YOUNGSTOWN STATE UNIVERSITY

ORAL HISTORY PROGRAM

Erie Railroad Project

Railroading Experiences

O. H. 741

CATHERINE CAMPBELL

Interviewed

by

Jerry Mullen

on

November 24, 1975

YOUNGSTOWN STATE UNIVERSITY

ORAL HISTORY PROGRAM

Erie Railroad Project

INTERVIEWEE: CATHERINE CAMPBELL

INTERVIEWER: Jerry Mullen

SUBJECT: secretary duties, travel, steam engines, Depression

DATE: November 24, 1975

M: This is an interview with Mrs. Catherine Campbell for the the Youngstown State University Oral History Program on the history of railroading on the Erie Railroad by Jerry Mullen, at Mrs. Campbell's home, 987 Warren Avenue, Niles, Ohio, on November 24, 1975, at 3:30 p.m.

First tell me something about your family, your parents, your brothers and sisters.

C: My mother's name was Anna Alda. She came from Holland. My father's names was John Hunyady. He came from Bavaria, Germany. They were married in 1904 and came to this country in 1905. My brother was born in October of 1905 and his name was John. I was born in November of 1906, and I'm Catherine, and I have a sister who is now passed away. She passed away in 1971. Anna was born in 1912.

M: What did your father do for a living once he got to America?

C: My father was an educated shop engineer in Germany, and he worked at this mill over here. When he first came over, he worked at various jobs like all immigrants had to because he didn't have any opportunities to get in otherwise. But then from farming he went on to finally locating in industry, which I don't know if it was in Bridgeport, Connecticut where I was born. I can't tell you. They finally came to Niles. He remodeled this house in 1912, and this has been our home since then. He opened up a gas station which was out here and went into business for himself in gasoline and as an automobile mechanic in 1925. He was in that business, a very fluent business, until 1941 when the war was on, and the gas rationing came in. He went over into reactive metal across the street which at that time was Sharon Steel and worked

as a machinist over there. He stayed there until he passed away in 1957. My mother and my sister lived here. I was married in 1954. I was forty-eight years old before I got married. I married a locomotive engineer, Robert Kenneth Campbell, who since that time has passed away, in 1968. He had fifty years service with the Erie. I had forty-four years service with the Erie when I left. We both left in 1968. My mother passed away in 1968, so then I didn't go back to work anymore. My sister passed away in 1971, and my brother is still living. He has eight children.

M: Any grandchildren?

C: Yes, eleven grandchildren. He has them, I don't. I have no children. My sister had none.

M: What are your first memories of Niles?

C: When I went to country school out here in the country.

M: How old were you then?

C: In the fifth grade. I went to the country school out there right next to the cemetery. I was there for three years. From there I came in and went to the parochial school for two years, and then went to Immaculate Conception at Youngstown for one year. Then I went to Pennsylvania myself with my aunt and them. I was there for two years and went to California State and Normal for my first and second years of high school and came back here in 1924 for my junior and senior years here and graduated in 1925.

M: Do you mean California state?

C: No, California, Pennsylvania.

M: Did you work at the gas station?

C: Yes, indeed I did.

M: What did you do?

C: I helped my father sell gasoline; I washed automobiles every Saturday. I was working in the Cleveland office at that time too.

M: For the Erie?

C: For the Erie, and I came home on Saturdays. Over at this mill, they used to bring their automobiles over, and I would wash them and wax them; I would change oil in the pit for them; I would change the headlights for them; I did everything for him in the gas station. I worked with him right along on

Saturdays and Sundays.

M: How was his gas station different from the ones of today?

C: Oh, you did everything manually then. Your automobiles were different. You could take anything apart on a car which today you can't. If you bump a fender today, you can't even take the bumper in. You have to get a whole new fender. You can't fix anything. Even the mechanical parts of the car are different today.

M: Let's go back to your school days again. What was the first school like that you went to in Niles?

C: Do mean the country school?

M: Yes.

C: When I went there for my first five years, you had one schoolroom with eight grades in it. The largest class we had out there, I believe, was with nineteen children.

M: Everybody was in one?

C: No. They were between one and eight grades with one teacher. In eight grades we had nineteen children.

M: What was the name of that school?

C: The Niles Country School was all they called it.

M: After you got out of high school, where did you end up? Where did you start your career?

C: I graduated in 1925. I went to Hall's Business College. I took a straight, classical course in school. Having come from Pennsylvania, I had far more credits than I needed because out there they teach you differently. When I came to Niles, I already had twelve credits when I started my junior year. So I only had four to go in two years. I took typing as an expletive in my senior year. My real ambition was to be a kindergarten teacher, but my folks didn't have the money. They couldn't afford it. My father said he would do this, and he would do that. He said he would send me to Kent State, but I knew that if he did, he would sacrifice everything that they had to send me. So I went to Hall's Business College and took a business course. While I was there, my typing again was way ahead of everybody else, so they trained me for the international typing test. When I came out of there, I was then typing pretty close to 130 words a minute. They just placed me right with Underwood. Everyday at Underwood, they would take my machine apart. They would take all the keys out of it and wash it just to keep my machine going. I had to. They paid me for working there. I

was getting $27 a week then. That was in 1926.

M: I suppose that was a good salary?

C: Oh, you better believe it. They were paying me $27 a week to work there, but everyday from 1:00 to 3:00 I had to practice typing, no office work or anything. I just practiced typing.

M: Which city was this in?

C: In Youngstown at Underwood Typewriter. They are not there anymore. They have gone from there. That was up on Phelps Street.

Mr. Quirk was my supervisor then. In October of 1926 before going in there, I started working for the Erie--May of 1926. That was ironic because in May, June, July, and August I already knew that I was going to be an entree into the international test. They weren't going to give me the time off to go for this practice work and all. Of course, I was young then and perky, and it really didn't mean anything to me then, so I quit right off the bat. Mr. Bone, the agent, told me not to do that. He told me that they would try to work out something. But I told him that I was going to go to New York because I was picked from the state of Ohio. That's when I went down to Underwood, and they took and kept me there until October.

When I went to New York, I placed third in the novice class, that is in the beginner's class, no professionals or anything. I came back from there and I went to work for attorney Fusco, legal work. I worked there for a year and a half. In the meantime, I was pretty good at shorthand too, so they would use me for extra court reporting in Warren when one of their girls was off. My boss was just nice enough because he said that I had the qualifications, and he was trying to groom me for that. I studied one year at night school, legal work, law. He wanted me to study to be an attorney. I couldn't afford a lot of those things, and my father just could see a lot of other problems that might arise. So he told me that I couldn't go through with it; he didn't want me to go through with it. Then in the meantime while I was still doing all of that, I was still doing extra court work up in Warren and working down here. I was making money then. In 1926 and 1927 with my extra work, because you get paid extra for the depositions when you write them up, I was making in those days $600 to $700 a month.

M: My gosh, that's quite a bit.

C: Yes.

M: You mean that considering the fact that you were making all of that money, your father said that?

