

The following is Harold Pond, retired engineer of the Camas Prairie railroad.

HAL: How long have you worked with the Camas Prairie? ((Hereinafter referred to be FS as CP))

HP: I hired out on the railroad in 1928. I retired when I was just past 65. I'm 76 now. I was born in 1905 in May. I used to smoke these Dutch Master cigars about 3 a day, then they went up to 25¢ apiece so I finally quit about 10 years ago.

HAL: Did you work on another railroad before you came to CP?

HP: On the Northern Pacific. See, we all hired out on the NP; we belonged to the Burlington Northern and these engines been down here on loan to the CP, you might say.

HAL: There were UP engineers too?

HP: Oh yes, but this is a joint operation down here. Bill didn't explain that to you?

HAL: I know all this. ((Hal, looking at a picture, says "Tell me about this."))

HP: Well, we were helping the highball out of here, going to Spokane. And I was on the rear end. Rounding a curve just the other side of Merrill at about 2:30 in the afternoon and I noticed the coal coming off the tank, dropping down on the side. I knew something was wrong; the tank was down and the engine would be next. So I just dynamited the train--you know what that is? To dynamite the train you let all the air out of the train line and that sets the brakes. I did that and I told the fireman. I started out down the gangway and he says, "Where you going?" I said, "Come on. Get out of here." And I jumped. He finally took after. The engine went along probably for 100 feet and it just stopped and after it stopped it just laid over on its side. I never so anything like it.

HAL: What caused that?

HP: The tank wheels got on the ground somehow. I knew the engine would be next to go, so I had to dynamite it and get off. It was a funny sight to see see it die and lay over. And the darn wheels started working. You could see the wheels turning. Didn't bother me ~~XXX~~ at all while I was standing there watching it. Pretty soon people came along. A woman says, what do you think your wife would think? Then I got scared. That was 1948.

HAL: And you were a pusher then?

HP: Yeah, shoving the freight.

HAL: There would be a caboose behind you?

HP: Yeah, the box cars are up here, the caboose, and I was down here, behind everything.

HAL: And where would you cut off?

HP: Up at Howell, at the top of the hill, just this side of Moscow. Once in a while we'd go into Moscow when we had an extra heavy train, but usually cut off at Howell and come back.

HAL: Is that where the highway crosses over the track?

HP: NO. I haven't been up there for so long that I can't answer that. ((Hal, HP and HP's wife--looking at pictures))

HP: That's me. Taken about 3 miles this side of Grangeville. Taken one winter, 1948, snowbound.

HAL: What locomotive were you running here on this run?

HP: Northern Pacific 2-4-2, just like the Mikado.

HAL: One of the W's?

HP: Yeah, W-1, that's what that was. ((Looks at another picture and says)) "Believe this is a Union Pacific. We had half UP engines and

half NP."

look
back
photos

try
to
break

try
to
break

HAL: Now, you were going up to Moscow; wouldn't you be using an engine an NP engine?

HP: Mostly, yes. But if they were out of NP engines ~~KK~~ and they need an engine bad, they'd take a UP but they have to have permission from the head office to use it. Same thing going on from Lewiston to Riperia. You know, one year the Burlington Northern (used to be Northern Pacific) gets all the revenue off this entire division. The next year the UP gets it, and it just rotates like that. They had that agreement when they first came in here. The UP was in here first (Bill didn't tell you the date?) I think it was about 1902 when the UP came in here and went on to Grangeville.

HAL: UP went up there?

HP: Yeah, and the NP came in to Kendrick a year later and then came down to Arrow. Then they saw the revenue that the UP was getting out of here so there decided to build a road from Arrow to Stites. Then they got together and formed this ~~CANAM~~ Camas ~~Ferry~~ ^{Prairie}. One company would take the revenue one year, just rotate that.

HAL: I didn't realize UP had gone up their to Grangeville.

HP: Yeah. Then NP did the other, up to Headquarters and up to Stites. I'm misleading you there. The UP filled in there into Grangeville but the NP made some arrangements to take over the line and in return gave them the track from Lewiston to Riperia on the UP.

HAL: Because from here down to Riperia is all UP territory?

HAL: Did you go up to Headquarters, Stites, etc?

