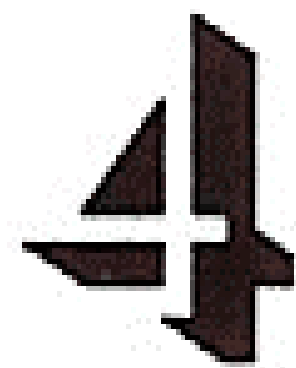


SMOKE & STEAM

Brought to you by the

**MEMBERS OF THE
BLACK DIAMOND
HISTORICAL SOCIETY/
MUSEUM**

**WE THANK THE CITY OF BLACK DIAMOND
AND 4CULTURE OF KING COUNTY FOR THEIR
GENEROUS SUPPORT.**



CULTURE
KING COUNTY LODGING TAX

COAL



COAL THAT IS OVER 1 MILLION YEARS OLD/ FULL OF ENGERGY/ MAKING MONEY FOR MINE OWNERS



ENERGY

WE ALL USE ENERGY TO KEEP WARM AND FOR COOKING OUR FOOD.

IN 1882, WHEN BLACK DIAMOND WAS FOUNDED, THE BEST SOURCE OF ENERGY WAS COAL.

THE BLACK DIAMOND COAL MINING COMPANY PURCHASED LAND AND SETTLED THE TOWN.

THE FIRST COAL MINE WAS OPENED BUT, THERE WAS A PROBLEM – HOW DO YOU GET THE COAL TO THE CUSTOMER?

THERE WERE NO ROADS, TRUCKS HAD NOT YET BEEN INVENTED BUT TRAINS HAD.

THE COLUMBIA & PUGET SOUND RAILROAD, FORMERLY THE SEATTLE & WALLA WALLA RAILROAD, SERVICED RENTON FROM SEATTLE AND DECIDED TO EXTEND THE RAILROAD UP THE MAPLE VALLEY GOING TO BLACK DIAMOND AND TO THE COAL MINING TOWN OF FRANKLIN.

RAILROAD 1884

THE COLUMBIA AND PUGET SOUND RAILROAD BEGAN LAYING TRACKS UP THE MAPLE VALLEY.

THEY HAD TO BUILD BRIDGES ACROSS THE CEDAR RIVER AT 4 PLACES.

THEY EMPLOYED CHINEESE WORKERS AND USED 300 MULES AND HORSES TO PULL AND DRAG EARTH MOVING EQUIPMENT.

IN TIME A 36 INCH WIDE NARROW GAUGE TRACK SYSTEM WAS CONSTRUCTED TO FRANKLIN.

THE LOCOMOTIVES WERE SMALL AS WERE THE TRAIN CARS CARRYING THE COAL.

THE STEAM LOCOMOTIVES REQUIRED FUEL, WOOD OR THE PREFERRED COAL, TO HEAT UP WATER TURNING IT INTO STEAM WHICH THE LOCOMOTIVE REQUIRED FOR IT'S ENGINE.

THE LOCOMOTIVES USED A LOT OF WATER AND A FILL-UP OF WATER WAS REQUIRED EVERY 20 MILES.

