



◆ NEWSLETTER ◆

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THE BUD SIMMONS I KNEW

– by Barry Kombol (March 15, 2006)

My favorite memory of Bud Simmons happened one morning in late December 1974. Bud was the mine superintendent at Palmer Coking Coal Company's Rogers No. 3. We were working at the underground coal mine near Ravensdale about a year before it closed. I was working the day shift. The night before, a winter storm left Ravensdale and the Four Corners area without power for several hours. The following morning was freezing with eight inches of snow on the ground when we arrived for work at 6:30 a.m.

The crew gathered in the hoistroom when Roy Darby, the hoist operator informed Bud Simmons that the power outage caused the power transfer system to fail. It supplied the mine hoist with an electrical current. The hoist was like a giant fishing reel with a 1" steel cable that raised and lowered the miners and coal cars into and out of the mine.

Bud and Roy headed outside while miners gathered around a coal stove in the hoistroom and tried keeping ourselves warm. After about an hour Bud managed to repair the hoist's power system so we prepared to go underground. Tony Basselli walked to the mine's portal and prepared to ride the man-car to the third level where we were scheduled to work. As the mine's fire boss, Basselli had to ensure no dangerous methane levels had built up overnight.

Shortly thereafter, Tony returned to the hoistroom where the crew was waiting and reported the fan supplying air circulating throughout the mine wasn't working. None of us could enter the mine without a fresh air supply provided from the fan-

Continued on page 4



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 Newsletter is published three times a year by and for the members of the Black Diamond Historical Society. The society is a non-profit 501(c)(3) organization. (TIN51-0170304).

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ARTICLES

Black Diamond Newsletter invites articles for publication. Articles may be edited for style, length, and clarity. Please contact the Society if you wish to submit an article, at museum@blackdiamondmuseum.org

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HOURS -

“Operating under COVID rules”

Thursday, 9 a.m. to 4 p.m.

Saturday 11 to 3 p.m.

CHOCOLATE LUSH

Recipe from the Black Diamond Presbyterian Church Choir in the 1950's "Friendship Recipe Book"

CHOCOLATE LUSH

SIFT TOGETHER:

1 cup sifted flower
 2 tsp. baking powder
 ½ tsp. salt
 ¾ cup sugar
 2 tbs. cocoa



ADD:

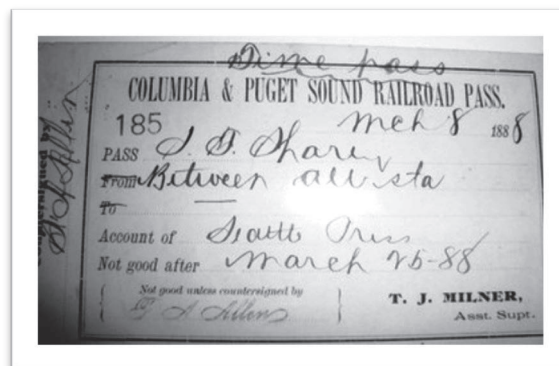
2 tbs. melted shortening
 ½ cup milk
 1 tsp. vanilla
 ½ cup nuts (optional)

MIX until well blended. Spread in ungreased 8"x8"x2" pan.

COMBINE: ¾ cups sugar 3 tbs. cocoa, 1 ¾ cups hot water. Pour over top of batter

Bake at 350 degrees for 45 minutes. Cut in squares and serve warm or cold. Spoon over the squares the chocolate "lush" from the bottom of the pan. Top with whipped cream. Serves 8. Really delicious. Easy too.

Fern Nelson



1888 Columbia & Puget Sound Railroad Pass

Picture on front page: LR156b- The morning and afternoon shifts of coal miners beside the washhouse of the last underground coal mine in Washington: the Rogers No. 3 Mine located at 26222 S.E. Kent-Kangley Road in Ravensdale. Front row L-R: Joe Ozbolt (kneeling), James Bo Williams, John Costanich (kneeling), Tony Basselli, Bill McLoughry. Back row L-R: Bob Morris, Bill Kombol, Barry Kombol, George Savicke, Bud Simmons, Roy Darby, John Streepy. Photo by Bob Morris, 1975

PRESIDENTS MESSAGE

A MESSAGE from the PRESIDENT



KEITH
WATSON

Security at the Museum

We applied for and received a grant from 4Culture of King County to upgrade our security system at the museum. The camera system that was put in over ten years ago was outdated and very tired. The new system is from Provident Electric, a local Black Diamond firm.

The work required their expert staff to work in the attic, basement crawl space, and all over the rest of the museum. We now have an up-to-date monitoring system that

focuses on both the interior and exterior of the museum. We also have a fire, smoke, motion, and intruder alarm system that will protect the building and the collections that we all value so much. Thank you to 4Culture, the City of Black Diamond, and Provident Electric.

We have also received an annual sustained support grant from 4Culture of King County. We are blessed to have their support.

We Are Back

The museum is back and operating at its full schedule with no masks required. We have already hosted several tours, including groups of Cub Scouts, home-schoolers, and a senior group that will tour shortly. We are also looking forward to the annual visit from the Black Diamond Elementary third-grade classes. The classes are growing - we are expecting 65 students this year. They will tour the museum and Franklin. We have missed them and look forward to their visit. By the way, the Cub Scouts brought their brooms with them and swept our boardwalk! Thanks, kids.

