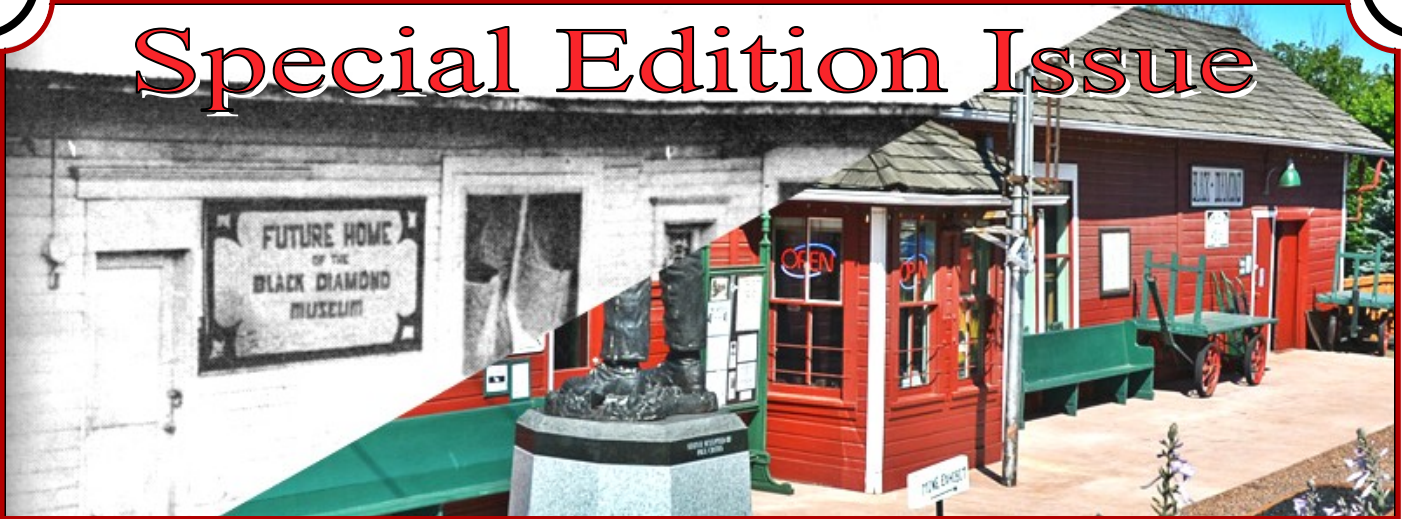


Special Edition Issue



Volume 40, Issue 2

BLACK DIAMOND HISTORICAL SOCIETY

Spring 2016

◆ NEWSLETTER ◆

Also in this issue

Editors Welcome.....2

President Message.....3

Hometown Christmas4

Franklin-A short History.....6

100 Years Ago Chapter 7.....9

Coal Mining Engineer.....12

Mike Parkin.....8

Bulletin Board

In memoriam.....13

Donations.....14

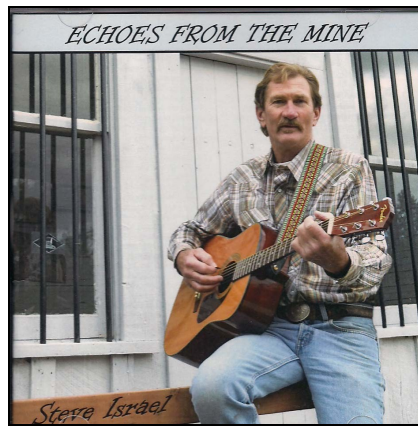
Guests.....14

Membership.....15

40TH ANNIVERSARY PLANS

Saturday May 7th from 1:00-5:00
BD Eagles Hall

The Black Diamond Historical Society is celebrating its 40th anniversary this year with a concert! Ted Vigil, John Denver Tribute Artist will entertain us, with Steve Israel opening for him with a few of his Black Diamond songs.



Doors open at 1:00, seating is limited so don't be late! After the music we will be serving cake. The event is free for our guests, but we are raising money to cover our expenses. We are seeking sponsors and accepting donations. We will also have a donation box at the guest registry table. All contributions to the Society are tax deductible.

