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Winston & Helen Morgan Interview, March 11, 1986
105 East Cleveland, Lafayette
Interview by Fred Stones

Folks, we want to thank you on behalf of the Library for your kindness in letting us come here and interview you about your life here in Lafayette. This program that we've been talking about is vital to the City and to the people of the city because these will be recorded and the tapes will be kept on file down there so some day, somebody might want to come in and know something about the City or about you and your family and they'll have it right there on the record. There will be a permanent record right there in the Library. To start out with, Winston, let's start with you.

Winston, when were you born? 1909, January 9th. And where were you born? In Wales, South Wales. What town? Rstredgynlais. My heavens, you can still spell it. When did you come to this country? In 1915. You came with your parents? Yes. What was your father's name? William Thomas Morgan. And, of course, he was born in Wales too. Oh, yes. And your mother's name? Mary Ann. And what was her last name? Jones, maiden name. And she was born in Wales too? That's right.

You came to this country when you were little; did you come to Lafayette? No. The strike was on or about to finish out in Colorado at that time. My father was a coal miner and we were coming to this country to pursue his vocation, I guess. My mother had an uncle, John D. Jones, who was a mine operator in Southern Colorado and we stopped over in Pennsylvania, pending the outcome of the strike in Colorado, the coal miners' strike. And we stayed in Pennsylvania for a year or two until the strike was settled or the strike was over here in the Northern Field. Then we came on out to Colorado to the southern part of the state. We lived down in Oakview, Colorado for, oh a couple of years, I guess and the family moved to Routt County, Colorado for the same coal miners' jobs. And we lived in Routt County and near Oak Creek for, oh, three-four years, perhaps. Then we came to Boulder County to Superior. We lived over in Superior, Colorado which is just about six miles west of here for five or six years. In 1927, another strike broke out here in the Northern Coal Field of Colorado and at that time, we moved to Boulder. I was in high school in Boulder, anyway. (Helen - his dad worked the mines here. He worked the mines in Superior). I was in school over there in Boulder and when the strike was over, it didn't last very long, it was the Wobbly Strike, I believe, and when the strike was over, Dad came to Lafayette.

My first recollection of Lafayette, of course, is when we lived in Superior we used to come over here and visit these Welsh people that lived over here. What year was that, about what year? Oh, about 1920, somewhere along there, perhaps 1921 or 22. The highway, at that time, 287 was a dirt road, my earliest recollection. And it had been paved as far as - just through Broomfield. Where old Broomfield was; that was just before it started straight north to Lafayette, the pavement ended as you came down over the hill there and followed the top of the railroad track and around and across the track at the foot of the hill such as it does after it was paved. But the pavement, after it was put in, it made a straight road out of it from Broomfield north, whereas it used to kinda curve down that hill. Right around Goat Hill, in other words. Goat Hill, yeah. (Helen - that road's still around there.) As I said, when the pavement was put in, it made a straight road out of it - straight from where the pavement ended

in Broomfield at the turn in Broomfield, right straight north into Lafayette. That must have been about 1926, somewhere along in there.

