

Hal's interview with Bill Clem

HR: You ran steam locomotives here?

BC: Yes. Again, because of bridge restrictions, The UP did run some bigger power up the Riparia to Lewiston. The NP did run the W-3 class locomotive down from Spokane to Lewiston but the branch lines-- again, because of bridge restrictions, -- were not allowed to add anything bigger than W-1 or the UP class MacArthur engine.

Hal: What were they?

Mikado

BC: Those would be 282's. ~~XXXXXX~~ Mikes? Yes. On the UP they called them Mikados until the war and then they changed them to MacArthur's because of the Japanese implication. The locomotives were all interchangeable, in other words, one day you might use a UP engine and the next day you might use an NP engine. Up on the headwaters branch you might have a UP engine on the head end and an NP on the helper; or you might have two UP helpers up the Grangeville branch..

Hal: Were these coal or ~~XX~~ oil fired?

BC: The UP engines, with the exception of two MacArthur's, were all oil fired engines. The MacArthur's were coal fire engines. The NP had assigned down here only 3 oil burners, class W oil burners, and, out of necessity they were used almost exclusively on the Headquarters branch because of the fire hazard going up in the forests up there. Very seldom did they use a coal burning engine especially during the hot summer months on the headquarters branch.

Hal: Where did the coal come from?

BC: Most of the coal was a Rosalind coal ~~xxxx~~ from around Ellensburg and Cle Elum on the NP. There was a little bit of Montana coal; Bear Creek coal, I think it was called. Bear Creek coal was a real nice coal to use on hand fired engines because it was kind of a nut-sized coal, whereby the Rosalind coal was quite a bit finer coal, sort of a stoker grade coal. Then, of course, they did have the Rosebud coal from Montana but that was strictly a lignite coal. Any poor fireman who had a hand-fired engine and Rosebud coal, he didn't straighten up until he got to where it was going..

Hal: Were any of these steam locomotives automatic fire or were they all hand fired?

BC: The NP W's only had two stoker fired engines down here. And the UP the two Mikados were stoker fired; the rest of them down here were all hand fired engines. A class S-4 which would be a ten wheeler, 460; they had quite a few. ~~xxxxxxx~~ On the NP side they were all hand fired; and several class W that were hand fired. I think the switch engines were all oil, as I recall.

Hal: What type were the switch engines?

BC: We had some L-9's that were coal fired ~~XX~~ engines. They were 060. ~~XXXXX~~ Almost all of the steam switch engines were 060's.

Hal: But as large as a MacArthur went up Grangeville?

BC: Yes.

Hal: What was the tonnage, roughly, of that locomotive?

BC: Gosh, it seems to me a class W engine was 500 tons. I can remember when we were dumping gravel up the mountain and we had 15 ~~cars~~ cars of gravel and it took 3 engines to get the 15 cars up the mountain, but of course they weighed roughly 100 tons per car. We had 3 Mikes to take those 15 cars up.

Hal: They were 500 tons? BC Yes.

Hal: That would be 100,000 pounds. No, a million pounds.

Hand Photos

Photo Captions ?

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Photos ?

Hal: I didn't realize they were that heavy.

BC: Now we're talking about trailing tonnage.

Hal: What do you mean trailing tonnage?

BC: You asked how much they could take up, didn't you? I'm not giving ~~MAXX~~ you the weight of the engines. I'm giving you the trailing tonnage.

Hal: Oh, I see. It took three of those to haul 500 tons up.

BC: No, 15 cars. One Mike would haul 500 tons up the mountain which is 5, 100-ton cars.

Hal: You don't know what the weight of the locomotive was, do you?

BC: Yes, I've got it downstairs.. I'd have to look that up.

Hal: So lots of time you'd have two or three locomotives on the train going up to Grangeville?

BC: Very seldom you didn't have a helper. In fact, I can remember the NP train from Spokane to Lewiston, they called it the "Highball", train 661 and 662 and they would run two or three sections of that train to Lewiston. This is right after the War, to pick up the lumber and grain and haul it to Spokane and then to go East or West, as the case might be. And they would have 2 Class W-3 engines on the head end of that train and then we'd put a temporary hump on out of Lewiston and he would shove that train up to Howell which is just this side of Moscow, Idaho, up the top of the ~~the~~ Kendrick Mountains.

