

YOUNGSTOWN STATE UNIVERSITY

ORAL HISTORY PROGRAM

Railroad Project

Work Experience

O. H. 529

CECIL MARTIN

Interviewed

by

Lillian Eminhizer

on

June 8, 1975

YOUNGSTOWN STATE UNIVERSITY

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INTERVIEWEE: CECIL MARTIN

INTERVIEWER: Lillian Eminhizer

SUBJECT: Engineer on a steam locomotive, Hiring,
Training, Job Duties

DATE: June 8, 1975

E: This is an interview with Cecil Martin at RD #1 Leavittsburg, Ohio. His post office box is 122. This is June 8, 1975. It is about 5:00 p.m.

Cecil, what railroad did you work for?

M: B & O Railroad.

E: What did you do on the B & O?

M: I was a fireman and then after on I was an engineer.

E: When did you hire out?

M: I hired out on August 8, 1928.

E: That was just before the Depression, wasn't it?

M: Yes. I worked about a year and a half. Then I was furloughed until 1936. I was called back and worked about a year from December 1936 until about December 1937. I was furloughed until May of 1939. That was when I was called back.

E: Were you a fireman during these early years?

M: Yes.

E: When did you move up to engineer?

M: I can't even tell you that date.

E: I thought everybody knew exactly when they got promoted.

M: It was June 6, 1943 when I was promoted.

E: That is interesting. You didn't get called to the war?

M: No. I didn't serve time in the war or in the Army. I worked here at Deforest for about a year. Then I went to Painesville. I left Painesville in 1948 after the oak docks closed. When they closed there, we left there and came back to Warren here. I finished out here in Warren. I finished my time here. I ran the engine. I was the engineer from about 1944 until I quit in 1966.

E: What was it like when you first started railroading?

M: It was pretty rough here. Your engines were all hand fired at that time, all but your heavy freight engines. A majority of them were stokered. Your passengers and yard engines were hand fired. It was long hours in all kinds of weather. There was all kinds of time. You were on call 24 hours a day as far as that went. Your conditions to eat and live at the other ends of the lines, wherever your terminal was at, were pretty rough. We had New Castle and Willard. Willard was a pretty good place. The B & O had a pretty good YMCA there. At New Castle it wasn't too good and at Pittsburgh it wasn't too good. It was pretty rough work at the beginning.

Later on about 1945 or 1946, they got some road diesels. From then on they continued to do away with steam engines more and more and got diesels.

E: What type of steam engines did you work on?

M: I can't tell you the types anymore. We had what we called the old Malley Engine. It was a four cylinder engine. It was a regular drag engine, a freight engine. It had several different makes and models. I can't tell you what the names of them are anymore.

E: I have seen that Malley on the lake front. Did they use it on the main line.

M: No, they couldn't use them on the main line. They weren't fast enough. They couldn't use them out there. They were nothing but a drag engine. It was a heavy, freight engine and that is all they were. We could use them here on the lake branch because it was up and down so much on the grade. That was slow work and that is the way that we worked. They couldn't use them on the Main Line for speed. There was no speed to them.

E: Was the stoker a part of the engine or the coal car?

M: You had the stoker as part of the engine. There was a long auger that went from your firebox back into your coal tank. In the center of your coal tank was a big chute. The auger ran into that. The coal worked down in that. It worked forward, as your auger came forward, as you turned the steam on. Then it would come up into a pocket in front of the fire door. There were two elevators on each side that had augers in them that worked the coal up. The steam, your jets inside of your firebox on a firing plate, that is what blew the coal off of the firing plate into the firebox.

In later years, they got what they called a Lowery stoker. That came right up in front of the door. It went right in the fire door. It was a lot cleaner than the old duplex was.

E: That is interesting. I didn't know anything about the stokers. How often did you have to take coal on?

M: We would have a tank at Painesville. We would take coal here at Deforest going east. That would take us to New Castle. Coming back we would do the same thing, taking coal to Painesville. When we were on the main line, we never took coal. Unless we had trouble, we never took coal at Akron, but we took coal at Warwick going west and coming east.