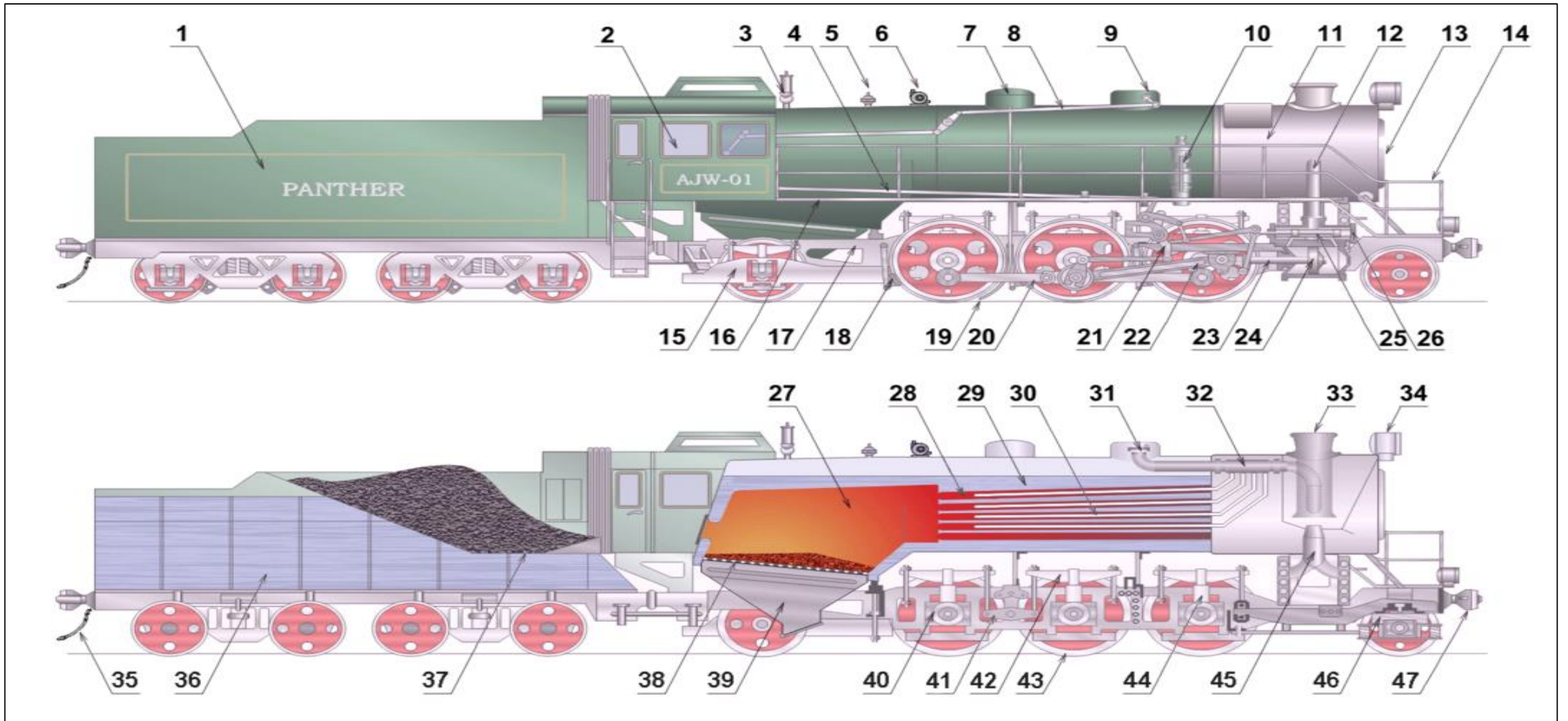
RAILROAD SCHEDULES WERE ALSO REQUIRED FOR PASSENGER SERVICE WHICH ALLOWED THE COAL TOWNS PEOPLE TO TRAVEL TO RENTON AND SEATTLE.

THE BLACK DIAMOND DEPOT WAS COMMISSIONED IN 1886 (NOW THE MUSEUM)