C: Yes, for the reason that his family doctor told him that he sits up every night until 2:00 to 3:00 in the morning transcribing the notes because you only have a minimum time of ten days to get the notes out. He told my father that I was too young to tie down, to keep me up and that I have to work on my health. Not only that, but that I would probably meet with personal problems, which even in those days those things did happen. You either go out and do, or you're not called anymore. My father talked me into finding a regular job. The job at the Erie turned up, and the man who hired me probably knew my family, but he didn't know me. That was Charlie Scriven. He was an old railroader.

M: What year was this?

C: 1928. October has been my month for everything because everything that has taken place in my life of any importance at all has fallen in the month of October. I went down and tried out for the job at the Erie. Bill White was the superintendent. It was on a Saturday afternoon, and they had four or five people down there from the employment office. They were all writing letters. One was trying to scribble his notes and figure something out. He told me that he would get me a typewriter. He told me to go over there, and then he asked me if I could read my notes. I told him that I could. Bill White had given me three letters. One was just a short personal letter, an acknowledgement; one was a letter, but I can't really remember what the second one was; the third letter pertained to the parts of a locomotive, the apron and the frogs. You know that I looked at him when he was dictating, and I would look up at him every time he would say a word. I thought he was pulling my leg. He asked me if I could read my notes, and I told him that I could. I was always an independent cuss. I was more or less polite, but I was also very independent.

M: Where did that come from, your father or your mother?

C: Both. My father and my mother both weren't sarcastic or anything, but they both stood on their own. They both came from strong families, one from Dutch and one from German. My sister was the same way too, very strong. Before I went up, Mr. White told me that I had three letters and that he wanted me to bring them back to him when I got done. He told me that he hired out on the railroad as a stenographer and that if he could mail my letters, I could have the job. He said that if he couldn't mail them, not to bother coming back. I told him that he could mail them, and in fact, I will never forget that and he will never forget that either. I told him that I thought they were screwy.

M: Because you didn't understand them?

C: I went out and wrote up the letters, and these other kids were

still sitting there not being able to figure out what they were writing. I wrote up this letter, and I went over to Mr. Scriven telling him that I thought he was pulling my leg. He was talking about the apron, the belly, and the frogs, and I never had heard of such things. He read the letter and told me to take it in to him. I was done before everybody else was. I took them in, and he looked at me and asked me when I could come to work. This was a Saturday afternoon about 4:00. I told him Monday morning at 8:00. I went to work October 22, 1928 for the Erie.

M: In Youngstown?

C: Yes, as a stenographer. Scriven was my boss.

M: Where did you work then?

C: In the car distributor's office.

M: Where was that?

C: In the terminal building on the fifth floor. Of course, we had different bosses then. Jim Taylor was in there. Pat Mulligan who just passed away was one of my bosses in there. I stayed there and worked in there until 1931.

M: How did you get to and from work?

C: On the bus transportation from Niles to Youngstown. We got off at McKelvey's in the back there where the bus terminal was. Then we just walked up to the terminal building. In those days, you worked six days. You worked Saturday. You were supposed to be done at noon on Saturday, but you were done whenever you got done. When I made that eight-twelve report--I don't know whether they still have that thing or not--on Saturday, you would never get it until 2:00. You would never leave until it was done.

M: What is an eight-twelve report?

C: That was a report of the engines and all the moves they made and all the different things to report.

In 1931 when the general office came from New York to Cleveland, we were going to be laid off at Youngstown. In fact, I was laid off for one month.

M: Because of the Depression?

C: In 1930, I was laid off sixteen times, and one time I was bumped and didn't even get on the job that I had picked. One month I was bumped sixteen times on account of the Depression. Bob Clark was a chief clerk then. Mr. White was superintendent.

I was sent to Cleveland to work in the general office. I went into the car accountant's office under Mr. Monahan. In 1934 I was transferred to Mr. Gray's office, the vice-president. I stayed there until 1936 again in October. On October 12, 1936 I came back to Youngstown.

M: What did you do as a car distributor's secretary?

C: Just regular stenographic work.

M: What did that involve? What kind of reports and things like that?

C: Personal correspondence and everything that pertained to cars, like the movement of cars, but it was general correspondence.

M: How about the vice-president, Zabel?

C: Yes. That was personnel; that was some medical, just general correspondence. They had men secretaries; we were the office secretaries.

M: What was the difference? What did they handle that you did not?

C: They traveled with them, which we couldn't do. They traveled in the private cars which we couldn't do.

M: Simply because you were female?

C: Yes, discretion. Discrimination.

M: Well, maybe at that time because they didn't have quarters?

C: No. At that time they specified male or female on jobs. Now you advertise your jobs and there is no discrimination.

M: When the Depression hit where were you working?

C: In Youngstown.

M: At what position?

C: Car distributor's office.

M: What happened the day the stock market crashed? How did the people in the office feel? Was there a lot of worry?

C: No. I think in those days you weren't as well-versed on figures and stocks like things are today. You didn't have the television to give you the daily report. You didn't have the news like they have now. What you got was over radio and not over television where you could actually see what was taking place in the country. I don't think that it was

really material to at least half of the people who worked there. You just got a notice that you were laid off.

M: That was it?

C: That was it. You got a five day notice that you were laid off and that your job was abolished. You had five days to pick a job, and if you didn't find a job, then you went furlough. At that time we didn't have unemployment either. You were just furloughed. When I went to the Cleveland office--I was getting $125 a month in the Youngstown office--when I was furloughed and I went to Cleveland, I started up there for $90 a month in the general office.

M: Why such a drop in wages?

C: That was the salary, your classification of work. Of course, you had your transportation back and forth. I had my pass and went back and forth.

M: Let's take a typical day as a car distributor. What was that like? What would you do from the time you arrived at work until you went home that evening?

C: We didn't have coffee breaks either and no fifteen minutes out. You came in at 8:00 right to your desk ready to work at 8:00. So you were there at about a quarter to 8:00. Your typewriter was open and cleaned, and then you were ready to start. You opened the correspondence that they threw over on your desk. Some of the car distributor would open. You would have reports to make up.

M: What kind of reports? What would you do?

C: Well, you would have a car tracing. You would be given a car like Erie car 4410. You would have to find where it was. You would have your classification of cars like your gondolas, boxcars. You would have to separate them.

M: The routings that they were taking?

C: Yes. We had to take trace cars. What surplus there was that the car distributor or Johnny Quittack couldn't do, they would give me to do. But in the meantime, they were dictating the movements of all of these cars that they were tracing. You have got to work in this correspondence in the meantime.

M: This was the way of sorting cars and keeping track of where they were going?

C: Mr. Scriven would dictate. Jim Taylor used the Dictaphone and put them on there. You would work them in between these roles. You would get Western Union's and have to take

Western Union's over the telephone because they didn't deliver all of the Western Union wires. You would have to answer the Western Union under the deadhead number.

M: What is a deadhead number?

C: They are different now. Don't you have deadhead numbers?

M: No, I don't think so.

