This is Lynne Bowen talking for the Coal Tyee History Project. I am in my car with Mr. George Edwards and Mr. Joe White and we are going to be doing a tour of the East Wellington and Wellington mines, in the Wellington townsite.

LB: We are at the corner of East Wellington Road and Maxi Road and have turned right onto Maxi Road. Now, this, right into this bluff

GE: Yes, that's the bluff, the bluff right behind you here, that's only a short bluff. Do you see the house up there?

LB: Yes.

GE: That was built after the mine.

LB: Okay, now.

GE: Now the mine was right in this flat here, maybe that little hole there, sunk in there.

LB: Yes.

GE: Maybe that's where the mine was.

LB: Was it a shaft?

GE: A shaft.

LB: Was it a very big mine?

JW: Oh, it wasn't a great big mine, it wasn't too big but they got a lot of coal out of it.

GE: And that is where the track used to go - remember I was telling at the house.

LB: Yes.

GE: Straight down there onto Jinglepot track, and down to where I told you.

JW: Down Townsite.

LB: Okay, so the track from Number 6 mine went south to the Jinglepot.

GE: Not Number 6.

LB: This is Number 6 isn't it?

GE: No, this is Number 1.

LB: Oh, this is Number 1.

GE: Number 6 is on top of the bluff.

LB: Sorry, okay, this is Number 1. The track went south to the Jinglepot track?

GE: That's right and the coal went down.

LB: Townsite Road.

GE: That's right. East Wellington Wharf, by the Blackball ferry, that is the B.C. Ferry. They had a wharf there.

LB: Okay, you have got me confused, because I thought the Jinglepot track went down to where the Yacht Club is.

GE: Jinglepot track - this track went on Jinglepot - Jinglepot track was made onto this track.

LB: Yes.

GE: And they both went through the townsite, but one of them dumped the coal right where the Yacht station is. Used to load the coal there.

LB: Yes.

GE: Some of the oil companies are there now.

LB: Yes, right. Well, was there two tracks? Did they split?

GE: Well, they split, the East Wellington track went to East Wellington Wharf and the other one didn't go that far down, you see.

JW: It was a conveyor belt, they used to dump the coal, and a great big belt took it down to the wharf, to the water.

LB: The coal from Number 1 Wellington? Was it Number 1 Wellington?

JW: No, the coal from here, this was Number 1 East Wellington,

LB: East Wellington.

GE: and the coal from here went to East Wellington Wharf,

JW: Right by the B.C. Ferries.

LB: Okay, I still am confused about the Jinglepot.

GE: Well Lynne, there was a branch back off the Jinglepot right after Coburn's mill.
LB: Yes.
GE: And it used to take all the lumber down and they used to pull all the coal and come out onto this track and go down there and they used to unload the coal right about where the
LB: Yacht Club.
GE: Yacht Club is. That is how the coal was brought down.
LB: Okay. Do you know anything about this mine Joe?
JW: This one, no.
LB: No. So this was the shaft. Was there a head gear?
GE: Oh yes.
JW: Quite a few mines along here.
LB: How much head gear was here?
GE: Well there was a hoist and a pit head.
LB: Lamp house?
GE: Oh yes.
LB: Powder house?
GE: That's right, that's right.
LB: Okay. How about any private homes?
GE: Private homes? Well just scattered around the same as they are now.
LB: But no settlements?
GE: No.
JW: Most of the settlement was up this hill.
LB: Was there a square?
JW: They would follow this road.
LB: Followed East Wellington Road?
GE: Yes and some of them was living north here.
JW: On the left hand side and the right hand side of the road going up the hill.
LB: Was there a grouping of houses?
GE: Yes, oh yes. Quite a few families lived there.
LB: Oh, I see. So were they company houses?
GE: No, no, no.
LB: They were privately owned.
GE: Privately owned.
LB: Do you have any idea of the date of this mine? No idea? Oh well, I can find that.
JW: Would be around the date of the old Dunsmuirs.
LB: Yes, yes.
JW: You may as well follow behind the Wellington mine, because they would be opening first. Like Number 5 on Divers Lake, it was first.
LB: Yes, okay, East Wellington is Dunsmuir, but Jinglepot isn't.
GE: No, no, no, Jinglepot was a private outfit.
LB: Vancouver-Nanaimo Coal Company.
GE: Yes, Jinglepot was two fellows there by the name of Jack Grant and George Grant, and they started to drive a slope down and they went down the slope and went and turned off - they hit a bit of coal and they turned off and worked that top piece of coal and it got too small and pailed out. Then they came back and shot down a steep slope down at the bottom, and got a wonderful piece of coal. Some of it was fourteen feet high.
LB: My goodness.
GE: Some people called it the little mountain.
LB: So did they..
JW: That's where I worked.
LB: I am still trying to work out the connection between the two tracks. Why would Dunsmuir
LB: have cooperated with Grant? As far as the railway track. Didn't you say that the track from Number 1 East Wellington, over there?