COLUMBIA & PUGET

SOUND RAILROAD
3 FOOT NARROW
GAUGE
LOCOMOTIVES

STEAM LOCOMOTIVE



C&PS RR LOCOMOTIVE "HYAK" 0-4-0



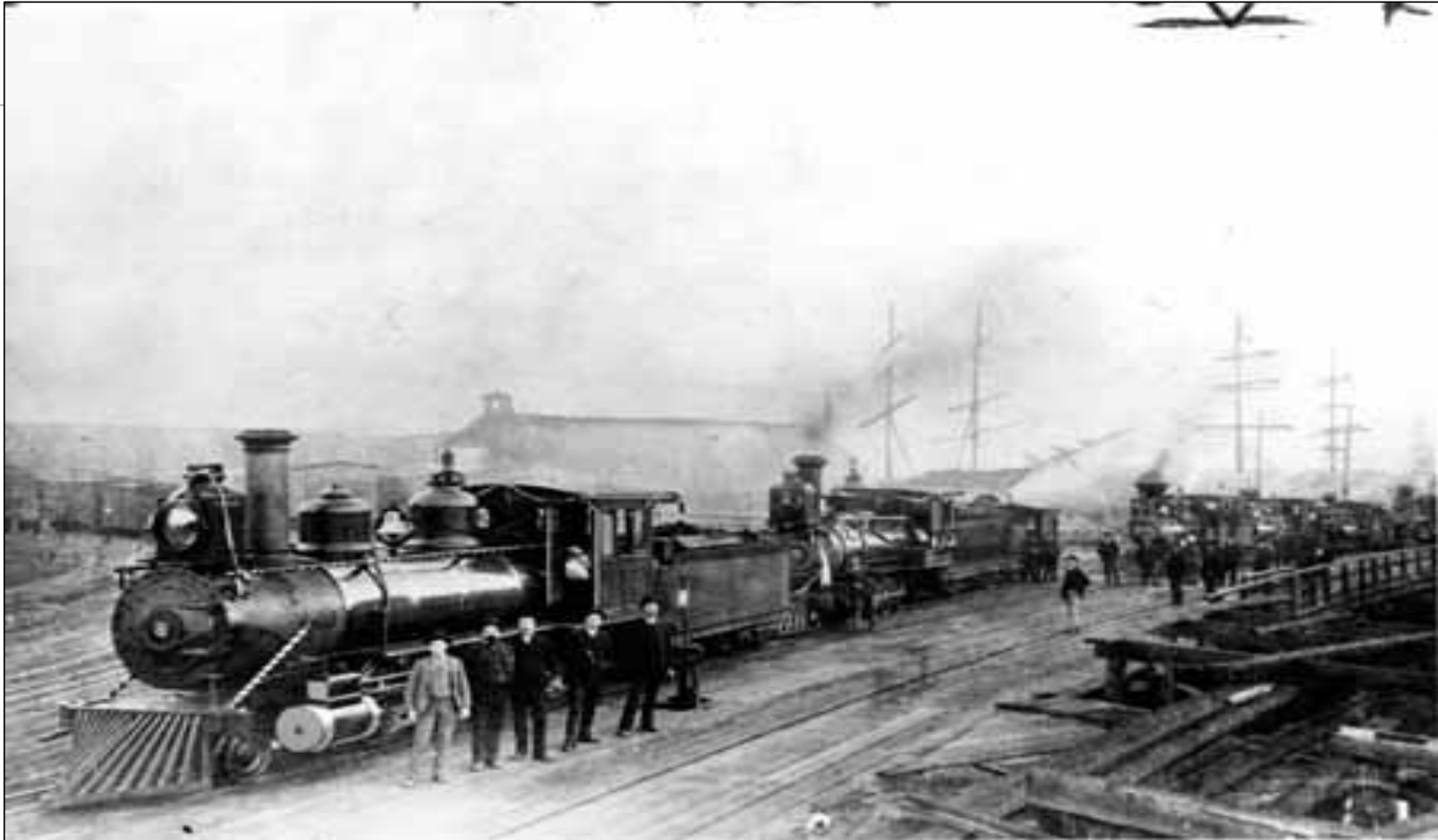
C&PS RR LOCOMOTIVE "DENNY" 0-6-0



C&PS RR "DENNY" ON ROUND TABLE



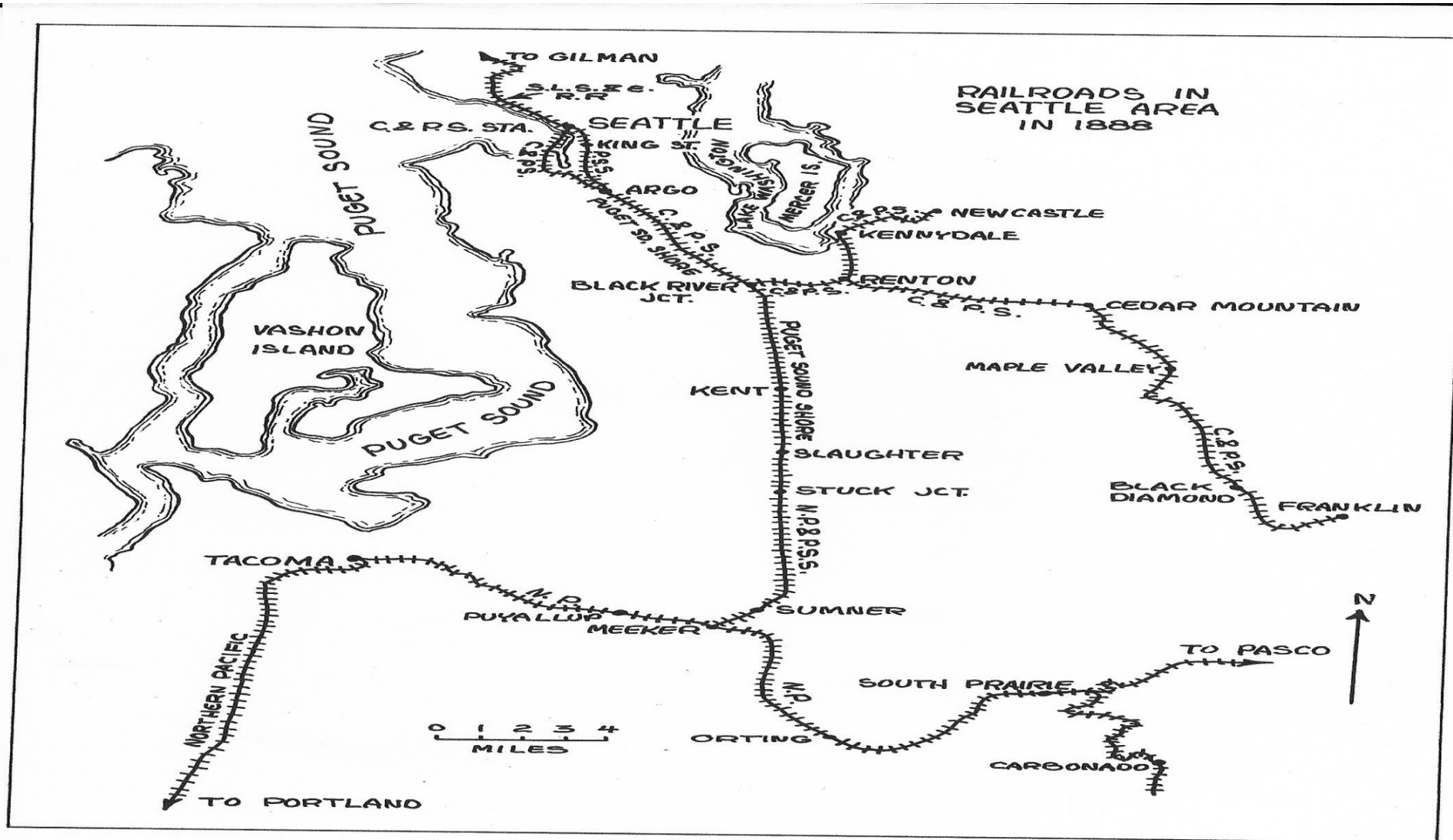
C&PS RR LINE UP OF LOCOMOTIVES



C&PS RR ENGINE #5 0-6-0



C & PS RAILROAD SERVES THE SEATTLE PORT, NEWCASTLE, RENTON, MAPLE VALLEY, BLACK DIAMOND, & FRANKLIN IN 1888 WITH PASSENGER AND COAL TRAINS



1897-8

THE COLUMBIA AND PUGET SOUND RAILROAD MAKES CHANGES:

FROM NARROW GAUGE 36 INCH TO STANDARD GAUGE 54 INCH WIDE.

