arlene Parkin have been my friends for 61 years and you don’t find that in very many communities.

I guess as all of us old timers die out the town will change but I do hope it will maintain some of the old Black Diamond spirit where you cared about your neighbor and worked at making your town better for you having lived there.

Dorothy Botts 2014



# Donations

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



**CULTURE**

KING COUNTY LODGING TAX

## In Memory of:

**Alvina Barton Butler**, by William Kombol, Palmer Coking Coal Co, LLP

**Henry "Bud" Dubigk**, by William Kombol, Palmer Coking Coal Co, LLP

**Linda Maks**, by Phil and Marge Fowler

**Bob Thompson**, by Gloria Thompson

**Jerry Thompson**, by Gloria Thompson

## Archive Preservation Fund

### Donations:

### Honoriam Donations:

## Fire Truck Restoration Fund

### Donations:

Robin and Paula Botts Ordonez  
Alison and Douglas Stern

## Franklin Fund

Robin and Paula Botts Ordonez  
Alison and Douglas Stern

## General Fund Donations

Associated Recreation Council  
Bill and Jean Boston  
Michael Czaplinski  
Tom and Joyce Erath  
Gary Gibbon

## Miner's Day Fund

BD Village Partners, LP  
BD Lawson Partners, LP

## Newsletter Fund Donations:

Donna Marie Bortko  
Ralph Dockham  
Gary Gibbon

## Special Projects Donations:

Susan Thompson

## Welsh Heritage Day Fund

### Donation:

Seattle Welsh Women's Club



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

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 & RENEWING MEMBERS

By Jean Boston, Membership Chair

The Black Diamond Historical Society now has 340 memberships.

We are pleased to announce that during the second quarter 2014 we have acquired the following new memberships:

Roy Darby Jr.  
Eric Martin  
Paula Botts Ordonez

We would like to thank the following members for renewing their

membership this quarter:

Allen County Public Library  
Robert Beers  
Donna Marie Bortko  
Carolyn Christopher  
Tom & Joyce Erath  
Gary Gibbon  
Donald J Greggs and family  
Albert and Maureen Guidetti  
Dan and Jennifer Hutson  
Harry and Sharon Kreul  
Richard L Major  
Anna Marangon  
Dave and Janet McCrindle  
Karen Meador  
Palmer Coking Coal Co., LLP  
Judy Salome  
Alison and Douglas Stern  
Gloria Thompson

Darby continued from Pg 15

Books that he hadn't already read were hard to find. Rick was a husband, a father, an uncle, a brother, a friend, a coworker, an athlete, and a grandfather. He will be dearly missed.

A gathering of friends was held at Rick and Lois' home on July 19, 2014, 1pm - 3pm. Memorials can be made to: The Fred Hutchinson Cancer Institute. ◆

If a train doesn't stop at your station... then it's not your train.  
Marianne Williamson

1063

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

## Be Our Guest

by Dee Israel, Recording Secretary

There were visitors from 9 States: California, Colorado, Maryland, Montana, Oregon, Pennsylvania, Virginia, Wyoming; as well as Washington. There were also people visiting from other Countries, such as Brazil and Nova Scotia, Canada.

### Comments

*A Local History Treasure*

*Great Collection*

*Loved the Tour*

*Beautiful History*

*Amazing Collection*

*Wonderfully Done*

*Thank you for another great Welsh*

*Day! Diolch!*

*A Perfect Place*

*Precious*

*Great Job – Love the music too!*

*Beyond Imagination*

*Wonderfully Interesting Collection*

## 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.



*Dayton, WA Depot  
1910 vs 2014  
222 E.  
Commercial St.,  
Dayton,  
Washington*

*The Depot was  
originally located*

*on the west end of Dayton, and was moved to its current location in 1899. A Kiosk at the edge of the courtyard holds a display of early Depot artifacts and tells the story of the relocation of the Depot using the Capstan method.*



# Obituaries



## **Robert W. Thompson** 1931 - 2014

**R**obert Thompson passed away on Saturday, June 14th after a great day in his garden.

**B**ob was born April 17, 1931 in Seattle to Bill and Germaine Thompson. He graduated from Enumclaw High School where he lettered in three sports and was voted, "Most Likely to Succeed."