HP: Yeah, that's a beautiful trip on the log jobs, going out of Orofino up to Hdqtrs. Only about 40 miles up there but it's about a 15 hour job. The boys make it as soon as they can. They're away from home and they like the money so that's what happens. But anyhow, we all lived there in Orofino, 90% of us was in a rooming house called Mrs. Jensen's Rooming House. She kept all the railroad men--90% of them. The trainmen and those buggers would sleep in the caboose--didn't want a good clean bed. We found out that she was saving silver dollars so that at the end of the week, we'd all pay her off in silver dollars. Anyhow, you'd get out of there in the morning, I'd say with 80 cars with an engine on the front and a helper on the back. We'd go up 15 miles and then we'd take water and then we'd shove on ahead and the rear helper would take water, the engineer would oil around his engine and in about 15 minutes we'd take off another 10 miles up to Old Mill. At Old Mill he'd switch off 3 or 4 cars, of lumber probably, about every other day. Then you'd go on up to Hdqtrs. Then you'd go on up to JP and switch around there. Sometimes they'd set out a dozen empties at the JP Mill there. Then we'd go on over to Hdqtrs and back our train into Hdqtrs on the long track up there; cut off our engines and go down the main track to the boarding car where the company paid for a cook and a bunker. Of course we had to pay for our own meals but this woman used to have pretty nice meals there. We'd sit around for 45 minutes, get a good meal, come out and go to work.

HAL: Was there a "Y" at Hdqtrs?

HP: Yeah. Then we'd come up the mill--I think about 15 carloads of logs ~~I~~ was the limit for two of us, maybe 20.

HAL: 15 cars? Well you took 100 up!

HP: Empties. This was some grade coming out of Hdqtrs, probably 1 1/2% grade up the summit. Then we set out this bunch there at the summit and go back and get the other 20, or whatever it was and bring those up. Then we'd fold them together there at the summit and come on down and start picking up loads all the way down and then we was supposed to bring 85 cars down the hill. I came down there one time with 87--I didn't know I had that many, but we got by all right.

HAL: What could have been the problem? What could have happened?

HP: Train line too long, break in two, or something. Too much weight. 90 pounds air pressure.

HAL: Would there be any problem getting that up with a train that heavy?

HP: Yes, you'd have to watch. You've just got your double pump on the engine and whenever you draw down so much air you can't hold it too long. Got to reverse it to rebuild that, because if your main line pressure went below 40 pounds you wouldn't be able to work your brakes--they'd give way on you. When you have full pressure of 90 pounds on the hill, if a train line ever brakes it lets all the air out and sets your brakes. And you've got to get busy and set hand brakes or you might roll away. I come down there once one evening I was right this side of Old Mill. I had a fella firing for me, older man than I was. We come down there and a draw bar fell between the cars and broke the air line. There was about 18 to 20 inches of snow there, too. I said, "George, I hate to ask you, but can you go back and set a few hand brakes?" George set about 3 hand brakes and said, "I can't go any farther." So I just took the weight of the engine and give it steam and shoved it against the train to hold it. But that time we was there about 30 minutes, a brakeman walked over and helped us out and we finally coupled it up. But that's the stuff you have to look out for.

HAL: How could you drop a draw bar?

HP: They get so confounded rotten they just fall down. No very often that happens but in this case it did.

HAL: You said you would take 15 cars up to summit from Hdqtrs and then go back and pick up 20 more, is that what you call doubling the hill?

HP: Yes. I'm not sure but I think it was about 17 that we took up there at a time.

HAL: How many cars would your siding hold there at summit?

HP: 40 cars or 45. Sometimes we tripled the hill. When they filled up at Hdqtrs we'd make two trips of 20 and put 40 in there and then go back for the third trip and back them all in there, pull them all out, and then we'd go out with 60 cars. You know, one day up there they were loading (before we got diesels) (before '54--probably '52, '53) these were lumberjacks loading car poles on that passing track up there at the summit and there's a nice little grade going out of there. So they wanted to move this car ahead--had it about 2/3 loaded, and they didn't know how to work the hand brake, or something, but anyhow it started going ahead and, you know, that thing took off and went clear across through JP, headed down the big hill and got down there to Forks and it jumped the tracks around a curve--just cleared the track nicely. A darned freight was coming up probably an hour away. If that thing had of hit them head on why he would have been a massacre. They did call ahead, that's right,

HAL: When you think back on your stint with Camas Prairie are there any outstanding events?