It sure feels good to return to normal. We are definitely in need of more greeters. If you would like to volunteer for just 4 hours one day a month you too can experience the fun we have greeting visitors and smiling. We are a minority of museums in Washington that do not charge an admission fee and we are an all-volunteer operation. The Covid years did allow us to refurbish the museum

with many new displays and interesting artifacts. So stop in and visit - and sign up to be a greeter while you are here.

Annual Membership Meeting and Elections

Please put Sunday, October 23, 2022, at 1 p.m. on your calendar to vote in our elections and then meet the board members (including a new President). There will be some interesting entertainment and goodies for you to enjoy.

Retirement – not quite

As you know I will be stepping down as president at the end of this year. I will be very involved as a past president as an advisor should the new leadership ask for advice. It has been such a pleasure to volunteer for such a great outfit and I look forward to continuing to volunteer.

Can you spare 4 hours?

If you can find just four (4) hours of your time and only once every other month, on a Saturday or Sunday, we really need volunteers to serve as greeters/docents so we can keep our museum open to the public on the weekends. Please email or call us. It really is a lot of fun (museum@blackdiamondmuseum.org or 360-886-2142).



Keith Watson,
President BDHS

BUD SIMMONS *from front page*



Pcc026 – Tony Basselli, left, and Bud Simmons riding a coal car emerging

Bud calmly asked Basselli to join him at the fan-house to inspect the blower and figure out what was wrong. Bud and Tony worked on the fan for another hour and finally got it working. Bud re-

turned to the hoistroom and let us know that as soon as Tony inspected for methane, we could start our shift. Tony was lowered 600-feet underground with his methane-detection apparatus.

As soon as Tony reached the third level, the hoistroom phone rang, and Roy Darby answered. He spoke with Tony for a minute, then handed the phone to Bud. From Bud's conversation it was clear to us we couldn't enter the mine – but not due to a methane build-up. Rather, a new problem surfaced – the sump pump on the third level had stopped working, flooding the gangway with nearly 18" of water!

Bud uttered not a word of complaint. He simply directed Tony to resurface and assemble a crew to work on the sump pump. I don't recall which of the eight or so miners in the hoistroom went back down with Bud and Tony. That crew worked for another hour when word came to the hoistroom with a report that the pump was now operating. The flooded gangway would soon be pumped down low enough so we could finally work.

Bud joined the crew as we rode the 'man-car' down. There he patiently assigned each miner a task for the day. I remember thinking that a modern mine simply couldn't run without an operating hoist; without a fan to supply air for the miners to breathe; or without a pump that kept water from flooding the workspace.

On that frozen morning in 1975, I observed the most professional, most capable, most-unflappable, and most persevering man I've ever worked for. Bud Simmons dealt patiently and calmly with the most significant set of problems I'd ever seen in my life. In a matter of three or four hours, Bud turned a disaster-in-the-making into a productive pathway so we could do our jobs. That winter morning, I knew I wanted Bud working by my side if ever faced impossible odds.

To me, Bud Simmons was the epitome of the phrase, "The difficult I'll do right now – the impossible will take a little longer."

Alva Arthur 'Bud' Simmons:

1917 – Alva Arthur Simmons was born on Jan. 12 in Butte, Montana.

1936 – Alva, nicknamed 'Bud' grew up in Black Diamond graduating from Black Diamond High School in June.

1936 – Bud started his mining career working at Pacific Coast Coal Company's New Black Diamond mine (a.k.a. Indian mine) located on S.R. 169 where the old King County shops once stood (18825 Renton-Maple Valley Highway).

1939 – Alva A Simmons marries Mary Ann Pohlot of Enumclaw on Jan. 28, 1939.

1939 – Dan Simmons, their only child was born on Nov. 28, 1939.

1943 – Bud received his 2nd Class papers to examine mines.

1945 – Bud Simmons began a 36-year career with Palmer Coking Coal Co.

1947 – Bud received his 1st Class papers to examine mines.

1953 – Bud Simmons was named foreman of the Landsburg Mine.

1958 – Bud Simmons was named Superintendent of all Palmer Coking Coal Co. Inc.'s mines (at that time there were four: Danville, Landsburg, Franklin, and Rogers No. 1).

1972-2002 – Bud and his wife, Mary owned and operated the Twin Firs Group Home for the developmentally disabled.

1975 – Bud oversaw the successful closure of the Rogers No. 3, Washington state’s last underground coal mine.

1981 – Bud Simmons retired on March 26, 1981, from the same picking table job where he’d started his career 45 years earlier. He received a pension from Palmer Coking Coal for the rest of his life.