NEW HEAVIER RAILS

NEW LARGER LOCOMOTIVES

NEW LARGER TRAIN CARS

NEW HEAVIER BUILT BRIDGES

Standard gauge 54 inch on left narrow gauge on right/ three tracks for now



C&PS RAILROAD #12 2-8-0 WITH CREW



RAILROAD FOR SALE

- **THE COLUMBIA & PUGET SOUND RAILROAD IS PURCHASED BY THE PACIFIC COAST COMPANY IN 1916.**
- **THIS WAS JUST PART OF WHAT THE PACIFIC COAST COMPANY PURCHASED WHICH INCLUDED 4 RAILROADS IN WASHINGTON STATE, COAL MINES, STEAMSHIPS, AND THE LEASE BY THE MILWAUKEE RAILWAY TO USE THE TRACKS FROM MAPLE VALLEY TO SEATTLE.**
- **THE FOLLOWING PHOTOS WILL SHOW SOME OF THE LOCOMOTIVES AND ROLLING STOCK OF BOTH THE COLUMBIA & PUGET SOUND RAILROAD AND THE PACIFIC COAST RAILROAD.**
- **BLACK DIAMOND AND ITS MINES WERE ALSO PURCHASED BY THE PACIFIC COAST COMPANY AND BECAME THE PROPERTY OF THE PACIFIC COAST COAL COMPANY AND THE RAILROAD NAME WAS CHANGED TO THE PACIFIC COAST RAILROAD.**