For more information about this event, contact Steve Israel 253-797-0041



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. (TIN51-0170304).

PRESIDENT Keith Watson
VICE PRESIDENT Don Malgarini
SECRETARY Alison Stern
TREASURER Elsie Parkin

DIRECTORS

Howard Botts
Gomer Evans, Jr.
Dee Israel
Steve Israel
Don Mason
Clayton Mead
Susie Thompson
David Watson

MEMBERSHIP Allison Stern
EDITOR Leih Mulvihill
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, at, 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

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)



Leih Mulvihill

A MESSAGE

from the

EDITOR



LEIH MULVIHILL

Share your family photos

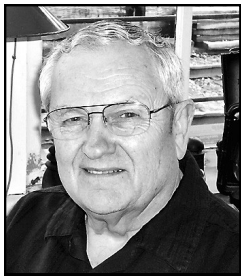
And a short story behind it.

Email a PDF or jpeg to leih023@gmail.com

PRESIDENTS MESSAGE: SPRING 2016

We have the pleasure of celebrating 40 years as an organization that keeps history alive. In January 1976 the Black Diamond Historical Society became a non-profit society dedicated to our

A MESSAGE from the PRESIDENT



KEITH
WATSON

King County and the State of Washington”

The City of Black Diamond signed a lease with the Black Diamond Historical Society for the old Pacific Coast Railroad Depot which the Society agreed to restore and operate as the Black Diamond Museum. There was much to do to get the building ready for the public and many people volunteered to get this accomplished.

The building had been a train depot that was commissioned in 1886 for the Columbia and Puget Sound Railroad which provided service as passenger trains and coal trains from here to the Port of Seattle; it later became the Pacific Coast Railroad. The Railroad served coal mining towns and communities in King County. The

mission statement:
“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

train came to Black Diamond serving mine #11 and onto Railroad Avenue to the depot where it received orders where to go, such as, the Kummer mines and Franklin mines. A branch line went down First Avenue crossing 2nd and 3rd Avenue (highway 169) to mine #14 and doubled back on 5th avenue to mine #2 and up to the Lawson mine and then to the mine #7 at Bruce opposite Lake 12.

After stopped the building was used as a King County Library, a telephone exchange, a café, and a water district office & storage building. At one time aluminum windows were installed, false ceilings installed, many changes from the original design.

The Society volunteers spent the years from 1976 to 1982 working at restoration work on the building and grounds returning it to its original look as a train depot. The train platform was built, the roof was worked on, aluminum frame windows were replaced and the building was painted. The Grand Opening in 1982 was attended by thousands of people and was quite a success.

After the Grand Opening the hard work continued and over the years hundreds of men and women volunteers worked in and around the museum; the building foundation was dug and poured, additional rooms were added, a basement was built, forced air furnaces added, the original jail was found and placed on the grounds, railroad tracks were installed, and donated from the town site of Bain, and installed on donated railroad ties. A ca-

boose was added & rebuilt, a wash house & tool shed was constructed and installed, a fire wagon house was built and a donated fire wagon and placed inside, a 37 foot flag pole erected, stairs on both ends of the museum were built, and the electrical system was upgraded. Tours of the town site of Franklin commenced, school kids presentations were offered, slide presentations were shown, the auditorium was added with home built benches.

In 2009 a very large time capsule (coffin size) was buried on the grounds of the museum marking the 50th year of Black Diamond being an incorporated city; the capsule is to be opened on the 100th year anniversary celebration in 2059, the original fire siren was donated by the Morris family, rebuilt and mounted on a telephone pole (it is used for special events and works very well), a 25 ton locomotive was acquired and placed on the tracks and was cosmetically restored with a working bell & whistle, a board walk was installed with look-like-wood cement to match the sidewalks on Railroad Avenue.