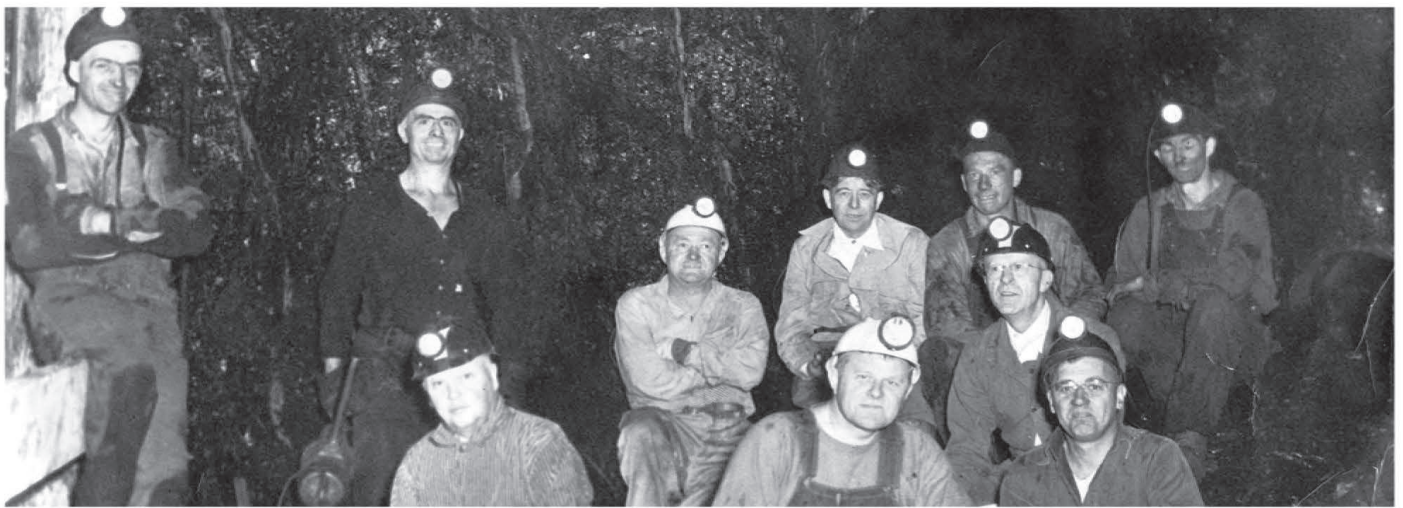
Bud was a member of the Auburn Elks, Auburn Eagles, Renton Shriners, and Auburn Masonic lodge. He lived most of his adult life in Auburn.

2006 – Bud died on March 13, 2006, in Auburn, Washington.

Bud was preceded in death by his wife, Mary Ann Simmons on Dec. 8, 1994. At the time of his death, Bud was survived by his son, Daniel Simmons of Auburn; sister, Leona M. Forler of Buckley; and one grandchild.

Bud and Mary Simmons are buried at the Mountain View Cemetery in Auburn, Washington.

The story, photos, and biography assembled by Bill Kombol



Pcc055 – Inside the Landsburg Mine, Big Seam, near Ravensdale. Front row, L-R: unknown Federal Mine Inspector, Tom Dobson, Roy Danielson of Sunset Coal & Oil. Back row L-R: Bud Simmons, John Skulas, John H. Morris, Carl Ronchet, Archie Eltz, unknown in the middle row, and Stan Hubber, circa 1951.

MATH HAS ALWAYS BEEN IMPORTANT!

By Sherrie Evans

The following is from the May 31, 1922, Pacific Coast Coal Bulletin (100 years ago!)

Answers to Questions Asked in Examinations for First Class Certificates at Olympia for the test given May 8 and May 9, 1922.

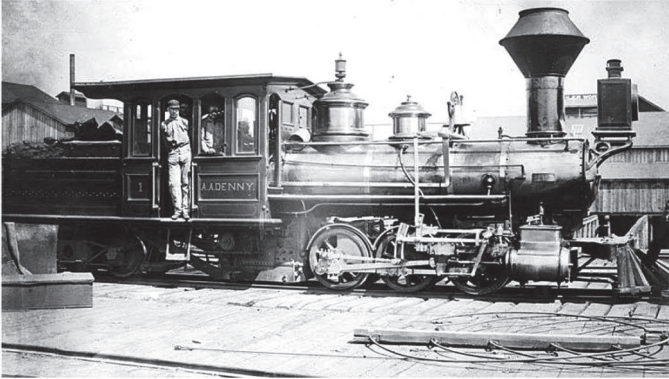
Question: *On the regular mine map the distance measured from the top rib of an entry to the low rib of an airway above is 3.95 inches and the measures are dipping 17 degrees. What distance would you drive rooms off the lower entry and leave a 30-foot pillar above the airway?*

Answer: *The regular mine map is drawn on a scale of 1 inch = 100 feet, so the 3.95 inches would represent 395 feet, as the horizontal distance between the two points. As the pitch is 17 degrees, the distance up to the room to the low rib of the airway would be: $\text{Secant } 17^\circ \times 395 = 1.0457 \times 395 = 413.05$. As we wish to leave a 30-foot barrier pillar we have, $413.05 - 30 = 383.05$, the distance the room should be driven.*

MIKE SHORT IN 1888 BLACK DIAMOND

By Keith Watson

Chapter 2 Mike Short / Monday, September 10, 1888, on train to Black Diamond.
(A fictional account based on historical facts)



Mike Short here, catching a ride, inside the cab of the locomotive, AA Denny of the Columbia and Puget Sound Railroad. With me are Roger, the Engineer, and a Fireman by the name of Ben, whom I'm helping by shoveling coal into the steam engine firebox. Ben has a bad back.

The train traveled through Renton and crossed the bridge over the Cedar River and on towards Black Diamond. I asked the question "How was the train bed built and how long did it take to get the project accomplished?" "Around two years," he said, and I remarked, "that long!" He scolded me asking, "Do you have any idea of all the items that need to be in place for the tracks to go to Black Diamond?" I had no idea and he proceeded to tell me the following.