C: Well, a deadhead number is a number that they pay for. You would write them deadhead 6616. Western Union would know that code was an Erie Railroad code, and they would pay for all the messages that would come in under that number. They either called them or sent them over, and it would be a deadhead. They would know to charge it to the Erie Railroad. I don't know whether they do those things today or not.

M: I couldn't tell you.

C: I don't know either. Eight years is a long time not to be around there. You would do all of the correspondence and the file work and answer the telephone and anything that was to be done in the office. There was one girl and one clerk and two bosses.

M: Two bosses and one girl?

C: Yes. Mr. Scriven was the chief car distributor, and Jim Taylor was the car distributor. Mr. Scriven was the chief car agent, and Jim Taylor was the chief car distributor.

M: Was the office located right in Briar Hill? No, you said it was in the terminal building.

C: It was in the terminal building on the fifth floor.

M: How did you like working with steam engines? Did that do anything to you or for you?

C: Yes. We had steam engines when we started. We didn't have diesel engines when we started. Diesels didn't come until 1951 or 1952 I would say.

M: Did that kind of inspire you while you were doing your work?

C: The steam engines?

M: Right. Or didn't you get that close to them?

C: You better believe it. I rode them. I rode them from Cleveland many days. I commuted from Niles to Cleveland every day.

M: When you were working in Cleveland?

C: Every once in a while you would get a chance to jump on the engine and ride down, but you wore a pair of overalls when you did so that they wouldn't know it. Of course, that wasn't legal either. When the diesels came, they weren't exciting anymore. I think there is nothing like a steam engine.

M: When did you start working in Cleveland? What year was that?

C: 1931.

M: That was because you took a promotion?

C: No. I didn't have any other choice. It was either be furloughed or go to Cleveland to work.

M: So it wasn't exactly like a demotion then?

C: No. It wasn't a promotion either until I went into Mr. Gray's office.

M: What time did you have to get up in the morning to catch the train?

C: I would get up at 5:00 in the morning. The train left Niles at 6:10. We would get into Cleveland at 8:00. Then we went down under the bridge under Superior Street. You would walk from there up to the Midland Building to work. When they put in the terminal tower up there, of course, we got in the terminal tower and would walk upstairs. When we first went in, we went in down on Superior Street down by the water there. I came back from there in 1936.

M: Was that train 2829 that you took up?

C: Yes.

M: What time would you come back in the evening?

C: We left there at 5:20, the same time that it does now. They have never changed the time on it. Then we stopped at every double house twice and got home at 7:15.

M: That made a long day for you.

C: Yes.

M: How long did you do that?

C: From 1931 until 1936. On Saturdays you went the same way. There was a train at 1:15. Twenty-six would come back on

Saturdays at 1:15. You got into Niles at about 3:00. We worked six days a week.

M: Do you mean 1:15 in the morning?

C: In the afternoon. We got done at noon, and we waited until 1:15 for the train to come home.

M: How would you get up there in the morning?

C: On the same train at 6:10 in the morning.

M: That was a separate or different commuter train?

C: Oh, no. It ran Saturdays and Sundays, every day.

M: When did they change then?

C: Oh, I don't know. They didn't change too long ago, around ten years ago.

M: Did you have to take any other train trips while you were working on the Erie? Did you have to commute to other places?

C: No.

M: Then you were in Cleveland until 1936. When did you come back to Youngstown?

C: October of 1936.

M: What were you doing then?

C: I went to Youngstown freight house. Not that I didn't like my job in Cleveland, but I was tired of commuting. There was no other way of getting back. They wouldn't release you. I had to bid on a job then. I bid on this stenographer's job down at Youngstown freight. I took at $20 cut to come back. But then I was home.

M: So I suppose you enjoyed that more?

C: Oh, definitely. Not that I didn't like the Cleveland office, but it was just a rough job.

M: How did your parents feel about you going up to Cleveland every day and spending half the day away?

C: I'm going to tell you something. I worked up there in Cleveland and I paid my board at home just like I should. I ate up there and paid my bus fare to work and expenses, but I still had to pay my board at home. My father would meet me at the station every night and take me up there in the morning. But nevertheless

it was a job. You were glad to have a job in those days.

M: How long did you stay in the freight office?

C: I stayed in the freight office until 1941. In 1941 I went up to the terminal building into the chief interchange office for Harry Devore. I stayed in that office until 1946.

M: You started working there before the war started?

C: Oh, you better believe it. I had been there for a long time.

M: What were your duties there?

C: Chief interchange. When you're a stenographer, you just take the dictation of what everybody else gives you, but you also answer the telephone. Now at the chief interchange office, you would also trace cars for various roads. If cars were lost on the P&LE [Pittsburgh & Lake Erie], you would have to find them. Our boys inspect those cars and send in these cards from the cars every day. We would check them off to see where they were located. You would do everything. You file, you take dictation, you clean and wash the windows. It was not like it is today. Believe me, there were no coffee breaks and no fifteen minutes off. If you wanted to go to the washroom, nobody said anything. But you came back without coffee breaks or time off.

M: Were the officials kind of gruff in those days?

C: No. I don't think that our officials were. All of my bosses that I ever had wanted you to do the work, but they weren't tough on you. Of course, in our day, in our school, we knew that you had to do the work. This wasn't a case of you do it, or I'm not going to do it, or wait until tomorrow. If someone said, "Catherine, I want this," that meant that he wanted it, not tomorrow or the next day or whenever I got ready. He wanted me to do it. We respected our bosses, and I think our officials and our personnel respected their help just as much. We used to say that we were one, big, happy family. We enjoyed working there.

M: Do you think that it has changed?

C: Yes, I think from what I know much of the employee attitude since you have gotten unions in there has changed. Like I say, when I was working there and I was typing a letter, I didn't go home if I had to finish this letter when 5:00 came around. I stayed and finished that letter. By the same token, if I had to go someplace like the doctor, I could go as long as I got my work done.

M: Was that dedication to duty or was that fear of the officials?

C: No. I don't think that in the days that we worked that we had a fear of the officials. I think everybody enjoyed their work. I know I did. We were glad to go on a vacation, and we were glad to come back. You liked your job and you liked the people that you worked with. Well, they always say, "Once a railroader, always a railroader," but today I don't know. I know what some of the help was like when you get down later in the story here. Since they have these unions, they are altogether different from what they were in our day.

M: Do you think they are a help to the working class?

C: No.

M: Why not?

C: You mean the union?

M: Yes.

C: Well, see, in 1946 when I went into the trainmaster's office and road foreman's office--same floor and same building only different departments--and then went into transportation, the superintendent's office, then your unions came in. Now they always had unions before this. I always belonged to the company union which was a 10¢ a month union; I belonged to that. I have always belonged to the clerks, even before it became compulsory. My feeling is this, if you have something and you can't make it attractive enough to bring people in, then there is something the matter with it. When it comes to the point where I have to buy my job and keep paying for it to keep it, then we have got something else.

M: You are referring to unions?