Howard & Dorothy Botts and Keith & Judy Watson travelled to Roslyn Washington, an old coal mining town, to visit the museum, the coal miner’s memorial statue featuring memorial tiles in the center of town. We were all very impressed and an idea sprouted; maybe the Black Diamond Historical Society could do something similar. This idea continued to grow and was mentioned to the Board of Directors of the Black

Diamond Society. What did they think of having a memorial wall with all the names of the coal miners in Washington State who had been killed in the coal mines. The Board agreed to the project. One thing lead to another and a plan was hatched.

The wall would be 28 feet long of gray granite with black granite on top of the wall to look like a seam of coal. On the wall there would be over 1100 names of the miners who lost their lives in Washington State coal mines.

There would be a 5 foot high granite pedestal with a life size bronze statue of a coal miner on top. Around the base of the wall and pedestal would be paver bricks that people could have inscribed with any message they wished with the donation of \$100 to help fund the Coal Miners' Honor Garden.

There was also an opportunity for people to donate memorial granite benches and four were donated. A famous artist, Paul Crites, was contacted and after many meetings a plan was put into place and for many months our volunteers, society members, people from all over the world, firms, and organizations donated \$100 for bricks realizing they were supporting the project. I received a phone call from Paul Crites, the statue creator, and he said he would like to put a black finish on the statue making it look like the miner had just came out of the coal mine – a great idea and it worked – the Honor garden is remarkable. The Coal Miners' Honor Garden was dedicated on Miners Day 2013 and is a big hit with locals and people from all over the world who visit the Museum and Honor Garden.

In 2012 the Society was able to save one of the original Black

Diamond Fire Trucks with the efforts of Joe Androsko and the Evans family. It was a rust bucket that had been stored in the open for years. The Board of Directors voted to have it restored so it could help promote the Museum and Honor Garden. The volunteers did a bang up job of restoring it under the leadership of Joe. The fire truck enters parades in Maple Valley, Enumclaw, and Black Diamond as well as displays at the museum on fair weather days. It was used prior to Christmas to collect food for the Community Center food bank and was featured at the Home Town Christmas. The fire truck was used to transport Santa to the Community Center and the Home Town Christmas events.

The truck and story of the save and restoration work will be featured in a national magazine, "Vintage Fire Truck & Equipment", in the March/April edition with the fire truck photo featured on the front cover page.

Our work is never done and we have present projects that are in progress the: re-building of the exterior of the caboose, replacing existing florescent light fixtures in the museum with led fixtures (a 4Culture grant project), moving displays and building new ones inside and outside the museum, copying photos and documents into a digital format, and we continue to install new pavers in the Honor Garden.

Future projects for the next 40 years are: replacing the roof of the museum, installing an ADA compliant elevator to the basement displays, replacing windows with energy efficient models, and installing a fire prevention system that would not be harmful to the artifacts in case of a fire.

We thank our partners in keeping History alive; our membership, friends of the museum, the City of Black Diamond, King County 4Culture, and donations from visitors. The Society could not have done our job for 40



years without your help.

How do you find such wonderful volunteers for over 40 years; people wanting to help just step up and do a fantastic job? How do you thank them for their dedication and talents; you just do it all the time? They have been and are terrific!

The Museum Docents (greeters) have been wonderful over the years. They make people feel at home with their smiles and attitudes. It is a fun place to work especially if you enjoy people. Yes, we are looking for more help! Just give me a call 360-886-0778 and I'd love to introduce you to our program.

Again, THANK YOU ALL FOR YOUR SUPPORT!

*Keith Watson,
BDHS President*

BLACK DIAMOND'S DEPOT HOLDS MEMORIES OF KING COAL'S REIGN

Originally published in the Enumclaw Courier-Herald, 1976

BY BENAY NORDBY

When I found Carl Steiert at the old depot in Black Diamond last Thursday, he and a friend had just given up plans for a work party that day. The grey sky was lowering over the aging building and rain threatened. The circumstances had apparently discouraged any other would-be restorers. "It will get better when summer comes," he said, "When the days are long and it is warmer."