"First the right of way must be surveyed. Then decisions need to be made about the designs of the bridges as well as who will build them, who will supply the lumber and fasteners for the bridges, how many bridges are needed, and how much time will be needed to build them.

Then the ballast rock that makes up the railroad bed that supports the tracks has to be blasted and moved to the sites by horse or mule-drawn wagons. Both animals and men were needed to drive the wagons and the animals had to be tended to with food and water (there were 300 horses and mules used to build this track).

Men are also needed to dynamite rocks in the rock quarries to the needed size and other men will be needed to load the wagons with hand shovels. Railroad sleepers

(wood ties) have to be procured from local sawmills and transported to the building sites. A railroad work train with a steam crane and tool cars needed to be assembled.

The iron track and steel plates that hold the tracks in place with railroad spikes, and the steel couplers with steel bolts and nuts that attach the ends of the rails as well as rail switch assemblies all need to be procured. All of this needs to be in place for the workers, mostly Chinese men, before they can even begin to build the railroad. Of course, these workers need to be fed and rested for their days of hard work. So, now you can see installing the track out to Black Diamond requires skill and remarkable organization."

I apologized for being so uninformed but did have more questions. "Why are you using the term "ballast rock" which is a nautical term used for heavy material placed low in sailing and steamships to improve stability?" He answered that ballast rock is very jagged which worked well as a foundation because they lock and do not move, but still allow good drainage of rainwater. Oh, I have a lot to learn!

I took a glance at the terrain around where we were now traveling.

I noticed that some of the tracks were high above the surrounding floor of the valley, six to eight feet high, and required a lot of ballast rock. I wondered why it had to be so high? I learned that the tracks in Seattle are at sea level and Black Diamond is at 550 feet above sea level so it is a slow elevation increase to reach the 550 feet. I was told that crossing the river and the fact that the river floods the Maple Valley requires being above the flood, and the bridges need to be clear of the water during flood times.

Depending on the locomotive, the steam engine requires a fill-up of water every 15 to 25 miles of travel. The water towers are located in Renton, Maple Valley, and Black Diamond. Planning is required to make sure the train did not run out of water and get stuck; the same way with coal but a load of coal will last the en-

tire trip.

The steam engine has a life of its own and has many wonderful noises with the fire burning, the steam hissing, and the chugging of the pistons working. I found out by shoveling the coal into the engine burner that there is a wrong way and an experienced firemen's way of shoveling. One must bank the coal on each side of the burner to gain the most heat and be efficient. Black smoke means low efficiency and gray-white smoke means you are on target. I experienced both colors and didn't get reprimanded.

Crossing the bridges was a great experience until we crossed the last bridge which was extremely high and long. There were barrels of water located on the side of the bridge in case the locomotive cinders from the engine burner lit the bridge on fire. I can't imagine walking on the bridge (that has no railings) high above the river and trying to put out a fire. We are just a few miles out of Black Diamond and I'm getting excited to see my new home.

Continued in the next newsletter.



Photo above: The Cedar River wooden trestle bridge over 593ft long and 203ft high . <https://monovisions.com/vintage-railroad-bridges-with-timber-trestles/>



COLUMBIA & PUGET SOUND RAILROAD

By Bill Kombol as printed in the Voice of the Valley September 18, 2018
<https://voiceofthevalley.com/2018/09/18/columbia-puget-sound-railroad/>

The development of Black Diamond and Maple Valley would have taken a decidedly different turn if the Columbia & Puget Sound Railroad had not constructed their line up the Cedar River and past Lake Wilderness. The undertaking was completed in 1885 and the Black Diamond and Franklin mines began shipping coal immediately. Columbia & Puget Sound became the Pacific Coast Railroad in 1916, but by 1970 the last coal train had left Black Diamond. The tracks through Maple Valley remained operational until 1990, though only used sporadically. In time King County began purchasing segments of the old rail line for use as a multi-use trail, though some portions went to private ownership.

Today the Cedar River trail takes you from the shores of Lake Washington to the Landsburg Bridge, the final segment being the old Milwaukee Railroad. Plans are currently underway to complete the Green to Cedar trail from Flaming Geyser by linking it to the trails in Maple Valley just south of the Cedar River. The two old railroads once connected near the present location of the Testy

Chef. The North segment of the Green to Cedar Trail will eventually be paved to Four Corners while completion of the South segment is still years away. This photo comes courtesy of David Fischer and the Southport Land & Commercial Company, the successor to the Black Diamond Coal Mining Company. They were the original driving force behind the construction of the Columbia & Puget Sound Railroad. For more information read "Who Laid Those Rusty Rails?" an article detailing the full history of this railroad as recently published at www.HistoryLink.org. (re-printed on page 8)



WHO LAID THOSE RUSTY RAILS?

- By William Kombol Posted 8/10/2018 HistoryLink.org Essay 20619
- <https://www.historylink.org/file/20619>



*"Rusty Rails" (segment of abandoned rail line),
Black Diamond, April 2018 photo by Robert Dobson*

A short section of old railroad line, rusty but intact, hidden deep in the woods near Lake Sawyer in Black Diamond in Southeast King County, inspired this People's History contributed by Bill Kombol. It tells the story of the Columbia & Puget Sound rail line from Renton to Black Diamond, built in the early 1880s to access the company town that the Black Diamond Coal Mining Company was developing to mine a seam of coal near the Green River, and the line's subsequent operation, for many years as the Pacific Coast Railroad, until 1970.