C: That's right. This I don't approve of, and I never did. After the unions came in, they told you what to do. You don't work together with your bosses or company anymore. You do what they do, what the agitators tell you to do. This is where your problems come in. Mr. Mare was the road foreman then in 1946, and then Mr. Batey came. In 1952 we went to Briar Hill. Mr. Batey passed away in 1954; then Mr. Headon came; after he was gone, Mr. Coleman came.

M: What positions are these, trainmasters?

C: Road foremen. I worked for road foremen. Of course, then my position got a little bit heavier. The road foreman was the boss of the firemen and the engineers, and he was my boss, but he was always out on the road. In reality the men came to me for what they wanted. I hired them, and when it came to firing them, my boss would come to me and tell me to fire them. Of course, he did the firing, but it was the terms he used to use. No

matter what they would want, he would tell them to go see me and that he didn't know anything about it. In reality I did all of the office work under the road foremen because they were out on the road all of the time riding engines, and they didn't know what was going on in the office all day. I liked my job when I worked under road foremen because I was the only one in the office; I had my own office at Briar Hill, and actually you knew, I would say, ninety percent of the families of the men who worked there. If you had domestic problems at home, or you didn't work, or you went out and drank last night, your wife would call me up and ask me if you were at work that night. I would look at the book and know if you had worked or not. When you would come in, we would really work on you.

M: Why?

C: For any fault that might have been. We got the story and got to the bottom of it and found out what was wrong.

M: Do you mean on the railroad or with his family?

C: On the railroad. If you're not taking any money home, there is a reason for it. If you are out traipsing around with somebody else, well, we want to know.

M: Even though he worked an eight hour day?

C: Well, maybe he didn't work; maybe he came to work drunk; maybe he only came into work for two hours and then said he was going home and did not go home. We straightened them out.

M: You mean even if he had domestic problems?

C: If he had any problems that interfered with his work at the office. But there is also a rule in the book that says that you cannot deviate from your standard habits and so forth on the railroad. So if you are a family man, you better be careful of who you are tramping out with.

M: I think I understand this, but I'm not quite sure.

C: How much service have you had?

M: About five years.

C: Well, you are young yet compared to them.

M: You kind of did an unofficial investigation of a fellow if it appeared that maybe he was having some troubles at home?

C: Yes, if his wife complained and brought it to our attention.

M: Do you think that it was your business to do that?

C: Yes, as long as she came into our office and asked us to find out.

M: What did you find out in some cases?

C: Whatever we found out, we would settle it with him. We never took it back to her, but we straightened him out. If you were chasing around with somebody else and your wife had the goods on you, she could go to Creeland and tell him. He had better do something about it.

M: Do you think that is the job of the employer?

C: I don't think it is, but if you want paper served on you in the office which we don't like to have done . . .

M: For garnishing wages and things like that?

C: That's right, garnishing of wages. You know that you can't have them garnishing either. They tolerate them to a certain degree, but if it gets to be a habit, they don't, or you want divorce papers served on you, or you want the cop coming and getting you for stealing something in the office.

M: So you kind of took a personal interest in the employees?

C: We were just the intermediate.

M: Do you think that goes on today?

C: I don't know. I haven't been there for eight years.

M: Well, did it go on towards the end of your career on the railroad?

C: We had a lot of it. I had three men whose pay went to the humane society because they did not support their families, three of them. They took out the allowance for their families, and they got the balance of what was left whether they could live on it or not. That was the court's order. The court gave us the order to turn their paychecks over to the humane society. Now do you understand why we intervene?

M: Well, I think so. I think I can understand it.

C: If we can save you the embarrassment and help you with your habits or your traits, this is what we did. It faired out better.

M: How often did this occur?

C: Oh, this is a general practice. This is what we would do if we had to. This was part of my job.

M: Kind of like being a godmother to everybody?

C: Well, it's not a godmother. It's a witch sometimes because I could really rip those boys down sometimes, but they all liked me.

M: Do you think that they feared you a little?

C: No. There wasn't anyone who had any fear because if they had any problem at all, they wouldn't go to Mr. Coleman, they would come to me.

M: How did the Second World War affect you specifically on the railroad and the railroads in general? Did you have to work a lot harder?

C: Oh, yes, when you didn't have the help. Later on they put on more help, but you didn't have the help then. Yes, you worked. The unions weren't in power then like the way they are now. I mean you had a job to do. I knew that I had two roles to get out at nights before I would go home, and I did them before I went home. In fact, if I had a crew coming in at 6:00 and I wanted to see a man on that train for something that might have gone wrong on that trip or something; I waited for him to come. I didn't wait for tomorrow or the next day to catch up with him because it meant that I got the information from that man for my boss so that my boss could handle it before it got too far on paper.

M: Was there a lot more business during the war?

C: Oh, definitely.

M: What do you remember of the troop trains?

C: They went through Youngstown.

M: Did they ever stop in Youngstown?

C: Oh, yes. They had to stop sometimes for water.

M: For the men or for the engines?

C: The engines. We had a USO [United Service Organization] in Youngstown. A lot of them came there.

M: Were you involved in that?

C: Yes, I was. I was one of their hostesses.

M: Well, what does a hostess do?

C: You had certain hours that you would go down either in the evening or on Saturday or Sunday afternoon. The boys would come in; you would introduce yourself and find out who they

were; you would find reading material for them; you would play cards with them. If some of them would like help in writing correspondence or information about the town or anything like that, you would sit and talk with them. You would have lunch with them right in the quarters.

M: Were these soldiers from Youngstown or from out of town?

C: Soldiers who worked from out of Youngstown; soldiers who were from Youngstown, any local boy who was home was welcome to come into the chapter house there. I had one at Warren, and I had one at Youngstown. Once in a while they would have an open dance that any service man who was around and available could attend if he wanted to go.

M: Did your brother end up in the service?

C: No. My brother was too old. My brother is seventy years old.

M: At the time of the Second World War?

C: No, now.

M: What specifically, besides what you already described, were your duties in the road foreman's office? What were you responsible for besides keeping the fellows straight?

C: You did dictation. You hired them in and traced them for their personnel work. You took care of all of the trips, runs. You took care of all of the time slips for all of the engine men. At one time I had 162 men.

M: What is a time slip?

C: They are tripped when they go out. They start their mileage and show what they did on the trip, like your hot metal. It would show what time he reports at Briar Hill on duty and what time he left Briar Hill. If he had to sweep the floor, he would put a time slip in for it that I had to decline. When he got to NK, he would tell him what he did there. When they left for Warren for Republic [Steel], they would tell him what time they started, what happened on the trip, what time they got at Republic. Their whole tour goes on their time slip. For everything that they had to do, if it wasn't their job, they put a time slip in. My boss would check the rules, and I would check the rules. I would give them the rule that they violated or no violation of the rule; then we would have to write up the time slips. Whenever they got into derailments, fights, arguments, or anything, I took all of their depositions, all of their statements.

M: Did you have to sit through investigations?

C: Yes, I did.

M: A lot or a few?

C: I took them every day. They even took me as far as Cleveland and Sharon. My boss would take me.

M: So, it was kind of a daily occurrence?