E: What kind of coal did you burn? Was it a hard coal? Was it dirty or clean?

M: I would like to tell you what kind of coal it was, but it wouldn't work. It was more or less a hard coal. We shipped coal to Painesville for the Lake Train. That coal would be shiny like a dollar. It would be nut coal. I often said that I could get that on a locomotive. I believe you could burn it right down to the rail.

We ran out of coal one day up there at one time. They went down to the harbor and took a couple cars of that. They brought it up, ran it through the tipple, put it on the engines, and they died. Why and what kind of coal it was or what they used, I didn't know. I thought when they shipped it across to Canada, it was a steam coal. It just put the fire out. It wouldn't burn. They had them dead all along the road here. They had three of them between here and Painesville. They were just dead. There wasn't anything there.

During a coal strike here one time we got coal from Indiana or Illinois. That stuff made steam when you burned it. After an hour or so, you had clinkers in your fire. It was just a solid bed of iron on your grates. She just

clinkered down that bad. It made steam for awhile. Then you would have to clean your fire and start all over again.

E: How did you get the clinkers out of them?

M: You just have to tip your grates up and break them down into the ash bin. That is the only way that you could get them out.

E: On this ash bin, did they dump that? How often?

M: We used to leave it open and go along the road until they got to burning ties. The section men would raise the dickens. They put out an order to see that all ash pans are inspected and see that they were closed before you left your terminal. If you had good coal, there was very little ash in it. It would go from Painesville to New Castle or New Castle to Willard without any trouble in an ash pan.

In the wintertime, we used to try to leave them open and get away with it because they would freeze up. If you got into trouble with your fire and had to knock your fire out and do something with it, your ash pan was full. You couldn't get it froze up or get it out. If you left your fire up against your grates, then you would burn your grates out.

E: How large were one of the fireboxes on the steam engines?

M: I would imagine that they were ten feet wide and about twelve or fourteen feet long. They had three sets of grates. I have no idea anymore. I think there were four sections hooked onto one lever. That would be about eight grates on each line, the three lines.

E: You don't have any idea on the size of these things, I suppose?

M: I don't have the tonnage. I can't tell you the tonnage. The old Malleys that we had were about 111 feet long. They were about that big. Of course, according to the size of the tank, it made a difference.

E: Were these steam engines dirty to work with?

M: Yes, oh yes. We had what they called a squirt hose. The water would come right out of the boiler. It was hot. Of course, we kept the deck and around the side washed down. We washed the coal down to keep the dust down as much as you could. You had lots of cinders with them.

E: You could put wet coal on the fire?

M: Oh, yes. You could wet her right down until the water would run right out of it. You could still blow it into the firebox and make steam.

E: I would think that the coal wouldn't burn if it was wet?

M: You wouldn't think so, but it did.

E: Who all did you work with on the railroad?

M: I worked with a man from Painesville by the name of Todd Lockwood. I worked with McMannis. When I came up here as a fireman, I worked with Moore. I fired engines here for Gene, Frank Jacobs, Weldy Japes, Sam Zeller, and Dilly Welsh.

E: Did you know this guy "Grubby"?

M: Yes, Clarence Grubbs.

E: What did he do on the railroad?

M: He was a brakeman. He had taken a promotion for conductor. Then he gave up his conductor's right and went to brakeman and he stayed brakeman. I know him well.

E: Did you work only freight or did you work some passengers?

M: No, no. I only worked freight. When I could hold a passenger job firing, I was too old. I was too young. Let's put it that way. I couldn't hold a job. When I could hold a job firing, I was too old. I was marked up like Deforest or Hazelton running the engines. That is where I missed out on that. Of course, I didn't miss anything.

E: Which do you prefer, the diesel or the steam engine?