**T**he first in his family to attend college, Bob worked several jobs to pay for his education. He graduated from Washington State College where he pledged Sigma Phi Epsilon. His Aunt Hazel Medina encouraged him to pursue a career in dentistry and in 1959 he graduated from the University of Washington Dental School. Bob was always a cougar at heart.

**B**ob was a dentist in Auburn for over 30 years. He was gentle in his work and kind to his patients. Everyone loved him. He was the last generation of dentists who "did it all" from fillings and cleanings to braces and dentures. If a patient couldn't pay his or her bill, Bob would "barter" with them. He volunteered his time with the elderly in a cerebral palsy home.

**F**ollowing his retirement from dentistry he spent hours upon hours in the garden. He loved working around his home and five acres of land, while playing with his dog, Bogey, and helping care for the 4-H club's alpacas and llamas. He became a certified Master Gardener and continued to serve others, helping neighbors prune trees and sharing starts of his various vegetable plants.

**B**ob also enjoyed golf. He was a founding member of the Meridian Valley Country Club and was board president in 1976. Not to be left out of fun, he was a founding member of the Shank City Invitational Golf Tournament and played in the tournament for over 40 years.

**H**is other hobbies included reading, hunting, fishing, skiing and hiking. One of his accomplishments he was most proud of was climbing Mount Rainer. He made the trek with Judy two times and was successful in scaling the summit in 1987. Bob also

loved the Seattle Mariners and Husky football.

**L**ater in life, he became a docent with the Black Diamond Historical Society & Museum. He enjoyed his weekly visits to Black Diamond and he loved sharing stories about the town and his childhood. Bob is survived by his wife of 50 years, Judy; his son Will, (Helicia) and daughter Sarah, (Tim); three grandchildren, Robbie, Madison and Samuel, his brother John, as well as many cousins, nieces and nephews. His smiling face, warm personality and love of life will be missed by all who knew him. He had an amazing network of friends. Memorials in his honor may be forwarded to The Black Diamond Historical Society & Museum, 32627 Railroad Ave., Black Diamond, WA 98010, [www.blackdiamondmuseum.org](http://www.blackdiamondmuseum.org), or St. James Episcopal Church in Kent. -



## **Richard F. Darby** 1945 - 2014

**R**ick" (age 68) was born on November 20, 1945 and left this world July 9, 2014 in Spokane, WA.

**B**orn in Enumclaw, WA, he was raised in Black Diamond and returned to Enumclaw, WA, after marrying Lois. He leaves behind his wife Lois, of 48 years, son Brad and wife Julie, brother Roy and wife Purr, grandchildren Breana and husband Justin, Amber, Kellin, Rikki and Ryan, and great-grandchildren Alissa and Dylan, and nieces Jamie and Sheila, and nephew Travis. Rick was preceded in death by his father Roy, mother Helen, brother Kenny and daughter Dana.

**R**ick worked in the food industry as a meat-cutter, then went on to work in the Bellevue office, and then onto Spokane as a meat supervisor. Lois and Rick lived in Spokane for 21 years with their beloved cat Zebe then Zowii.

**R**ick loved sports! He loved to play them, watch them, and critique them. He played many sports throughout his life, DeGross Construction baseball team being very special to him, and he gained many of his precious friends through sports. He also loved to play golf. His other favorite hobby was reading.

*Continued page 13*



**BULLETIN**

**Black Diamond Historical Society**  
P.O. Box 232 • Black Diamond, WA  
98010-0232

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And make sure to tell your friends, too.



**Membership and Renewal Form**  
**(Renewals due August 1st each year)**



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E-mail \_\_\_\_\_

Day Phone \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Eve Phone \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

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If this is a gift, who is it from?  
\_\_\_\_\_

***BDHS Membership Fees***

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Lifetime Individual	\$200.00	<input type="checkbox"/>
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Other Donation _____	\$ _____	
Total Enclosed	\$ _____	

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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. 08/01/14)