Hal: That's between Troy and Moscow?

BC: No, that would be between Kendrick and Howell. We made as many as humps in one day with the steam engine up there. Everywhere we went down there we had a helper. There was a regular, assigned helper on the Headquarters log branch up there. Two steam engines, that was normal; one on the head end and one on the rear end.

Hal: When they cut out as helpers, what did they do? Go back?

BC: Not on the headquarters line because they went all the way through to Headquarters, mainly because the summit of the mountain ~~XXXXXXXXXX~~ forest subdivision is $7\frac{1}{2}$ miles from headquarters so you have 34 miles to the summit and then 7 miles down and then you've still got to come up with the loads again.

Hal: ~~XXXXXXXXXXXXXXXXXXXX~~ How much difference, if you know, was there between W-1 and W-3 class?

BC: A lot of difference in the power. The W-3 was a much heavier locomotive.

Hal: It just was a heavier, more powerful engine? BC: Right.

BC: Here again, a little personal~~ized~~ aspect of this: I can't tell you when exactly, but I would say about 1948, my first trip as an engineer on the road (I'd run switch engines) but my first road trip as an engineer, I was the engineer on the second engine of the train from Spokane to Lewiston. And the engineer on the first engine was my Dad. My wife's father was a conductor and he spent a lot of his time on the passenger train between Spokane and Lewiston. There were two trains each way a day at that time. At that time I was a fireman on that particular run--this was about 1946-47. Those were all hand fired engines of the class 0-4. They were the only 2200's which were a 4-6-2. They were real small Pacifics. It was quite a long job; it was 148 actual miles from Spokane to Lewiston by rail and then of course out of Kendrick you had your mountain grade from Kendrick up to the top of the hill and you started shovelling ~~the~~ coal there and you didn't stop til you got to the top. It would ~~take~~ take you a little less than a hour to get up there. As I started to say, her father was a conductor and I was a fireman at the time. One night my Dad got the job as an extra engineer so I had my Dad as a engineer, and my father in law for a conductor and my brother in law was the brakeman--all on the same train.

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HAL: How many tons of coal would you shovel between Kendrick and Troy, or wherever was the top?

BC: I would imagine about 2 to 2½ tons. When the movie train was here (making movie "Breakheart Pass") ~~XXXXXXXXXXXX~~ the regular fireman was called back because of a death in the family, this Everett Roore who owned the locomotive and was running it almost exclusively anyway, he was a retired UP engineer; he had an engine watchman who took care of the engine at night, greased it and kept the steam up, and so he was going to let this engine watchman fire the locomotive this particular day going up the mountain, and we had all passenger cars on this movie train, etc., and the helicopter all positioned to take pictures of this thing going up the mountain. We got a half mile out of the cul de sac and it died because of lack of steam. So, I was on the locomotive and I told the boy, "Now you start shoveling when we leave here. Don't stop. You just keep shoveling." Roore, that engineer, he liked to make that engine bark and make a lot of smoke and steam. He was not really using the engine too efficiently, because it was for show purposes. I mean, there was a reason for it. But nevertheless, I took off my coat and ~~XXX~~ stripped down to my ~~XX~~ Tee shirt, with snow on the ground yet. So I started shoveling coal and we got the steam up. All the time the helicopter was overhead and the director was screaming, "Let's go. Let's go." So pretty soon we got the train moving again and I shoveled from there to Reuben's--that took us about an hour and 15 minutes and in that time we put in 6 tons of coal. I didn't think I could still do it, but I did anyway.

Hal: It's funny; whenever there are rail fans wanting to take pictures they have run byes which I think are funny anyway. They just pour clouds of smoke. Apparently this is the idea of what it is supposed to look like when a train is really going somewhere.