M: The steam engine. The diesel was a lot cleaner, but when they quit on you, they were done. There was no trying to fix them or anything about it. You could take a steam engine and watch it. Your steam gauge would start to go down and then you knew there was something the matter with your fire. The first thing you would do would be to shut your stoker off and let the smoke clear up. You would look in the firebox and take your shovel and see where your fire was bad. It might have been piling up in one place or a hole in another place in your firebox. You had something to work on to bring it back to life. With a diesel, you have nothing. They are a lot cleaner, but they are noisier than a steam engine. The steam engine was the best that I fired.

E: Did you have a feeling that railroading was on its way

out when they went to the diesel?

M: No, I did not, no way at all. I don't think any of us had.

E: Who did you work with out on the main line?

M: I worked with D. J. Davies. I fired for him on the main line and a man by the name of Hettie out in New Castle. I think they were the only two out there that I worked with.

E: You never did do the Holloway run?

M: No, I stayed off of that.

E: Why?

M: I wanted no part of it. There was fog down there so bad and I had all the fog that I wanted from Youngstown to New Castle without going to Holloway in that fog.

E: That was a single track down there?

M: That is right, yes.

E: I wondered why some of the men didn't seem to mind that run and some of them really didn't like it?

M: It was just like every place else. Those fellows that run down there never worked anyplace else. Just like me and some other fellows on this slate branch, we did most of ours out of Painesville and New Castle. That was the way those fellows did. They ran from Lorain to Holloway. That was their division. They stayed; they fired on it; they knew where they were at. Of course, we did get a percentage on the Lorain jobs, but I never took them. I never wanted them.

E: You never worked Lorain?

M: No, I never worked the Lorain yards.

E: The Holloway Run ran from Lorain to Holloway?

M: Yes, that is right. We had jobs out of Lorain to New Castle. We had a percentage on them. I did some there.

E: How often did you make a trip? Were you in the pool?

M: Yes, you were in the pool, sometimes you would be ten hours. Sometimes you would be in your home terminal for twelve hours before you would make a turn or get called. You would get into New Castle around eight

to ten hours before they would call you to go to Painesville. The one thing that we didn't do there, out of Painesville, too much, was dead head. We never had too many crews in the late branch to dead head. You know what I mean. Out of New Castle on the main line, they would go to Willard and lay there for twelve or fourteen hours. They might have had eight or ten crews in there at one time. There was nothing coming east. They would dead head four or five of them. We never had that many crews out of there. Occasionally, they would dead head a crew out of New Castle to Painesville, but not very often.

- E: How did your pay run on the railroad? Was it by the number of trips that you made?
- M: No, no. It was by the hour, by the day, by the eight hours.
- E: You didn't have time and a half or overtime or anything like that?
- M: Oh, yes. We had time and a half or overtime. We didn't have paid holidays.
- E: Do you have a schedule of pay?
- M: I have one. This is good enough. This is for January 1949. This was our paycheck. That was for two weeks.
- E: I see that you ran four days in a row and were off a day?
- M: I lost a day there.
- E: Did you ever miss a call?
- M: Oh, yes, lots of them.
- E: Did you miss them on purpose?
- M: No, most of them were accidental.
- E: Did they ever say anything to you?
- M: No.
- E: I see you have the miles written in?
- M: Yes.
- E: You have overtime checked off. How many hours were you allowed to run?

M: Sixteen hours.

E: Did they ever have to come and dead head you?

M: Yes. They would come and relieve you.

E: Mr. Lindsay was your conductor?

M: Bob Lindsay was firing for him. He was the engineer.

E: What was the exam like that you had to take to become an engineer?

M: That is another one that I would like to answer for you and I can't do it.

E: I ran across an old exam that my father-in-law took on the mechanics of an engine. He took it way back in about 1919. Did you have to take an exam when you became a fireman?

M: Yes. You had to take an examination on the machinery. That was the locomotive parts. That was what you would do if you broke a valve and how you would set the valve on the other side. There were different things on the boilers and air compressors. There was different stuff that would go wrong with an engine that you could block a valve and fix it on the road. That was the first one.