GE: Yes. When the Jinglepot, you see, when the Jinglepot was there, hauling coal out, this track, they had done away with it. This line had shut down.

LB: Okay.

GE: Now are you getting down.

LB: Now I am on schedule.

GE: All along they were shut down.


GE: Before Jinglepot.

JW: Right on the left hand side going through here, there were about three mines here George.

GE: That's right, there were three mines. We can't go to Number 3 Joe, this road won't go right through to Number 3. I can show her Number 2 and can show her the

LB: Okay, so that's where we will go now.

GE: That's where we will go now.

LB: We have driven about another two hundred yards down Maxi Road, and on the right of the road, right by a private mailbox with Scott written on it is a rocky overhang with a cave underneath and that was the powder house.

GE: Powder house.

LB: for what?

GE: They kept all the powder in there for the mines.

LB: For what mines?

GE: For the mines at Wellington here. A lot of it kept for Wellington Number 2 mine, Number 1 mine.

LB: Number 1 and Number 2 Wellington?

GE: That's right.

LB: Is there a difference between Number 1 Wellington and Number 1 East Wellington?

GE: No.

JW: No.

LB: The same mine then?

GE: This was Number 1 here. Number 1 belongs to the runner of the mines. This was Number 1, and the next one we will go to was Number 2.

LB: East Wellington?

GE: Yes, East Wellington.

LB: Okay.

GE: Down on the flat. All the rest is on top of that bluff.

LB: Oh, I see. Okay.

GE: Number 6 and Number 4.

LB: So, why did they store the powder here?

GE: Beg your pardon?

LB: Why did they store the powder here?

GE: Well, it never went off. Nobody got hurt.

LB: Okay, was it, was there a structure built in front of it?

JW: It was built in, with doors.

LB: Yes, and would it be dry? It wouldn't be that dry would it?

GE: Oh it is quite dry under there.

LB: Oh, that is really something. How high would you say that rock is?

GE: How high?

LB: Yes.

GE: Oh, it's about..

LB: Twenty feet?
GE: I would say it would be about 12 feet high.

LB: Twelve feet. And you couldn't stand up under that lip could you?

GE: Well, you could when they were using it as a powder house.

LB: It was filled in?

GE: It is filled in now.

JW: The kids and all that play in there, they used to play in there when they were finished with it, you know.

LB: Yes. That's marvelous.

GE: It was quite a room in there. It's quite big now, Joe. You know, it's quite a sized place.

JW: The dirt has all been thrown out.

LB: Oh has it. So you could have stood up in it?

JW: . . . straightened out with the highway right here.

GE: Well to tell you the truth I wouldn't go under there if it was me.

LB: No, I wouldn't either.

GE: I wouldn't go in there.

LB: Why not?

GE: You see them cracks in the rock. They could go any time. You never know when they could come down. There should be posts put there, now that's the way the mine was. They put a post here and they put a post there.

LB: Maybe we had better get out of the way, eh? Okay now we are going to go down to Number 2.

GE: Number 2?

LB: Is that where we are going to go?

GE: Yes.

LB: Okay.

GE: This is Number 2.

LB: This is Number 2 East Wellington.

GE: Yes.

LB: Now Maxi Road, you said, was the old railroad right-of-way.

JW: The old railroad.

LB: And it runs parallel to the Millstream, and all the water for the mines drained into the Millstream?

GE: That one mine.

LB: From this Number 2.

GE: That's right.

JW: This was the lowest mine I guess, and that's why they pumped this one out into the Millstream.

LB: I see. Okay we are by a private road that goes sharply up a rocky bluff with the name Argyle on it. This is about where..

GE: The mine was.

LB: Was this a shaft as well?

GE: Shaft, yes.

LB: Okay, now you say that you had to come here when they broke into the Northfield, when Northfield mine broke into East Wellington Mine.

GE: That's right.

LB: In 1937?

GE: Yes. Before that I pumped a lot of water out of here before it broke in.

LB: Ah ha!

GE: You see what I mean. If I hadn't of done that, or they didn't pump water out of here, it would have drowned a lot of men in Northfield mine.
LB: So they were trying to make contact with this mine, weren't they?