BC: By the same token, during that movie ~~XXX~~, actually the cylinder cocks of a locomotive were put there to expel the water during the initial start of the train; you open the cylinder cocks so you that won't have water in a cylinder and blow a cylinder ~~XXXXX~~ head; and you have the steam coming out, but the movie people, they thought that was great too. But you never see a train with the cylinder cocks open going down the track; it just isn't done. But boy, when they wanted to film, they kept shouting put steam, put steam, and you'd open up the cylinder cocks and the steam would be coming out as you were going down the track. Well, that just isn't done. That is not according to Hoyle.

Hal: The damn movie people, they don't know what's going on half the time anyway. Were there any particular incidents; er, you didn't actually do repair but you supervised repair, didn't you?

BC: Yes. Well, on the diesels I actually did a lot of it down here.

Hal: What happened -- I'm trying to get some of your personal experiences. Well, let's take 1702, that got dumped in the water, somewhere. What was the story on that? How did that happen? What was done to it to repair it, and all that?

BC: ~~XXXXX~~ Well, it was a cold night on the Tuesday before Thanksgiving, I can't remember what year now, but I could look it up. Actually, it was a Monday night, because it was early Tuesday morning when I got a call about 2:30 in the morning and they said they were having air troubles--trouble getting air through the train--for the night logger.

Hal: Is that coming from Headquarters?

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Breakheart Pass

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BC: The night logger is the train that made connections at Orofino with the two trains from Headquarters as well as one from Kamiah. And this train started out at Orofino and he would bring the loads from all three trains--the Headquarters local, the ~~JP~~ local and the Kamiah local--into Lewiston and then he would pick up the empties at Lewiston and go back to Orofino the same night so that the ~~XXXX~~ empties would be available for those three trains the next morning out of Orofino. This particular night, I got a call about 2:30 in the morning and I went down there and lo and behold, they had 180 cars and it was a cold night, and it was pretty rough on the ~~lea~~ leakage of the train line because of such a long train and the cold weather. So, anyway, finally ~~XXXX~~ we had two or three fireman out there and myself, with radios, and we finally tracked down the leaks and we got trainline pressure in the caboose sufficient to make a legal air test, which we did, and finally got out of town. By that time it was almost 5 o'clock, as I recall, in the morning.

Hal: What is legal minimum pressure in the ~~X~~ caboose?

BC: Ok, in other words, on that train, the rule states that you must have within 15 pounds of standard pressure and the standard pressure was 75 pounds, so they had to have a 60 pound trainline. So, anyway, they finally left town and I was thinking there's no way that the train is going to get to Orofino, if they had any trouble at all, there was no way they were going to get to Orofino within their allotted ~~XXXXXX~~ hours of service, according to federal law. So, I drove to Orofino, and I had a company car, I did not have a rail car, I just had a highway car, and I sat at the depot at Orofino waiting for them to come in.

I had the radio on and pretty soon I heard, "Mayday, Mayday, Mayday!" "We're on fire and we're in the river." So I got on the radio and finally got through to them and they said they were at milepost 22, and they had hit a rockslide and gone into the river. Well, they had 5 GP-9's on the train that night and 180 cars. I called the section foreman at Orofino and got him down to the depot and we took his motor car and headed down the track to where this train was in trouble. And there was a tremendous rock slide--I'd say the rocks were as large as locomotives, and he had come around the corner at about 20-22 miles an hour when the headlights picked up the rocks he put the brakes into emergency but he had no chance of stopping. The lead locomotive actually climbed the rocks, turned over on its side, and went down with its nose in the river. There was no fireman, but the head brakeman and the engineer--the head brakeman got out in pretty good shape, but the engineer had to swim around the engine in that cold river water to get out of the mess. And when it turned over, of course the lube oil spilled and one locomotive did catch on fire. The second unit was derailed and pointed towards the river and the third unit was partially derailed. Back about 90 cars--just about half way back, there were 5 or 6 log cars that were jackknifed from the force of the collision. We had to blow (dynamite) those rocks out of there and I've got some pictures, with great big boulders still stuck in the doorways and the windows. I'll see if I can find them.