HP: Going East one night on a night logger between here and Orofino, we get out of here 8, 9 or 10 o'clock at night and usually have about 85 cars behind us. It must have been about 11 or 11:30, snowing pretty bad, and I knew every curve, every rock, I always looked on a special curve--you go over a little bridge and there's kind of a cliff on the left hand side where a lot of rocks come down sometimes--sometimes small, sometimes big. But this night I got a little bit tired and ~~XX~~ I just turned it over to Bob before we made this curve--this was a diesel. I just sat down and looked out through the front window, snoing to beat hell, and I saw a shadow in the middle of the track and I knew something was wrong. I said to Bob, "Dynamite her. Lug her." He did and we stopped that train in front of a nice big rock the size of this table. That's one thing that happens--you get to feeling these things. You know when you run these engines your rear end is a feeler--you feel things right through your rear end. It's hard to explain.

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HAL: I know what you mean. That's nothing that's in the book.

HP: 'Nother night I was firing with a fellow called Bill Glibler, a little small German boy, good guy to get along with. We had a small train that night and it was the spring of the year and the water was running high and we went over a little bridge right this side of Lenore about half way between Arrow and Orofino, about milepost 13 or 14. We went over this bridge, it was raining cats and dogs, I was leaning over the seat box--this was a hand fired engine--kinda resting for a minute. I noticed how the engine dipped down. The more I thought about it I said, "Bill, before we go back over that track let's get the section man out and inspect that." He says, "All right, what the trouble?" I says, "I felt that engine go down." "We better have that inspected before we go over it." The next morning when we got down to Lenore, there was a big red flag right in the middle of the track. Come to find out, that bridge was half washed out. We was there 29 hours. That's one thing that stands out.

XX HAL: Did you like working for CP?

HP: Very much. I could have gone back to Spokane but down here we didn't have any of those red lights or semaphores. It was pretty good. No long runs and mostly daylight work too. I didn't have enough seniority to hold some jobs so I had night loggers.

HAL: Did you do any yard switching too?

HP: Yeah, a lot of it.

HAL: I don't know anything about that. What's involved there?

HP: Before I go any father now, I've got to tell you a little story about the loggers. In the morning, just about this time of the year, I'd been on duty I imagine about 15 hours I pulled into the yard there at ((sounds like Fourbay)) stopped by the switch and the brakeman threw the switch and I come on in and I fell asleep. On my right there was a string of logs and if I hadn;t woke up I'd have hit that string of logs. But, as luck would have it, I just woke up in time to give myself time to slow down. I never once let down on the job after that. Anyhow, you asked about switching days. That is a pretty decent job.

HAL: That's always daytime or is is nights?

HP: Either one, 8 hours a day or night. I was lucky I had the 730 switch engine downtown here for 3 years I'd get home about 2:30 in the afternoon. Never go out of town; carry your lunch and be home in your own bed every time. Usually had a pretty good bunch of switchmen around. One time, when I first went switching o n the NP, I hadn;t been working more than about a month and the confounded engineers, Bill Johnson, sayd, "Kid, you want to try this?" I said, "All right." So I got over there. "'Twas a little small coal burner. I got over there and took the signals the switchman give me, and tried to kick it. I figured I was kicking. The next morning the switchman come up and said, 'Kid, were you running that engine last night?' I said, ~~XXXXXX~~ "Yeah". He said, "For Christs' sake, when I give you a sign to kick em, kick em."

HAL: What di you mean 'kick them'?

HP: Wide on it then cut the car off and the car runs free.

HAL: In ~~XXX~~ other words, you were too gentle?

HP: So, when he told me that I thought, it's no responsibility of mine after its cut off. So the next night when he give me a kick sign I let him have it. That's all that was ever said.

HAL: Were the trains much longer? Did you have many more cars to work with when you were engineer than now, do you think?

HP: Yes, business has fell down about 60-75%. You ought to have walked out there and seen that roundhouse. 3-4 years ago they had about 150 personnel out there, in the fire department, roundhouse, officers, roundhouse foremen--there'd be the fellow to talk to--but he's like a vegetable.

HAL: Who's that? HP: Banks. HAL: Oh yes, I met Herb last summer.

Spokane
Ch 11

Spokane
Ch 11

Spokane
Ch 9

HP: He's a prince of a man.

HAL: He gave me some photos he had. He's down in Pasco now. His wife was not well and he moved because the climate was better and they have relatives there. Sometime since last summer he moved there.

