

September 23, 2004 starting at the trail at the um World Museum of Mining getting on we're at the Orphan Girl crossing with Kevin Shannon and Leno Bazzenella.

Kevin: At the Orphan Girl there were two services here to the Orphan Girl arc track, and the Orphan Girl Lumber spur and the next service was the Montana Power here we used to spot a car on the Orphan Girl Lumber for the Montana Power and the what was in the car was the odor that comes with natural gas, they come with and natural gas is odorless but they used to put a car at least once a month in here, and we had to insulate all the 8 wheels with cardboard because of it being very inflammable.

Leno: ?? there the beer bus there when ah, oh the ma, or what ever it was and they had their beer bus and it was in that gully right where the stadium is now.

Kevin: A lot of that was because of the gas rations and stuff Ellen

Ellen: So they couldn't go very far?

Kevin: They couldn't go very, they couldn't get gas.

Ellen: Here dad.

Kevin: Is it on EI?

Ellen: It's on, the little red button

Kevin: How do you turn it off?

Ellen: The little black button behind the red button.

Kevin: The Orphan Girl loaded 8 cars of ore a day, and it was a mix of ah, manganese and zinc, it was in the, a lot of it was mined in the mag country and they'd tag it what it was when we'd load them, but we never took it up the hill, we took it on to Rocker we run out to Rocker and load the ore and then take it back because of its distance from the hill and like I say, this here area here is the Montana Power and that's where they put the odor in the natural gas right here, and when we spotted the car because of its inflammability, we'd have to insulate each one of the wheels with cardboard. But they were the first services out at Rocker was the Orphan Girl and Montana Power, the Montana Power got a car of that odor about once a month.

Ellen: Okay, when did they put that in?

Kevin: When did they put it in? Christ, during the war or

Leno: This plant, yeah it was after I started on the BA&P yeah.

Ellen: When did you start on the BA&P Leno?

Leno: 1940

Ellen: 1940

Leno: So this plant was built after

Kevin: I started on 1939 June,

Ellen: Okay. And what was your occupation on the Kevin

Kevin: I started on a section hand a gandy dancer

Ellen: And Leno

Kevin: Then I went switching Leno started as a fireman

Ellen: Okay. Do you have a name for this curve?

Kevin: No just the only curve name was the hog ranch and that's about a mile behind us

Leno: The curve up ahead of us was called the School of Mines curve

Ellen: Okay

Leno: I think we went around that way

Ellen: Alright

Kevin: We're coming up in the area of the School of Mines there, ah the story of the School of Mines was that W.P.A. started the bean bowl, they called it the bean bowl, they were working on Leonard Field there and ah, they rip rapped it all with rock and then they build a road, or they dug out a road along the side of the track, and they were going to move the track over and widen out the south end of Leonard Field to make it a standard field, and but they never quite got the job done the WPA become abandoned in 1941 and they never quite got the job done. But out of that ah, F & S picked up the road and used it to back fill the subsidence area of the Emma and the Travonia mines, they mined too close to the surface and the town begun to subside so they had to back fill it and the sand pit out to the flat and behind what we call Lyons motor, that pit was used to back fill the Emma and the Travonia and so that's the size of the that sand pit it gives you an indication of the size of the area that had to be backfilled. But ah, shaft they used to backfill it was called the Desperation, and the reason that they brought it so far up the hill was to use the BAP because gas was rationed and they didn't couldn't get the gas to operate the trucks and then the war ended before they got it done and gas become plentiful so they used trucks to backfill the belly dumps.

This area here a lot of little kids used to out waving at the trains and also in this area here, there was a little kid in the middle of the track one day, we were coming down with a drag of ore, and Peanuts Bennett who was the engineer and he had the firemen running the engine for him he got off and ran ahead and grabbed the kid out of the middle of the track, Peanuts got a medal for it for saving a little kids life.

Ellen: Really, right in here huh?

Kevin: Right in here.

Ellen: Okay and Leno, when we get around in front of...

Kevin: This is what is called the School of Mines curve you can see the work the WPA done just ahead of us here, in digging that bank out to make the road wide enough to move the track out so they could enlarge Leonard Field to a standard field and here to the left you can see the rip rapped wall on Leonard Field

Ellen: Okay, I'll have a stop right about here in my signage that I...

Kevin: The bean bowl got it's name because of the young people working in there rip rapping doing all this stone work which they call rip rapping and um, building stairs up thru here and on planting all these trees them trees come out of Brown's Gulch, they were dug up around our ranch out in Brown's Gulch and the road was going to widen out here, the railroad, to make this a standard field,

Ellen: Okay

Leno: And at one time there was a hockey rink in...Everybody used to skate here, they had ah, two rinks one that was surrounded with a fence that was a hockey rink and then they had another one, Gert skated on there when she was a little girl

Ellen: Oh really

Leno: they lived right up here yeah,

Ellen: Oh good.

Kevin: The mines had a hockey team

Ellen: Let's pull forward

Kevin: This was all done with pick and shovel and wheel barrows and ah, the rock formation here to the right was tough digging but they it was all hand work, with the

WPA and all this tunnels and stuff that was here at Tech, or the School of Mines as we called it were all done by the WPA, the stone work is just tremendous

Ellen: Okay

Kevin: Park Street starts the northwest side, this is the lower northwest side, the northwest side ran from Park Street clean up to almost in to Walkerville, to the reservoir anyhow, and ah, it was a neighborhood that was usually run by the Lester's, they outnumbered most of the people.

Ellen: Alright

Kevin: Park Street crossing here they killed a guy on this crossing when run, ah run into a train so then that's when they put the flagman, the flagman was on this corner here on the southwest, ah southeast corner because of the accidentally killing the man. During the war, the batteries become so hard to get and rationing they took the battery lamps away from the flagmen and they gave them kerosene lamps ah, they ah an orange and a red one, and then they'd have to hang them outside, they couldn't take them in the shack because it would gas them and they hung outside all the time. They stayed lit all the time.

Ellen: Where was the shack?

Kevin: The shack was on the south

Leno: Southeast corner

Kevin: Southeast corner

Leno: On the left across there

Ellen: Okay, and when did they kill the guy?

Kevin: Oh, I got no idea, I'd say around 1937.

Ellen: Okay.

Kevin: Long before my time, but I remember when they all, when your grandfather had to hire a flagman and it was Albert *Abject* that was hired? And your uncle Frankie Larson

Ellen: Now how fast would you be going through here?

Kevin: Well,

Leno: 20 maybe?

Kevin: You, you, that's your department.

Leno: Probably 20

Ellen: 20 Miles an hour

Leno: Yeah, 15 or 20 miles an hour

Kevin: Course, you, you had a sixty-five car train filled with 55 ton in each car it was the weight was shoving you down the hill.

Ellen: Going back, but now are you going empty

Kevin: Up

Ellen: You were going empty up,

Kevin: Yes,

Ellen: And you're going 20 miles an hour empty,

Leno: Maybe 15

Kevin: Well maybe

Ellen: Okay, good

Leno: About all

Ellen: That's about all? Okay

Leno: It was pretty slow really; I don't remember a speed limit here ah,  
Kevin: There was no slower that I knew of here,  
Leno: The main line had speed limits, but this, this did too I think, but I forget what it is,  
I think maybe 20, 25 maybe limit  
Kevin: Maybe  
Ellen: Okay  
Kevin: Now there's from Park Street up to just above the, what we call the central  
lumber was all ah, city property and the rest was county.  
Ellen: So right now you're on city?  
Kevin: The BAP had exactly two miles of track in the city limits, that's counting south  
Butte and this part here. Didn't pay much city taxes,  
Ellen: Good, this is where your bride lived?  
Leno: Right on Granite Street it was the first house up from that little green one that  
there was a new empty lot in between them  
Kevin: First house above Pendergast  
Leno: Yeah  
Ellen: Oh, okay,  
Leno: Is that who lives there now, Pendergast?  
Kevin: Yes.  
Leno: It used to be a guy by the name of Charmay Neise, lived there.  
Ellen: Now Leno, where did you grow up?  
Leno: In Rocker  
Ellen: Oh, you grew up in Rocker  
Leno: In Rocker, yeah, I went, graduated out of Rocker School and then I went to Butte  
High School  
Kevin: I grew up in Cork Town, thanks be to God. This ah, the families in here were the  
Monlocks, and ah, Jones, and the Walsh's and ah  
Leno: The McGows,  
Kevin: The McGows,  
Leno: Do you remember the McGows?  
Ellen: They still live there.  
Leno: Yeah, they lived there not long ago til they moved the house  
Kevin: They moved both the houses out of there and ah, the Morgan's,  
Leno: The Morgan's lived next door to the ???  
Kevin: Yeah, and this is Monlocks house here, and Monlock mother was Core Hand  
from Dublin Gulch thanks be to God. This is Broadway Street, now we're coming into  
the area of the Desperation  
Leno: Granite  
Ellen: You're at Granite  
Kevin: Granite, pardon me, we're coming into the area of the Desperation, and if you  
look up above in those trees, you'll see the exhaust shaft of the Desperation mine, and  
that was used for the exhaust and at two o'clock in the morning down here, you'd get that  
powder smell that they would be  
Ellen: Nine?  
Leno: Going too fast for you huh?

Kevin: That they would be blown out. Now that ah, that shaft, should be capped here somewhere.

Leno: It's right in those trees right straight ahead of us.

Kevin: Well, anyhow, that's where the back fill from the Emma and the Travonia from the subsidence, there's the shaft right there.

Leno: Yeah

Kevin: Cement cap on it

Leno: There should be a cement ah

Ellen: Right ah, right here

Kevin: Yeah, that's the

Ellen: What is this mine again?

Kevin: That's the Desperation Mine.

Ellen: And this is where they back filled the Emma?