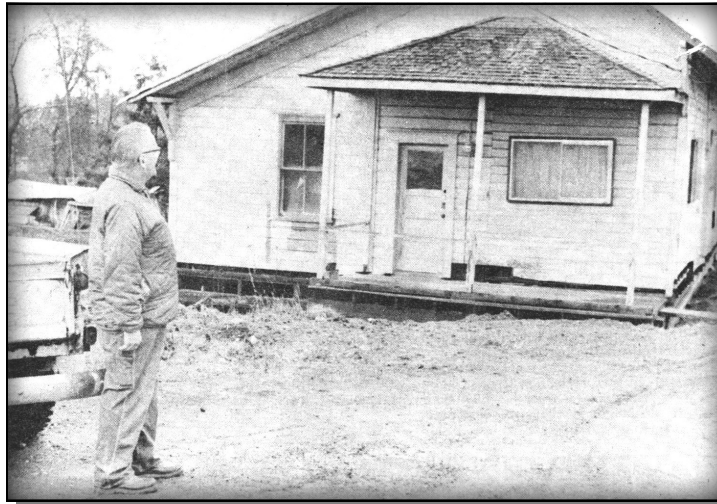
As president of the Black Diamond Historical Society, Steiert hopes to completely restore the depot that greeted passengers on the old Pacific Coast Railroad during stopovers in the coal mining town.

When completed, the depot will house artifacts collected by members of the society and other memorabilia promised to the group by longtime residents of Black Diamond. Each year, the Black Diamond Historical Society raises money for the restoration project through various activities, the most recent being the sale of calendars featuring restored photographs collected by the group. But Steiert admits, they have more plans than money.

No cost estimate has been made for the project, since most of the repairs are expected to be done by volunteers. Finding the volunteers is another thing. "You

have to realize that many members are working for a living," says Steiert, recognizing the difficulty of finding volunteers with the time and the carpentry skills needed.

Steiert is a retired mechanic and service station owner who



THE OLD DEPOT. While doing some reminiscing about the days when the Pacific Coast Railroad ran through the city of Black Diamond and stopped here at the depot, Carl Steiert is also busy planning a future for the late 19th century structure. The Black Diamond Historical Society, which Steiert is president, is earning funds to resurrect the structure and make it a museum for artifacts collected by the society. Steiert remembers the depot as the center of a bustling coal mining town. C-H Photo

came to Black Diamond when he was less than a year old and has remained for 65 years. They have been 65 years of change for the town and the old depot has remained at the center.

"I used to live right down there," he said, standing on the front porch of the depot and gesturing down the hill to the left. "Everyone used to run up to the depot when a train arrived to see who was coming into town."

From his vantage point he noted the locations of the bowling alley, now gone, and the homes where family and friends lived and the man who drove a wagon and sold vegetables to nearby rural communities. The same wagon may become part of pieces housed at the depot sometime in the future. "Yes this was a bustling town at on time," Steiert commented.

Inside, the building was icy, damp with the rain and musty from age. The Black Diamond water department uses part of the building for storage space and road signs, an old bike, tires and refuse from Labor Day parades are packed into corners of what was once a waiting room, spilling out to the center of the room. Bare light bulbs dangled.

But apparently, dinginess is overlooked when seen through the eyes of someone who sees a future for the relic.

There are seven rooms in the depot and Steiert says the society hopes to furnish some of them as they might have appeared in the early days of Black Diamond. He pointed out the living quarters of the station master and telegrapher—a bedroom, kitchen and bathroom. A small room at the front of the building may be furnished as a doctor's office with some early of-

fice equipment promised them.

So far, volunteer workers have put in a concrete retraining wall under the porch. The foundation is solid, Steiert said and the roof is good.

Before the depot takes shape as a museum, however, a lot

more work is needed, inside and out. Steiert hopes to make one day a week, a regular work party day for the project.

Plans will be made on the second Monday of each month at the regular meeting of the Black Diamond Historical Society in the

city hall at 7:30 p.m. Everyone is welcome.

“This is really the only old building in town,” said Steiert, leaning against the splintered railing on the porch where white pickets will adorn.