HAL: There ~~xxx~~ ought to be at least one "wreck" picture in the book.

BC: This doggone thing ~~was~~ we finally had to build a platform so that we could try to reach out with our wrecker truck and lift the front of that second locomotive up to put it back on the tracks. The first locomotive we didn't have to worry about because it was down with its nose in the river, and out of the way. Incidentally, I am still a little bitter because the Coast Guard, of all people, came up and fined the railroad for polluting the river because of the slight oil sheen down river a little ways. If an auto or truck went in the river they sure as hell wouldn't be fining anyone, and this was an act of God as far as we were concerned. But nevertheless, the railroad was fined because of a little

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sheen of oil on the river. It was not extensive; the Fish & Game took no exception to it. We finally got this other ~~XXXX~~ locomotive after working up there all night and the next day, we finally got that doggone thing back on the tracks--this is the second locomotive.

The way it turned out, we couldn't use the wrecker truck because it was too hazardous, we were afraid we'd dump IT over the bank, this big wrecker truck with the boom on it to lift the locomotive. We had to use jacks and we would jack and slide, jack and slide, ~~and~~ and finally we got that locomotive slide over and got it out of there. The last day we worked it snowed about 15 inches and we had one heck of a time with that 15 inches of snow, getting that mess up to Orofino.

Hal: How'd you get the jackknifed log cars back on?

BC: We sent another locomotive out of Lewiston and he pulled the rear portion of the train back as far as Arrow Junction, I believe. Then we hired a private contractor to come in with a D-9 Cat and he run up the track about one mile from Peck up to where the cars were derailed, and with the D-9 he winched and shoved and pulled to clear the track and get those out of the way. The track was repaired then the locomotive from Lewiston pulled the rest of the train back. Finally, we got everything out of the way, repaired the track, got the rock slide cleared up, and we were back in business again that weekend, but it was Thanksgiving weekend so we were pretty well closed down anyway.

Hal: Had you gotten the 1702 out by then?

BC: No. The 1702 was not out until the next Spring. We loaded two big boom trucks--I mean BIG boom trucks--on flat cars; then we had to build ramps for them and unload them at the site of the derailment. We also had three D-9 Cats up there trying to pull that 1702 back out of the river, where it would be parallel to the track so that the Cats could pick it up. Mo the wheels and trucks were out from under this thing, so that would constitute probably 15 tons--at least 15 tons--maybe a little bit more than that even. I would say a heck of a lot more than that.

Hal: Yeah, yeah, because ordinary freight car truck is what, 5 or 6 tons?

BC: I think 15 tons per truck might be more like it. But anyway, those engines weigh about 125 tons and this brought it down to considerably less than 100 tons, what they had to lift. But at one time they had the three D-9 Cats, all with big winches on them, trying to winch that locomotive out and it just pulled the Cats backwards. So we brought up two locomotives from Lewiston and I was on a locomotive myself, and we set the brakes on the locomotives and anchored the D-9's to the locomotives and it pulled the two locomotives up the track. So, by sanding the rails when one of the D-9's was ready to pull, I put the two locomotives in reverse and we finally pulled that 1702 up out of the drink and got it parallel and then they picked it up--of course they had picked up the trucks and set them on the track--and then they picked up this body and and put it on to the trucks.

GP 1702

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BC: On the Headquarters branch, this was the case of one of the NP oil burners, #1648 and they were going up to Hdqtrs branch and they hit a slip-off and the locomotive turned over on the left side and slid down into a hole. We had another bad one, I think it was in 1953, they had 3 or 4 steam engines involved and a snowplow. There was a fatality involved there. The passenger train was at the wrong place and the snow was very bad and so they sent out a --and a freight train was up there too, the local from Grangeville was up there somewhere--they sent a snow plow out with a wedge plow with two locomotives and a caboose. He got up there and he picked up the passenger train and they picked up the local also, so he had two trains, and 4 engines was what they had altogether and they went tearing up through the country and at (sounds like "Fenn") Idaho they derailed--the coal car derailed but they weren't aware of it. The snow was so deep it stayed on the track until they got to the first switch at Grangeville then everything went "Kaput" and they turned the locomotives over.