We moved into Lafayette, then shortly after that - it was probably 1928 or 29. And you were out of school then, had you finished school? No, I was in school in Boulder - these dates elude me. (Helen - You graduated in 1927 in Boulder.) In 1927, I graduated from high school and I attended the university there for a year. (Helen - his folks moved here in about 1930.) Where was the high school in Boulder at the time? Prep school? The State Preparatory School was down at 18th and 19th, I think on Pearl Street in Boulder. Right down town? It's a little east of the regular downtown area. But it was right in that area there? Yes, it seems to me it was 18th Street and Pearl and the tramway used to run down there, down Pearl Street - tram cars - it was a double track, of course down the street then, going out as far as the Hygenic Ice Plant in Boulder. And that became sort of a recreational area out there with the building of the swimming pool at the ice plant. (Helen - that was the Inter-Urban, wasn't it?) No, no, that was the street railway in Boulder - the tramway. The Inter-Urban ran on the railroad tracks, that was known as the "Kite Route" in those days. The Inter-Urban left Denver at the downtown Inter-Urban Loop and ran out north on 15th, I believe it was, until it could join the C&S tracks out in North Denver. And then it came north on the C&S tracks, the Colorado and Southern tracks as far as Colton, or Louisville Junction. And the junction was the two tracks - that portion of the railroad became the tail of a kite, you might say and the junction made the bottom fork in the kite. One track continued on through Louisville and around through Isenhorn(?) and Boulder and back through Marshall and Superior and down past where the old mine used to be and back down to Louisville Junction. And that made, on a map or drawn on a piece of paper, a kite. That's where it got its name. Yeah, the Kite Route, it was called. Lafayette wasn't included in that. Lafayette was on the Burlington Railway - The passenger train service through Lafayette, running to Louisville at the time, but it was not - the passenger trains didn't run near as often here as what they did over at Louisville and Superior and around that way. That's where the traffic really was, was over on the C&S, and the Burlington Route here and the UP served here too - the UP went on to Lyons and cut east to the Burlington and the Burlington went on to Erie and north towards LaSalle and up that way.

Do you remember when the C&S put the spur from Louisville to Lafayette? That was before my time. The C&S didn't do that, that was the Missouri-Burlington Railway, built that spur from Louisville to Lafayette, - it was known as the Missouri-Burlington at that time. It became the Burlington - the Chicago, Burlington and Quincy after that. Was that the forerunner of the C&S? No, the C&S was a separate railroad over there, altogether, the Burlington finally got big enough that they merged with the C&S, but the Colorado and Southern was - the Burlington came in from Chicago to Denver to - well, let's see - St. Louis, I don't recall the exact route up there right now - it came in along the Platte River, I believe, yes, along the Platte - the Union Pacific did the same thing only the Union Pacific didn't begin until it had its terminal at North Platte, Nebraska or Scottsbluff - no, not Scottsbluff, Council Bluffs, Iowa, across the Mississippi at Council Bluffs

and its terminal was really in North Platte and it ran north along the North Platte River to Wyoming at that time. It also bought the old Kansas-Pacific, the first railroad into Denver from Kansas City. It terminated at Denver and then the railroad spread south of Denver with different companies, of course. All this is hearsay on my part; I'm trying to recall what I read about the railroads. This is interesting; this is what we want to find out. But it was the Missouri-Burlington Railway that built the spur from Louisville to Lafayette and Erie was fast becoming a coal center around here and that's where they were all trying to get to, was to Erie to get to the coal mines. And wagons had to haul the coal, of course, into the towns, the different towns around here at the time. Boulder drew its coal from Marshall. Longmont - the factories were going up in Longmont - and they were depending on Erie for their coal. And then when the Great Western Sugar Company became established in Northern Colorado, why they demanded a lot of coal and it was from Longmont that they were pulling their coal and the railroads came from the north into the coal fields on the Union Pacific tracks, generally. And the Union Pacific ran along Boulder Creek into Boulder. The C&S came northwest out of Denver through Broomfield and over to Superior and over Davison Mesa there where the cut was to go down to Marshall and then Boulder. Then the C&S proceeded north from there to Longmont and on to Cheyenne. It was, at that time, a very, very important railroad where these other roads were very important too, but they were important in another part of the country, inasmuch as they were trying to break into this area and the whole thing was to get the coal, of course, and no doubt, cattle, wheat, sugar beets became part of the whole system. From my point of view, the C&S seemed to be the most important road in developing this area, especially west here through the coal fields because when they wanted the coal from Erie, they came from the north. They followed agricultural products more and more too. The C&S, the Colorado and Southern, was a link, really, supposedly, between Denver and Texas, but strangely enough, in Texas, they passed a law or had resolutions going on down there that forced railroads to take names pertaining to Texas. If you didn't have Texas or something pertaining to Texas in the railroad name, you couldn't run into Texas. So, the Colorado and Southern at Trinidad had to become the Fort Worth and Denver City. It ran on down south through Amarillo, I guess, but it also ran north up to Cheyenne and up into Montana where it connected with the Great Northern. But in the meantime, the Burlington was being developed running north from LaSalle, Colorado up into Wyoming. Eventually, when the coal traffic died down, the north-south traffic, you might say, wasn't as great as the east-west traffic on the railroads - then the Chicago, Burlington and Quincy Railroad took over the C&S Railroad. I don't remember whether it was purchased or merged; it seems to me it was a merger. The two went together and the little spur that ran from Louisville to Lafayette - part of that, of course, connected Louisville with Lafayette or connected the C&S, the Colorado and Southern, with the Union Pacific in Lafayette, or the Burlington in Lafayette. The Union Pacific ran as far as Erie and it ran on - and the Burlington developed it then and ran on into Lyons with the thing. They became sugar beet hauling railroads. When the coal was at its height, you might say, they hauled an awful lot of sugar beets.