HISTORY OF THE BLACK DIAMOND MUSEUM

BY VIVIAN BAINTON

Originally published in the BDHS newsletter, Fall 1997

The new historical society used a room at the south end of the railroad depot for a museum. The bicentennial was a success and the museum had a lot of visitors. In the days following items for display and preservation were donated. This required more space and ending up filling the entire depot. The building was run down and needed a lot of “tender loving care.”

This historical society applied to King County for historic status for the railroad depot. The application was accepted which put the museum in line for county restoration grants. A grant request was sent in to receive funds to replace the platform. Not knowing that work on a project could not start before the grant was approved, the work party started to replace the platform. As a result the grant was lost. The work was completed by donations of cash and material.

A few years later when the tin roof began leaking, another grant was applied for and received. The tin was removed and replaced



The circa 1885 Black Diamond train depot is undergoing an uplift to ready it for the Labor Day Bicentennial festivities.

with cedar shingles by a roofing contractor as required by the grant. A new heating system was needed. Another grant was requested and a contractor was hired to install a 5-ton electric heat pump.

As display items continued to flow in, the growing museum needed more space. The museum board decided to request another grant for an addition to the depot. The request was approved and a volunteer crew started to work on the Commission Avenue side, south end of the building.

Excavation under the building for a lower floor was done with the help of the city backhoe, dump truck, and men as available.

This addition was 16' x 16' on the main floor and 11' x 28' on the lower floor. The concrete floor and block wall was done by contract. The volunteers completed the rest of the addition. This area now houses the barber shop, school room and country kitchen, with basement below.

The next project was to replace the track by the platform. It had been gone for many years. To raise money for this, the museum sold railroad ties for \$10. A number on the ties identified each purchaser. The coal company donated the rails and other material needed.

The Snoqualmie Railroad Museum was contacted to donate or sell a railcar to the museum for the track. They approved the purchase of a caboose for \$600. Bill Bremmeyer loaned the use of a truck and lowboy for the car body to be moved to Black Diamond. TRM loaned the use of a truck for the wheels. Puget Power loaned a crane to unload the car onto the track at the museum location.

photos

photos

A grant was applied for to rebuild the caboos. As old wood was removed, it became apparent that major repairs were needed. All the wood had rotted and needed to be replaced. It was discovered that the car had been built new in Renton at Pacific Car.

With the car number, **Howard Botts** found the original drawings in Pacific Car's files. Using these drawing the volunteers were able to fully restore the caboos from the wheels up. The Tacoma High School wood class made windows, doors, benches and cut the curved roof parts.

The museum was still expanding and additional space was needed. A grant for another addition was received. This new addition was 41' long by 24' wide on the main floor, and 41' long by 35' wide on the lower floor. The city crew helped in digging out under the building. The concrete work and black laying was contracted out. Volunteers completed the rest of the construction. This area now houses the lecture room and basement below.

The existing heat pumps were not large enough to heat the addition, and were very expensive to operate. Gas was now available on Railroad Avenue and would be less expensive to run. It was decided to change to a gas furnace. The change over to gas from electric would cost less than another electric heat pump. Along with this second addition a full in-house vacuum system was installed to make cleaning easier.

Another improvement made was to replace the obsolete alarm system with an up to date electronic burglar-fire alarm system. These two items were paid for from the museum funds.

The old depot is now on a good concrete foundation, has new electric wiring to meet code, and a good roof. The water supply from the meter will be replaced when

Railroad Avenue is rebuilt in 1994. The building should easily last another 100 years.

The museum has just over 7,000 square feet of display area, plus the original Black Diamond Jail, two 10' x 10' display buildings, an 8' x 10' fire hose cart house, an 8' x 8' bell tower with the old Selleck school bell, the railroad caboos and 3 mine cars.

Most of the work done to make the museum what it is today was by volunteers. A work crew of 4 to 10 volunteers meets each Thursday from 9 a.m. to 4 p.m. Thanks must be given to the ladies who brought in lunch for the workers. There was never a bad meal. There are no specialists in the work crew ... just a good gang with common sense. The town of Black Diamond has a lasting memorial to their hundreds of hours of fun.