The second one would come along with the air brakes. That was where you had to tell them from the time it went into your compressors and tanks until it was released by the air brake. One fellow said when it went on and when it went off. That was all there was to it. You moved your brake on. You have an exhaust when you put the brakes on. When you released them, you kicked over in full release and you got the same thing when it went off. That was the worst examination that air brakes, because you had to trace the air from the compressors when it went in until it was released out of the train line. There was a lot of stuff in that you had to learn.

The last examination was your roads and rules. That was the working rules of the company and the road rule was to learn the switches, facing point, turning point switches, sidings, and track numbers in the yards. That wasn't too bad. The air brakes exam was the worst.

E: Did you have to take another exam when you went onto diesel?

M: No, that was one thing I think the company did wrong. After all, I am glad that they didn't. When they got these diesels, they had a man ride with you on the road. When they got

them in the yard, they said, "There is the throttle, the brake, and it is yours". That was it. We had a few men around that had been to diesel school. If you got stopped, they would help you or tell you how to get started. That was it. We had no instructions of any kind to tell us how to run it.

E: When you became an engineer, did you run the engine in a training period or . . . How did you become an engineer?

M: All of these engineers let the firemen run the engines. If you started at 7:00, maybe around 9:30 or 10:00 he would eat his lunch. He would go over and do the fire and you would do the engine. Maybe in the afternoon, after dinner he would say, "Run her awhile". You would run her and that was the only experience that we had training, we had running an engine.

E: After you didn't have to put the coal on the fire anymore and you had the stokers, what did the firemen do?

M: Run the stoker.

E: The stoker wasn't automatic?

M: It was automatic to the point of power, but you had to turn it on and off.

E: You didn't get too much coal in it?

M: Yes, too much or not enough in. You had plenty of work to do. There was no getting around that.

E: I thought that you maybe just sat up and looked out the window on the other side. (Laughter)

M: No.

E: Were you ever involved in any accidents on the road?

M: Only one.

E: What happened on that one?

M: I ate up a rear end. There was a man stopped right out of Chardon one day and it was bad. I was going to Chardon. I had about six cars. They had no flag out. He was sitting right on a curve and I hit him.

E: Did you have time to hit the air?

M: I had time to do nothing. I put the caboose right up on the coal car. There she sat. I was thinking about that

before you came here. I should have hunted it up then.

E: You mean you put his caboose up on his coal car?

M: Yes.

E: Did you ever ride in any of the cabooses?

M: Yes.

E: What was the food like back there?

M: You had no food unless the flagman or the conductor would share theirs with you.

E: On this accident, I see that you put this right off the tracks on the coal car?

M: Yes.

E: Did anybody get hurt?

M: No.

E: You are lucky.

M: The flagman and the conductor were in the caboose. When they saw it about the time that I saw it, they just took off like two big birds. They went out of each side into the ditch. My fireman and I were on the engine. We both tried to get out the same door. We were too big to fit through that door. He did get out and jump and I stayed; I didn't go. Tom Smith was the fireman.

E: What did the company say about the accident?

M: They had an investigation. I think the conductor and the flagman got a year out of it. They were off about a year before they got back to work.

E: They suspended them?

M: Yes.

E: Did the company ever fire anybody?

M: Yes and no. That is a hard way to answer. They did at times. A lot of them were just let go.

E: They mostly worked through suspensions didn't they?

M: They never . . . The B & O suspended you unless it was something like that. Do you understand what I mean?

E: Yes.

M: They would give you what they called a reprimand. They used to have the story out if you got four or five reprimands, then they gave you another reprimand for having that many. That went against your record if anything happened, if you really did have a bad one. That went against your record. I don't know of anybody who was let go on account of that.

The different railroad had different things. Today, the C & O (Chesapeake and Ohio) will give you time. I think that the Erie and Pennsylvania always gave them 90 days or something like that.

E: Did you ever have any interesting experiences out there on the road with the fellows? Something must have been good.

M: Yes, but I wouldn't want them on tape.

E: I don't know. I got some pretty good ones out of Jerry Vennettee the other day.