Do you remember the businesses that were on the spur from Louisville to Lafayette, on that spur track that came down there? I don't recall any business in particular, as such, there just wasn't any, except the old Rex #2 Mine and Hecla-White Mine, they were over there on C&S spurs. The line from the Louisville Depot to the C&S Depot in Lafayette which was down where the track is down there now, was just about as straight a line as you could draw and it just went through the fields down there, there weren't any businesses, as such, on the railroad line. The Public Service was a spur. Yeah, Public Service, the old Northern Colorado Electric Company up there - that was out of Louisville, really. That was a spur off that spur, wasn't it that went up into there? I think it was the spur that came off the old Rex #2 spur that ran off up that direction, straight off the C&S, I think, and not off the spur or the connecting line - the connecting line between Louisville and Lafayette - it really wasn't a spur, it was a connecting line. A regular main line. Yeah. These spurs ran to the different mines and to the old electric plant out there between Louisville and Lafayette. But, actually, if you drew a straight line between the nearest points of Louisville and Lafayette, it would be north and west of that straight line, the old plant would - but it was nearer Louisville than it was to Lafayette.

The only thing I remember on that was the elevator. Yeah, the grain elevator, that was in Lafayette - well, it wasn't in the original townsite; it was just on the edge. The original townsite ended down there along about where Emma Street is now, I think. And the railroad forced Emma Street to not be a straight line according to the Plat. That's why it's not in exact alignment with the other streets in town.

The Bulk Plant that I used to run was on that spur too - was on that line. That's where I used to get my stuff, was on that C&S line from Louisville. That was just about as straight a line as you could draw between the two depots in Lafayette and Louisville, that connecting line. But the spurs ran off the main lines - the other main lines into the mines. The Burlington came down along the creek such as it does this day and turned north or north-west into Lafayette and the Burlington Depot was right down at the end of Simpson Street, where Simpson Street crosses the railroad today, the Burlington Depot was right down there. Did they all use that same depot? No, the C&S had their own depot down there just a little bit northeast of where the grain elevator was. So there were two depots in town? Yes, there was the C&S Depot and the Burlington Depot. The Burlington serviced the mines along the creek between here and Erie then it took west. (Helen - was that a depot where Ellenbergers(?) lived down there?) That was on Baseline, there; you're talking about the section house, not the depot - right where Baseline Road crossed the railroad and immediately across the railroad on the north side of the road and on the east side of the railway was the section house. That was the Burlington Railway section house. Ellenberger was there a long time - he was the head of the section hands.

You worked for the railroad in Denver, didn't you? Yes. Which railroad did you work for? I worked for the Western Wayne Inspection Bureau which serviced all the railroads. So you didn't work for any one particular railroad? No. Was this a federal job? No. It started out - it was forced on the railroads by the Federal Government as a kind of a policing unit, policing the railroads in those days. But it soon was taken over by the railroads and operated by the railroads as part of their, well, their claim section. Anyone who made a claim against any of the railroads anywhere was directed to the Western Wayne Inspection Bureau, which operated out of Chicago; that's where the head office was. Then you would take that claim and handle it and go from there. Yes. The claims were referred to us and we handled that portion of the business between the customer and the railroad. How long did you work with the railroads? Twenty-three years. And drove back and forth to Denver every day? Yes.