There are also many "docents" who spend their free time helping to keep the museum open to the public on Saturdays, Sundays, and holidays. The names of all the volunteers, docents, companies donating time, equipment, and materials, all of which put the museum together are far too numerous to mention.

The historical society has one person who must be remembered by name, **Ann Steiert** who is the maid/housekeeper. She faithfully does 99% of all the cleaning of the artifacts and building. She also puts out the 6-page historical society newsletter, answers the letters received, is secretary at meetings, and many other odd jobs.

Carl and Ann Steiert have also spent numerous hours taking tour groups and school children through the museum, and putting on slide shows at schools and for other organizations. The museum is known throughout the area as a homey-family-friendly museum and is a "must to see."

A few facts on the financial/operational side of the museum (1997)

- *The membership is 300+*
- *Average number of visitors per year for the least 5 years – 10,000+
(visitors signing the guest book are from countries all over the world)*
- *Total grants received to date (1990) – \$72,000*
- *Total construction costs to date – \$190,000*
- *Cash donations received (yearly average) – \$4,000-\$5,000*
- *Docent volunteer hours to date (based on 11 years of operation) – 4,500+*
- *Volunteer work Party Man Hours to date - 35,000+*

1997 UPDATE :

- *Vivian Bainton now writes the newsletter*
- *Nadia now helps Ann with museum cleaning*
- *Grants since 1990 – \$68,500 for video production, collections management, walking tour and restoration of the John Davies Candy Store*

RESTORATIONS BRING MEMORIES OF COAL TOWN'S HEYDAY

BY HERB BELANGER

Originally published in The Seattle Times, December 3, 1980



From left, Ted Barner, Bob Eaton and Frank Guidetti, members of the Black Diamond Historical Society, stand in front of the old railroad depot they and other members of the society have been refurbishing to serve as a museum of Black Diamond's early days.

There's no mistaking the railroad depot when you drive into town, even though the tracks that ran by it on to Franklin, a few miles away, have been long ripped up.

Historical-society members have been working on it for four years now, and the long-low structure recently was given a coat of red paint to match the color it sported years ago.

Work is still going on inside, but the outside is virtually finished. One end has been brought back to what it looked like when trains ran regularly from the mining towns to the big cities up north.

That end contained the stationmaster's quarters, a roomy living room with a coal-burning stove in the middle and two bedrooms to the side. One of the side rooms eventually will contain office equipment from Black Diamond's family physician of the 1920s, **Dr. H.L. Botts**.

The central section of the station will house the waiting room and ticket office, and the baggage room, now filled with city equipment, will hold items from the city's mining past.

The historical society is planning on turning the depot and jail into a museum, and since mining was the *raison d'être* for the development of Black Diamond, the substructure of the depot will exhibit artifacts from the now-abandoned shafts.

To add to the realism, **Ted Barner**, who spent many years in the Black Diamond mines, has recreated some of the bracing that was used when following a seam of coal.

Close examination of the timbers will show the wedge-shaped gap between the upright and the crosspiece, which was necessary to properly direct the pressure of weight bearing onto the side pieces.

These 'sets' were 6 feet apart, Barner recalls, and the "lagging" — wood slabs set against the roof between sets — was made of 2-by-6s, 6 feet long and 4 to 6 inches apart.

Carl Steiert, the historical society's president, recalls that Black Diamond at one time had the deepest slope coal mine in the world, No. 11, which had 13 levels, each 500 feet apart, to a depth of more than a mile.

“It was good bituminous coal — low in sulphur,” Steiert says.

The historical society is planning to show off the work that's been done on the depot and the jail next Sunday from 11 a.m. to about 5 p.m. The handful of members who have been working on the projects are hoping to encourage some more volunteers to give them a hand.

Steiert says that originally he and Guidetti, Barner and **Bob Eaton** were devoting three or four hours every Thursday to the work, but “we went on strike for more cooperation.”

The one concrete result was the acquisition of a new worker, **Joe Romedo**. And the volunteers' wives, **Merle Romedo, Rose Guidetti** and **Ann Steiert**, agreed to provide the work crew with lunch so that now the “strikers” find themselves working all day instead of just half a day.