C: Not a daily occurrence, but about three times a week I wasn't in my office. It got so that they hauled me down to the terminal building every time that they had a case down there. They had three stenographers down there, and they took me down there.

M: The Erie has been through quite a few bankruptcies in its history. Do you remember any of them? Do you recall what years?

C: I was in Cleveland with the first one that they had. I think that was in 1933 if I'm not mistaken.

M: How did that affect the mood of the people and the employees and the officials?

C: Everybody was shook, wondering what was going to happen. But then the Vanswerington took them over, and everybody still worked.

M: Were the reasons for the bankruptcy occurrence generally known to people?

C: Well, we'll go back again like I said before. In those earlier days you didn't know as much about railroading; you didn't see reports like you do today; everything that goes on the railroad today is common information among all employees. Whereas in our day, it wasn't. You did your own job, and you didn't know what was going on at the next desk. We didn't have the information like you have publicly today where you could hear everything. If you saw something in the paper in the headline, that was the headline: Erie went bankrupt. I don't think eight percent of them even realized what it meant until somebody told them that they didn't have a job. We didn't have the source of knowledge that you people have today.

M: When the first one occurred, did you have any inside information?

C: No. I'm going to tell you something. I worked in the vice-president's office and the car accountant's office, and you want to know something--I don't know what it's like today--you signed a sheet when you went into the washroom and you signed the sheet when you came back out. You started at 8:10 in the morning and you went to lunch at 12:10. You came back at 12:40, and then you would work until 4:40. No personal calls, no talking to the person at the desk next to you; this was strictly business; it was work.

M: After the first bankruptcy occurred, did the supervision on the railroad change as far as management itself, the major business? Did that leadership change?

C: Well, I can't say that it changed too much. That's a long time back.

M: When did the second one occur? It was right around the beginning of the Second World War, wasn't it?

C: I don't know; I don't remember. That would be the one in 1933. The Second World War was in 1939. It affected me in no way because I worked all of the time.

M: Do you think that it contributed to a decline in business?

C: Yes. When they had the first bankruptcy, we all gave back ten percent of our salary to the company.

M: Was that voluntary?

C: That was voluntary.

M: Who organized that idea?

C: I don't know, to tell you the truth. That was a voluntary move on the part of the employees. We just donated ten percent of our salary back to the company. That was for three years.

M: You mean you went back three years?

C: No, starting for three consecutive years.

M: You had a union pay scale?

C: Yes.

M: You would get paid so much; then you would turn it over?

C: They took it out. You got your salary ten percent less.

M: How did people feel about that?

C: We were agreeable. We thought it was helping the company; my job I did.

M: Do you think that would happen today?

C: I don't know. I'm not acquainted with the personnel that they have today, that is for eight years. I mean, younger people coming in have a different attitude. I don't think that sixty percent of the people who are working today do any work with their job at heart. They work for that paycheck, and

if they don't get enough, they want more. They don't want to do that much work.

M: Why do you think that happened?

C: I don't know why it happened, but it is prevalent among all younger people, not only on the railroad but everyplace, on all lines of work. They just don't want to do what isn't their job. They don't want to pick up an extra piece of paper if it is on the floor. This is in stores, in schools, in everyplace.

M: What was your next position after the road foreman's position?

C: I stayed there until 1968.

M: Oh, you stayed there?

C: I left from the road foreman's office.

M: When was that?

C: 1946 to 1968.

M: How did things change? Did they change at all during that period?

C: Oh, yes. It gradually got better. You had more employment and your unions came in. Your book of rules came out and your agreements. They got more than what need be. They were paid for every little thing that they did, and what they didn't do; they turned the time slip in. They got more privileges. They got more fringe benefits. They got a lot more when the unions came in. I'm not opposed to unions. I have always believed in backing a union. Personally, I never got anything from the union. Collectively, I got what everybody else got, the raise of pay, the benefits, and everything that came along.

M: Well, isn't that what a union is?

C: Yes. But I don't believe that you should have to buy your job and pay to keep it. Like I said before, if you can't make your union attractive enough and honest enough to have everybody support it, and if you have to force everybody to belong to it or you can't work there because you don't belong to the union, then I don't go by that. You had to do that if you want your job, but I don't buy it. To me, if I have something out there and I want to have a party or I want to have a job out there, if I can't make it attractive enough to bring everybody up and say that I'm going to help you do it or that we want you to have it, then there is something wrong. Just compare examples of various things and you would understand.

M: Was there ever any competition? The Erie is called the friendly service route. First of all, do you know why it got that nickname?

C: Yes, because, like I said, we were all one, big, happy family. Their interchange was one reason that brought that about, the friendly service route.

M: Oh, you mean the magazine?

C: Magazine, but your interchange of cars. They work together just like the B&O's [Baltimore & Ohio] slogan. They all had a slogan.

M: Was there any, as far as you noticed, competition between the different railroads that ran through Youngstown? Were there any advertising campaigns that people carried on to attract business?

C: No, I don't think so. They had billboard signs, yes. Travel by Erie, the scenic route, yes. But I wouldn't say that it was competition in an adverse way. Everybody was promoting their own.

M: But you personally didn't feel any?

C: No.

M: Did you get to know people from other railroads?

C: Oh, yes. You work with people over the telephone. I'm talking to you every day tracing a car or getting a report or inquiring about somebody that previously worked with you. You were talking to them time and time again, and eventually you will say that if you are downtown together, we should eat lunch. You would get to meet them. The agents and different ones would travel through your office and talk to you. Yes, you met a lot of people. I don't know if they have that today anymore either.

M: You mentioned that you went back and forth to Cleveland on the train. How often did you get to go up and ride an engine?

C: That was quite often. In the mornings when the private car would go up on twenty-nine, we would go back and have a cup of coffee on the private car.

M: Was there a lot more passenger business then?

C: Oh, yes, yes. They had three coaches on there at that time and sometimes four. Twenty-nine carried all of the business people from Warren, Leavittsburg, Garrettsville, Mantua, and Solon; all those people that worked in Cleveland traveled. They were all commuters. Even the people out of Warren and a couple out of Youngstown that worked at the Republic in Cleveland commuted because it was a lot easier to commute than to drive an automboile and park it up there in that traffic.

M: Did you ever get to run an engine?

C: No. I did that at Briar Hill when it was in the shop on the track. You would never run an engine. You would just sit at the wheel when the engine was in the shop.

M: Who was the engineer on the train when you commuted?

C: L. T. McMann. There were several of them. Bob Springer was one. I was in their office. They would let me ride down. My boss let me ride down with them one night. He was on the engine. Mr. Bea let me ride down with them.

M: What was that like?

C: That's a thrill. You have to like an engine after you ride one.

M: Could you hear yourself? Could you talk?

C: No, there was a lot of noise. You don't try to talk.

M: When you first walked out to an engine, what was the first thing that struck you, or what was the first thing that grabbed your attention?

C: Well, if there is anything that would be the wheels, the big wheels, the size of them because they are so mammoth.

M: Did they ever have you shoveling coal?

C: No.

M: Not even one chunk?