Kevin: Yeah, and the Travonia, and ah, up in here in the trees, you're going to see a cement cone and that was the exhaust,

Ellen: Yes,

Kevin: That they for ventilation and there, there it is there,

Leno: Anselmo pan tower

Kevin: Yeah, and that's the Desperation, and that's wrongly named, that ah, place here was just, you could smell the powder gas, at two o'clock in the morning, especially, when they

Leno: There's

Ellen: There's an interpretation on how that fan works,

Kevin: Yeah.

Leno: Do you want to stop and see that?

Ellen: Yeah, and I want you to tell me why did they call that the Desperation mine

Kevin: I got no idea, but it was an ore producing mine up in the early 18 hundreds, or the late 18 hundreds, the

Leno: that warm air that they were drying out

Ellen: Uh huh, it would go straight up,

Leno: It was like vapor yeah, and you'd see that, you'd see it all over the hill, these ventilation shafts, the vapor would come out of there

Ellen: Yeah

Leno: You could tell the volume of air, by the vapor that was coming out of there

Ellen: And that's how we knew how to dress

Leno: Right

Ellen: How high the steam was going when you knew, you knew it was cold

Leno: Yeah if you seen steam coming out...

Kevin: We're coming into the area now, of the Lavelle family home they all lived in around here, Johnnie and Pete, and Francie, who else, we know Johnnie Pete and Francie

Leno: I have a heavy foot here

Kevin: And ah, we used to watch Pete here, in this house here he, always carried home a bunch of lumber from the mine and he used to keep it in this garage, course he was getting it for everybody in the damn town, they were great people.

Leno: Yeah, Pete Lavelle, he was a buddy of good

Kevin: Yeah, yeah,

Ellen: Were they the powder company?

Kevin: No,

Ellen: They weren't the powder company?

Kevin: No

Leno: No

Kevin: No

Leno: Different family

Kevin: Better class of family

Ellen: Alright

Leno: He had a cabin up in the Ruby and we used to pick up our son Dan and a couple of his buddies on weekends and take them up there and they'd have a ball up there fishing the Ruby and staying up the cabin with Pete, he was good to the kids

Kevin: Yeah, they had a brother Johnnie that was an a rope man on the hill or an ironworker, he worked with John T. Shea and a brother Francie, ah, Francie worked at the School of Mines, didn't he?

Leno: Yeah, he was a kind of carpenter, handy man, then,

Kevin: Yeah

Leno: There are pretty flowers there

Ellen: Don't they look great?

Leno: Yeah,

Ellen: Instead of all wild grass,

Kevin: Look at them

Ellen: Yeah

Kevin: This wild grass is what's attracting all the pigeons

Ellen: Yeah well

Kevin: Sweet grass

Ellen: Yeah, they put these flowers in and it really is nice

Leno: Yeah

Kevin: Yeah

Ellen: Yeah, so hopefully they will take over

Kevin: Now you're coming into the area Caledonia Street and here to the right down on the end of Granite and Copper here there was a fellow by the name of Sullivan, James Sullivan lived in this house here and he ran the gates on Excelsior Street and Caledonia Street for years and then later his daughter lived in this gray house up here she married Jim O'Neal, the house next to it here was owned by the Wards an old time family, ah Rocko Campana's wife was a Ward ah, great Butte family ah, and across the street from the Ward's was a J.D. Murphy the secretary for D.M. Kelley and them at the ACM this area was ah quite an area for ah, in the early days, it was kind of a exclusive area, ah, Hi Bob. And ah, Billy Gray lived on Caledonia Street

Leno: That's across the street here

Kevin: Billy Gray was the switchman on the BAP and Dick Farrow house here in the back and Mickey the Bird Sullivan the white one and Mickey the Bird was a barber and Dick Farrow lived next door to him, Dick Farrow was the nephew of Harry Galway

Ellen: Okay, now I want you to tell me a railroad link here

Kevin: Well, we're coming this is what we're coming into now is where the gates on Excelsior Street blocked Excelsior and also blocked Caledonia

Ellen: There were gates here?  
Kevin: Yes, not here up on the street and it was ran by the tower about where that that stop sign is there and that silver thing there was a tower there, and Gene Sullivan down here operated it.  
Ellen: Let me get on  
Kevin: That's Mickey the Bird's house there  
Leno: Is ah, I've got a rain coat there  
Ellen: I know, my ah, I think I'm okay I, I don't think it will last very long  
Kevin: This is  
Ellen: Okay, so tell me where the gate is here  
Kevin: All the gates come across Caledonia right here and there was four of them on Caledonia  
Ellen: And were these gates to keep people out of the railroad?  
Kevin: No to keep the traffic from coming through and hitting the train  
Ellen: Oh,  
Leno: They dropped down across  
Ellen: This way both sides  
Kevin: Yes,  
Ellen: How busy of an intersection was it  
Kevin: Very busy and Excelsior was too and this used to be the fire department had their fire engine here in the northwest side right in this lot here  
Leno: Yeah, that was a fire station  
Kevin: Yeah, yeah, and right here was the tower where that pole is  
Ellen: And what kind of tower, a fire tower?  
Kevin: No, a tower to run the gates  
Leno: A gate man and there was a compressor  
Kevin: Compressed air ran the gates and there was four gates across Excelsior  
Ellen: Okay, there's a car coming  
Leno: Oh yeah  
Ellen: They're supposed to stop for us  
Kevin: Now your next service was ah well Leno doesn't stop here he usually waits for the gates  
Ellen: The gates to drop  
Kevin: This is the Anselmo, the ore track ran in here and before this ah, hold up here  
Leno, hold it here Leno, stop  
Ellen: No, you're fine  
Kevin: This track can you back up a little  
Ellen: Yeah, there's a switch just behind, just down on the seat  
Leno: Oh,  
Ellen: It'll help you to back up  
Kevin: Get off my track Mark, How ya doin? Good  
Ellen: How are you?  
Kevin: But down here Ellen if you look, down the track  
Leno: Is that the tires?  
Kevin: Yeah  
Ellen: Getting a little oral history

Leno: How come you don't put you down under the canopy

Kevin: Grandfather stopped here with a crew of men to go in here and put this track, this yard in here, this used to be a pull out mine, do you know what a pull out mine is? They pull the car up and they'd pull the whole car out of the cage and then they'd dump it out here, well anyhow, they made a skip when this mine converted over and he stopped here with a crew of men to go in here and ah, build a yard, and he said to them there's no use going in they're fourteen foot low on the other end, and he's standing here looking and he told the engineers that they were fourteen foot low and Ray Williams who's your mother's ah god parent told me this story, he says you tell Shannon he's full of bullshit it's only 13'6 below, and ah he done it with the eyeball and they done it with ah the transit.

Ellen: Huh

Leno: What's that red thing down in there?

Kevin: That's the chicken

Leno: Is it that color?

Kevin: Yeah, it's over the top of that engine that smelter engine

Leno: Oh

Kevin: But this mine put out 36 cars of ore a day after they converted it over up to that time, it was a pull out it put out 8 so you see the advantages of it.

Ellen: Yeah, I want us to go down here a little ways...

Leno: Well when we used it in was in my time from 1940 up to the 1960's I think what about 62 3 something like that when they scrapped all the electrics it was one of 27 units the cap was one of 3 units and the cow and calf was like a unit and a half

Kevin: And there was three units that you could use with it

Leno: Yeah

Kevin: 47, 48 and 49

Leno: Yeah, they had to be wired so that they could feed the calf with those wires, ah they were controlled of course all from one cab and the big unit, they could hook two or three or four together if they want and they'd all be controlled off of one cab

Ellen: And how many cars would you have on the train

Kevin: Well now,

Ellen: On the hill

Kevin: With the cow and the calf it was different because you only had one compressor so it took air to take the train up the hill, you'd take about 37 off the hill with the calf cow and half, but with the double, we could take about 65 off the hill possibly more, but that's all the room we had to build a train with

Ellen: Okay, down with, where would you build a train?

Kevin: On from Wyoming Street to the Anaconda Road and then we'd double over, we'd double over with 42 cars that would hold to the derail from what we called the shoe fly and then we'd double over with 13 that would make a 65 car train and we could take 65 cars of ore up the hill with the two compressors, that's why we wanted a double and ah, take it into Rocker and they'd build a train of 125 cars of ore for a triple to come in that's three of those units to come in from Anaconda and take it on in to the smelter

Ellen: So now Leno, would you take a train here you would take a train from Rocker up?

Leno: Up to ah where the Kelley is now is where our yard was and that's where...

Ellen: Okay



Kevin: With 45 empty guns

Ellen: So what you would go to work at what time?

Leno: Well it was crews that went out at different times like the Butte hill crews went out at 7 7:30 and then later in the day there was some more there was a night timber train that came up the hill that delivered timber and supplies to the mines that went out in the evening around 6:30 and there was no other action on the hill, well they could pull all the mines....

Ellen: Oh

Kevin: Because of the energizing of the areas where men were working with their head by the wire that's why they done it at night because there was no men working at, and they could cut the power out.

Ellen: Okay, so then you'd bring, a timber train would come in the evening

Leno: Yeah, it'd go out about 6:30 something like that

Kevin: 6 o'clock

Ellen: And where would it get, it would get timber would be loaded up at Rocker? With?

Kevin: Rocker Mill, and then later out of Missoula

Leno: Uh huh

Ellen: Okay, so it would all be loaded up at Rocker and then brought up to the hill

Leno: Yeah, you'd set some out here at Central lumber

Kevin: You'd set some out on this side here for the Anselmo

Leno: Yeah on

Ellen: Right here where this slide is right in to this carpentry shop

Kevin: Yeah

Leno: Yeah that was there timber factory

Kevin: Yeah well we loaded them right down in here mostly for they could get a mine motor out here, they had track running out here and haul it into the shack when as they needed it.

Leno: And that was the carpenter shop there, so they were handy to all the timber and that

Kevin: The sawyer worked in the carpenter shop do you know what a sawyer was

Ellen: Well, he's the guy who cuts the

Kevin: He makes special cuts

Ellen: Yeah

Kevin: yes

Ellen: Okay, so did you drive diesels?