◦





GOOD SIZE LOGS





SMOKE AND SOOT





TAYLOR



SHADES ON HEAD LIGHT DURING WORLD WAR TWO/ on Renton streets









GETTING READY FOR A HEAVY LOAD/ BUT WATER UP FIRST











On the way to Hobart and Taylor







Plymouth locomotive in the Pacific Coast Railway



MAPLE

VALLEY

BRIDGE DOWN IN MAPLE VALLEY/ THE CEDAR RIVER DID A NASTY

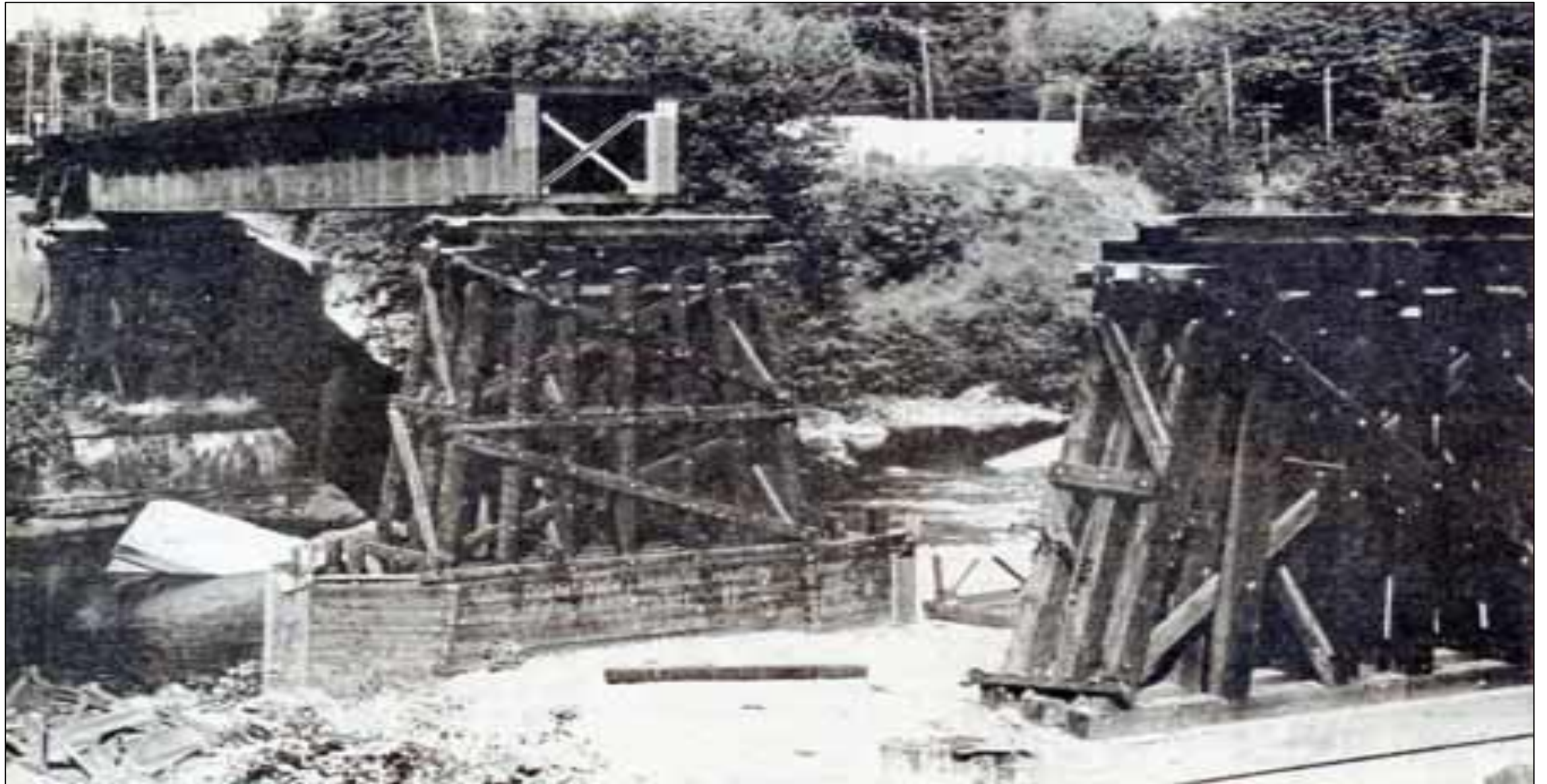


Property of Maple Valley Historical Society

MAPLE VALLEY CROSSING THE CEDAR RIVER



GOODBYE TRESSLE/ REMOVING THE TRESSLE



COAL

BUNKERS

COAL BUNKERS WHARF IN SEATTLE



COAL BUNKERS AT ELLIOT BAY



LOADING COAL AT THE PORT OF SEATTLE



READY TO LOAD COAL?



SEATTLE

PACIFIC COAST RAILROAD DEPOT ON IN SEATTLE





Property of Museum of History & Industry, Seattle

ROUND HOUSE IN SEATTLE



IN FRONT OF THE PACIFIC RAILROAD OFFICE



FRANKLIN

COAL TOWN OF FRANKLIN



FRANKLIN COAL MINE



FRANKLIN



FRANKLIN AFTER THE FIRE



FRANKLIN



FRANKLIN REBUILT STORE AFTER FIRE



FRANKLIN



Franklin



BLACK

DIAMOND

ALL ABOARD LEAVING BLACK DIAMOND FOR SEATTLE



CROSSING THE NORTHERN PACIFIC TRACKS



BRIDGE IS GONE BUT THE SUPORTS ARE STILL THERE



COAL CARS ON BLACK DIAMONDS RAILROAD AVENUE



MINE ELEVEN BUNKERS



PASSENGER TRAIN IN BLACK DIAMOND IN FRONT OF THE DEPOT



BLACK DIAMOND DEPOT



BLACK DIAMOND DEPOT



GETTING COAL TO MARKET AT BLACK DIAMONDS MINE ELEVEN





NEW BLACK DIAMOND COAL MINE ALONG HIGHWAY 169



NEW BLACK DIAMOND MINE SOMETIMES CALLED THE INDIAN COAL MINE



MILWAUKEE
ROAD

MILWAUKEE STEAM LOCOMOTIVE







MILWHALKEE ELECTRIC TRAIN ON PACIFIC COAST TRACKS – A LEASE AGREEMENT



IN THE LATE 1930'S OIL BEGAN TO REPLACE COAL AS A FAVORITE SOURCE OF ENERGY

Train Tracks were abandoned as mines were closed or trucks were used to transport coal.