C: No. I enjoyed my days on the Erie.

M: Do you occasionally travel by plane?

C: I have gone to Hawaii twice. I went to Bermuda once, and I am going to Czechoslovakia and Germany next year after Switzerland.

M: Why?

C: Why?

M: Vacation?

C: Yes. I'm going with the Happy Hearts Club. They are a dancing group.

M: I see. Well, when did your commuting days end, in 1946 or 1947?

C: No. It was in 1936 when I came back to Youngstown.

M: Well, you had an occasion to ride the diesel to Toledo?

C: Yes.

M: Did you ever ride in the engine of it?

C: Yes. It was no thrill.

M: What is the difference?

C: There is just not the excitement. That's all. It is just not the old iron horse. It is just like riding a streetcar or being in the front of a bus.

M: There is nothing much to it.

C: No. The diesel held no thrill for me. In 1957 we organized our Erie blood bank which is in operation today, and one of the most successful banks in Youngstown.

M: How did you get started on that?

C: I worked with Red Cross here, and I worked with our blood bank here. Bill O'Brien and I started. Bill O'Brien was then a yard conductor, and he is now in Michigan. We just talked about it, and everybody thought it was a good idea. So we just assembled one day and discussed it. They bought it in a big way. It is very successful today.

M: You were one of the organizers though?

C: Yes.

M: Whose idea was that?

C: I don't know how it started. Like I said, I worked with Red Cross on the blood bank, and I still do. I worked with our grey ladies volunteer at our hospital. We were talking about it one day, just a group of the boys were sitting around like we are talking now. They said that we should start one. So we asked Mr. Batey if we could start, and he said that we would have to have the approval of the superintendent's office. Mr. McMullan was superintendent at that time, and he went along. Mr. Mulligan was next, and we got full support from them for all the work that we had to do.

M: I want to ask you one more question about the steam engine, and then we can go on above that. Steam engines were exciting for you. Do you think that it was better for the railroad that they converted to diesel?

C: Oh, I don't know. It was probably more economical because they could haul a longer train. They could combine more units and haul a longer train. But I don't think that the diesels hold the railroad stigma that the locomotive did.

M: Do you think the attitudes changed with the passing of the steam engines?

C: They probably did, but just like everything else, you have to accept things as they come. Like everything else, you have to accept it if you are going to be part of it.

M: Naturally change occurs because that is nature and the earth we live on, but do you think things got better or things got worse? Do you think that it really mattered much?

C: Well, that is hard to say. Progress will go on regardless of what your equipment is or what your personnel is. It will go on sometimes for better, sometimes for worse. This was a trend that came in as something new. The west still has a lot of them. They still hang on to the locomotives; they still go, a lot of them. Maybe the diesels were more economical for them; I don't know, something new.

M: Let's go back to the blood bank then. Who was it organized in connection with, a local hospital?

C: All the local hospitals.

M: To become a member what were the requirements?

C: When we first started out, we paid one dollar for a membership. Our first action on this was that everyone who joined by a certain date, their name was thrown into the hopper. As your name was drawn, you had ten days to go to the hospital designated--North or South Side or St. Elizabeth--to give your pint of blood. As the blood was consumed, we would have to go to the hopper for more names. The protection that you got was a man, his wife, his children, any of the dependents upon your income tax like maybe your mother-in-law, your aunt, or an uncle, or maybe a stepbrother. Whoever was dependent on you or your income tax would qualify to get blood if they needed it, whether you needed one pint or ten pints. The original contract said that it has to be used in Youngstown. As we went on, our blood bank became very successful. The hospitals affiliated with an assocation nationally. This now gave us the privilege if you were in Cleveland or even down in Texas if at a point you needed this blood, they had the facilities to exchange. That is, if they were in the blood bank themselves, we could transmit or exchange through the Red Cross and furnish you the blood down there. But now if you got into a little place like Mineral Ridge that has no facilities for blood at all or anything like that, well, then we couldn't furnish the blood down there. There are a lot

hospitals that are not affiliated with the blood program. If they are not affiliated, then we cannot help them in any way. Where we could, we just took and sent the blood to them through the association. I don't know if you know anything about blood or not.

M: Well, I have got a few drops of it I think.

C: I mean, you donate a pint of blood today, your blood can stay intact for twenty days in the icebox. If it is not used in twenty days, it is reduced to plasma. You need two pints of blood to get one pint of plasma. Then the plasma can be kept. This is then transmitted to other hospitals where it is needed or to our armed services. It is the blood plasma that is transmitted. Our bank got to be so well functioning that we could interchange like with the Sheet & Tube bank or with the Republic bank. If you went into the hospital--at that time I was assistant director and Bill O'Brien was the director; I was assistant director and secretary--and you were RH negative, we didn't have any RH negative, straight blood. We had the plasma but not the straight blood. We tried to use straight blood when we could. Say that Sheet & Tube had four or five pints in their rack, you know, in their record. We would borrow that pint from Sheet & Tube, and then give it back to them as soon as ours was replaced. Your O type blood is regular blood, and that is the blood we prefer most. You have irregulars and special type blood which we have to have for them too, but your O type is the blood that is used mostly in cases of accidents, emergencies, and so forth because ninety percent of your population is O blood. Therefore, they want O blood as much as they can get. In our blook bank, we have got three or four AB negatives and three or four AB positives. They are now operating on a different cycle. They start on the letter A and go through A, B, C to donate then go through D, E, F, G when they need it. They are going through it alphabetically now. If you have A negative blood when we come to the M's and your names is in that, we don't take you right away; we hold you for an emergency. Should somebody be in the hospital that needs it very badly, we call you and you are to go and donate your pint of blood at that time. They get the pint of blood, but we get the credit for it. This is what helps the other banks operate. Some of them just let them go. They hold it twenty days and then they have got to reduce it. Well, that isn't so good. Now we have Paul Siefert who is an odd type. Oh, I have got five or six that are different ones. We hold those people, our special types. Chuck Hunter is a special one. We hold those people for when the hospital calls and asks us if we have an A positive or an A negative. We can look it up and say yes. Then they ask for you, and we get a hold of you and tell you that someone is in very bad danger at the hospital and that they need this blood. They used it for that person, but we get credit for your kind of

blood. This is cooperation. This is what makes our bank a very successful bank.

M: The Erie used to have annual picnics or gatherings, didn't they?

C: Yes. That used to be at Conneaut Lake.

M: Do you know what year that started?

C: That went way back. Well, it was as long as I can remember that I worked on the railroad. They would have their annual picnic. First it was at Geagua Lake. Then it went from Geagua Lake to Conneaut Lake. It continued until the transportation to Conneaut Lake, until they took off number six and five because there was no transportation to Conneaut Lake anymore.

M: What was the picnic like or gathering?

C: Everybody went. The whole families all went. Of course, they all had free transportation. We would go at 10:00 in the morning. You would get there at about 11:00 or 11:30. Then you would bum around, have games, have drinks, socialize with everybody from all over the railroad because everybody came from the east and west end of the railroad that wanted to go.