Leno: Yes, oh yes

Ellen: And steam

Leno: And steam engines

Ellen: Well, I didn't think that they had steam engines after 1940

Leno: An electric golf cart. They had 6 of them in Anaconda

Ellen: Did they?

Kevin: Well you didn't have any wire, the quarry 5 miles west of Anaconda and they used the quarry to get silica for flex in the smelter and they had a use steam engines up there and they used steam engines at certain parts of the smelter where they didn't have any trolley.

Ellen: Huh. So they had steam engines up into the 60s?

Leno: Ah, the first diesel came in about 1952 or 3 and then of course they got one every once and a while and they phased out the steam engines.

Kevin: And we didn't have steam engines on Butte hill since 1913 until 1947 the McCullan and them lost a car of leggin and logs at ah stulls at the Badger and they ran away down the hill and they knocked out knocked down a house, you went to school with the Jury's kids, their house and it knocked out all the power on the hill it knocked down a telephone pole and knocked all the power out and this mine had no ore bin so they had to have dumps under it to keep it running and they had a switch this with the steam engine that brought the hook up the crane the steam crane and they had to switch just to get dumps in there or they'd shut the mine down, well that track coming in here is longer than or shorter than 75 feet from the point of frog which takes for a steam engine and even with the blind drivers they cut the flange out the center drivers and still wouldn't go around that curve so they had a get about 30 dumps to use as a handle to reach in there and switch the track and the engine was clean to the School of Mines and there were what we called decorating the dumps with switchmen to relay signals to them if you look down you'll see the curvature and so you had to decorate the train with lamps getting out there to give the signals so that left only one man on the ground here to do all the switching. It was a hell of a mess.

Ellen: I bet, were you off that day?

Leno: Yeah, I wasn't here, I was working here but I wasn't on that crew

Ellen: Okay.

Kevin: I was just calling back after that

Ellen: Oh

Kevin: But I did work on the section for my father because he had to get men out to fix the track, so I worked as a section hand for him that night.

Ellen: Okay, so...

Kevin: And all the Mahoney's that you know?

Ellen: Yeah,

Kevin: The leggin when, looked like a river flood why jumped the track down in behind their house and went down in behind there, and my dad said that those Mahoney kids are great workers they were sawing up all the leggan for firewood.

Ellen: I got bit by one of these today. Here I'm gonna give you this, lets go a little forward here, I want to talk....

Kevin: There was a what we call a passin track off to the left here, hi ya, off to the left here there was a passin track or a siting and ah, these two ramps ahead were used for loading the what the hell was the name of that pit? Ah, the Syndicate Pit and ah, original pit they found a big bunch of silver in this Syndicate pit and they found a bunch in the Orphan Girl pit but the Syndicate was discovered when my father built the railroad yard in for the Lex tunnel, and the miners that were mining in the Missoula Gulch during the depression, were 11 feet from hitting that lead, they were that close and they and it wasn't owned by the company it was kind of a free discovery and the poor buggers missed it, but they loaded out here at this ramp here and if you see the hinge part hanging up in the air they had a bunch of rails on the end of that they took it off, and they called it grizzlies because it was so rich when it would come out of the truck it would stay the size of the

dump box on the truck it was just clay and they had to pick it and put it through the grizzlies and break it up by hand in order to load the cars, very rich.

Ellen: Okay

Kevin: The one above was the Original, the ramp above it.

Leno: The truck would back right into it to that

Kevin: And that hinge

Leno: And it would tip down, so the truck would get back far enough to dump right into the middle of the ore car, that's why that thing is tipped up

Ellen: Yeah

Kevin: Well, it tipped up because we would be switching along here, they killed a man up in the Hilar area, Otto Schribe

Leno: Yeah

Kevin: They killed him but he was riding the car at night and went under the ramp and they killed him. They crushed him. Well it was down Ellen, it was a ridged ramp that's why they hinged them

Ellen: And that's what is it the lever system, offset pulley?

Leno: Cannel Levers or what ever you call them

Ellen: There you go, cancell levers. Now, you know we're just coming into Missoula Gulch,

Kevin: Yes

Ellen: And you brought up those guys who were mining in there, nobody had the mineral rights in Missoula Gulch

Kevin: No, nobody had the mineral rights and all of the people were mining in there and all day long they'd dig the dirt and get it down by the creek, or the drainage and then Monday morning they'd wash their clothes, everybody washed clothes on Monday. And all the water would come down from Walkerville on Monday and then they'd use it to wash the ore. That's true.

Ellen: I know it's true.

Kevin: And the kids, the beebie's the brass beebies first come out, you remember for the beebie guns first come out when they were over there mining and the kids went over and salted the hell out of the piles of rock that they had up to be washed and they were brass, and Christ, you'd see them looking, rolling that beebie around wondering what the hell it was, they never seen it before. But the kids playing their games.

Ellen: Lot of guys, lot of guys, um got a lot of gold out of it.

Kevin: Yeah, the Yank did, the Yank mined there for two or three years.

Ellen: Yeah, interesting

Kevin: Yeah,

Ellen: Okay, well lets go up and go around here and think of anything you guys think of that you could tell me about this part of the road, this, have you been on this trail?

Kevin: No.

Leno: No, not up here

Ellen: It's nice isn't it?

Leno: Oh, it's beautiful.

Ellen: Hi, how are ya.

Kevin: Hello Frank, how are ya? Good, that's an old switchman

Ellen: Getting a few stories.

Kevin: Load 17 cars and then you had to switch it and bring in more empties to them. But the engines would ah, double engine would shove 16 cars up the hill here into Butte Yard, so we only took 16, that's all a double could handle, you understand what I mean, because of the tonnage.

Leno: Yeah, they shoved them up from here it was a pretty good grade.

Kevin: Yeah.

Ellen: What is the grade?

Kevin: 3%.

Ellen: All the way?

Kevin: Well that's what they always said

Leno: Yeah, it averages out between 2 ½ and 3% I think. I have a chart in a book that gives you the all the grade, but it's pretty steep for a railroad.

Kevin: Now this area you're coming into we call it the Lex tunnel, now the Lexington Mine is a pull off mine too, or was a pull off mine, and they used to pull the little cars off the cages and dump them into a big bin, and then that bin they'd truck it over to the oh above the Mountain Con, ah, help me, ah, oh, Gem Spur and ah the Wake Up Jim and the ah, the Bell and Diamond Yard and they'd truck it over there and load it. Well they wanted to get more volume, so they dug this tunnel into the Lex shaft and put a skip on it and they went from 7 cars a day to 11 they'd load 11 cars of zinc there in 24 hours. And it had no bin to store ore in so it was very important that you kept empties in there. One night we were coming in to switch it here Tommy Quinn and I were up in the field and here come a car turned loose coming down to beat hell, and I jumped on it and stopped it and there was a kid in it, his buddy turned it loose with him in it going like hell.

Leno: A BAP car?

Kevin: Yeah, and I got him out of it, and he says, and I says you get the hell out of here, he says honest, I'll never come back here again.

Ellen: Now, Gordon told me that in here used to be all wooded fence.

Kevin: That's right, not since 1914.

Ellen: Since the...

Kevin: They fenced the mines in 14. Alright, this area to your left, we were talking about gas rationing, this is where all the fellas took their girls up in here.

Ellen: Oh, well what did you call that?

Kevin: Well, I don't know but we're all out, we're all out on the side of the caboose and the side of the engine watching the goins on, that's where they courted them.

Ellen: Oh,

Kevin: There were no cars in those days, there; well there was no gas

Ellen: So they took a little blanket and a picnic.

Kevin: Yeah.

Ellen: Yeah. Now this is the timber yard,

Kevin: This is the central lumberyard, now this was built after they tore out Rocker Mill. And they moved the frammin and everything from Rocker Mill up to here. The frammin of the square timber, not the round timber the round timber was framed in Missoula.

Ellen: When did they go from square to round?

Kevin: They well, they

Ellen: I thought they went from round to square.

Kevin: They went from round to square, but not all. They would they done a lot of framins of square timber at Rocker too. And they moved that framins mill up here, all at one stuff at Rocker was run by a belt and steam engines in the old days.

Ellen: What is that thing right there?

Kevin: That's an airline

Leno: Oh, right here?

Kevin: That's an airline that's going in here to run the air equipment.

Ellen: And what's that big knot thing up there?

Leno: That's a valve I think

Kevin: That's a valve.

Leno: That probably went in there...

Kevin: That went in there to run their air machinery, Leno.

Leno: That big central...

Kevin: All the Bell and Diamond, that's where Al James got blown up.

Leno: They had an explosion in there and it killed what 2 or 3 people?

Kevin: Yeah, that guy that just lost his house in Walkerville last night,

Leno: Yeah.

Kevin: He was blown out to the wall and to the fence in the Bell and Diamond Yard.

Ellen: And that McGlone was driving up the hill and saw it and he went in and helped them clean up.

Kevin: Yeah,

Leno: Yeah right.

Kevin: Yeah

Leno: Yeah and that explosion I don't know if it was some kind of oil or something got in there, I never did hear what it was

Kevin: Yeah, it blew the leg off of Bob Melvin that was standing along side of Al James and

Leno: Yeah, I thought of that when I saw that break in the pipe there. I guess that whole pipeline blew.

Kevin: Yeah

Leno: That was it.

Kevin: That went all the way to the Orphan Girl, Ellen.

Ellen: Now everything was run on compressed air including parts of the railroad.

Kevin: Yeah, that was because of the carbon monoxide, gas engines couldn't be used, gas engines couldn't be used.

Leno: The railroad wasn't, it had nothing to do with that.

Kevin: No,

Leno: It was all

Ellen: You had your own compressor

Kevin: That's what I was telling you about those engines, they had their own compressors.