"Who Laid These Rusty Rails?"

In April 2018, Kent photographer Bob Dobson stumbled upon a short section of railroad hidden in the midst of a dense forest near Lake Sawyer. He took a photo that inspired a question: "Who laid these rusty rails?"

Little did he know that the answer is the story behind the men who founded Black Diamond.

Since 1861, the Black Diamond Coal Mining Company of Nortonville, California, had been extracting a low grade of coal and selling most of it in San Francisco, 35 miles to the southwest. San Francisco's population had quadrupled since 1860. The growing city needed energy -- lots of it.

The company sent Victor Tull to the Green River region of Washington Territory to find a better grade of coal. In July 1880 Tull located a seam just above a lake in section 14, two miles west of the Green River. The area was covered by an old-growth forest. A few

Indian trails might be found but there were no roads, homes, or settlements. It was unreachable except by foot or horseback.

B. B. Jones was dispatched to the site in the fall of 1881 to open a prospect tunnel. Jones Lake in section 14 now bears his name. The following spring Victor Tull shipped 880 pounds of coal to San Francisco for testing. The successful results prompted mine superintendent Morgan Morgans and company president Pierre Barlow Cornwall to head north to confirm these reports.

The coal prospect was situated among tall stands of timber that could provide lumber for an underground mine's workings and for homes and buildings. The Black Diamond Coal Mining Company decided to acquire the property, open a mine, and build a town. The town's name would be the same as the company's: Black Diamond.

Need for a Railroad

Only one thing was missing -- a railroad to transport men and machinery to open the mine plus trains to haul coal to port.

Meanwhile the growing city of Seattle had its own needs. Stung by the Northern Pacific (NP) Railway's decision to establish its West Coast terminus in Tacoma, the entrepreneurs of Seattle decided to build their own railroad. The Seattle & Walla Walla Railroad reached Renton in 1877 and later Newcastle, but no went further.

The venture failed in 1880 and was purchased by Henry Villard's Oregon Improvement Company (OIC) and renamed the Columbia & Puget Sound (C&PS). Villard also gained control of the NP through a famous blind pool on the stock exchange, thereby developing a monopoly over Northwest transportation.

Around the same time, Bailey Willis, a prospector working for the NP, found a coal exposure along the Green River of the same seam that Tull had uncovered in Black Diamond. Willis named the coal seam McKay and the town that sprung up around it was called Franklin.

Empowered by the Northern Pacific's land grant to every odd section of land, OIC finagled control of section 19 on the Green River and assumed ownership of Franklin. The coal, however, would still need to be shipped on someone's railroad.

Building the Line

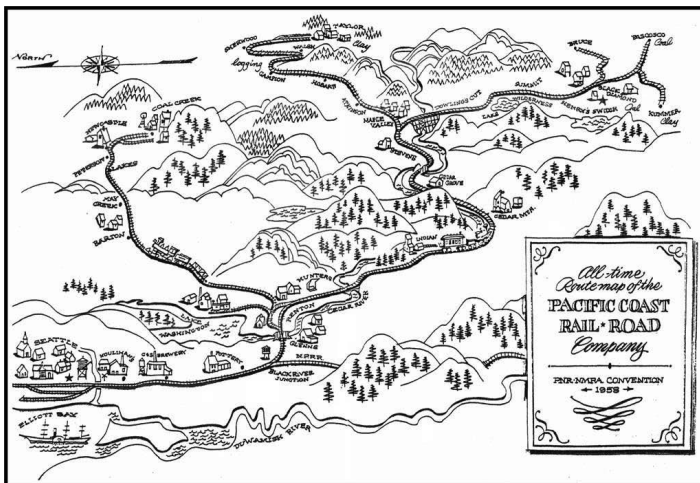
Morgans and Cornwall needed the C&PS rail line extended from Renton up the Cedar River valley to Black Diamond. They struck a deal with Villard and railroad construction began in 1882. The narrow-gauge railroad reached Black Diamond on December 12, 1884, and then connected to Franklin.

The extension took more than two years to complete. It was built mostly by Chinese workers who lived in a settlement on Jones Lake. An 1885 census of the area showed the majority of 175 laborers to be Chinese, but they departed shortly after the railroad was completed.

Coal was shipped from Black Diamond in April 1885 and Franklin shortly thereafter. In time branch lines were extended to Taylor (coal and clay tiles), Bruce (coal), Lawson (coal), and Kummer (coal and clay). The Cedar Mountain coal mine also operated along the C&PS main line about half way between Renton and Maple Valley.

Strikes, mine disasters, and the Panic of 1893 eventually sent the Oregon Improvement Company into bankruptcy, pulling its sister company, Columbia & Puget Sound Railroad, along with it. In 1897, those pieces to a corporate puzzle were reorganized into the new Pacific Coast Company, combining a coal subsidiary -- Pacific Coast Coal; a shipping concern -- Pacific Coast Steamship; and the C&PS rail line under one corporate umbrella. That same year narrow-gauge rails were replaced by standard gauge, allowing C&PS freight to easily transfer to other lines.