M: Clear from New York to Chicago?

C: It was a system picnic. Then at about 4:00 in the afternoon, they had a dinner. Then about 7:00 at night, we would leave to go home. They had swimming, ball games, games. They had a vast space that you could just walk and sit or do whatever you wanted to do for the day.

M: Who?

C: The Erie veterans.

M: The Erie veterans?

C: Erie veterans were the sponsors of that.

M: Did the president of the railroad show up occasionally?

C: Oh, definitely, all of them. They all came all of the time. Yes, they were present.

M: Why did they do this? Why did they get together?

C: It was just a day that the Erie veterans had their picnic. We now have one that we started two years ago that is something different.

M: What is it?

C: I belong to the ladies auxiliary. I'm their secretary. We meet the last Tuesday of every month at the YMCA in Youngstown for a 12:30 luncheon. We have a meeting; then we play cards or talk about everybody we know and do what we want to do until 3:30. The men's organization is the veterans. I have my life membership card with the veterans. They gave me that in 1966. After twenty-five years, they give you your life membership card. I always belonged to them even when I worked. I belonged to the men's veterans because it wasn't adequate for me to belong to the ladies auxiliary while I was working at Briar Hill.

M: Why not?

C: Becaues if Mr. Coleman or Mr. Headon were in town, they would tell me to go. But if they weren't there, then I couldn't go because it would take a half an hour to go from Briar Hill to the YMCA; it would take an hour for your lunch, and then it would take you another half hour to get back to Briar Hill. You are really using up two hours, you know? Then you're not attending a meeting. You are only going for the luncheon, which was very nice. I belonged all that time, but I didn't go to their meetings. As long as my boss was there, any one of them, I would go. But if my boss was out of town or was not there, I never left one minute before 5:00, and I would never be out of the office when he wasn't there. I protected my job as well as his.

M: Was this something that you nationally did? Did he appreciate this or was it that he was just so busy?

C: My bosses all appreciated my work, and I think that my bosses all liked me.

M: Do you think that it was that they were so busy, that they were out of town?

C: Oh, definitely. When they are out riding engines, you don't know when they are coming back just like your trains now. At that time you had all the rounds crews, passengers crews, extra passenger crews for ball games and tours and different things, so they never knew when. They had to ride all of these trains. They never knew what day they were scheduled to be out of town. They went whenever the train went.

M: Tell me about your railroad romance. How did that happen? How did you meet Mr. Campbell?

C: Well, that's strange because he lived just one block down the street from me. He was in for an investigation one day--that was when Tom Mare was still there back in 1946. The investigation ran into 6:30.

M: Do you remember what was involved?

C: No. I don't just recall anymore. I said to Tom Mare that I was going to have to sit around until 7:30 before I could get a bus. I told him that I was going to sit right there and that I wasn't going to sit in the bus depot. He told me that I didn't have to sit there that when Bob was going to go home, he could take me home. I didn't think that he wanted to take me home. Bob asked me where I lived. I told him that I lived on Warren Avenue, and he wanted to know where at on Warren Avenue. I asked him where he lived, and he told me that he lived on Ohio Avenue. So he took me home. A couple of times after that when he was in the office--I don't know whether he made it a point to come in at 5:00 or whether he was called in at 5:00--he took me home. Then we started going out together. We went to out Erie engineer's annual dinner. They used to meet every year for three or four years for the engineer's annual dinner at the Pick-Ohio Hotel. Then after Ray Heckmer died, it kind of died too because all of the railroads came to that. It was really a nice annual affair at the Pick-Ohio. That was the first big outing that he took me to. We just dated after that. We went together for two years, and I was married in 1954.

M: How many people attended?

C: My wedding?

M: Yes.

C: I was married by a civil judge in his sister's home, and we had about thirty or forty people at the reception.

M: Were those people from the Erie?

C: Some. Some were his family, and some were my family. At the party that the girls at the office gave me, there were twenty-six girls at that party. All of the girls came to my party.

M: I guess you got some nice presents?

C: Oh, I sure did. In fact, one thing that they gave me that is really unique and that I haven't seen another one like is this thing here; this was a service of eight. This was what the girls gave me. My engineer gave me $300.

M: Did they give Mr. Campbell anything?

C: No. He wasn't at the party. That was nice. That was what the girls gave me. It is stainless steel. It is a service for eight. It is nice, but I never saw anything come in a container like this. It was unique in its way, but I had a

very nice party. That was how I met him. Then in 1967 he had breathing problems in October and November. He died the following April.

M: He was an engineer all the time you were married?

C: Yes, all the time. He was an engineer when I met him.

M: Where did his work take him?

C: He was from Sharon, and he started to work in Sharon. He came on over to Youngstown. He was on the rounds, he worked extra passenger. Then on his last job he was on the Warren run.

M: From what year to what year?

C: He took the Warren about four or five years after we got married. That would be around 1958 or 1959 something like that because after we got married, I didn't want him on the runs anymore. So I took him off. I was his boss anyway. My boss was his boss, so I was his boss anyway.

M: Was that legal?

C: Yes. Nobody said anything.

M: Did he like it?

C: He didn't mind.

M: He just did what you told him?

C: Yes. I used to get a big kick out of him because the boys would come into the office and they would give me a kiss and ask him if he was jealous. He told them that I knew them before I knew him, and that if he was going to get jealous, he would have done that a long time ago before we got married. He said that I could take care of myself.

M: Was he home? I suppose he was working local.

C: The Warren run the last eight or nine years, he would come home every night, yes. He worked overtime, but he would still come home every night.

M: How about prior to that time? Was he out?

C: On the rounds, yes. When you go out on the rounds, you go out today and you wouldn't come home until tomorrow or the next day.

M: You were kind of used to that by then, weren't you?

C: I knew where he was at all of the time because I could trace him. I could just look on the sheet and see where he was at or just call the dispatcher and find out where round number four was.

M: Did he seem to mind?

C: No. I didn't check on him because I could tell from the way the reports came in the caller's office where they were. No, I never bothered to check on him. There were lots of times when I was ready to leave at 5:00 or 5:30 and he wasn't in yet. I had lots of problems with my mother. She was sick, and my aunt and uncle were sick. So it was between the two of us; whoever got home first would make the rounds for the sick and go to the rest home. Before I would leave and I didn't know where he was at, I would call the dispatcher and ask where Bob was at. He would tell me that he was still working, so I knew that I would have to go to the rest home and I would have to go over to my uncle's because he wouldn't get home in time. The first one home made the rounds and did the cooking.

M: Did the dispatcher usually understand what was going on?

C: Oh, yes. I knew all of the dispatchers. I raised them from kids.

M: You raised them, too?

C: Yes, all but this Creeland. I don't know him. I know Jack Traney.

M: What do you know about Jack?

C: Jack used to work in the same office down there.

M: I thought he was a New Yorker?

C: He was, but he came from New York down to the superintendent's office, and he worked down there. I know Jack. I knew Tony Straw. I know Knute Carney before he left. I know Palmer. I know all of them. I went to Palmer's party and Brody's party. Were you there when Brody retired?