Let's go back a little bit now to when you first came to Lafayette. What year did you say you came to Lafayette? 1931. Were you married then? No. We'll get to that in a minute. Did you ever work in the mines here, around? Not in the mine, as such. I worked on the top, a job on the tippie in an industrial mine over at Superior. What were you doing there? Well, primarily, I started out as a kid, while I was in high school, I guess, I was a slate picker. A certain amount of slate got into the coal and was hauled up on the tippie and dumped into the railroad cars on the tippie and, of course, slate was undesirable and my first job was to pick that slate out of the coal as it went over the chutes. Part of the job was also to see that the coal cars under the tippie were properly filled from the mining cars that brought the coal out and dumped it into the tippie. So, leveling the loads and keeping the coal back in the ends of the cars and seeing that the railroad cars had full loads - that was part of the job on the tippie.

Describe the tippie to me. Well the mine tipples - these shacks that were quite common in this area - was built at the head of the shaft, or the top of the shaft - it was a high, upright, wooden girders, or wooden posts, you might say, well braced, that stuck up over the shaft and the cages or conveyances that carried the coal cars in and out of the mine of this straight up and down shaft traveled into this shaft shed high enough off the ground to where it could be put in chutes and slid down - the coal was shook down with shakers, with machinery into the railroad coal cars below or slid down and off the shaft house, the upright shaft house, directly was a little weight room or weight shack high off the ground - it had to be, oh, 30 feet off the ground, or so in order to attain the height for the coal to drop down into the coal cars down below. And that's where the coal was actually weighed as it came out of the mine into the weight shack and as the cars pulled up on the guage out of the mine, caught on a protrubance up there that actually opened up the end of the little mine car and tipped it over onto the chute on to the tippie. That's where tippie came from - the action of lifting the car up on a guage out of the mine, automatically tipped car where the coal slid down the chute. (Helen - did they bring them up with a cable?) Yes, all the mines then had huge steam hoists. Some of them became very, very fast. They could travel - well, I don't remember the

exact speed of them now, but, boy, they were fast and those things would lift that car up out of that mine, one car on the cage at a time and tip it over and empty it. It actually took longer to tip it and empty it than it did to do all the other work. It was a double steam hoist that did this, double shaft; one drum would be - the rope run around the drum in one way and the rope went around the opposite side the other way, in the opposite direction, so when this cage is coming up, the other cage would be going down. They just passed each other in the shaft, going up and down that way, lifting these coal cars out of the mine, the mine cars. And, then as I said, they automatically -

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Now you were talking about the cars passing each other - there was an empty going down and a full one coming up. No when they dumped on what you called the shaker, how did the coal get from the shaker down into the different grades of the coal into the mine cars? Well, the tipple contained a series of layers of shakers is what they were called. The car was dumped on the top shaker that had huge steel plates in the floor of the shaker on a slant, going down into the coal cars, and the largest lumps were caught on the top shaker because the holes in the plate, in the steel plate, let the smaller lumps drop down into usually, another middle sized plate. The holes in that plate were just about half the size, generally, as the holes in the top plates. And then down below was still a smaller one and the holes became half again as big or thereabouts until it dropped down into the bottom shaker - all this one above the other, the layers of shakers built on a slant and were shaking back and forth all the time, moving that coal down, and the bottom plate caught the smallest coal that went through. Hence, the top shaker had the lump coal on it, that was so-called, and the next shaker down had nut coal and then some of them had what they called pea coal and the bottom got all the slack and the small coal that went down. So consequently, the tipple was built out away from the shaft head at an angle and several tracks, railroad tracks, went in under these and the outside track, which was on the end of the top shaker, got the lump coal; the next track got the nut coal and then the next track nearest the tipple would get the pea coal and finally, the one immediately next to the tipple would be getting the slack coal, or the powder or whatever was the smallest coal off the shaker. Of course, the tipple was also used for other purposes, inasmuch as all this machinery that it took to operate these shakers and so on had to be housed in that tipple. And they were housed in various places between these shakers and around the sides of them. And sand chutes and supplies for the mine and things like that were also kept in convenient places around the tipple. And the main engine room was off of the tipple; it had to be very well braced because those huge fast steam hoists that they had lifting the coal up out of the mine and up over what they called the shed wheel and the top of the shaft house ran back down to the ground to these hoists and the powerful hoists were pulling against that shack house and over those huge steel cables lifting the coal out of the mine, would virtually pull that tipple over, that's all. They had to be real well braced and a lot of heavy concrete around the base. But timber is what was used to build the shaft houses and to build the machine houses etc. until, oh it was in the 1920s before they started using the steel tipples - the first steel