HP: He was a hell of a fine fella. One of the best. He's the guy that instructed me on air for these locomotives and I went to Spokane and those fellows up there figured that since I was from down here I didn't know anything about it. So the examiner up there, I don't know if he was trying to trick me, but he says "Explain all you know about this ET air." I saidn, "What do you want to know about it?" He says, "Go ahead and tell me." So I started in. I went all the way through it. I heard some fellows in the back of the room say, "Shut up, don't stop him; he's doing all right." So I give Banks the credit for that.

HAL: Well, everybody I've talked to has a lot of praise for Herb Banks.

HP: He wrote me 2-3 years ago a hell of a nice letter--just a personal letter that anybody would be proud to have, and you know, I, like a damned fool, tore it up! Wife give me hell for that. Don't know why I did it. It showed what the man thought of me. I know when I was down here if anything went wrong on an engine I'd go to him.

HP: Now, to get back to your question about personnel out there. Well, now they've got 2 machinists on days and a foreman out there. At nights I guess there's just 2 machinist. The car department used to have 35 to 40 working. Now they've got a total of 6.

HAL: Now look, Harold. In the days of steam, wouldn't it have been necessary to have more ~~XXXXXX~~ people available to service these locomotives than diesel, say?

HP: That is correct. HAL: So the drop in personnel is not totally due to the lack of business? HP: 90% of it is, maybe 75%. You know, those steam engines, they used to have a boiler washer, to clean the boilers out. They'd run a big brush through those flues in there. Seems like it took more machinists to handle the heavy work. There was more work on the steam than there was on the diesel. I think that's the reason why they went to diesels.

HAL: And if there was major work on a diesel, wouldn't that be set up for Hilliard so somewhere, anyway? The NP used to go to Livingston. Then they finally cut Livingston out then they sent them to Tacoma. Now I don't know where they go. Incidentally, that engine that Bill Hart put in the river, that 1702,*that went to Hilliard. Was up there for a year. They completely remodelled that. You wouldn;t know that. After that it was a good engine.

HAL: I'm not supposed to tell any of the people in the office down there, but I rode the train up yesterday on 1702. HP: Rode it up? Where to?

HAL: Well, I went as far as Ferdinand. Very good young engineer on there too. I thought he handled that train beautifully.

HP: What was his name? HAL: Jerry Craig. HP: Didn't know him.

HAL: No, he's only been here about 3 years. Young fellow.

HP: He's one of those fellows who went to that school there in Spokane. You went as far as Ferdinand? How'd you come back?

HAL: By car. Frankly, I've ridden locomotives before and I've not run into anybody that could have handled that as gently as he did. It was just like he was working with a passenger train.

HP: That's good. How many cars did he have?

HAL: Oh, about 45.

HP: That means business is picking up. Not too long ago--about a year ago, they used to have tri-weekly up there. Then before that still tri-weekly I gues. Then they cut it down to two trips a week. Now its one.

* diesel
GP-10
A-10

Harold Pond -6-

HAL: These, except for a couple of loggers--finished lumber--whatever those things are called, they had these with a division along the middle. All the rest of them were grain hoppers.

HP: You went over that Lawyer Canyon bridge then? HAL: Yeah.

HP: Go through that tunnel? HAL: Well, I went all the way from North ((?)) all the way up to Ferdinand. ~~E~~

HP: Going through tunnel 1, did you~~K~~ have to hold anything over your nose? The horseshoe tunnel.

HAL: Yeah. And it's so loud. I took a bunch of pictures on the way up. But they're not supposed to know that down in the office.

HP: Who was the conductor? HAL: Dan Waite. HP: Don't know him.

HAL: He said he's been here since about 1970.

HP: I retired in 72. What kind of ~~XXXXXXXXXXXX~~ a looking fellow was he? HAL: He white hair, sort of reddish blonde hair--it was long. I don't know how to describe him. Nice ~~XXXX~~ looking man. His teeth were a little bit prominent. I'd say he was early or mid-thirties. He's in the phone book here.

HP: You talked about this job of switching around here. Several years ago there was quite a few men on the rip track and we had to get over and whenever you get over onto the rip track you get a clearance.

HAL: Let me ask you a question. I don't know. What is a rip track?

HP: A rip track is where they repair these cars. ~~E~~ Put in cars in there that need brakes, new shoes. Down here they've got 4 short tracks, probably each track might hold 10 cars.