1921 - 2 mile Bruce branch

1934 - 4.64 mile Franklin/ Kummer branch

1934 – 6.04 mile Newcastle branch

1941 – 8.9 mile Taylor branch

1944 – Black Diamond shortened to mine 11 plant

THE PACIFIC COAST RAILROAD IS SOLD TO THE GREAT NORTHERN RAILWAY IN 1951



GOODBYE STEAM LOCOMOTIVES



STEAM LOCOMOTIVES ARE REPLACED BY DIESEL ELECTRIC LOCOMOTIVE IN 1951



**GREAT NORTHERN RAILWAY CONTINUED TO USE
THE PACIFIC COAST RAILROAD NAME**

**THE TINY RAILROAD CONTINUED TO
HAUL COAL TO PLACES LIKE THE
UNIVERSITY OF WASHINGTON
DURING THE 1950'S**

◦ BUT THE END WAS NEAR

PREPARING TO ABANDON TRACKS TO BLACK DIAMOND

**EXCURSION TRAIN TO
BLACK DIAMOND IN 1958**

HEADED TO BLACK DAIMOND/ HIGHWAY 169 ON RIGHT



Excursion train to Black Diamond in 1958



NOTICE THE HOW THE TENDER CAR FROM LOCOMOTIVE #12 IS BEING USED



EXCURSION TRAIN CROSSING THE CEDAR IN MAPLE VALLEY





THE END OF OUR LITTLE RAILROAD!



All aboard!

PACIFIC COAST RAILROAD CO. TRAIN SCHEDULE EFFECTIVE SUNDAY, SEPTEMBER 21, 1924 <small>SUBJECT TO CHANGE WITHOUT NOTICE.</small>											
			No. 4 Daily Except Sunday	No. 7 Daily Except Sunday	No. 12 Daily Except Sunday	STATIONS		No. 21 Daily Except Sunday	No. 2 Daily Except Sunday	No. 1 Daily Except Sunday	
			P. M. 1:10	A. M. 10:10	A. M. 8:10	Lv.	SEATTLE	Ar.	P. M. 3:00		P. M. 5:20
			1:37	Thru. Van Wagon	Thru. Van Wagon		BLACK RIVER		Thru. Van Wagon		4:52
			1:39	Thru. Van Wagon	Thru. Van Wagon		EARLINGTON		Thru. Van Wagon		4:47
			1:50	10:55	9:00	Ar.	RENTON	Lv.	2:35		4:45
				10:55		Lv.	RENTON	Ar.		P. M. 12:50	
				11:15			KENNYDALE			12:35	
				11:30			OLD NEWCASTLE			12:18	
				11:40 A. M.		Ar.	NEWCASTLE	Lv.		12:10 P. M.	
			1:55		9:05	Lv.	RENTON	Ar.	2:30		4:45
			2:05		9:20		ELLIOTT		2:15		4:31
			2:15		9:30		CEDAR MOUNTAIN		1:55		4:25
			2:30		10:00	Ar.	MAPLE VALLEY	Lv.	1:40		4:15
					10:10	Lv.	MAPLE VALLEY	Ar.	1:30		
					10:17		ATKINSON		1:15		
					10:21		CRAMERS		1:11		
					10:27		PEACOCK		1:08		
					10:32		HOBART		1:05		
					11:05 A. M.	Ar.	TAYLOR	Lv.	12:30 P. M.		
			2:30			Lv.	MAPLE VALLEY	Ar.			4:15
			2:43				WILDERNESS				3:55
			2:50				HENRY'S				3:51
			3:05 P. M.			Ar.	BLACK DIAMOND	Lv.			3:40 P. M.

Now all that is left are memories.

The railroad right of ways were turned into walking and biking trails from here to Renton.

What if the right of ways could have been used for rapid transit?

Oh to have insight!

Thank you for watching!

Black Diamond Historical Society

Website: <http://blackdiamondmuseum.org>

Address: 32627 Railroad Avenue, Black Diamond, WA 98010
Mailing: PO Box 232, Black Diamond, WA 98020

Phone: 360-886-2142

Email: museum@blackdiamondmuseum.org

Visit the Black Diamond Museum for more information. Open Thursdays (9-4), Saturdays & Sundays (Noon-3 winter hours; Noon – 4 summer hours); except holidays. We are closed for a winter break from mid-December to early January. Check our calendar on the web site.