M: I'll bet you did.

E: I am going to go back up and see him again. When I left, he was doubling over with laughter. It must have been something awfully good.

M: I will bet that you got some good ones off of Jerry. Did you talk to Clarence Grubbs yet?

E: No. I haven't been over there yet.

M: He has some books there that you might be interested in as far as engines are concerned. There are two of them that I know of and he had the one set. He has a set of engines and books of the B & O from the beginning right up to nearly the present day. It has how, where it got started, and how they got through Ohio and Pennsylvania and came across. I read the book. I just don't remember much of how it was all in there.

E: How did you make the engine go? How did you control the speeds?

M: We had a throttle. It is just the same as you have on an automobile with an accelerator. The only thing is you work the throttle by hand and open the throttle a little bit at a time. That lets the steam into your cylinders through pipes. You start out with enough just to get it started and then you give it more steam as you go along.

You add your valves. You would raise them up just like you would shift gears in an automobile until you get your Johnson Bars up far enough that your engine would be running smooth. When you got it that way, that was all you could do. You would just give it a little more steam to get your speed that you wanted.

E: When you worked at the Painesville Run, did you ever have a train get going too fast coming down . . .

M: No, we never did. That is to the best of my knowledge as long as I have known the railroad. I don't think anybody ever had a getaway.

E: Did you know Brenner Kelly? Mike Kelly?

M: Oh, Mike! Yes, sure. I didn't know him by that other name. Mike came here and worked one winter in the mill. He was here a couple of months. I fired for him in the mill for awhile.

E: He is retired and lives in South Carolina now.

M: Yes.

E: When you worked over here in the yard, what did you do?

M: We switched cars in and out of the mill. We classified cars for the different railroads and for the road jobs that came in here. The outbounds would be going east and west. We would classify that and the inbounds and the outbounds out of the mills. We would spot cars around on the different loading tracks for them.

E: Did you have any arguments with the inspectors?

M: No, I never did. What kind of inspectors?

E: I don't know.

M: You had no arguments with the car inspectors.

E: His word was law?

M: That is right. You didn't argue with a car inspector at all. When they said the car wasn't fit to run, it didn't run. It was up to him then. He had to answer for it. You had nothing to do with it. After all, I was never much to argue with anybody outside of a yardmaster. I would argue with them until I was blue in the face. Outside of that, I never argued with any of them. They had their own job to do and their own business. That is the way that I expected mine to be. I didn't expect anybody

to come up to me and tell me how to run an engine. They did, but it didn't make any difference.

E: Who was yardmaster when you were working here at Deforest?

M: (No response)

E: Where did Don Childs work?

M: He worked over here. I worked under Tack Richards. I worked under a man by the name of Crawford.

E: What did the yardmaster do?

M: He was the boss. He laid out the work for you. You did it. He was to see that you did it. Jack Sitch was the yardmaster over here at one time. There was another fellow from Akron.

E: Did you know a George Fetser?

M: Yes. He was superintendent on the old Akron division at one time. Chester Williams was here one time years ago. He was also superintendent of the Akron division.

E: What did the superintendent do?

M: He was the overseer of the Akron division. He was the boss. He put out the orders and the yardmasters put them out. The buck had to stop someplace. It stopped at the engine crew. That is where it stopped. They all put out their orders to everybody below them. That was it.

E: Did you ever get any orders that you thought were unreasonable?

M: You mean working orders?

E: Yes.

M: No. There were some that were questionable, but after all . . . The train orders, yes. That was in the movement of your train. I understand that had nothing to do with the work, only the moving of the trains. The dispatchers made mistakes just like anybody else. They may have put a word in that shouldn't have been. That would mix up the whole order. Outside of that, they were a pretty good outfit at that time.

E: If you could change anything on the railroad and look back, what would you have changed?

M: I couldn't tell you. I don't know.

E: You were pretty happy with it the way it was?