M: I think I was.

C: You didn't go to his party?

M: I either went or I worked. I can't recall. I know I went to Palmer's party.

If you had to classify, who was the favorite official or boss that you had to work with?

C: From all the time that I started?

M: Yes.

C: Well, I could name a lot of them because all of my bosses were good to me. When I first started, I admired Mr. White for his spunk, and I was just as spunky even though I was a lot younger. Like I said, I was very independent. Mr. Scriven was a very good boss and Jim Taylor too. When I went to Cleveland, I worked for Mr. Monahan and Mr. Micheal, and they couldn't have been nicer. When I went into Mr. Gray's office, of course, you didn't see too much of Mr. Gray. But never a morning went by that he didn't come in and stop at you desk and say good morning. See, they had the men that traveled with him. His son traveled with one of them for a while. Another man I admired very much was Mr. Coleman. I'll tell you that he is a dignified man; he is a rough-going man. If he hated the name of Campbell, if I got into trouble, he would fight to the utmost for me if I told him the truth. This is what I admired in him. I don't care how much he disliked me if he did. As long as I told him the truth of what happened, he would go to hell for me. This he did for every one of his men.

M: He was a road foreman?

C: He was a road foreman. Yet he was a good company man too. He was very loyal to his job. He had men that would come in from a derailment or a sideswipe, and as soon as they would come in from the trip, they would tell him. He and I could both tell if they were lying or not. If they told him the truth even before the report was made, he was already battling for them. He told them not to lie to him because if they did, he said that he would take them right through the book. They knew that because they knew him. He was a man I admired very much.

M: If you had a chance to change something on the railroad that you think would make things better, what would it be? What would you do?

C: What change would I make? I'll be very explicit with you. I think that it is the change that is needed most. I think the officials and the chief clerks should demand more respect and discipline from their help.

M: How would they do that?

C: They all run away with them today. They don't do what they are supposed to do. They run on their own time, and some of those people who talk to their officials and chief clerks were terrible. I know how some of those girls talk to Bob Vessel down there. If I was chief clerk, I would slap them down. If I am the chief clerk, then I am going to be the chief clerk. I'm not going to be this tough with you that you can't come to

me and tell me what your problems are, but if I say something to you and you tell me to go to hell, well, then you're not working for me. This is what is wrong with the railroad today. They have no respect for their supervisors. They have no respect for the fact that they are working for a company that is putting out the money. Just because I am making $8 a day, you think you should get $6 or $7 of it. You haven't considered that I had to put $6 in here to start my own capital. If I failed, that is $6 that I lost. But because I made $6, you want half of it. This is the trouble with everybody today. Do you follow me?

M: Yes.

C: I know that the last day when we were done, the girls in the office and all those young kids down there, if I was their chief clerk, either they would not be there or I would not be there. I wouldn't let them make a laughing stock out of me like they make out of those people down there. You have no prestige when you cannot control what your job is.

M: Why do you think that these things occur?

C: Because they let them get away with it. They are either afraid of them . . . there are enough people running around looking for a job that they don't have to coax these people to just stay on the job. They're afraid that the union is going to go down their back because they gave them a job to do.

M: Do you think the Erie has been in decline for a while?

C: How do you mean?

M: Any business is gauged by the amount of success it enjoys, and it seems like the Erie has been keeping even. Do you think that it has been in decline in other ways?

C: It has been in decline. That is evident by all of the figures.

M: As far as the attitudes of the railroaders themselves, are they concerned?

C: Well, I don't know. I know a lot of them don't care if they do this or whether they do that. If they are supposed to be on the job at 8:00, they don't come until 8:30. They want paid from 8:00 though.

M: Did you enjoy your career?

C: I enjoyed my life with the railroad very much.

M: Looking back now that your father didn't allow you to become a lawyer or let you pursue your career . . .

C: No. I enjoyed my work on the railroad. I enjoy legal work. I still work free lance court reporting now. I will work tomorrow. I will go to the Warren Courthouse tomorrow, and I am going to take a divorce case tomorrow. I don't want to do too much of it anymore because I have too much work here to do. But I like my typing; I like my shorthand; I don't want to lose it for one thing, and it gives me a little bit of extra spending money. But I also like the legal field. I like people in general. I like to pick them apart. I like to tell them if they have any favorable points. I shouldn't tell you, but I read tea leaves.

M: Tea leaves?

C: Yes. I enjoy people generally everyplace. I could not sit at home.

M: Tell me about these tea leaves.

C: This is actually a tradition that has come down; it is an art. My aunt was a professional tea leaf reader. Of course, I spent much time with her. There are no written words for the different omens that you see in a cup, you know. I learned them all from her by just spending time with her.

M: Is this similar to horoscope?

C: It is not horoscope. It is fortune-telling you might say, but it is different from fortune-telling. I use a Chinese tea which a doctor from New York sent me. It usually comes in about October, but this year it hasn't come yet. I don't know why. He sent me a pound of Chinese tea, and you would have different omens in it like dogs, and cats, and birds, and the skyline, rivers, bridges. The first thing about tea leaves is that you have to have a very vivid imagination because you have to picture these things in that cup. From there you just follow the trail.

M: Where does it lead you?

C: Your dog is a good companion. A star is something bright. It depends on the location in the cup. The handle of the cup is you. Depending on the location of the cup, the start in the cup will reflect it as to what it means. If it is shining towards you, it means that some bright thing is going to happen to you. You might receive something pleasant, but something that is going to be a very bright spot. If it is going the opposite direction, it means that something has been taken from you or you have lost something. It is the tradition in the meaning of the leaves. It takes about an hour to read a good cup. You only read cups in certain signs.

M: Zodiac signs?

C: No. Under the moons, the different days. You follow in some ways toward the Zodiac. I wouldn't read a cup from now until the second of November, I mean the second of December.

M: Why?

C: Because you are in the dark of the cup. Jupiter is crossing over my sign right now.

M: Can you tell me what other organizations you were in on the railroad while you worked on the Erie?

C: You had so many of them that you can't keep up with them. I organized our Niles Business and Professional Women's Club of which I am the charter member and the past president. I still am very active. That was organized in 1935. I was also in the Railway's Business Club when I worked in Cleveland.

M: What kind of an organization is that?

C: It was a women's club of all the women who worked on the various railroads in Cleveland. All transportation lines -- that is the bus companies, streetcar lines, boat lines--met once a month. We had a very nice time just like your other civic clubs do. I jumped in all of the fires that came along. Some I got burned.

M: Do you think that you missed any?

C: No. I haven't regretted anything that I have done. I have done a lot of things that I would say weren't a credit to me. I'm not ashamed of anything that I have ever done; I have not regretted anything that I have ever done. I feel I have enjoyed my life even though I have worked hard all of my life, but I enjoyed what I did, and I still do even though I am sixty-nine years old.

M: Well, I think that I have run out of gas. I have run out of questions. Do you have anything else you would like to add?

C: No.

M: Thank you very much.

C: It was nice. Thank you.

END OF INTERVIEW