HAL: You mean all the way from Craigmill up to Grangeville it was off the track?

BC: Oh no, from Fenn it was off the track.

HAL: That's about how far from Grangeville?

BC: About six miles. Heck, as far as that's concerned, we had a steam rotary snow plow we used for years and years, and we had an engineer on the rotary, we had a fireman--it was oil fired--and then we had an engineer and a fireman on the pusher--two diesel pushers. We were up there trying to get through a snow cut probably 15 feet deep one night. I was up on the highway watching them. And as I was watching them, the snow plow started sideways. Well, I ran down the bank. The engineer evidently was not aware of it at all. He couldn't see a thing. I ran down there and hollered at them, "Shut it off. You're derailed. Shut it off." So he shut the thing off and it was pretty bad. It was way off the track but it was in the cut and they had just about a tunnel cut through there already.

HAL: Little cuts up high there are sort of deceiving, but that's where you run into trouble isn't it?

BC: You bet. I told the engineer on the pusher, "You start this thing back. Open up those diesels. If you can get moving, don't stop. I don't care what happens, don't stop til I holler at you on the radio." Doggone, he finally got that derailed plow started back--when right back but here was this big snow bank and he couldn't go anywhere backwards except stay right next to the track. As soon as he got clear of the cut, I hollered on the radio for him to stop and take the wheels right next to the track. We frogged it on and away he went. You know, on the Grangeville branch it only takes 2-3 inches of snow to fill the cuts. You don't very often get a heavy snowfall up there. But on the Hdqtrs branch you get 6 to 8 feet of snow, but it doesn't blow. That's the difference between the two.

HAL: Did you have to do a lot of snow plowing up toward Hdqtrs then?

BC: Almost every year you were up there with not only the rotary plow but you had a spreader. You'd take a Jordan spread up there with wings on it so that you'd clean out the log yards and make room for log loading, because at Hdqtrs you had 4 or 5 tracks ant at JP you had 4 or 5 tracks and you had to use them all. You had to keep moving that snow over and you had to get rid of it.

HAL: This is looking back to the Moscow/Arrow area. I came down there the other day and I was looking at the tracks particularly and wondering if there was any traffic down there, but they must be running down there now.

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BC: I think once or twice a week they go to ~~K&N~~ Kendrick.
HAL: Yeah, but I was under the impression that they didn't use any of that part at all. But they do? What about their tying into the ("Benemot"???) line?

BC: I think that's the general consensus. I don't know exactly what the deal will be there. Actually, after you leave Moscow you got Troy and Kenny and Julietta. A pretty good size sawmill at Julietta that did give them some business and that might be the salvation there, I don't know.

HAL: Is there some talk of about Camus Ferry wanting to get that?

BC: Not really. But if it were to be salvaged that would be the ideal situation, to go from Arrow Junction as far as Kendrick with Camus Ferry crews, rather than have to come down the mountain just to get one car and go back up again.

HAL: Would that mean significant business? ~~NA~~

BC: No, I don't think they're moving that much. Then again, Kendrick, if I recall, ~~XXXXXX~~ Lewis Grain Growers have the elevators at Kendrick, if I remember, now I'm not sure about that. Also, Julietta. Lewis Grain Growers is almost exclusively trucking now and with their big barge facilities on the ~~K&N~~ river at Lewiston.

HAL: Well, what else is interesting? Any unusual problems in maintenance ~~NA~~ or in the repair of steam locomotives that you can recall?

BC: No, it wasn't too bad. They had a very excellent maintenance force up at Kalispay. The former roundhouse foreman was just a natural mechanical man and he was exceptional. However, he's been retired for quite some time--he lives in Washington now.

HAL: Oh, I know--Herb Banks.

BC: His replacement --or one of them was--Allen Patterson who's now retired. Pat was another real good roundhouse foreman and the motor power was well taken care of all the way through and really, you did not have too much problem, especially with steam engines. Because when they came in Banks had everything right on the button.