Leno: Oh, yeah. The engines had their own compressors

Kevin: Operating the Westinghouse break

Leno: Yeah

Ellen: Okay, lets, you can get one of these, ah you can get one of these for \$2,500.

Leno: Oh, well I could go shopping.

Kevin: See the foundation there Ellen of the buildings that they built in here, now these, were built in about 1955.

Leno: Yeah, they were later

Kevin: All this equipment and we had a service in here that would ah they'd take at least 5-8 cars a night, and that's where we got our car stakes don't you remember the car stakes I had in the garage?

Ellen: I don't know what a car stake is, tell me what it is.

Kevin: It's the stakes along the side to hold the timber on the railroad car.

Ellen: Okay

Leno: This was where the gate was wasn't it, right here?

Kevin: Right here, going in here.

Ellen: Well, was there anything in here aft, before this 55?

Kevin: Well, it was Missoula Gulch and they filled it they built the catch basins in there they'd build them out of cobblestones, I worked with Bill Carroll and cripes, they were almost as high as the gallus frames. They were so high, and they put em in, but it was Missoula Gulch

Ellen: All of this?

Kevin: Yes.

Ellen: Okay, I just wanted to be sure the tape was still running. I got more tapes. And we can flip that baby over.

Leno: Want me to pull over here a little so you can walk on the trail?

Ellen: No, I'll come around I think I kind of like the fact that we're

Kevin: Now right up here ahead of us El, about the corner of that gate there was a switch that went into the Original mine right up here and it went under Montana Street through a tunnel, that tunnel is still in there they back filled it, I look for that to be caving in any day.

Ellen: I think that they know that it's there.

Kevin: They ah,

Leno: Oh, I'm sure that they do.

Kevin: They found a bowl of that silver, I call it a bowl of jelly in that original yard and they went down and they mined it out like they did the Syndicate pit and they hauled it over here and loaded it off that other ramp and ah, when they got down, they thought the lead had run west, but it didn't it ran east under the Federal Building. So they back filled it all and shut her down.

Ellen: Okay, let's talk a little about this neighborhood

Kevin: Well, you're coming in what we call Virginia Street to the left, is Virginia Street, this is the end of it you had relatives that lived on it the Mahurs.

Leno: Where the kids threw rocks at us.

Kevin: Yes, lot of kids break the windows in the engines and that through here, and to our right was ah, the MaCauheys, Okie lived in there for a while and ah oh I can't think of all the name, but Virginia Street was the Lines, the Mahurs, the McGees, the Grames, the Barry's the Lemners, Lemner is the grandfather of this Babb that's running for Chief Executive and ah, that's switch sat about here.

Leno: Is this where it the track went straight into there to get down in to the Original?

Ellen: Back right here?

Leno: It's all filled in, right here well you can't tell exactly.

Kevin: The switch is right here behind us.  
Leno: And they went off the right and went through a tunnel to the Original Mine  
Ellen: And so you could leave here to go in there?  
Leno: And that would dead end of course  
Ellen: And then you'd have to back out?  
Leno: Oh yeah, and pull the ore out.  
Kevin: We shoved in, we shoved in  
Ellen: Oh, you shoved cars in?  
Leno: Oh yeah, you shoved them in and pulled them out and shoved them up into the yard here.  
Ellen: Now what was this mine that was in here?  
Kevin: Original  
Ellen: Well, I know, but there was another mine in here.  
Kevin: This is the Virginia  
Leno: Well, the Stewart was here on  
Kevin: The Virginia, Ellen you're thinking of the Virginia  
Ellen: I don't think the, see this shaft.  
Kevin: Where's the shaft, Virginia  
Ellen: Are you sure it's the Virginia  
Kevin: Virginia, I'd bet the rent on it.  
Leno: Is that the old...  
Kevin: That's the Virginia and right here they had the Virginia Skating Rink  
Leno: Oh yeah?  
Ellen: Why Virginia?  
Kevin: I got no idea.  
Leno: Well, Virginia Street's right here Gert's sister lived here  
Kevin: Yeah. Now this airline had a steam line that ran along it too, Ellen.  
Ellen: Yeah.  
Kevin: It was covered with ah, asbestos, so they got rid of it.  
Ellen: And um, what's this neighborhood?  
Kevin: This is Virginia Street,  
Leno: Called, is this part of Centerville er?  
Ellen: No, it's called Muckerville  
Kevin: No, Muckerville there's Barry's house there and there  
Leno: These places here belong to Graham I think  
Kevin: Yeah Graham  
Leno: Billy Graham, he come out of there once back in out of that garage,  
Kevin: This house  
Ellen: Did he survive?  
Kevin: Yeah, that noise they took it for granted  
Leno: Yeah, he survived.  
Kevin: A lot of that. This pink houses here is Lines and Duffy's, Mrs. Mamie Lines married a man by the name of Duffy now the girls you went to school with the Hongens,  
Ellen: Yeah,  
Kevin: Their mother was a Duffy.  
Ellen: Yes, the Duffy girls.

Kevin: Yeah and that's their house, and across the street was the Lemner's and Lemner, Johnnie Lemner would be the grandfather of Babb, that's running for office. And ah,  
Ellen: What would you call this area?  
Kevin: That's ah, North Idaho Street that's  
Leno: Looks like nob hill  
Kevin: Nob Hill and snob hill, they ah, you don't remember route 66  
Ellen: Yeah  
Kevin: The T.V. program, well they used that area in their film in that, and St. Lawrence Church  
Ellen: Yeah.  
Kevin: They painted a lot of houses up there for the use of the pictures and they also painted St. Lawrence Church.  
Ellen: Route 66  
Kevin: Up there where those cars are that's where McDevits lived, and she had a big family of kids Kate and Mary and Nora and Helen and Spats and their coming down Guenden and them were coming down and the house was on fire, and they stopped and helped them fight the fire and the railroad men, at night and she got burned so bad they took the leg off her, now you're coming in to Jake Connor's area here did you remember Jake?  
Ellen: Yeah  
Kevin: Well, that's where he lived over there, Johnnie lived in this house. And Jake's house is the one behind Shehees.  
Ellen: Now, how many kids went to school by hooking a ride?  
Kevin: Not too many, and a Frank O'Brien done a pretty good job by keeping them off the trains through here, but the story is when they hauled all the coal up the hill to the central heating plant, was 16 cars of coal a night and the kids would get on coming up through the Anselmo curvature there and slow down, they'd get on the coal and be up there on the pile kicking them off with their feet and their mother's would be behind picking up the coal putting it in their aprons.  
Ellen: Yes, I've heard that before.  
Kevin: Yeah.  
Leno: Yeah, they even had stories that when they had steam engines, the firemen would throw some coal out from the engine for people to pick up.  
Kevin: Yeah, this here on top was the Shehee family; this is Bun O'Neal's house here.  
Leno: You remember Jimmy Cortez the Philippino that lived right here?  
Kevin: Yes, yeah. He had a bunch of kids.  
Leno: Oh, I got to tell you a story about one of them.  
Ellen: Tell us.  
Kevin: They were bastards out on  
Leno: I went out I was painting my fence once, I have a little motor home that sits in my backyard so I needed something out of the motor home so I went in there and it smelled of cigarette smoke and beer and everything, and I thought, we don't smoke and that, so I go in there's one of the Cortez kids asleep in the bed in the motor home, I grabbed him by the shirt and drug him out and he said you're hurting me and I said yeah I know. And when the cops came to pick him up he knew them by their first name and everything, he had been picked up before you know, Yeah, he made himself at home.



Ellen: In your motor home.  
Leno: Yeah  
Kevin: Now you see that panagraph that's on the cow and the calf?  
Ellen: Yeah.  
Kevin: That would almost collapsed down to nothing.  
Ellen: To get in here?  
Kevin: Coming through here.  
Leno: You had to go through the tunnels and twist the wire was lower, I almost forget these.  
Kevin: Yeah, I was a couple of toots there.  
Leno: Yeah, yeah this was  
Ellen: An interesting part of the road, here dad you can hold this now.  
Leno: Oh, this is Montana Street?  
Ellen: Montana Street  
Kevin: Now you're coming into Muckerville Ellen. You're and off to the right here is what they call the West Gagnon or the sign of the rifle, the Gagnon was a rifle and Mrs. Murray lived in this little house here you know the Mrs. Murray the friend of your  
Ellen: Minnie  
Kevin: Minnie's your grandmothers, well she had a request out that no whistle or bell ringing on the train to wake her mother, so we'd have to sneak in there and flag the crossings and stuff. This is the west Gagnon, that was another service  
Leno: And that's the Original Mine head here.  
Ellen: And there's the Original, so you would load the Original from back there off of Virginia Street?  
Leno: Yeah  
Kevin: No, we'd go in there, ah, we'd get in there, we loaded the Original right at the bends at the shaft  
Ellen: But you'd back the train in  
Kevin: Yeah  
Leno: Oh yeah.  
Ellen: And you'd have to back out  
Kevin: Oh yeah.  
Leno: You'd shove the cars in and then you'd pick up the empties and pull them out  
Kevin: Here sits McCormacks Rody McCormack was raised in that house and Mitchell's was raised in this house, Croddies was raised in this house, I don't know who lived on the corner, Rogers, God them, and then across the street was Mrs. you're mother's friend the teacher, ah, Hubber, Juanita  
Ellen: Oh, yeah  
Kevin: And next to that was Nevins and  
Ellen: Is that Nevins boarding house?  
Kevin: That was the rooming house.  
Ellen: Look at it, it's beautiful building  
Kevin: Yeah, and then below it was O'Holleran's and Bradley's and Keenie's, and this is Alaska Street that's where Pewee Nevin lost his eye, Tim Crowley threw a rock over the bank and hit him in the eye. Took the eye out of him.  
Ellen: Alright, there's the Stewart.