Within the next few years the Pacific Coast Coal arm of the conglomerate acquired the Black Diamond and Lawson mines, adding to existing operations in Franklin and Newcastle. Eventually its reach would include mines in Issaquah and Burnett. Its parent, Pacific



PCRR all-time route map (from National Model Railway Association convention), 1958 Courtesy Pacific Northwest Railroad Archives

Coast Company, eventually also included cement and engineering divisions.

The C&PS was renamed the Pacific Coast Railroad (PCRR) in 1916. At its height PCRR track spanned 55 miles throughout the Seattle area.

COLUMBIA & PUGET SOUND RAILROAD CO.																								
SUMMER TIME SCHEDULE																								
TAKING EFFECT SUNDAY, MAY 1ST, 1910																								
MAIN LINE																								
No. 38 No. 39 No. 40 No. 41 No. 42 No. 43 No. 44 No. 45 No. 46 No. 47 No. 48 No. 49 No. 50 No. 51 No. 52 No. 53 No. 54 No. 55 No. 56 No. 57 No. 58 No. 59 No. 60 No. 61 No. 62 No. 63 No. 64 No. 65 No. 66 No. 67 No. 68 No. 69 No. 70 No. 71 No. 72 No. 73 No. 74 No. 75 No. 76 No. 77 No. 78 No. 79 No. 80 No. 81 No. 82 No. 83 No. 84 No. 85 No. 86 No. 87 No. 88 No. 89 No. 90 No. 91 No. 92 No. 93 No. 94 No. 95 No. 96 No. 97 No. 98 No. 99 No. 100	L.V.		SEATTLE		BLACK RIVER		EARLINGTON		RENTON		ELLIOTT		CEDAR MOUNTAIN		MAPLE VALLEY		HENRY		BLACK DIAMOND		FRANKLIN		L.V.	
<p><i>(Note: This table contains detailed departure and arrival times for all 100 numbered trains across the main line and branches. It includes columns for train numbers, directions, and specific times for each station. The schedule is organized into sections for the Main Line, Maple Valley Branch, and Newcastle Branch.</i></p>																								
C. D. DUNANN, Gen. Pass. Agt.																								
G. W. MERTENS, Supt.																								

C&PS train schedule, 1910 Courtesy Palmer Coking Coal Co

Branch Closures, Last Trains Run

As coal mines begin to close, branch railroads were no longer needed. The Lawson branch of PCRR was the first to be abandoned in 1918, followed by Bruce in 1922. The Kummer branch closed in 1931, Franklin (renamed Pacosco) in 1934, the Newcastle line was shortened to Kennydale in 1934, and the Taylor branch was discontinued in 1945. Regular passenger service ended in 1925, although a special accommodation to transport coal miners to the New Black Diamond mine near Cedar Mountain continued until 1931.

By 1948, the PCRR had been reduced to one line running from Black Diamond through Maple Valley and Renton to Seattle.

PCRR was spun off in 1951 and acquired by the Great Northern Railway, but operated as a separate company retaining its name. Great Northern's diesel locomotives were regularly used by PCRR together with its own equipment. In September 1958, a Great Northern locomotive was commissioned to pull several passenger cars to Black Diamond as part of a ceremonial excursion by model-railway conventioners from Seattle.

April 1969 saw one of the last coal trains leave Palmer Coking Coal Company's Mine No. 11 facility in Black Diamond with its load destined for the University of Washington. On March 3, 1970, the Chicago, Burlington, and Quincy Railroad; the Great Northern; and the Northern Pacific merged to become Burlington Northern Railroad (BNRR). Great Northern included PCRR, along with itself, as part of that merger.

Removing the Line

The Black Diamond rail line remained operational until September 22, 1970. However, the spur line from Henry's Switch to Black Diamond was not officially abandoned until 1982. The tracks through Maple Valley remained operational as a local route by BNR to the Snoqualmie mill until 1990.

Most of the tracks and ties along the remaining lines between Black Diamond and Maple Valley were removed in the early 1980s. The repurposing of railroad ties for landscaping and rail for scrap metal was a good business during those years. In 1991, a specially configured train removed long sections of cut rail between Maple Valley and Renton bringing the rail history of this line to a conclusion, but not an end.

Many portions of the right of way were owned "fee simple" by the railroad and those segments were acquired by King County Parks as part of a national rails-to-trails program. Some segments reverted to adjacent landowners following abandonment although some portions were later purchased for trail purposes. One former PCR property historically serving the Shuffleton steam plant was sold by Great Northern to the City of Renton and became part of Gene Coulon Memorial Beach Park on Lake Washington.

In time much of the former rail route between Renton and Maple Valley became the popular Cedar River Trail, with future plans to extend it south through Black Diamond to Flaming Geyser State Park on the Green River.

Rusty Rails Remain

One section of the historic railroad, however, was left -- covered by decades of vegetation. This small segment of the line remains intact in Black Diamond. The underlying parcel was acquired by Plum Creek Timber as part of the breakup of Burlington Northern into railroad, timber, development, and mineral divisions.

Whether by corporate inattention, bureaucratic lapse, or luck, that short span remains untouched -- a 135-year-old time capsule embodying the blood, sweat, and tears of rail workers that helped bring Black Diamond and Franklin to life.