LYDIA MALGARINI-HARDIN

BY LIDIA MALGARINI-HARDIN

SUBMITTED BY DON MALGARINI

Born August 5, 1921 Black Diamond, WASHINGTON

My parents were Victor Malgarini-Italian immigrant came to America from Italy at 17 years of age. My mother was Easter Bartoluzzi also of Italian decent but was born and lived in Black Diamond all of her life. They had 11 children therefore; I had 6 sisters and 4 brothers.

Early years of my life were in Black Diamond, Washington a coal mining town of approximately 30 miles southeast of Seattle Washington. I do not remember my grandparents on either side. As for my parents, my mother was a homemaker, wonderful cook and a great seamstress. My father worked as a coal miner. He was killed in Jan 2, 1939 in a mine cave-in, he suffocated.

Early life; Birth – 5 years

I lived in the same house where I was born. It had 2 bedrooms, an attic large room upstairs, kitchen and dining room and cellar, an outside toilet and running water outside on the porch. We did not have electricity in my early days. We use kerosene lamps. All the children had to help with chores such as washing dishes, drying dishes, sweeping the porch, getting in wood. Then in summer we had a garden. WE always had pets such as rabbits, dogs, ducks and chickens.

I graduated salutatorian of my class (only 10 in my class). The subjects were similar to those of today; algebra, chemistry, English, math, typing, etc. Out high school did have a baseball and basketball

team but were not too competitive.

Usually on Sundays after dinner we'd sit on the porch and watch cars go by. On Sunday we'd each get a nickel for an ice cream cone. We were of the Catholic faith but there wasn't a catholic church neat so whenever we attended church we went with neighbors to the Presbyterian Church.

I really don't remember too much about the fall of the stock market 1929. I don't think the depression affected us as we were already poor.

DEPRESSION

To me is seemed we always had plenty to eat: Mother made all our clothes. She would can fruit and vegetables all summer preparing for the winter. We also always had a cow, so we had our own milk, butter and cheese. My father working in the coal mine still worked every day except Sunday. As a child I can remember always having birthday parties also on Halloween a party for neighborhood kids. My mother was great with parties. **S**ome games we played as a child – hop-scotch, jump rope, roll tires, walking on stilts, pop guns made from clothespins and inner tube. I didn't have many dolls. Kick the Can was another game.

ADOLESCENCE

Ages 6-16

I always enjoyed school, got along well with my peers and teachers. Home life then became

more difficult. My older sister was out of the home and the next sister married soon after graduation from High School. So I was left to help with the younger children and more chores such as scrubbing clothes on the scrub board before school on washdays. Our food was homemade breads, pasta, lots of salads, potatoes. Our meats were either canned or from a meat and vegetable truck that came door to door two times a week. We always had plenty of pastries.

Yes I can remember an incident getting into trouble by just saying "Wait a minute" after my mother asked me to do something.

On the 4th of July was always a great day for us as we'd go to Green River for a picnic. We always had some type of car. Sometimes neighbors would meet us there. This also was the time for watermelon, cooking out, usually a big pot of spaghetti. Wading in the river – dates and courting – usually our dating consisted of going to a dance hall with parents – where they'd be doing the polka etc. Other dates with neighborhood kids, no money spent; only music was phonograph. I liked Jazz music.

YOUNG ADULTHOOD – CAREER

Graduated from high school, then I left home and went to live with my older sister. My sister was working at Seattle General Hospital and got me a job as an aid working in the operating room.

Cleaning and sterilizing instruments. My salary was \$50 a month, two meals a day and uniform. I worked there for a year saving my money to go into nurses training. 1941 admitted to St. Joseph Infirmary, Tacoma, WASHINGTON as a student nurse. As a student nurse my sister would send me \$5 per month for spending money (only money I had for personal use).