tipple I can remember around here was over at the old Puritan Mine over near Frederick. Up until it was built in the '20s sometime, all these tipples had to be built out of huge timbers. These shaft houses were 100 to 120 feet above the ground sometimes, I believe. Oftentimes, the coal wasn't any deeper than that underneath the surface of the ground. In many cases, it was too, it was considerably deeper than that. The mine buildings were clustered around the shaft house, usually for convenience, of course---The blacksmith shops, powder houses, mule barns and supply houses, warehouses, office buildings and all that sort of thing to make up the entire mine compound. A little further away from the shaft house would be the mine camp where the people lived. The mine camp was generally company owned property where the houses to house the miners were built. In the case of some of the larger mines, such as the Industrial over there, I think there were about 36 houses, or thereabouts, and a boarding house and a casino, so called, an entertainment center, you might say, where you could spend your leisure time there, and wash houses and all that sort of thing were generally a part of the mine camp, or the area where the people lived. As I said, there were only 36 houses there, as I recall and there were probably 200 men working in the mine, 220, men, something like that, so they didn't house all the miners, by any means. Generally, there was a company store in the area, too.

Were these houses more or less modern? No, they were kind of staggered. The boarding house was generally a two story structure, it didn't necessarily have to be, but that was just rooms off a hall with a dining room down below. A good many of the men lived in those boarding houses. Then there were what they called terrace buildings where there were just two rooms per unit built along the side of each other in a row and sometimes as many as six or eight of these terrace units in one building. Then there were staggered three room house built in an L shape; a bedroom, a kitchen and a living room. That was the smaller. Well, there two room houses too - just a bedroom and combination kitchen and living room. And there was a square four room house. That's where most of these houses and a lot of these three room houses around here came from - the mine camps - they were moved in from these mine camps into town here. You can pick them out all over town if you'll just look for them. If you know what you're looking for. Yeah, they're just everywhere. (Helen - Most of them have been built on to - you know, they built a lean-to or a porch or something on them.)

Let's give Helen a chance to do some talking now, shall we? Do you mind me asking you when and where you were born? I was born in Iowa in 1914, August the sixteenth. What part of Iowa? West of Des Moines; I was born on a farm. It was about 40 miles west of Des Moines. What were your mother's and father's name? Snyder. What was her name before she was married? It was Kane. My mother's name was Kane. Do you remember where she was born? She was born in Iowa. And your father? My father was born in Iowa. When did you come to Lafayette? I came to Lafayette in, well when we moved here, - of course I'd been here visiting before that, when I started going with Winston - but we moved here in '49, in February of '49. When were you married? We were married in '36, in Denver. How did you meet? Well, I was in nurses' training at