End of tape.

This is another tape, which continues the conversation with Harold Pond

HP: Before you get on this rip track you have to go to the rip track foreman and he'd give you clearance, saying that all tracks was free. the Workers would be standing on the side. They had no business being under a car or around the car or between them. So, one morning along about 9 o'clock we had to get on the track this side of the rip track and we didn't need a clearance.

HAL: Was this the stub or spur? HP: This was a spur. It was actually #11; we had to get on there to put a tank car in there. We cut off this tank car and run it into a caboose that was in there. Just as we hit that caboose, some rip track man stepped between the caboose and another car and got a draw bar right in the stomach. He ~~XXXXXX~~ lived, I think about an hour. He had no business stepping between those two cars. That's what happens.

HAL: I get accident reports from the Federal Railroad Administration because I'm interested in what ~~XXXX~~ happens. The great majority of accidents are just the kind that you're talking about. Somebody's not watching or not careful. Most people, when you talk about accidents, think it's a highway crossing thing, but that's minor.

HP: I was ~~was~~ always very lucky on those highway crossings. I never hit a car; never had one hit me. I always went through them like I had real authority and I figured they'd stop and if they run into me it would be their fault, so I'd always slide right over, blow a long whistle. Mighty fortunate that way.

HAL: Well, often there are people who want to beat the train there and they don't make it.

HP: Another example of not making up --up near Cherry Lane a few years ago, there was an extra train out of Hdqtrs, had a bunch of logs behind them and two steam engines. About 7:30 8 o'clock on a nice morning like today and some woman went across, thought she was going to beat it. Anyhow the engines hit her and cut her into little chunks of mincemeat.

HAL: This was steam or diesel? HP: Steam.

HAL: Would steam engines be damaged more or less than diesels in an accident, generally speaking? HP: That is something you've got me on. Course you've got that steam cylinder--it's all metal. A diesel you got those steps up there. I can't hardly answer that. That's one you should have hit Bill with.

HAL: I would guess that a diesel would be damaged more. Aren;t those steam engines pretty darn solid? HP: Yes they are. I'd kind of lean that way, that the diesel would be damaged more.

HP: They didn't have radio, did they, when you had steam?

HP: No. I guess radios came with the first diesels, about 1954.

HAL: What were your responsibilities in keepign steam locomotives operating properly? How much did you have to do?

HP: As a fireman or engineer? ~~END~~ HAL: Engineer.

HP: As engineer, about all I had to do was to see that the fireman filled the lubricator. Lubricator had little valves on it; you drop oil into the pump and it would draw up into each cylinder. Then all the engineer had to do was go around and oil his engine in different spots--side rods; see that the sanders were all working. The fireman, he had to measure the oil; see that the tank was full of water; get fresh drinking water on the engine.

HAL: Was your water that you used for the boiler, around here, was it pretty good -- was it hard--did you have any problems with it?

HP: As far as I know, there were no problems whatsoever. We'd just fill up the tank and that's all there was to it. Take the tanks up there on the Orofino branch, that was pretty good clear water. Good drinking water. No trouble in that respect.

HAL: Did you run passenger trains too?

HP: Very little.

HAL: Where did you go with passengers?

HP: Grangeville and Stites.

HAL: What would a manifest be for passengers--how many cars?

HP: Down here? Usually a baggage car and one coach. That's all.

HAL: What locomotive would you use for that?

HP: Use 1300--that's an GS-4 or a light Pacific. That light Pacific was a pretty fast one, that's a UP style.

HAL: This is helping me now because I've got photographs with numbers and the numbers show. But I don't know about the different classes. Just for fun, do you remember the number of the one you ran.

HP: 1374 and 1352. One of those was on display down at Pasco.

Haven't they got an engine on display up there at Spokane out there at one of the parks? 1306 or some such number? It would be light Pacific. I had one on the Orofino logger one night and it was hotter than a pistol and dry like this, I come down around through Peck and I used just a little bit of straight air and a spark blew off and set the country on fire. I think that engine is on display at Pasco. Maybe its Walla Walla.

HAL: The Inland Empire Railway Historical Assoc has a steam locomotive there--it's on the fairgrounds.

HP: Wait now, wait now--~~XXXXXXXXXX~~ that was there during the World's Fair, wasn't it? It's a large locomotive. I'm not sure but what its a ~~MYXXYYXXXXXXKXKXXXXXXKXKXXXXXXKXKXXXXXX~~ Mallory, it's articulated.