M: Yes. The companies had to have a lot of confidence in the men because you made your own time. There was no clock to punch and nobody questioned your time. You made out your time slip and turned it in. It went into the timekeeper. It went to the timekeeper, to Akron, and to Baltimore. You were paid the same thing as you turned in on your time slip. There were no clocks. Occasionally, there would be a time slip that would be questioned, but it would be very, very seldom.

E: Did you know any of the fellows who hedged a little bit on their time?

M: No, not exactly. We all did a few minutes here and there. The company hedged on the pay too. If it was less than 2¢ then they didn't pay you. If it was over 3¢ they paid you. So what. I think more or less that we all did hedge a little bit on our time here and there a few minutes.

E: You didn't run passengers so I can't ask you if you took the dishes off of the tables in the dining cars.

M: I shook up a few dishes in the caboose, a few car lengths from the engine. Yes, sir.

E: What did they have to say to you?

M: They said something that you wouldn't want on record. That is for sure.

E: Were the railroader's English as bad as sailor's English?

M: No, not quite. It was all in the handling. Some could and some couldn't. You couldn't take a lot of them. When they were coming into Deforest from Painesville up the front line there, they would come in and have her down to a creep. They would use the engine brake. When you use your engine brake, it had nothing to do with those 75 or 100 empty cars behind your engine. When that foot of slack would run in between every car, you were getting a lot of bump until you came to the caboose. When you came to the caboose, you really got shaken up. That was when the dishes and the silverware would fly. That was quite a thing to worry.

E: You had air that was connected to all of the cars right?

M: Yes.

E: When you brake, you were supposed to brake all of the cars?

M: That is right. You were supposed to make a reduction of about ten pounds and then wait until that ten pounds would release out of your cylinders. It wasn't putting the air on that caused the brakes to grit. It was the releasing of the air that caused your brakes to go together. Later on there was "sound" when it went on and off. It was the same way when you released them. You could feel it. You could feel your cars and slack tightening up. You couldn't release it right away. When you came to a stop, you dropped ten or fifteen more pounds off and that set your brakes up tight. That would be your stopping. When you were on the road and you wanted a little air, you would use a little air to stretch the train. You would have to have enough speed and not enough brake when you released it so that your engine could pick up enough speed to get away from the cars.

E: Why would you want the train stretched out?

M: For advantages on different places to stop. If you were on a level, you could stretch your train out. It would be an advantage on a downgrade a little bit. It would be on an advantage for a start. If you were on an upgrade, you would try to bunch your cars so that you would have the slack all in against them. When you started out, your train would come apart easily. You would have your slack in.

E: Did you ever have very much of a problem with hobos riding the trains?

M: No. That ended at the beginning of the 1940's. Now and then you would see a few transits riding some cars. As far as the hobos at that time, they were gone as far as I know.

E: What did you do the years when you were furloughed?

M: I farmed.

E: When you went back in the late 1930's, how was the railroad different from when you first hired out?

M: It was no different. It was just the same. The engines were improved some, but there wasn't too much of a difference. We had to put stokers on a few more of them. They still had a lot of hand fired engines.

E: Did the B & O keep their equipment up?

M: Some of it was kept up good; some of it they didn't.

E: What kind of condition did they keep the engines in?

M: The passenger and fast-freight engines were kept in good shape. The old freight engines, drag engines, didn't have much done to them. They just kept them running. That was about all.

E: Did you ever have to fix any of them when you were out on the road?

M: No. All you had was a monkey wrench, coal chisel, hammer, and a shaker bar. You couldn't fix very much with that.

E: Did you ever have a breakdown?

M: Oh, yes.

E: What did you do?

M: I had a side rod break on me one time. The stoker broke, but we didn't stop for that. We fired it by hand. The brakeman and I fired it. That was the only thing. I never fired for anybody that ever had any trouble.

E: When you were hand firing, some of those fireboxes were twelve feet long or so?

M: Yes.

E: How did you get the coal to the back of that firebox or the front of depending on how you figured it? How did you get it back in there away from you?