GE: That's right, and they went underneath it, you see. Instead of hitting it this way, they went underneath and it broke through the top into Northfield mine. This mine here was a bit higher, Northfield was a bit lower.

LB: Yes. What sort of a mine was this, do you know?

JW: This was just a small mine.

LB: How big would the seams be, did you ever hear?

GE: Well I couldn't tell you exactly how big the seams were, they would run all through here.

LB: Would you have gotten the good Wellington coal from these mines?

GE: Oh yes. All of Wellington seams.

LB: All the same seam.

GE: That's right.

JW: It must have been a pretty good seam when Dunsmuir came down and sunk shafts.

GE: You see he came down to sink these shafts.

LB: Yes.

GE: You see, if he sunk them at the top of the hill, you see, he would have a lot more expense to sink it down.

LB: Sure.

JW: Solid conglomerate rock.

LB: Right.

JW: It went along here, way along here near the end where it comes out on the road which goes down to the old Dunsmuir farm, remember, there was a big mine in there. The slag heaps and everything are..

GE: Yes, but you can't get through this way.

JW: You can't? Why can't you?

GE: Pardon.

LB: Why can't you get through this way?

GE: Well the road only goes to where Maxi lives.

LB: Oh, I see.

GE: Before the track used to go through and there was a bridge, and the bridge went out through the, where Joe lives, there is a creek which comes out of Divers Lake, you see.

LB: Yes.

GE: And they had a bridge across there. After the bridge went down, nobody did nothing to it and you can't get through there,

JW: But we can still take you over and show you where it's at.

LB: On the other side.

GE: But we will have to go the other way around.

LB: Okay, so should we go there now?

JW: Wouldn't show you much. George, there will be a road going around through to where Baker's place was. Remember the road that went down the lane there. Where the company farm was.

GE: Do you think we can go right through here Joe?

JW: Well, I was sort of wondering.

LB: Do you want to try?

JW: Be better if you could Lynne.

LB: Yes. Well let's just have a look and see. Okay?

GE: Yes.

JW: This is all the old Dunsmuir farm.

GE: This is the old Dunsmuir farm.
JW: Went right through to East Wellington.

GE: Goes right through down through the Millstream, right through to Number 1 mine.

JW: Back towards the Jinglepot.

LB: Okay. After Number 2 East Wellington mine, you cannot, Maxi Road comes to a dead end and you cannot get through, so we retraced our path back along Maxi Road until we got to East Wellington and we followed East Wellington out as it wound through the valley until we got onto Jinglepot again. Then we did a loop on Jinglepot Road, and just after we recrossed the Millstream, heading east again, we came on what was the Dunsmuir farm.

GE: That's right.

LB: On both sides of the road and it goes, far south, right to.

GE: To East Wellington Road, right through.

LB: Okay.

GE: To the Jinglepot.

LB: Yes, the Jinglepot. Okay, there was a big barn here. Was there a house?

GE: Oh yes, a big barn here.

JW: The Dunsmuir house was up

GE: Up there.

LB: So the people just came out here to tend the animals - no one lived out here?

GE: Yes, the odd farmer.

LB: But no one lived on Dunsmuir's farm?

GE: No.

LB: So it was strictly for growing feed for the animals.

JW: The Chinese had their little settlement up on the left hand side there.

GE: Yes.

LB: On the farm?

GE: Over on the rock there.

JW: Do you see the curve in the road there?

LB: Yes.

JW: Right along there on that side.

LB: How big a settlement?

JW: There were workers, they all worked on the farm. There was a bunch of them working on the farm.

LB: I see.

JW: First there were Chinese, and then Hindus and different ones.

LB: And that little settlement was just for the farm workers?

GE: That's right.

LB: Okay.

LB: This is another hundred yards up the road before a very sharp left hand curve in the road. You can see old rock dump on the right, and that is from Number 3.

GE: Number 3.

LB: East Wellington?

GE: Number 3, East Wellington.

JW: Number 3 would be Wellington.

LB: Okay, Number 3 Wellington mine.

JW: The mine was on the bluff and the track went right along the bluff.

LB: Okay, the mine was on the bluff above us.

GE: No, the mine was at the foot.

LB: Oh, at the foot of the bluff.

GE: You go over there, right at the foot of the bluff.

LB: So there, we have three mines at the foot of the bluff.

GE: That's right.