Childrens' Hospital, well I was affiliating at Childrens' I actually was in nurses' training at St. Lukes, and then I was affiliating at Childrens' and Winston came down one night with a friend from Lafayette here, and who I had taken care of as a patient, and he came down and I got him a double date, a blind date, and then he decided that he wanted to date me, so then we started dating. Who was this friend? Harry Flint. Do you know Harry? Oh, yes. That was the only time I ever went with Harry but I went out with him that night and that's how I met Winston. And you were married in Denver? In Denver. How long after you were married did you come to Lafayette? Well, we were married in '36 and we moved out here in '49. We were living in Denver at the time. How many children did you have? Two daughters. What were their names? Janet and Marilyn. Janet is the older one? Yes. And when was she born? She was born in '42. In Denver? In Denver. And Marilyn was born in '46 in Denver. Where are they now? Janet's in Longmont and Marilyn's in South Denver, Southeast Denver. Do they have any children? Marilyn has two and Janet has one. What are their names? Marilyn's are Steve and Rene' and Janet's is Brad. Your profession over the years has been a nurse, right? That's right. Where all have you practiced your profession? Well, worked at St. Lukes and then I, when he went in Service then I quit working and I didn't work until I went to work for Dr. Gordon down here. I worked in the hospital until 1941. After that then you worked for Dr. Gordon down here. I worked for Dr. Gordon for 11 years.

She said, when you went to the Service; what part of the Service were you in? (Winston:) Marine Corp in 1942. Where were you stationed? In the South Pacific, Guadalcanal, Hawaii, New Caladonia. So you saw a lot of action down there? Not any major action. I was out there for three years but I didn't get in on any - . You were fortunate. (Helen - He was behind the lines - he was Supply.) Winston: Well, I went into an ordnance and supply depot and when we landed on New Caladonia, New Caladonia was supposedly the base then because the Japs were threatening to take the whole South Pacific and they decided to make New Caladonia the base and all the supplies went over to the base camp in New Caladonia and the supplies then were moved from New Caladonia, north until we moved further north ourselves - to Guadalcanal -. When were you discharged from the Service? (Helen - November, '45.)

Is there anybody in town here that was in the Service with you? Not in my outfit. There were lots of young fellas in town here that were in the Service, lots and lots of them. I met -, uh - oh what's his name - in the TV down there - he was in the Navy - he lived down on Simpson Street - anyway, I met him aboard ship and he's the only person - well, I met a boy named Kirkmeyer from Erie; he was actually in a Marine Company, well, not the same company I was in. And all this time, you only met these two people from this area that you knew? I really didn't know either one of them until I was in the Service. This one boy, I met him aboard ship on a transport. That's sure funny; I can't say his name. He was in the Navy on a transport and Kirkmeyer, he was over there in the same general area I was but he was from Erie.

When you came back, you went back to work for the railroad? No, I was working for Montgomery Ward and Company at the time that I left to go into the Service. And I came back to Montgomery Ward; they held our jobs for us, of course that was the general procedure in those days. All the companies were taking the men back as they came back from the Service. I went back to work for Montgomery Ward and Company and shortly after that, I went to work for the Western Wayne Inspection Bureau.

You came to Lafayette in 1949? Tell me, what was the town like then? Helen - Well, there were about 1700 people here then and there was just this area - just this central area. The drug store was up on the corner where Morrell is now - Simpson and the Highway. The bank wasn't on the corner down there was it? It was closed at that time, I think. I had the building when they had the fire. It was closed for a long time; it went broke during the depression.

Tell me, can you tell me some of the people that you knew when you first came. Who were some of your neighbors around here? Well, the same ones that are here now. (Helen) Fred Milliken, he was there then. And Bells lived on the corner. And Clemens lived across the street. And Mary didn't live here then. McCune? No, it wasn't McCune. Ada Carr lived on the corner; Ted Lumley lived next door. Picksfords lived down on the corner. Donald Courtier. Courtiers lived next door. And Betty Summer's folks lived across the alley. The filling station was on the corner. Beesley's station and bulk plant. Mrs. Blankenship had the restaurant when we moved here, didn't she? Or was it Jimmy Graham? Do you know where any of them are now, these neighbors that you just named? Let's see - no, I don't know where Courtiers are. The Carrs are both gone. And the Lumleys are both gone. And Picksfords - they're all gone, that is, the older ones. And Scarpellas lived down there on the corner and they're both gone. Oh, Mrs. Scarpella is in a retirement home in Fort Collins; she's getting along pretty good. And Clemens, well they're just scattered; the old folks are gone. And Jimmy Graham's still down there. Mrs. Blankenship's gone. She was living up there on the corner when we moved here. And this corner - the postoffice was on this corner. Do you remember when they moved the postoffice down where it is now? I remember when, but I can't think of the year. Who used to run the drug store? Swennes. Kemp had the drug store up on the other corner. Yeah, he had it up there. But Swennes was here. Swennes was here, I think when we came.