On that spring day, Bob Dobson discovered that even rusty rails have a story to tell.



Pacific Coast Railroad passenger train, Black Diamond depot, ca. 1920 Courtesy Pacific Northwest Railroad Archives

DID YOU KNOW?

By Sherrie Evans

The Black Diamond High School issued a newsletter called "The Sparkler." In 1935, the Sparkler Staff included Ann Becker, Editor-In-Chief; Dorine Rodes, Assistant Editor; Harriette Manowski, Feature Editor; Gertrude Callero, Exchange Editor; Frank Zumek, Sports Editor; and Miss Alice West, Managing Editor.

The Junior Class Officers of 1935 were President Jim Evans; Vice President Emmett Brennen; Secretary Dorrine Rodes; Treasurer Edia Ver-

nell, and Class Representative Ruth Johnson. Included in the All School Play were Ruth Johnson, Agatha Herrington, Dorine Rodes and Sam Zinter.

There are 2,935 items on display throughout the interior of the museum! 1,926 on the top floor and 1,009 in the basement. Come and visit. We have updated almost all of the displays and are anxious for you to see the great work of our volunteers.

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You shop. Amazon gives.

If you shop on Amazon, be sure to shop at [smile.amazon.com](https://www.smile.amazon.com). When you log in this way, you can select a charitable organization. If you select the Black Diamond Historical Society, we receive funds from Amazon for each purchase made. It really does make a difference so we would appreciate your support when buying Amazon items. Thanks!

ACTIVITIES GALORE!

By Sherrie Evans

Italian Heritage Day

On May 21st we held our first ever **Italian Heritage Day**. The program was provided by the Sons of Italy. We had over 50 folks in attendance, and as expected

the majority were Italian. There were lots of stories of growing up in Black Diamond. We thank the Sons of Italy and look forward to continuing this tradition.

this event will occur as this newsletter goes to press, we will be sure to share stories of the event in the fall newsletter. We encourage you to put the 1st Wednesday of June annually on your calendar for this fantastic event.

MINER'S DAY JULY 15, 2022

Planning for the annual Miner's Day is underway with Brenda Evenson of the Black Diamond Antiques providing leadership for the event. Railroad Avenue is closed from the Bakery to the museum for special activities including a fashion show, donut eating contest, a variety of vendor booths and music. This popular event focuses on the merchants of Black Diamond. Watch our Facebook Page or the Black Diamond Miner's Day page for more details. Come and have fun!

Welsh Heritage Day

On June 4th we are hosting the annual **Welsh Heritage Day** festivities in conjunction with the Puget Sound Welsh Association. Since



The Great Bank Heist Miner's Day 2016



People who wish to donate artifacts need to make an appointment with Archivist Dave Watson to look at the items.
360-886-2142

swatsondc@gmail.com

Please come on a Thursday after making an appointment with Dave to examine the items.



P L E A S E J O I N U S A T
T H E B L A C K D I A M O N D C E M E T E R Y



MEMORIAL DEDICATION

T O M B O F T H E U N K N O W N
S O L D I E R
N E V E R F O R G E T G A R D E N



SATURDAY, JUNE 18TH AT 2:00 P.M.



VOLUNTEERS NEEDED

By Sherrie Evans

Can you spare 4 hours?

We want you to share in the all the fun!! If you can find just four (4) hours of your time and only once every other month, on a Saturday or Sunday, we really need volunteers to serve as greeters/docents so we can keep our museum open to the public on the weekends. Please email or call us. It really is a lot of fun (museum@blackdiamondmuseum.org or 360-886-2142).



2022 Calendar



Black Diamond Historical Society/Museum

Supported by 4Culture, the City of Black Diamond and donations BDHS is a 501(c)(3)
 IRS #51-0170304 Nonprofit Corporation

◆ Keeping History Alive in the Black Diamond Museum and Coal Miners Honor Garden ◆
 Location: 32627 Railroad Ave (PO Box 1, Black Diamond, WA 98010)
 Phone: 360-886-2142 email: museum@blackdiamondmuseum.org

Date	Event	Location/Time
June 1	Black Diamond All School Reunion	BD Community Center, 11 am - 3 pm
June 11	Maple Valley Days Parade	
June 4	Welsh Heritage Day	@ Museum 1 pm
July 4	Enumclaw Fourth of July Parade	Downtown Enumclaw
July 16	* Miner's Day	Railroad Ave 9 am – 4 pm
Sept 3 - 5	* Labor Day Celebration in Black Diamond - parade is Monday, Sept. 5, 10 am (starts on south end of Highway 169)	Museum open on 3 & 5th. Labor Day Festivities in Ball Park, Ten trails and @ Eagles (Car Show)
Oct 15 -16	* Model Train Show	Gracie Hansen Building, Ravensdale
Oct 23	General Membership Meeting	Museum @ 1 pm
Dec 3	Enumclaw Christmas Parade	Downtown Enumclaw
Dec 4	Black Diamond Community Center Tree Lighting	Black Diamond Community Center
Dec 10	*Hometown Christmas	@ Museum 10 am - 3 pm
Dec 11 – Jan 5	Museum Closed for Holidays (reopen on January 5)	Museum

SAFETY TIPS

By Dave Watson

“Safety Tips”, for those of us in our golden years. Following are three things to be considered.