LB: 1, 2, and 3.
GE: That's right.
LB: Okay.
GE: You're right.
LB: Okay. Now, to our left on the left hand side of the road was a small settlement for
the Chinese and the Hindus which worked on the farm.
GE: To grow the feed for the horses and mules.
LB: Okay.
LB: We are just another few yards along, around the curve, just before the Nanaimo City
Limits. If we look to our right we can see another old rock dump covered with grass
and trees. Number 3 was at the foot of that bluff and there was a ramp that went up
onto the bluff.
GE: Onto the bluff. The Indian was a way up beyond the bluff and they used to pull it up
with a rope.
LB: Okay, so the tipple was up there on the top then.
GE: Well, you see, they used to pull it up with a rope - that's the cars they loaded
in, out of the mine. Not the mine cars, but the car which was railroaded to Departure
Bay. So they picked up Number 6 coal, Number 4 coal and Number 5 coal, all went down
the same way.
LB: And Number 3 coal.
GE: Number 3, yes. Number 3, Number 4, Number 6 and Number 5.
LB: Okay, good. Now where are we going to go?
GE: Well, up to the old slope.
JW: Up to Bill's old mine, here.
LB: Okay.
JW: We worked in there for twenty years.
LB: Okay, up to Bill Lowden's?
GE: Bill Lowden's.
LB: Okay, we will go there now.
LB: We have travelled further along Jinglepot Road and then backtracked along Gillifillan
Road and we have come to a dead end right by two enormous saddles. This is more of
that old Dunsmuir farm. Okay, Bill Lowden's father managed the farm?
JW: Yes, he managed the farm for Dunsmuir.
LB: For Dunsmuir,
GE: For the mules and horses.
LB: Yes.
JW: Surely was a big house.
LB: And then, did the Lowden's buy that land when Dunsmuir left?
JW: No, Bill left after the first World War, when Bill was overseas, and he came back, there
was
GE: Five of them.
JW: Five of them took over.
GE: Took over all this property.
LB: How did they get it?
GE: Through the government, for being overseas.
LB: But why didn't Dunsmuir still own it?
JW: They had the title to it. Right down in the valley, you know where we came up around
there, over on the other side there, well Dunsmuir owned all that you see, and that
was all divided up and Bill had a part of that, didn't he George?
GE: That's right.
LB: You don't know why - is this something to do with
JW: Bill had seven hundred and some odd acres.
LB: Did this have something to do with the land for returning veterans?
JW: Well they got a good buy on it.
LB: Yes.
JW: I don't know what they paid for it.
LB: By this time, Dunsmuir would have sold out to Canadian Collaries.
GE: Yes.
LB: So presumably they maybe bought it from Canadian Collaries.
GE: There were five fellows all overseas, right from where we started at Number 1, you know, where we started at Number 1.
LB: Yes.
GE: Down there, it goes right from the Jinglepot right through way above this place,
JW: All Dunsmuir property.
GE: Then Mr. Lowden, he was the boss.
LB: Yes.
GE: And after that Bill and these five fellows come and broke it up and they had to draw straws, you know, draw the ticket out of the hat to see who was going to have this and who was going to have that, through the government, from being overseas.
LB: Okay
GE: So the government must have just taken it over.
LB: Must have.
JW: But they got good buys, just the same.
LB: So then Bill found coal on his piece?
GE: That's right.
LB: And you and Bill and who else mined it?
JW: Well Bill operated the mine.
LB: Yes. How big an operation was it?
JW: Oh, it, let me see...Old Steve Mitchik and that bunch worked at it, and old Henry, George.
GE: Yes.
LB: How many men would it be, at a time?
JW: Well I would say...
GE: Half a dozen, Joe?
JW: Half a dozen or so.
LB: Okay. Did you have a shaft of slope.
JW: Slope.
LB: Slope.
JW: All slope.
LB: So it was one of these small operations with a car engine for a hoist and stuff, or what?
GE: Gasoline.
LB: Gas.
GE: An old Ford engine.
JW: If we could find that road over there, we could show just where abouts it was at.
LB: Yes. Okay.
LB: We are at Gillifillan Road,
JW: The main slope, Lynne, and another thing when you go a little further out, we'll show you where the main slope is, the old Dunsmuir slope was.
LB: Yes, okay.
JW: That was way back in the 1800's
GE: And don't forget the brick fireplace. - the shaft with the bricks in it.
JW: Oh yeah, that's down on the ten acres.
LB: Okay, so where Gillifillan Road meets Jinglepot again there was two or three small operations here?
JW: Yes.
LB: Stroncks was here.
JW: Stroncks, yes.
LB: Okay, and further to the left, did you say there was another one?
JW: Further to the left?
LB: Yes.
JW: Well, that was the main slope of the Dunsmuir workings.
LB: Okay, we'll head that way then.