M: We were talking about these big engines. Your yard engines didn't have that big of firebox, but you say "How do you get it to the front end of the engine?" That is where you had to put it. You would take a scoop of coal, open the door, and stick a shovel in there. The draft of engine would take the coal. You had to place it. You had no problem getting the coal as far as from here to that wall from the fire door.

You fired an engine and that is where I fell down. I was left-handed to fire. You had to keep the side of your crown or sheets at the side of your firebox. That is where you did your firing. You did very little bit out in the middle. You sprinkled coal in the middle and along the side. Your left-handed man could fire on the left side. If your left-handed man came to fire on the right side, that was a job. I have had fellows show me that they could fire both ways. They would fire left-

handed and then turn around and fill up the right side.

If you got into one of these engines out here that rode a little rough, you were walking back and forth, he stood up there trying to fire that thing by hand. That was a job. The suction and draft on that would take a shovelful of coal right out of your hand.

E: I wondered about that. Did you carry your own lunch on the road or did you stop?

M: No. Once in awhile we would and sometimes if we got laid along the road we would stop. If we got stopped at Girard going east, we would go over across the tracks to a little restaurant. If we got down as far as Ohio Junction and we were in the siding for awhile, there was a mill restaurant there on the right. Going west from New Castle, we got out of there about 8:00 or 9:00 at night. We would get to Middlefield. They kept the restaurant open 24 hours a day, but they didn't serve meals. The town marshall stayed in there at night. He would make his rounds at the business places and come back and go in there. Going either east or west mostly into Painesville, we would come over the hill and stop up at the siting. We would cut off the engine. We would go down and he would open up the door to let us in. We would have coffee, donuts, pie or whatever happened to be there to eat. Then we would go on about our business. On the main line we used to have places that we could stop to eat if we got delayed somewhere. There was very little. Some fellows cooked on the engine.

E: How could you cook on the engine?

M: Some of the fellows made some pretty good meat on an engine. You can make coffee on an engine. They would take the scoop shovel and put the squirt hose on it and use scalding water right out of the boiler. When they would stop at Deforest, when they weren't working the engine, they would get a good fire in there and put their pork chops on that scooper. They would pull the door open and put it in the firebox. They would cook in a few minutes.

Gene had a coffee bucket. He would bring it from home. Some of the boys had one. We would take a tie plate like when we were coming into Deforest from New Castle. We would take this tie plate and drop it right inside of the door. We would come into Deforest and cut the engine off and get coal and water. We had a bucket full of coffee and water. We would fish the tie plate out, lay it on the deck, set the bucket on that when it was quite hot, and it wouldn't be long before your coffee boiled. That

is the way that we did our coffee.

Like I said about the caboose, some of those fellows were good. If you were out on the road long, we had several of them that would come over. They would feed our fire and run it. You would go back and eat, and then you would come over and then the other fellow would go.

E: When you say "come over", would you stop the train and go back?

M: Somewhere where we had stopped, they--the conductor and the flagman--would walk over to the head end. You would drop off there and catch the caboose as it went by until you got to the next place to stop. Then you would go over and he would drop off.

E: I have heard about the coffee that they used to have up on the engine. I think they used to set it up on the boiler. It would boil there all day?

M: Yes. This fellow came out one night and he had only been there for a short time. He has a quart bottle. He set it up on back of the water there. He said, "How about some coffee?" I said, "Sure." He handed me the bottle and I said, "Who made that?" He said, "My wife." I said, "You tell her I will never be her second husband if she can't make coffee better than that." I will tell you. If you put about six or seven hours into a jar of coffee, setting back there boiling all of the time, it is pretty rank, and how.

E: The Butler Run?

M: I fired that with Easley for awhile. I never fired it when you dad was on it. I guess he was the only one that I fired for. Lindsay had it for awhile. I think I fired it all. What I fired was with Easley.

E: Did you know Vic Parr that ran the Butler Run?

M: Yes. I guess Vic Parr is the only one living of that outfit. The brakeman and flagman are all gone.

E: On these 4400's, how are they different from the Malleys? Is it just size?