~~XXXX~~ HAL: No, I don't think that's a Mallory--not that big.

HP: As I remember, somebody--Bob Alexander, you never met that lad?

There'd been a dandy for you to talk to. He took 100,000 pictures of different locomotives. He's been dead for 3-4 years. He took a picture of a switch engine up there at ~~Heartwater~~^{Park} and had it put on the back of a postcard and used it for Christmas cards. If you could get ahold of his wife--they live up there at ((~~Heartwater?~~ or Parkwater?)) She's one that ~~X~~ loves to talk. She might have a lot of pictures. I don't know what they would do with them. They'd take a trip to Europe every other year. They went like bums--they'd carry one suitcase; do their laundry in somebody's private home and stay with them free of charge. Anyhow, they took all kinds of pictures and they used to go round to these different meetings and show these pictures.

HAL: Let me get my clamp board because I'm sure Alexander.....You know, an interesting thing, when I came up here two years ago somebody told me about the Herb Banks collection and the County Museum. Well, I have been there and gotten lots of copies and they said, you know, he's passed away. And I said that to several people--Herb Banks isn't living any more. One person said--I just got this letter from him two weeks ago! So I went up there and I talked with him, and I said, "Herb, you don't look very dead to me." He looked sort of puzzled and I said, "Well, several people said you'd died." He laughed.

Mrs. Pond: I thought of Howard Benson or Wayne Nicols.

HP: He lives up here.

HAL: One person I wanted to get ahold of is gone for the summer.

HP: You didn't go over to see Ashburn's display did you? He's got a room displaying a lot of railroad stuff.

HAL: Tell me, is he over by the river?

HP: Yes. HAL: I visted him two years ago and he does have a lot of things which are not necessarily Camas Prairie; but of course I wanted just Camas Praisie stuff.

Photo 2
in front

Mrs. Pound: This Bob Alexander, he was possibly taking pictures. That was his hobby; and he took pictures of every engine he could find. He kept notes on that stuff too. Course he's dead but his wife might have some stuff. To reach her, get ahold of the boy, he's a bookkeeper or something--David Alexander. Box 11555, Park Water Station, Spokane, Washington 99211. Another good one--Wayne Nichols.

HP: I don't know if he'd be much use to you. He was just a fireman. A doctor broke off a needle in his lower extremities and he can't sit down now. That was years ago. He likes to remember stories about people.

HP: Your best bet is to get hold of those pictures of Alexander's.

HAL: Did you ever heard of a man by the name of Doc Dockin? Al Dockin?

HP: No.

HAL: He was an agent, I'm not sure where, whether here or on the way up to Moscow or something. He had a lot of pictures and he is in Spokane now. I went to see him and he acted very peculiar--I thought maybe he was drunk--and he told me that he did have a lot of photos--good ones. Several people said he had good ones. They were burned in a fire about two years ago and he lost almost all of them. The reason he was acting peculiar was that just a couple of days before I saw him, he'd had a stroke. And here he was--alone, nobody taking care of him. He and his wife had had a spat.

HP: The name presses a button but I can't remember.

HP: But that man Alexander, if he was alive he'd be a help. He was one of the engineers on that train from Hdqtrs that run over that car and killed that woman.

HAL: What do you know about Earl Cash?

HP: He used to be bridge and building foreman.

HAL: I talked with him. I didn't seem to get very far with him.

HP: He's quite an old man. He got promoted bridge and building inspector, or something, for the railroad, and then they fired him. Not generally known. He gave him 60 days to turn in his resignation. I guess he wasn't capable. This happened years ago. He didn't get along with the manager at that time.

HAL: Harwood? HP: No, Harwood's a prince of a man. He used to be an operator up there on the UP, Spokane. He retired here 17-18 years ago and they imported a young lad from down south--32 year old man--Pruitt. Gave him the job of general manager which I think might have been a mistake. He hadn't had experience.

HAL: That just changed this year? HP: Yeah, a month or so ago.

HAL: He was trainmaster before that. HP: Just about a month.

HAL: (Ingredulous--only a month?) HP: Maybe two. He decided to retire. I think he was in 19 years and it takes 20 years to retire for an official. I've never met this man Pruitt. I think he probably had a little political pull--probably his dad was a big shot and put the kid in and sent him up here for the experience.