HAL: Do you know the story of when he went up--not too long ago--well, maybe it was a while back, to get an old locomotive and bring it to South Dakota, or somewhere?

BC: That was the old 684. It was a NP locomotive once and they sold it to Nezperce railroad. But NP decided they wanted a locomotive so they lined up the Lewiston forces under the direction of Mr. Banks, to go up and repair that locomotive for movement. They brought it down to Lewiston and worked it over some more to get it in suitable operating condition ~~X~~ as far as towing was concerned, and went to Spokane and I don't remember ~~XXXXXX~~ what they did. It comes to mind that they loaded it on a flat car got it back to St. Paul and then they really worked it over and they now use it as an exhibition locomotive.

HAL: Is it operable?

BC: No, no steam. But for a long time it was sitting the the Pasco roundhouse.

HAL: When was that, that it was ~~KK~~ taken out of Nezperce.

BC: Well, it had to be before I'd say early 50's.

HAL: And Herb was in charge of that whole ting?

BC: Yes. There again, I have colored slides of that old 684.

BC: I can tell you another interesting story. The Nezperce RR got ahold of--a believe they were old Plymouth-- locomotives. Plymouth diesel.

HAL: The ones they have now, you mean?

Epilogue

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BC: No, no, no. These were oldtimers. No, those were steam engines that I'm thinking about. Anyway, they had two of them. I won't say now; it's funny, I can't remember this. We had a derailment on the Camas Prairie on the mountain going down, I guess it was. Called for two engines and then came and pulled the train backwards up the mountain. ((This apparently was "Joe Lutz"))

HAL: Because you didn't have any motor power on the other side?

BC: Right. But they brought both locomotives over but they were not multiple controlled--that's why I think they were diesel--but I just can't quite remember.

HAL: I've seen pictures of them before they got these GE's, they had some with a little cab at one end and a motor out in front. Kind of funny looking.

BC: Right. Well, this guy he tied the throttle open on one and ran back and got on the other one and he had ropes and strings and everything else, wire, running from one engine to the other to try to control the throttle. It was quite a sight.

HAL: They did the job?

BC: Oh yeah, they finally got it up there. They didn't take but a few cars at a time, but they got it up.

HAL: The ~~XXXX~~ motto of that is, always keep some motor cars on the uphand side.

BC: Our problem was we could never get enough motor power to run what we had.

HAL: Is he operating again? ((Joe Lutz??))

BC: No.

HAL: But he's got all those rail box cars off?

BC: I don't know that. I guess he has; I don't know. I know he had them up there for a long time. He got into quite a fight with them.

HAL: Well I heard he got pretty good rent out of that, didn't he?

BC: Oh yes, but the trouble is he kind of abandoned the line and so the ICC ~~XXXXXX~~ said they must not been anything wrong with the line--you've got cars sitting on it and they got into quite an arguement.

HAL: Sort of like if you're listed as a common carrier you'd better start carrying? How long has just Lutz owned that?

BC: Late 50's I think or early 60's.

HAL: Is he a very approachable man?

BC: He's a heck of aguy. A nice guy.

HAL: I want to go see him. I want to get ahold of him if I can.

BC: I see him quite often. He's a millionaire rancher.

HAL: I heard that, yeah. He lives in Nezperce doesn't he?

BC: In fact, when you go from the town of Craigmont to Nezperce, when you go up that way, when you get up to the curve where you're going south into Nezperce he owns a big ranch right ahead of that.

HAL: What's your feeling about the CP? Did you enjoy it? Did you like it as a railroad company?

BC: I was tickled to death to be able to come back down here. It was a lot of work because I was alone--no relief. I couldn't ask for a better manager to work for.

HAL: You mean Harwood?

BC: Right. Had it been anyone else, I'd probably have asked to get out of here on retirement. As long as I got along with Joe--he was a good man to work for--no problems. Tickled to be able to stay as long as I did.

HAL: Everybody says the ^{Prairie} Camasray is a unique railroad because it's owned by two companies. In your opinion, what are the things that make it unique?