Leno: That's the Stewart

Kevin: That's, that's the right out here where the fence starts that's was the Stewart Lumber Yard, and they ran a they had a tunnel under Main Street and they run a motor out there to bring the timber off, and load the timber and bring it in to the shaft, but that's where they unloaded all the timber and the yard there. I was switched from Main Street, we went across Main Street, there was no services in here in this area at all other than the Gagnon.

Ellen: Why?

Kevin: Well, I don't know, it, there was no attraction for them I guess.

Leno: Seems like you knew all these people to see them, and you know you'd wave at them

Ellen: Wave at them

Leno: Going by, never knew their names, you knew them all

Kevin: Yeah, this is where Mack, Mackie lived and ah, Mrs., Miss Mackie married Johnnie Ferry, Marie Ferry that your mother talks about they were all raised in that house there.

Leno: We were coming up here one day with a diesel and they had a crew that were filming something up here on the hill, and we come up here with a diesel and we were just starting through this tunnel up here, and here comes two kids on bicycles and of course we stopped as quick as we could

Kevin: Hold it here Leno.

Leno: Almost, almost hit them

Kevin: Hold it here, Ellen this building up here, the Morris's owned it, but that used to be a hospital, but I don't know what the name of the hospital was and it wasn't in my day. But, that was ah, in the early 1900's was a hospital

Leno: Well I'll be darned, I didn't know that.

Kevin: Well I knew it because of Morris

Ellen: The Miner's hospital was the name of it.

Kevin: Was it?

Ellen: Yeah, and it ceased being a hospital in about 1915.

Kevin: Did it?

Leno: Oh?

Ellen: Yeah.

Kevin: Yeah, well that's about the time Morris's bought it.

Ellen: Anything in particular you can tell me about this little region you're in now?

Kevin: Well, this is what they call Main Street tunnel, then ah, this is where, this is where Joe Miller the kid that came in and you told him you had BAP papers

Ellen: Uh, huh.

Kevin: And he ran out, well anyhow he grabbed a train here. They were playing rubber guns, and that Ferry kid was with them and Sars and Tommy McCaughy and he grabbed a train here and he went under a train.

Ellen: Right here?

Kevin: Cut the legs off him, not here just up into the tunnel, he was trying to get out of the way so they couldn't shoot him with the rubber guns.

Ellen: Oh,

Leno: This wasn't here of course

Kevin: No.  
Leno: It's unbelievable  
Ellen: No  
Kevin: Well that's in par clearance  
Leno: No, that wouldn't fit, well it might fit in here but it would be a tight squeeze. And all this rep wrap, rip rap was done in later years, it used to be just like this.  
Ellen: Just rocks.  
Kevin: Yeah  
Leno: Yeah. The tunnel is changed it was wood  
Kevin: Yeah, well Archie dug it down and he took all the fill out of her, remember the street got this?  
Leno: Yeah,  
Kevin: Yeah, geez, the old man raised hell with him for taking that fill out  
Leno: Yeah, this was never metal when we went through it.  
Kevin: No.  
Leno: It was timbered with ah,  
Ellen: Like the other one?  
Leno: Yeah, kind of like the other one  
Kevin: Yeah.  
Leno: It was longer than this  
Kevin: Oh, yeah, much longer  
Leno: It went way back or went way up this way, it was three times as long as this.  
Kevin: And they'd, they'd get in between the timbers here when the train was coming because of the rocks falling off the ore cars. Here to our left was what we called the round house, they, when they went to electricity, from steam they had sand houses here to dry the sand for the engines the engines used a lot of sand. And ah, they were in this area here, there was two tracks in here and over to our right was the Montana Hardware warehouses, there was one here and one up above here and the Montana Hardware was owned by the company, well Daly built everything on the hill to take it up the train, because the horses had to deliver denim and it was all down hill for the horses. You understand what I'm saying?  
Ellen: Yes.  
Kevin: So, this warehouse sat in here, and this had, what four tracks in it didn't it Leno?  
Leno: Yeah, three or four.  
Kevin: Yeah.  
Ellen: So you would move equipment goods timber and  
Leno: You bet, spotted in there  
Kevin: Yeah.  
Ellen: Okay, and where are we now?  
Kevin: We're in corktown, thanks be to God.  
Ellen: And?  
Kevin: And this was the northwest coal yard here to the left and they, they well they deposited all their manure out here there was a great big manure pile and people used to dig it for the lawns and stuff. Then it went on fire, I don't know how long it burnt. Quite awhile.  
Leno: Steam engines were kept here and worked out of here

Ellen: Oh, really?  
Leno: Out of this roundhouse yeah, and they had a hostler there to take care of them and service them.  
Ellen: A Hostler, a hostler to take care of  
Leno: A hostler is the one that takes care of the horses in the old days and it was the name person that took care of the engines later on at the roundhouses.  
Kevin: You see that they're sanded?  
Leno: Called them the hostler.  
Kevin: And see that they were oiled and stuff  
Ellen: Hostlers are normally belong with the teamsters.  
Leno: Yeah.  
Ellen: I run just the prize.  
Leno: The name came from,  
Ellen: Yeah, I know the name.  
Leno: The horse and buggy days.  
Ellen: Yeah.  
Leno: And the hostler even today if they have a fella around the big shops and that, on the railroad, he's called the hostler he's the one that moves the engines around and  
Kevin: That's how he started  
Leno: Yeah.  
Ellen: Oh, you were a hostler?  
Leno: Yeah, I started helping a hostler is where you start, and then they make the older firemen into hostlers and he has a helper and you service the engines, you mark up the call boards, for the next day and it's a lot of work, and that all happened in Anaconda at the roundhouse.  
Ellen: Yeah.  
Leno: There was one in Rucker they had a roundhouse  
Kevin: Georgie Tehoes  
Leno: In Rucker yeah.  
Kevin: Was the hostler there  
Ellen: He wants ya.  
Leno: And they took care of ah, oh quite of number of electrics at Rucker, this oiled them, they were oiled every day of course, and put sand in them  
Kevin: And machinists worked on them  
Leno: Yes, they were inspected every day by a machinist and brake shoes installed or what ever they needed repaired.  
Ellen: Well, that's interesting and how long did they keep those steams up here  
Kevin: Well, up until 1913, and that would go from 1889, or 1885  
Leno: That was before my time  
Kevin: And they all sold before they had this one, they had a roundhouse up in the Monahan coal yard, just below the Con.  
Ellen: Okay, I know where that is.  
Kevin: And they kept the steam in there.  
Ellen: Alright, you want to tell where you lived?  
Kevin: Well, I lived right there. Right where them, between those two poles and ah, it was the section house for the BAP railroad, my father was moved there in 1914 and he

come from Rocker, he moved in to Rocker in 1912 he was there for two years and then come up here and lived in the bunk house, well, then, he got married and he just converted the bunk house into a home he built him himself with the company's help, and that become the headquarters. Over here looking right at us is Shawn O'Sullivan's house what used to be the priest house for St. Mary's Church and that's where the Pierce Connolly brigade was headquartered. Did you ever hear of it?

Ellen: Yeah.

Kevin: Well that's where it headquartered Father Hannan ran it.

Ellen: Out of that

Kevin: That building right there. And that's, that's where Delivera was, and Delivera lived with my father and then lived over here just south of the bridge next to it, in an apartment there the countess Markovich and Mary McSweeney and Akin, whose the minister of defense for the Irish Government, lived there when they were on the run. 1921.

Ellen: So, what can you see from here?

Kevin: Everything.

Leno: The Kelley mine of course.

Kevin: See; see Butte in all its glory when it's lit up. Prettiest, prettiest ride you ever took was on the hill coming down from the Wake Up Jim and the Badger and that area. It was a beautiful site of Butte wasn't it?

Leno: Oh yeah, you come all the way around the mountain, and you could see all of Butte. I loved to work up here because you could see all of Butte, ah, it was just a nice atmosphere I thought, to work up here.

Kevin: Yeah, it was.

Leno: All the mines.

Ellen: So where was the over, the overall gang hang out.

Kevin: The overall gang, where those three posts are there was a tank and that tank didn't belong to the BAP, it belonged to the NP, the NP ran along side here, you can see the bridge, there was three compartments under it the compartment on the south side was for the NP, they went to the Alice Mine. The Alice Mine never signed up with Daly because the Walker Brothers figured Daly would double cross them. And we were two blocks away from the Alice Mine but ah, our track. But they wouldn't sign up.

Ellen: Huh.

Kevin: They had to go 8 miles out of East Butte to get up here.

Ellen: Now tell me about that, see that old timber thing.

Kevin: That's a ramp that they loaded the Poland dump, the Poland was between Main Street and Montana Street off of Summit, and they loaded that, that was when they used the dump ore for low grade ore, before the Kelley and that.

Ellen: So they'd haul it by truck over to this rail.

Kevin: Yeah, over to that ramp and a truck running away one day, and I was laying on a laggan underneath it and Rufus come up and raised hell me and pulled me off the laggan and I heard the truck coming and I ran and the truck turned and buried the laggan.

My dog Rufus.

Leno: Rufus he was, he was something else.

Ellen: He stole all my Popsicles.

Kevin: Ellen didn't like him.

Leno: We used to coax him up in the cab with us, and then we'd put him up in the bay window of the engine and we'd go up over the crossings and the firemen would back out of sight and here'd be Rufus up there, sitting in the bay window like he was the fireman. They probably say, gosh, they got a black fireman.

Kevin: He was some dog.

Ellen: Yeah, he was all of your dogs, wasn't he?

Leno: Yeah, he was, he was a dandy.

Ellen: Well, lets go over here and turn around and head back

Leno: Okay.

Ellen: And I'd like to hear you guys tell some stories. I might get off.

Kevin: Ellen, you see this grade here, we could shove 13 cars of ore back on this grade. And that's what I mean double over, and right about where that trailer is, was the shoe fly, that was an extension of the main line. And it come down, the derailer was right in behind where that car is and it held ah, 42 cars, and you'd double over with your 13 cars and that would give you your 65 car train.