ADULTHOOD

Marriage – I met my spouse, a sailor whose ship was docked t Tacoma for repairs. At this particular time I was working in surgery, the anesthetist invited Ralph to her home because he was someone from her hometown of Dalton, Georgia; she also invited me to dinner that night. We met and courted three months and

married March 13, 1944. He gave me a beautiful diamond ring also saying all those nice words men say. We were married by a priest in St Leo Cathedral Catholic Church. My roommate and one of my husband’s friends were the only attendants. The wedding dress was my Sunday best dress. We did not have a honeymoon as each had to go back to our special places after the weekend.

He went overseas soon after our marriage. I continued with my housing until I graduated in June 1945. I worked as an Industrial Nurse at Boeing Company until Sept 1945. Then I came to Georgia-alone on the train was a first for me. I never had been more than 30 miles from home in my lifetime. Met my in-laws – Ralph and I lived with them for a couple years.

Our first home was on Bliss Ave. in Atlanta, Georgia. Two Bedroom, one bath, living room, screen porch, French doors & kitchen. Married life was a great adjustment for me, many times I’d wish I could have gone back home. We had three children and I continued to work as a Registered Nurse. We moved to different towns in Georgia and in August 1959 we moved to Baxley, GA.

My children were in school and have all graduated from Appling County High School. As a young child, my son, was pretending to be superman and went through the French doors. We had to rush him to the hospital for stitches. We always tried to take the children places that were interesting and enjoyable to them.

905

Number of guests
visiting the
museum during the
fourth quarter of
2015

Be Our Guest

by Allison Stern

There were visitors from **15 States**: Alaska, Arizona, California, Florida, Hawaii, Illinois, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oregon, Texas, Wisconsin, Wyoming as well as Washington. There were also people visiting from other Countries, such as Canada, Egypt, and Ukraine.

Comments

Very nice

Cool

Neat

Beautiful

Good memories

Super

Wonderful history

Loved the train

One of the best

Great local history

Great

DONATIONS

We wish to thank the following for their generous donations during the 4th quarter of 2015 to the Black Diamond Historical Society.



CULTURE
KING COUNTY LODGING TAX

MEMORIAL DONATIONS

In Memory Of:

Jerry Rogers by Ramon & Jiovina Kravagna
Virginia Mills Tracy by the Nodelman Charitable Trust

GENERAL FUND DONATIONS MADE BY:

Nils & Lois Ladderud
Donna Marie Bortko
Black Diamond Eagles #1490

NEWSLETTER FUND DONATIONS MADE BY:

Nils & Lois Ladderud

**DONATIONS ARE ALSO WELCOME FOR -
ARCHIVE PRESERVATION FUND
HONORARIAM**

**FIRE TRUCK RESTORATION
FRANKLIN FUND
MINER'S DAY
SPECIAL PROJECTS
WELSH HERITGE DAY FUND
HOMETOWN CHRISTMAS FUND**



*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.



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



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? _____

BDHS Membership Fees

| | | |
|--------------------------|----------|--------------------------|
| Annual Individual | \$20.00 | <input type="checkbox"/> |
| Annual Family | \$30.00 | <input type="checkbox"/> |
| Annual Business | \$50.00 | <input type="checkbox"/> |
| Lifetime Individual | \$200.00 | <input type="checkbox"/> |
| Lifetime Family | \$300.00 | <input type="checkbox"/> |
| Newsletter Fund Donation | \$ _____ | |
| Other Donation _____ | \$ _____ | |
| Total Enclosed | \$ _____ | |

Make Check Payable to:

BDHS

Mail to:

**Black Diamond
Historical Society**

PO Box 232

Black Diamond, WA 98010

- New
- Renewal
- Cash
- Check
- Ck # _____

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)

WELCOME NEW & RETURNING MEMBERS

By Allison Stern, Membership Chairman



BULLETIN

Black Diamond Historical Society
PO Box 232 * Black Diamond, WA
98010-0232

Address Service Requested



Do you like Black Diamond history?

Come join the conversation on Facebook, Twitter, and our blog!

www.facebook.com/BlackDiamondHistory

www.twitter.com/BD_History

www.blackdiamondhistory.wordpress.com

And make sure to tell your friends, too.

NONPROFIT ORG.

U.S. POSTAGE

PAID

BLACK DIAMOND,

Washington

PERMIT No. 17