BC: Well, for instance. Let's go into the traffic aspects of it. You had a UP agent down here. You had a ^{BURLINGTON} Burns and ^{NORTHERN}-----?----- down here.

Each of them was trying to procure business for his own railraod. Then you also had a Camas Prairie agent down here. The Camas Prairie agent

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as well as all of the officers on the Camas Prairie, had to be absolutely important. Consequently the CP agent, he was out there trying to get business. All he wanted was railroad business. But he couldn't say "ship UP" or "ship BN". It was up to the other two agents. So, in a way it was kind of funny because here you had three agents, one of them was after railroad business and the other two were out for business for their own railroads. Revenues were divided on a per mile basis, anyway. Even the agents out on the line, they would say, have to ask the shipper how he wanted to go. They were prohibited from showing any partiality as far as which railroad they'd ship on. Used to be on the ~~XXXXXX~~ locals up at Grangeville, you had to separate your cars. You had to keep you NP cars in one block and your UP in another block. Some NP cars would go down river to Pasco; others would go to Spokane. You actually had three separate blocks for that train. Well, then they got to where the yard did all the segregation as far as switching the cars into separate blocks.

HAL: Did you find in actual practice there was real impartiality?

BC: Mr. Harwin^{ag} insisted upon it and there was. No other way.

Down there after the merger from the Great Northern side, those guys had never really been on the Grangeville branch, but they'd say, "Oh well, we've handled trains on 3% down into Nelson, BC." And it is, I've been up there since then and paid particular attention to the track.

HAL: Did you used to go up there?

BC: No, I have been up there since then just to look. You know, one fellow, I took him up there and we went up the mountain to about mile post 17 where you could look up and see the upper level. Before that, I'd told him about this Nezperce railroad up on top--a 14 mile railroad. He looked up there and said, "Is that the Nezperce railroad up there?" I kind of gave him a line of baloney. The further up we went it finally dawned on him that that's where we were going. Anyway, he changed his mind in a hurry and told me, you don't have to do anything, I'll make it. He said, "You're going to be here to come down the mountain with me, aren't you?" When he saw the place he wanted somebody to ride with him. On this particular day we had probably 40 cars and 2 GP-9's and I'd warned him about stopping with the train bunched. Here, again, we had' the retaining valves set on the cars. We stopped and he got off the locomotive to stretch. At about that timethe retaining valve started letting it go and bang, bang, bang goes ~~XX~~ the train and he's down on the ground! He had to run like heck to get on so he could get the brake set again. If he had been alone, you see what could have happened?

BC: A very unusual incident happened in 1954 when they had these little gas/electric cars--old galloping mooses, they called them. We ran them up to Grangeville and another up to Stites. I had an engineer I was breaking in on that gas electric car. Here again, it was a simple matter. It~~x~~ was something like a street car, you might say. So we got to Orofino and I had some business to take care of there. I told him I was going to stay there and for him to go to Stites, turn the engine on the "Y". All he had with him was a conductor--he didn't have any brakeman then you pick me up at Orofino coming back. So, away he went. Coming back into Orofino at the main crossing above the depot--no signals there but I could hear him whistle. I walked out and at that time a great big truck with a full trailer load of lumber was starting right across in track. I could look up there and see the engineer jump out the window of that gas-electric car. He probably slowed down to 15 or 20 miles an hour but he jumped. Somehow the truck got out of the way. The gas electric car came down and just stopped short of the depot. And the conductor, he got off. X He signaled the engineer to go ahead

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some more. I said, "Charlie, your engineer's back there" And there he was, walking down the track.

HAL: When did they start to use those gas and electrics?

BC: Long before I....

HAL: Did they ever use RDC's?

BC: Not on the Camas Prairie. They used RDC's between Spokane and Lewiston. RDC's did come into Lewiston, strictly on the NP side.

HAL: I've been talking with Bill Clem and this is July 8th, I believe, or 9th. No, August. Bill was trainmaster and road foreman for the Camas Prairie railroad.