Do you remember who the postmaster was at that time when the postoffice was here? Wasn't it Kelly? What was his first name? I want to stay Steve. No, that was his son - the boy was Steve. What was his first name? It was Mr. Kelly, anyway, that was postmaster up there.

At one time, you were involved in the City politics, here, as I remember. Were you mayor at one time? (Winston) - Yes, I was elected to fill a vacancy - not elected; I was appointed to fill a vacancy on the town board in about 1965, was it? (Helen - It was before that because you were mayor in '64.) Well, a couple of years prior to that then - about '63, I was appointed to the town board and then I was elected in the next election a couple of years later and

I was also chosen mayor at that time by the City Council, after I was elected. Do you remember who was on the City Council with you at that time? Yes - Jimmy Graham was mayor when I was chosen. Tommy Lopez was one of the council members. Lawson. Lawson Gibson was another councilman. Does was later on. And there was a veterinarian in town at that time - Dr. King. Bob Lawley.

What were some of the issues that you had to deal with while you were on the council? Well, the sewer was just being completed and we wanted paved streets. And I worked for paved streets. (Helen - did the gas go in then or was that later?) The gas was in. We worked hard for water meters and finally got them across. But the big accomplishment, really, was getting the sewer in and paying for the thing. The sewer was - the lines were down but they had no place to dump it. We had to build a sewer plant which was the big accomplishment along with paving the streets. Where was the first sewer plant built? Well, as a plant, it was right where it is now, at the present location, but they were dumping it down there in the, well, it wasn't a lagoon, they just built up some dikes along the creek down there where the old Standard Mine used to be. Oh, okay, I thought that was where the first sewer plant was. Well, you could hardly call it a plant because there weren't any buildings or anything there; there were just a bunch of dikes to hold it back from the water, from running into the creek - you might say settlement ponds - and they weren't really settlement ponds, either, they were just dikes built just to catch the water. To catch the water down there to keep it from running directly into the creek. That's where the park was built in on top of it now - what do they call that now? (Helen - I don't know if there's still a park down there.) Well, there was; I don't know whether there still is or not. But we built the plant as a sewage disposal down there at the present location. It was quite an undertaking; quite an accomplishment. To keep the City out of debt and pay off its old debts and build that plant at the same time was really something. And the streets were paid for by the citizens, of course, that is, the paving of the streets was paid for by the citizens whose property was bordering the paving. It was an improvement bond. Yeah, it was an improvement bond. How was the sewer paid for then? General fund. General obligation bond. Yes, general obligation paid for that sewer. At the same time, we paid off all those general - well, we financed the City is what we did. And through general obligation bonds, we paid off the sewer and the old indebtedness at the same time.

How long were you on the City Council? About six years. As mayor or councilman? Yes. Were you ever on the school board? No.

What other forms of city work have you done? I know you were on the park and cemetery commission. Oh, the Planning Commission - that was the county. That was really - as a city councilman, I was sent over to Boulder to represent the City on the County Planning Commission. I was on that County Planning Commission over there for well, not my complete tenure as a city councilman, but it extended over and after my serving on the council, for some time. Helen - You were the Lions Club president at one time. Yeah. How long were you with the Lions Club? -----?? Where did they meet? In the basement of the Methodist Church, mostly. That's where we started.