1. When you're cooking, don't wear loose clothes or clothes with long flowy sleeves.
2. Make sure all hallways, stairs, and paths are well lit and clear of objects such as books or shoes.
3. Make sure heaters are at least 3 feet away from anything that can burn, such as curtains, bedding, or furniture. Turn off

space heaters when you leave the room.

Watch for more tips in the next newsletter and always remember: **Safety first!**



DONATIONS

February 1 to May 10, 2022, we received the following in donations

By Laurie Evans, Secretary

MEMORIAL DONATIONS \$ 250

Received for:

Joe Dal Santo

These kind donations make such a difference for the continued operation of our wonderful museum. Donations are always welcome for the following special funds.

NEWSLETTER	\$ 120
FIRETRUCK	
GENERAL	\$ 265
HOMETOWN CHRISTMAS	
MEMORIALS	\$ 250
MINERS DAY	
WELSH HERITAGE DAY	
ITALIAN HERITAGE DAY	

Thank you to our generous donors!!



and



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. ◆

VISITS WITH SMILES

By Sherrie Evans

On April 16, 2022, we hosted the Enumclaw Cub Scouts Pack 500 Bear Den for a tour of the museum. They sure loved the blacksmith shop and the train. They brought their brooms and cleaned up our outside porch and boardwalk!

On April 18, 2022, we hosted a group of 20+ excited students from the Black Diamond and Enumclaw Adventures after-school program as part of their spring break activities. The visitors were broken up into 5 groups and rotated through various areas of the museum and grounds. They were able to view the workings of a mine, checked out the basement - especially the schoolroom, learned what living was like during the coal mining days, check out our kitchen and 1920 refrigerator, and the favorite - all aboard the train!

A home school group of parents/students visited

on April 28, 2022, that had a great time. We are looking forward to a visit from the Southsound Seniors in June. ◆



Cub Scouts Pack 500, April 16, 2022 in front of Blacksmith's shop



Welcome

NEW MEMBERS

By Laurie Evans, Membership Chairman

4
CULTURE

The Black Diamond Historical Society now has 327 (304 individual/family and 23 business) members. We are pleased to announce that during the period February 1 - May 10, 2022, we have welcomed the following new members:

Individual – Lifetime:

- V. Merk,
- W. Welsh,
- M. Davies,
- B. Gingrich

Individual – Annual:

- S. Balzarini,
- L. Blaszcak,
- D. Darby,
- M. Evans,
- G. Habenicht,
- T. Hulsey,
- A. Meyer,
- E. Parks,
- Z. Pratt,
- B. Quinn,
- C. Jones-Wittren

Family - Annual:

- Frye family,
- Horst family,
- Jakubowski family,
- Johnson/Milette family

Business - Annual:

- The Loft Salon,
- Rainier Legal Center

WELCOME NEW MEMBERS! We are so thrilled to have you and do hope you'll visit us often!

IMPORTANT NOTICE:

Annual membership expire on December 31 each year. We are sorry we had to say goodbye to 14 members who did not renew their memberships for 2022 and, unfortunately, will not receive this newsletter.

Be Our Guest

by Laurie Evans

874

Number of guests for the period February 1 through May 10

2022

We have been busy visiting with lots of folks!! For the period February 1 to May 10, we had 874 visitors (574 adults and 300 children). We are so happy to have them see our wonderful museum!!

We welcomed visitors from the local area, as well as other parts of the State (both Western and Eastern Washington) plus California and Florida.

C o m m e n t s

"Thank you. Great!"

"Great history!"

"Very fun experience."

"So interesting. Thanks!"

"I went here in 3rd grade 5 years ago. Still a super fun experience!"

"So, so interesting. Loved it."

"Amazing!!"

"Amazing volunteers. Epic!! Thank you!"

"Awesome museum! :)"

"Great, great staff! Very knowledgeable :)"



Black Diamond Historical Society
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Black Diamond, WA 98010-0010

EPO



Do you like Black Diamond history?

Come join the fun on Facebook, Twitter, our blog and our website!

www.facebook.com/BlackDiamondMuseum

www.facebook.com/BlackDiamondHistory

www.twitter.com/BD_History

www.blackdiamondhistory.wordpress.com

www.blackdiamondmuseum.org

And make sure to tell your friends, too.

ELECTIONS FOR 2023 BOARD

The election of our Black Diamond Historical Society (BDHS) Board of Directors and Officers will be held at our annual General Membership Meeting on Sunday, October 23, 2022, at 1 p.m.

The Officers and Directors of the Board will be elected to a three-year term (January 1, 2023, to December 31, 2025). If you are interested in becoming a Board Member (Officer or Director), or continuing as a Board Member/Director for BDHS, please contact President Keith Watson or one of the Nominating Committee members Dee Israel (Chairperson), Elsie Parkin, or Judy Watson.

Please consider running for one of these positions. Two positions will be vacated at the end of this term – the President and a Director. As of now, the remaining positions have incumbents that will run for re-election. The official ballot will be in the next newsletter; watch for it and take action to vote for your new board!



REMINDER!

We continue to receive mail with our old P.O. box. The Post Office has asked us to remind members of our new P.O. box. They cannot guarantee that they can continue providing courtesy forwarding and mail to the old box may be returned. Thank you for your attention to this matter. The new mailing address is P.O. Box 1, Black Diamond, WA 98010.