Leno: Doesn't that look small to you now?

Kevin: Oh, geez.

Leno: It looks so small to me. And there was still some track up on the high...

Kevin: Yeah, the highline. And there 6 tracks in here, in this yard, the north was number 6, that was the sign for 6, and that was the north side of the Kelley, and they'd load 21 cars on that side and number 3 was the track for the South side of the Kelley and you'd load 21 cars in there and when they'd come out, they'd come out to beat hell, cuz, of the tonnage, they'd have to get a run to go way up here. They'd go clean to Minah Street to get over the switch, which was about here, and then shove it back into the yard. And then I'd be like on the end and he'd be running the engine and I'd hold up five and that meant you were five car lengths away from a switch. You had to give a matter, Christ you'd kill them running into the train and

Leno: After a while, you'd get to be, come out of there with the same amount of cars all the time you knew exactly where you had to go to stop. No thank you...

Kevin: Yeah, well they had marks where they, and then you'd give them 3 cars

Ellen: Okay

Kevin: And then 2. And then 1 and then you'd bring them in and then you'd come to a joint and then you'd give a sign to cut off and then they'd go and do their other work. That was what sign language was for and the foreman was up there by the shaft or on this crossing flagging the crossing and he'd give you the sign for the next move. But you never got close enough to get verbal orders see.

Ellen: Right, so everything was by hand.

Kevin: Yeah.

Leno: Yeah, hand signs.

Ellen: Do you want water?

Leno: No.

Ellen: Alright, well lets roll it around, who was that?

Kevin: Jim Sheehan, when I was a kid he ran the bar at

Ellen: The Acoma?

Kevin: the Acoma. And that's where he was raised was right here and Mrs. Sheehan, his grandmother was in the white one and next door to them was Dunn's and now Georgia Driscoll or Georgia Horde

Leno: Which house was Jerry's grandfathers

Kevin: Way up at the end of Bruin

Leno: Oh

Kevin: And that one there is McCauley's, and that was where Jack Duggan and all of them was raised in that house there, Duggan was the chief of police or the assistant chief and Bob Riley was raised right next door to me he was the chief and then Peanuts Sullivan was up in behind there, there it is up there, the one with the red roof, up by Joe Foley that was, he was the chief. All of them come from Cork Town.

Leno: What's that

Kevin: I don't know

Ellen: Well Leno, this is what they're doing here. Is there's going to be a station here and part of the story that you guys are telling us today is going to be on plaques here.

Leno: Oh

Ellen: There's going to be a series of benches there's going to be a cover so people can sit look out and see things

Leno: Oh.

Ellen: And go from there

Leno: Okay

Ellen: Does that sound like a deal? Yeah.

Kevin: Now during the 34 strike Ellen, they had a bunch of people housed at this mine down here and there was a wooden fence around it and we were kids we'd go down and call them names and throw rocks at them. There was a bridge that went along, went along the street car line just north of it right along the fence the streetcar line come up there.

Leno: The streetcar went clear into Walkerville didn't it?

Kevin: Yeah, it went up, it went up by the Stewart and crossed over the BAP don't you remember that?

Leno: Yeah

Kevin: And then went up and into the area there was that NP ran. Black Jean Sullivan's house there to the left God damned near sat on top of the tunnel. Then you know the Porter girl?

Ellen: Uh huh.

Kevin: Well that's where she was raised.

Ellen: Does she still live there?

Kevin: No. The Indians bought it off of them and they got a bunch of solar energy panels and stuff in it, the government done a lot of work on it.

Leno: Remember the little bar that used to be right here?

Kevin: Yeah. Tammany's

Leno: You'd go in with the locomotive there and you could look in and see everybody at the bar.

Kevin: Stewart Lumber, Stewart Lumber Yard

Leno: Yeah, you could check out the bar when you went in there. This is kind of new here some of this repair work





Kevin: Yeah it is. You still run an engine.  
Leno: Yeah. I got a whistle here.  
Ellen: I got an awful lot, I have a whole hour left with this cart so  
Leno: Oh, well we don't need to be in much of a hurry then  
Ellen: Much of a hurry then.  
Kevin: This  
Leno: I dream about going down this hill once in a while  
Kevin: To your left Ellen up here on the top there was path for all these people that lived over here for the kids to go into St. Mary's, they built the path for them and then next to the fence, that was a wooden fence, your mother has a painting of that. But the, that would be just a stream of kids, wouldn't it Leno?  
Leno: Yes.  
Kevin: Coming and going from school.  
Leno: Yeah  
Kevin: Yeah.  
Leno: Yeah, old St. Mary's school gosh it was a  
Kevin: Yeah, right down here Ellen one day I'm coming down on the caboos and, Jesus Brian Cassidy and down in this hole and he rocked the cripes out of me.  
Ellen: He threw rocks at ya?  
Kevin: Yeah  
Leno: It would be another one here huh?  
Ellen: Yeah  
Leno: I don't remember that there were as many trees as there is now  
Kevin: No, the airline and the steam line ran right along here and the kids would be huddled up to that steam line getting warm.  
Ellen: Yeah, before school, after school?  
Kevin: After school or before school or them out here playing in the ball field.  
Leno: Yeah, there's something sticking up there that's, oh, that might be a water, a water thing  
Kevin: There's Minnie Murray's house, no that ain't Minnie's they tore Minnie's down she was in front of that, and Joe Kelley lived in that house there, Jumpin Joe.  
Ellen: So where was the where's the, Leno stop for a second so we can see show me where the cap would be for this West Gagnon.  
Kevin: Oh, it sit down in the yard.  
Ellen: Down in that yard?  
Kevin: This yard here. Where I'm looking right down here. Down inside that fence.  
Ellen: Okay  
Leno: Oh, okay.  
Ellen: Alright, that makes better sense.  
Kevin: It was just west of the Original.  
Ellen: Okay, alright  
Kevin: I don't think that's quite a site in front of you, no tracks.  
Leno: Yeah, gosh yeah, you'd come down around here and hope you didn't hit a red block around that corner.  
Kevin: Oh, yeah, that damn corner, that was a dwarf block too.

Leno: Used to go around that corner and there was a block signal there and if it was red, you played hell trying to get stopped for it they had all that big heavy train behind you.

Kevin: See El, after the first application of air, the retainer's set, the retainer on each car was set at 45 bong, then once after the first application was made, you kept 45 pounds of pressure in each brake well now if he got stopped there, he possibly couldn't start the train again because he's pulling against all that brakage.

Ellen: Brake, Yeah.

Kevin: So, we'd have to walk em down and knock em down and bleed them off and then reset them.

Leno: Or they'd leak off if you waited a while.

Kevin: Yeah.

Ellen: These big sewer type drainage with the big ah, grates on them

Kevin: Yeah storm sewers

Ellen: Are those the storm sewers?

Leno: These old houses are painted up pretty nice.

Kevin: Ah, yeah they are

Leno: They look like the one that blew up, up in Walkerville there. I think I met that lady once that James, I made

Kevin: She was a Gallahan

Leno: She brought me out a ball bat and she wanted it cut smack in half so she could mount it on the wall for some kind of decoration

Kevin: That's her grand kid that's ah the Kung foo or what ever he is, a young kid.

Leno: Oh

Kevin: He wrestles all over the world

Leno: Oh yeah?

Kevin: Yeah.

Leno: They got a lot of junk stored in here

Kevin: Yeah they have. That's the county

Leno: Lock thing was right here and they used to used to repeat signals between the firemen and the engineer it was clear block, clear block and they say, nobody on the rock, clear block.

Kevin: Yeah, the rock, the flat rock is up here. Now Ellen in here right in here and up above the bridge here, there

Ellen: Slow up

Kevin: There was, slow up Leno, stop, that drainage come down through there when they'd wash the clothes in Walkerville there'd be a flow of water down through here and they'd all be working their sluices and that all along here, clean up through the gulch.

Leno: That little, they had a regular little train that went into the tunnel up to the mine that come out of there and then they'd pull out on this track that was above the BAP tracks and they'd pull it over this kind of a thing that would dump the car sideways and they dumped right into our cars

Ellen: Oh cool

Kevin: And then they...

Leno: Automatically dumped them

Kevin: The night before the strike just the strike was the 18<sup>th</sup> of August, and the 17<sup>th</sup> of August, I was yard master here in Butte Hill, and Gordy Osher called me, he says I need

some dumps, I says Gordy we don't have a hopper dump on the hill, see you could only load zinc into hoppers and ah, I says, I got some pluck bottom, and he says, oh hell, that strike ain't gonna last that long I'd have to muck them out, if I loaded them in there by hand, he says leave it at the door, so and Crowley, you wrote the paper for Crowley Ellen, I told Crowley when you open that Lex tunnel door, there's gonna be a motor and 10 cars of ore there, He says oh, you're always full of bullshit, and he opened it up and it was in the front page of the paper the next day, I sent him the paper, the motor and 10 cars of ore and that was in 59 when they closed it.

Leno: That was an 8 month strike wasn't it?

Kevin: Yeah, 9 months, we were out of work 9 months, I was you might have got called back earlier.

Leno: Maybe, I forget, I know I went and found a nail probably

Kevin: Leno was a carpenter and when they'd shut down he go as a carpenter

Ellen: Where would you go Leno?

Kevin: Anyplace, he could go to work anywhere

Leno: I used to get work on my own and in the 70's when I got through, I worked for Paul Olson for quite a while

Ellen: Oh, okay

Kevin: He done finishing work for him. How do you like the boxcar Leno?

Leno: I like it

Kevin: Now Ellen that box car's lined up in the train in that way for a purpose you, couldn't

Ellen: Stop

Leno: Over here so we can see the boxcar

Kevin: You couldn't handle powder without a handle or an idler they called it between the engine and the box car, so the ore car is the idler because the engine being electrified or steamed or what ever it is, it's energized with that could set the powder car off, do you understand?