M: They were a smaller engine, a speed engine. They were a fast engine. The sixes, as they called them, were a freight engine. They were a heavy engine. They weren't as big as a Malley. They were a fast freight engine.

E: Did they use those 4400's on the main line?

M: Yes, they used all 4400's. They bought the big sixes and brought them here. I don't know how long they had them, but it wasn't too long. Then they took them to the Pittsburgh division. That was about all that we had here on the main line, the 4400's. The Pittsburgh division or Butler division had 4500's over there. The Pittsburgh division had the big 6's from Pittsburgh to Connellsville down around Connellsville. Occasionally, we would get one here out of New Castle if you didn't have your own engine or if you had something wrong with the Malley or the road engines.

E: Didn't they need the big sixes down there with sand patching like that?

M: They used Malleys down there too. I think the reason they took the big 6's down around Connellsville was to get rid of the Malleys down in there.

E: The 4400's had stokers?

M: Yes. They were rebuilt engines.

E: What did they rebuild them from?

M: I think a 4200. They rebuilt them and put bigger drivers on I think. They numbered them the 4400's.

E: You weren't riding that day with my father-in-law the day he hit that woman over in Niles, were you?

M: You mean on the engine?

E: Yes.

M: No.

E: She was picking up grape leaves or something up next to the tracks and he caught her on the upswing of the side rod and threw her into the field. It broke her hip and that was all.

M: I came into Niles one night in the wintertime with a man by the name of Boils. We hit a car there on the old crossing down there. That was the only one that I was ever with. I hit there.

E: Did you have much trouble with the people racing the cars?

M: Yes, especially out here on Mahoning Avenue at Copperweld.

You come in there diagonally. They would watch you, look at the cross, look at the engine, look at the cross, look at the engine, and if you were standing on the cross then they were gaining on the cross. That was really the only place that you had very much trouble that I found. A lot of them would take chances on the crossings to get over the lights. Racing was the only thing that I ever saw at that place.

E: Some of those people didn't live too long.

M: Yes, some of them.

E: Did you have any arguments with the yardmasters?

M: A lot of them.

E: What did you have arguments over?

M: Different things that they had done or different things that they claimed that I had done or something that didn't suit them. You know what I mean. That was where you had to go to air your gripes. So what. What else were you going to do? You weren't going to let them have the last word, not if you could help it. So what! All in all, there was Childs, Crawford, and Fetser. They weren't too bad of men. They had a job to do and they were doing it the way they figured that it had to be done. A lot of them would get the work out, give the conductor the work, let him go about his business, and let him do it as he saw it fit. That was pretty near the thing to do because a lot of these fellows they took out of school were just bookmen. They had no idea of switching cars. You could put in eight hours just switching a track of cars.

E: You mean they had some supervisors that had never worked on the railroad?

M: Sure. We had a lot of them, especially during the later years, even your operating officials. We had a man by the name of Steve Lewis. We had a man here by the name of Jack Weller and Purcell. He was from Washington, Indiana. They were road foremen. They could be in Akron and you could have an accident over here in Deforest or Youngstown and he would call you up and ask, "What happened?" You would tell him what happened. In the next day or two, they would have an investigation. You could go into the investigation and you made up your mind that you would tell them what happened. There was no use lying to them because he knew what happened without you telling him

In these later years, we had these operating officials right out of school and books. They had no idea in the

world where they were at on the railroad. They had no idea of what happened.

Out here there was another thing. When I was hired out here, we made two round trips on the road. We made a round trip to Willard and a round trip to Painesville and a day in the yard. Then we had papers that the engineers signed. We took them to the clerk in the foreman's office in New Castle at that time. The clerk signed them and said, "Where do you want to go to work?" "Youngstown." "All right. Go over there and mark up." We did all of that, a week for nothing.

In later years around 1960, there was nothing to learn. They hired you and you went out on the engine and that was it. "Here, I have a new fireman for you."

E: They paid him right from the beginning?

M: They paid him right from the beginning.

END OF INTERVIEW