HAL: Seems like he's awfully young for that job. He took me up last year on the high rail up to Hdqtrs then also from Craigmont back down here. We talked quite a bit and he's definitely a company man. He was very fair about things.

HP: But I'd sure have loved to have you talk to this man Alexander.

HAL: I'll certainly try to reach his wife and I hope if I do write her....

HP: She has another boy down south some place.

HAL: You must have had a coaling tower here for the steam engines?

HP: Oh yes, yes. And oil tanks, and all that. The coal shute used to take about 2 cars of coal. They'd run it up an incline--pull it up with a cable; get it up on top and dump it down inside the shute. There were about 3 shutes on each side. They'd bring the engines up, drop the shute down and pull a lever to raise the catch and the coal would come down and fill up the tank.

*find photo
car 330
+ guide track
OK 11*

HAL: That was down here near the roundhouse?

HP: Sure. Been torn down now for several years. Incidentally, they're talking about tearing that roundhouse down too. They're only 3-4 stalls out there now; used to have about 9. They took the foreman away from the rip track here ~~KKK~~ a couple weeks ago and put the foreman of the roundhouse over both of them. Only half dozen men on the rip track now, half a dozen in the roundhouse. Post Hole Johnson--he was a farmer--nobody knows how he ever got the job of roundhouse foreman. You remember Patterson? There was a dandy roundhouse foreman. Right up to snuff on everything.

HAL: ~~XXXXX~~ Patterson--does he have a son working here?

HP: Yes.

HAL: THAT'S the man--~~not~~ not Alexander, it was Patterson. ~~X~~

HP: Son is a switchman. Patterson is living but retired--been retired for a year or more. They didn't have anybody who would take the job as foreman, so they picked this Post Hole Johnson. They offered to one other guy but he was an alcoholic.

HAL: Did you have many ~~XXXXXX~~ problems with alcoholism? Not you, personally, but just generally.

HP: This mustn't go any farther if I tell you.

HAL: I think you've answered the question. That surprises me because I read about this. ~~XX~~ Do you know why it was a problem?

HP: I can't answer that. But personally, I never took a glass of beer or whiskey in my life. I won't mention any names but anyhow, one night when I was on the Stites run out of Orofino, got up there one night and two of the brakemen had been drinking. Now I only had two brakemen and a conductor, so I picked ~~XX~~ the soberest one. I ~~XXX~~ said, you take your friend and put him in the caboose and lock the door. That's what happened. We did our work slow and I was awful careful. That was just one case. Leaving Orofino they had put a couple of women in the caboose. Then they had liquor and a party all the way up there, I guess.

HAL: In the mail I get monthly magazines that Nor~~work~~ and Western and the Santa Fe put out and in every issue there's ~~XXXX~~ something to do with trying to prevent alcoholism--clinics to go to, and all that. What is there about railroading that promotes alcoholism?

HP: I don't know. I was telling you about that machinist out here that was a dandy machinist but alcohol got to him. The company was good enough to send him over to Missoula and dried him out for 8-10 months. He straightened himself out and he's right here right now, one of the finest machinists you ever saw.

HAL: I'm just curious as to why, if indeed there is, more alcoholism among railroad workers.

HP: The railroad is not hard work, by any means. These trainmen get out and ride; they get to a station and maybe have 20-30 minutes work. Then they get together again and ride again. Get out and work. Just killing time, I would say. Just want something to do.

HAL: With railroading the consequences of being drunk could be graver than a lot of other jobs.

HP: Yes. We had a man on the down-river line, he'd come to work drunk and finally, one day Harwood run into this little guy, saw he was drunk, and just pulled him off the service right there. Never took him back.

HAL: How could they allow somebody to go out who was drunk?

HP: You can't hardly avoid it. You're an engineer--your drunk--everybody knows that you're drunk but if anybody would turn you in he'd get fired and you'd get a black eye for turning him in. Now, those two brakemen I had up there, I could have turned them in. It was a hazard working with them. But, as luck would have it, I got by with it.

HP: Funny thing, now I can't tell you offhand of anybody who doesn't drink.

HAL: I can't think of anything else.(Talks about copying picture, etc.) Also talks about Nelson, B.C.

HAL: Do you know any engineers up there on the CP?

HP: Yes. James Young and Johnny (())--he died a year ago--can't remember his last name.