Ellen: Yeah

Kevin: So you had to have an idler, so that's why it's lined up that way. Now if that was fertilizer nitrate, you couldn't have it next to the caboose either because there's oil in the caboose, and there's oil in the engine see and that oil and nitrate mix make explosive.

Leno: It doesn't look bad there; it will look nice when it's painted

Kevin: Yeah

Ellen: Yeah it will

Leno: You could get a crew

Kevin: Well, I got the painter, gotta get a roof on it.

Leno: Need somebody to put a roof on it yeah.

Kevin: We can't take that catwalk off.

Leno: You can't?

Kevin: Well I don't think it, I think we'd have to put it back if we did

Leno: Oh, Yeah

Kevin: We didn't put that one back on the caboose because of the kids.

Leno: Yeah, the boxcar I don't know if there's a ladder going up there, I suppose there is.

Kevin: Well, there is on one side

Leno: The steps are gone and everything off of it  
Kevin: Are the hand rails or the grab irons gone?  
Leno: I don't know, I don't think so  
Kevin: Are the sill steps are gone aren't they?  
Leno: Just those stirrups, yeah.  
Kevin: I got a couple of sill steps.  
Leno: We need a young ambitious crew.  
Kevin: Yeah  
Ellen: That Dennis Dutton would probably help ya.  
Leno: When are they gonna get rid of this thing?  
Ellen: I don't know I wish they'd take it out it looks like hell  
Leno: It sure does  
Ellen: Yeah.  
Kevin: That Fisk deserves a kick in the tail.  
Leno: Ah, that was, I was so discussed when I saw that the first time.  
Kevin: Yeah  
Ellen: Yeah  
Kevin: Now see Ellen, you'd start whistling here, four blasts and we would start way back there to warn the guy in the tower and he  
Ellen: You want to stop there?  
Kevin: Then he'd start dropping the gates and they had a horn in the tower to warn traffic. Cuz, there's was no stopping anybody, during the days of the horse and wagon  
Ellen: I'll just walk with ya  
Kevin: Fighting fire equipment this is where the barn and the fire engine was house here and the horses.  
Leno: An old switchman lived in that house  
Kevin: Frank Conlin  
Ellen: Lived there?  
Kevin: Lived there, an old switchman  
Leno: He lived there for many years  
Kevin: Next door was ah, Mrs. Hewitt, and next-door was Johnnie Filban. Leno  
Leno: Who?  
Kevin: Filban,  
Leno: Oh did he live here?  
Kevin: He lived in that one  
Leno: Did he?  
Kevin: Uh huh. Filban was a hog head on the BAP  
Leno: Yeah  
Kevin: In his gauntlet gloves  
Leno: I don't know what you could call him, he wasn't an engineer  
Ellen: He wasn't huh?  
Leno: No.  
Kevin: He was hostling at Rocker Ellen, he was putting the engine in the roundhouse and he went through the other wall.  
Leno: Right into our change room.  
Kevin: Yeah,

Ellen: Oh, no

Leno: I was standing there, Nick Matson and me were going out on a crew, I thought Nick was going to die laughing. He would be looking like this all the time, his cap must of got in front of him and he couldn't see where he was. Isn't that pretty out there?

Kevin: It is. Hi, Hi.

Leno: These dogs ? she dearly loved them, a little English Springer, see him every once in a while and we'd bring him home.

Kevin: I don't either damn it.

Leno: We did for years, but we haven't had one for quite a number of years now. There's some different blue flowers there.

Kevin: Yeah

Leno: Am I going too fast for you?

Ellen: No. You got a lead foot in the golf cart Leno.

Leno: Yeah, I forget

Kevin: Johnnie Lavelle's garage, or Pete

Ellen: Yeah, it's kind of...

Leno: No, it's down here. No, one more.

Kevin: One more, yeah.

Leno: When I went into the army, Gert moved in with her folks on Granite Street

Ellen: Yeah.

Kevin: It was Nora Hanley's sister Ellen.

Ellen: Okay

Leno: Yeah. And we had a nice little car, a Plymouth put it in, Pete was in the service too, so they put it in his garage and stored it there, we should have left it there, but Gert wrote me a letter and said we could get a thousand dollars for that car, and that was quite a bit for it, we only paid 800 for it several years before. So she sold it and when we got home, when I got home we couldn't find a car to buy, there just wasn't any

Kevin: No, there's none, I paid 300 dollars for a model A

Leno: I bought an old 1927 Chevy that was an antique when I bought it and we fixed it up and run it for about a year.

Kevin: I had a 27 Chevy stored and one day round river I got a 25 dollar check from Brooks they made a speeder out of it they took the engine out of my car and made speeder out of it

Leno: Is that right?

Kevin: Yeah.

Leno: Yeah, this is Pete Lavelle's garage

Kevin: That's Pete's. They're great people though and you, you knew Johnnie

Leno: Oh yeah.

Kevin: Johnnie, Johnnie Ellen, Johnnie was married to Ione Lavelle, Margaret Leary's niece.

Ellen: Oh

Leno: Pete Lavelle's mother had a parakeet and she taught it how to talk, he did that hickory dickory dock but the little thing would get mixed up he'd says the clock ran up the mouse. It would recite that it was cuter than heck.

Kevin: McCullan's mother-in-law, Mrs. Penny she taught Ellen how to say that and she was cousin Jenny and she dropped all her H's, so say it El.

Ellen: Ickery Dickery Dock.  
Kevin: Ickery Dickery Dock  
Leno: Ickery Dickery Dock  
Ellen: Mrs. Penny also taught me how to make pasties.  
Kevin: She was a great lady  
Leno: Is that right?  
Ellen: Yeah, I remember watching her make them.  
Leno: Do you still make pasties?  
Ellen: Oh, yeah, I do.  
Leno: Yeah, Gert does too, she  
Ellen: Yeah, and I love to do it if I have a whole day and then I make a lot of them, and I'll start doing that for the Fall so the guys can have them to go hunting and...  
Leno: Oh yeah, and you freeze them.  
Ellen: Yeah. They're wonderful food  
Leno: Oh, gosh yes.  
Ellen: Yeah  
Kevin: How come you never bring any by?  
Ellen: Well, I haven't made any in a year so I'll be making some in the next couple of weeks.  
Leno: Yeah, we had pasties two or three days ago  
Kevin: Desperation, well El, you go and look at the size of the sand pit, it's grown in a lot but you look at the size of it and that's what they put down in the  
Leno: Dumped it in the hole  
Ellen: They dumped it in there  
Kevin: The belly dumps, now the belly dump would leave here go back down the Burmer road and go to the Emma load a truck full of ore at the Emma take it down to the Ophir and dump it and then go on to the sand pit for another load.  
Leno: Now you know all these crossings after you left the Caledonia Street before you got to Park Street they were unprotected there was no flagman, no nothing you just whistled for them and people respected that.  
Kevin: Do you remember the car we hit here when New Years Eve, coming, they sent him home drunk from the Orphan Girl, and we took the telephone pole out right here, we wrapped it around the  
Leno: Oh, yeah.  
Kevin: The telephone pole sat here Ellen, we wrapped up the Model A right around the telephone pole and moved it down the road, it still stood up  
Leno: Surprisingly there were very few accidents in all these unprotected  
Kevin: Yeah. Boy, the whistles would be screaming through here Ellen.  
Ellen: Did these people never complain?  
Kevin: And the bells ringing, No.  
Leno: No  
Kevin: If they did we never heard about it  
Leno: They were used to it I guess  
Kevin: Other than Mrs. Murray. Middy  
Leno: That's a nice building isn't it?  
Kevin: Yeah it is

Ellen: Yeah it is it's a good-looking building, and then this is a beautiful house.

Kevin: Yeah, well we, Tim Sullivan lived in this Tim was the mayor of Butte, and he live in this.

Leno: You know they sold that house once for not too much money and I actually thought about trying to get a loan and trying to buy it, I sometimes wish I had done that, but I don't know what I would have done with it. It's kind of big.

Ellen: Yeah, it is, it's a big house.

Leno: Yeah, it sold for like 20 thousand dollars or something like that. But that was a long time ago.

Kevin: Do you know what the last thing that ran on this track was Ellen?

Ellen: What?

Kevin: The cow and the calf

Leno: Yep, going up hill.

Kevin: Going up to the Anselmo.

Ellen: Now there you go.

Leno: I don't know if I can get through that little narrow one or not, I better go through the wide one.

Ellen: I'll let you through

Kevin: See they have that gate across that road there, a private road.

Leno: Oh, right here?

Kevin: Yeah. Now you see the width of the field Ellen. You see what it would have become if they got the job done?

Ellen: Oh yeah, it would have been great

Leno: What's the name of that guy that works on the section, you see him around town now, he's kind of crippled, he run the backhoe for the section here in later years?

Kevin: Geez, I don't know

Leno: Around the curve up here was diesel engine one day and here he was in the middle of the track with that backhoe. And I never said nothing, but somebody must have called the officials in Anaconda, and probably got chewed out a little bit and I think he thought I did it, because he wouldn't speak to me any more. I never said nothing to nobody.

Kevin: I know, I can't

Leno: I see him around town now, and he says hello to me, I, he's crippled.

Kevin: During the depression Ellie, built this building put a lot of men to work and really though, the government helped them build it to create the employment.

Ellen: It's a beautiful building

Kevin: Yes, it is, that was built around 1935

Leno: It was built for a library

Kevin: Yeah. But all those trees come from Brown's Gulch. They'd come up and they'd dig them out and they take all the soil around them and then they would wrap them with burlap, cripes, there would be about 6 feet in circumference with the soil.

Ellen: But not these, these are the same ones that

Leno: Yeah, they're the originals

Ellen: Yeah, interesting.

Leno: Below, just below after you start around the curve they've moved a bunch of buildings in there that were ah, government over in Anaconda and they called them the rabbit hutches, and they rented them to the School of Mines kids.

Kevin: Veterans, veterans and their wives, that was our ground that they built them on. The school district ground and then they didn't want to give it back to us and the contract read if it ceased to be a housing it reverted back to the school district, and people were raising hell to buy the ground.

Leno: My boy Frank that died here a couple years ago, he lived in there

Ellen: Oh, really, when he was going to school at Tech

Leno: Yeah, he got married when he was a junior, I tried to talk him out of it but they you can't do those things.

Kevin: Look at the work they done up there for those steps that was all done by hand  
Ellen.

Ellen: Yeah, it's really beautiful, I wish they'd maintain it.

Kevin: All the cement work and everything was done by hand, they mixed it in motor boxes, you know what they are.

Ellen: Yes

Kevin: Well, that's how they done it. All that rockwork

Leno: Is this kind of deteriorating or is it, no I guess not.

Ellen: I'll have you stop here Leno, and we'll talk about it a little bit, it's pittsmont bricks, you know it's slag

Leno: You know the old ah, those old things were they made from smelter

Ellen: Yeah from slag

Kevin: Slag, pittsmont, don't you remember that? They had a Shea engine out there? Do you remember the Shea engine?

Leno: Oh, yeah.

Ellen: And then up at the top their granite.

Leno: Yeah.

Ellen: But these are all pittsmont bricks and it really is cool the way they layed them out isn't it.

Kevin: They had a granite quarry up in the Highlands, you know and they cut their own granite do you remember that?

Leno: Ah, no I don't I

Kevin: Remember the sidewalks they put across Main Street and the cobblestones?

Leno: Oh, yeah

Kevin: They cut all those slabs up there

Leno: I remember the cobblestones on North Main Street too. If it was wet and slippery, I was just ah, I don't know if I was in high school or I was a teenager I got a job at Eddy's Bakery driving the truck delivering camp fire donuts I was always looking for extra work, and they knew me down at the bakery because my brother worked there for many, many years anyway I came down with this big truck down Main Street and it was raining and kind of snowy, and that thing started to slide and I thought I was going to hit Marcus Daly was there then.

Kevin: Yeah, he got hit several times.

Ellen: Yeah, that's why they moved him

Leno: Yeah

Kevin: Well, that's why they put a bumper behind him too you remember?

Leno: Oh, yeah, it was a

End of tape One



Kevin: He got his finger pulled off in that...  
Leno: Oh  
Kevin: Yeah, this finger  
Ellen: His index finger?  
Kevin: Yeah, Joey. Remember his kid was up there at that glass thing at the Anselmo, you and I worked  
Leno: Oh, yeah  
Kevin: He moved the cow and the calf for us with the  
Leno: Yeah, Jordan sure,  
Kevin: With the front end loader  
Leno: Front end loader, sure  
Kevin: Yeah,  
Leno: This is where the rabbit hutches sat  
Kevin: Yeah,  
Ellen: Yes it is, and then there's this staircase right here that goes right down to this guys fence.  
Kevin: You know who raised hell with me on that Ellen?  
Ellen: Who?  
Kevin: Rodney Salo built all of them  
Ellen: Oh, did he?  
Kevin: Yeah, and he was raising hell with me because I wouldn't release the ground, I had nothing to do with it.  
Ellen: But it would be ah,  
Kevin: School District  
Ellen: School District  
Kevin: And you can't sell something with the school district unless you go to the, you post it for 30 days, or else you go to the public for a vote.  
Ellen: Oh, yeah, oh yeah.  
Kevin: They thought that was a lot of nonsense.  
Leno: Speaking of education, I served on the school board in Rocker for about 16 years.  
Ellen: Yeah, you really do get an education don't ya?  
Kevin: You were a slow learner too.  
Leno: I even got accused of stealing money out of the from the transportation fund.  
Kevin: Ellen, when they built the Alice or the Kelley they were going to build the Ryan mine to save the silver country up in North Walkerville and are you familiar with that?  
Ellen: Uh huh.  
Kevin: Well, when they built the Ryan, they were going to haul it with the BAP and we were going to take off from the hog ranch, do you know where the hog ranch is, below the Orphan Girl, big curve, they were going to take off and go up in that gulch behind Big Butte and come across in there into the Ryan, it was all surveyed and everything ready to go and of course the Ryan fell through during the 59 strike.  
Leno: They had bought all the hoisting engines and equipment and hauled it up by the old Alice spur, and unloaded it there, all the ship wheels and top and everything, it was a huge big thing, and when that fell through, they loaded it up and shipped it to, I think they went to Canada someplace.

Kevin: That ah, Alice spur that he's talking about Ellen they built that in there to load the Alice pit, you know where the Alice Pit was? Well, the old man built the spur out of the Bell and Diamond yard went up to the Alice pit and that's where it was 2 blocks away from the Alice mine shaft.

Leno: This was a deep hill

Kevin: Yeah it was, Sims was always have a retainer coming down out of there on the first

Leno: Sometimes yeah, I don't think it did much good, you couldn't release the brakes anyway.

Kevin: That's what he always asked me to set a retainer

Leno: Did he?

Kevin: Yeah

Leno: I never used any I got in a fight with Holman one night, Holman was yard master and he came up there and he told Sonny Richter, how many retainers you putting up and he said well Leno, there weren't any on, I said well you put them on, he come up and told me and I called Holman and says you put those retainers on this train is not going on the hill. Then he told Robinson about it. So I told Robinson who do you think knows about those retainers Holman or I, and he said well probably you do. That was the end of the argument.

Kevin: Yeah, we never understood the air, you people did, if Burkbush said it was okay to go, then you went.

Leno: Yeah, that's right. They got a lot of I don't see any equipment down there for trolleys though. They're still trying to get that trolley over that locomotive up there.

Ellen: Oh yeah?

Leno: We have most of the equipment for it

Kevin: Those poles aren't long enough

Leno: No, no, I was just looking to see if any of the hardware was there, they have everything anyway really except

Kevin: I wonder where they put that shunt into the gas now Leno.

Ellen: I think they do it right here

Kevin: Do they?

Ellen: I think so

Kevin: Yeah that's what it was built for El.

Ellen: Sometimes when you come down here, the stench is really intense, you know the.

Leno: We used to smell it on the train going by years ago. I remember when they built these oh, these beautiful little houses they built here and landscaped them

Kevin: Yeah there was residence here, well that was when, I don't thing anybody lives there anymore, Gwendan, Gwendan had a crush on that lady.

Leno: Oh did he?

Kevin: They used to talk all the time. Hang a right Leno

Ellen: Let's go down to the end, I've got 30 minutes, I'm going to get back on

Leno: Okay

Ellen: I'll have you slow down

Kevin: You're not your father's daughter; you would have got on, on the fly.

Ellen: I can't do it

Leno: A switchman get on and off on the run you know.

Ellen: I know they do

Kevin: Yeah, now Leno, that was the lumber track, look at there's the steam engine here, it was the lumber track that other trail.

Leno: Yeah the other one went in right about

Kevin: Right about here. Your dad served mass in that church that log church up in Brown's gulch.

Leno: I had my first communion in that church.

Ellen: Did ya?

Leno: In Brown's gulch, yeah

Ellen: Did you grow up in Brown's gulch too Leno?

Leno: No, but I had relatives up there my uncle was up there and well, my mother and dad lived up there oh before I was born

Ellen: Do you think we can get through those posts Leno?

Leno: I don't know, they don't look very wide, don't look wide enough does it?

Ellen: No, it doesn't, well, I'm gonna get off and I'll walk up

Leno: You want to drive up and I'll take my car

Ellen: Okay

Kevin: Did you down and go look see those sneezers down there?

Leno: No

Kevin: Let's go down

Ellen: You want to go down?

Kevin: Sit on the back El.

Leno: Oh, go down in this? Okay. Go down and see if we got some equipment down there for our

Kevin: That your friend fought us on all the time, we finally got it, well actually Larry Hoffman got it for us

Leno: Oh I see it there is that it there?

Kevin: No. It's laying down

Leno: Oh, no that's ah, it's down farther

Kevin: Ellen this is the

Leno: There it is right there

Kevin: No, over here, the board is right there, see that switch on the pole Ellen, that box?

Ellen: Yeah

Kevin: That's what they call a sneezer and that cuts the energy out of the wire if you pull it down and push it out.

Leno: Yeah, there's a big switch inside of that thing.

Kevin: There's a ramp there so the truck dump there they had a cut the juice out. So consequently it's the only one we can find on the BAP system because they're made out of real heavy copper and they took them for junk I'm sure. She found out it was the only one left and she got very possessive of it and didn't want to give it to us, we wanted it up there at the cow and the calf to explain the trolley system

Leno: I think she finally decided

Kevin: Well, I think Larry Hoffman changed her mind on that

Leno: Yeah, I think so, yeah I think she decide we should have it now. Because nobody knows what it is anyway. You and I are probably the only ones that know what it's for.

Kevin: That's how they energized the wire and cut it out, like I told you, people working on lumber cars with their head up by the trolley and that.

Ellen: This thing goes all kinds of places doesn't it?

Leno: Yeah. It, I'd take it out hunting.

Ellen: There you go.

Kevin: It took two and a half hours.

Leno: Did it? Well thank you

Kevin: Thank you Leno.

Leno: I enjoyed that

Ellen: Alright, I'm glad you came, we might have you come and do it again

Leno: Okay.

Ellen: Alright

Leno: I'm not that busy

Ellen: Aren't ya? Alright, hey, well I'm gonna go get back on that trail

Leno: See ya later.

Ellen: Take care

Kevin: See ya later Leno. Preciate it.

Ellen: Yeah, he's a great guy.

Kevin: He sure is. Crazy about Jerry Joe.

Ellen: Jerry Joe's a good guy too.

Kevin: Yeah he is.

Ellen: Well, I got 15 minutes.

Kevin: Well, shut this off.

Ellen: Well, thanks