LB: Okay, we have driven down to the end of Jinglepot across the Island Highway and come into the town of Wellington. We are at the corner of Norwell Drive and, what is this, Wellington Road? What is the name of this street?
JW: Wellington Road would be coming down here.
LB: We are right across from the Island Medical Laboratories, and right here was - now tell me about this bridge.
JW: This was where the track went underneath, the bridge went like this over here.
LB: Yes.
JW: The track went down underneath.
LB: Underneath this bridge.
JW: To Departure Bay.
LB: Okay.
GE: Where they loaded the coal for shipment to San Francisco and all the other places.
LB: Now George, you told me earlier that the Wellington Station was over there where Nanaimo Chrysler is now.
GE: Yes, right close there. Just across the tracks.
LB: And that was the end of track for the E & N.
GE: That's right. Just up a little past there.
LB: Now I wonder when they extended that, because Dunsmuir would have wanted the railway up there for Cumberland, wouldn't he? When did they extend the railway up to Cumberland? I mean up to Union Bay?
JW: Nothing to do with Union Bay then.
LB: So they just shipped the coal out of Union Bay?
GE: That's right.
JW: They had a wharf there.
LB: Okay, so let's go back, backtrack now back across the highway and over in, up Jinglepot and see a few things up there. Okay?
JW: ... like it was originally, with lots of trees.
LB: We are at the corner of Norwell Drive and Wellesly Avenue and you can see the old right-of-way, railroad right-of-way as it heads south towards Departure Bay. That ran all along the arm of Long Lake.
GE: Right past Long Lake.
LB: and headed out.
GE: Crossed over Departure Bay Road, it crosses right over the road, it doesn't go down that long straight piece, it crosses right over and swings right over by Number 1 shaft, down by Departure Bay.
LB: Okay. Should we go down there now? Or should we go back here?
LB: Okay, lets.
LB: We went down Norwell Drive, which is the old highway which connected up with Bowen Road, and we turned left on Departure Bay Road which has been a trail, a road for as long as you can remember, George.
GE: That's right.
LB: Yes. We went down Departure Bay Road and George pointed out that round about Uplands...
LB: Drive the mine railroad crossed Departure Bay Road. Was it just a level crossing?
GE: Just a level crossing right across the road.
LB: Then came right over to the right hand side of Departure Bay Road and went down past Number 1 mine.
GE: Number 1.
LB: Now we are now sitting on Bay Street just above, I can't think of the street, just below Neyland Drive and we are at a concrete deadend and there is a creek that goes by.
GE: Comes out at Kelees, down at Departure Bay.
LB: Comes out at Kelees?
GE: Do you remember where Kelees was?
LB: Yes.
GE: Comes out at Kelees, there's the creek.
LB: And you said that this, there was a dam in here.
GE: That's right and the mine used to take water from the dam.
LB: Okay. Somewhere in here was Number 1 mine.
GE: That's right.
LB: Probably in there.
GE: Somewhere in there Joe, Number 1 mine.
LB: Yes. Okay, now if we go down to Departure Bay is there anything down there you can point out?
GE: I can't show you anything down there. I can show you the Wellington Wharf.
LB: I know where that is.
GE: Okay, so what else was there down at Departure Bay, there was a school house...
LB: No, where was that.
GE: It was right across there, where you turn around to go down to the Biological Station, up on the right, up on the left there. There was a little house there, it was only a two by four house. They used to use it to lock the Indians in.
LB: Oh really. Now you were talking about Carleys. You were talking about Carley's house, you said that this creek emptied out down by Kelees. Had that not been a Dunsmuir house?
GE: That was Dunsmuir's estate. That was where he had his big home. Down in Departure Bay.
LB: Okay, now when we were driving along Jinglepot, you pointed out... 
GE: Dunsmuir's place over there.
LB: you pointed out some old maple trees.
GE: That's right. Dunsmuir lived there. Joe White knows all about that.
LB: Well, he sure had a lot of houses.
GE: He did.
LB: That was the place where, whatever Dunsmuir was supervising the mines, and the Dunsmuir that was supervising the wharves lived down at Kelees.
JW: Yes, they had a wonderful house there.
LB: Okay.

INTERRUPTION

LB: Today in May 6, 1983 and we are continuing our car tour with George Edwards and Joe White. We have left Bowen Road, made a right turn onto Fern Road.
JW: Corner of Meredith Road.
LB: What was that?
JW: We came down, when we turned up into here, it was Meredith Road.
LB: What was that word?
JW: Meredith.
LB: Meredith Road, okay. Then we wound our way along an old abandoned road, really, running parallel with Bowen Road, heading north.
 GE: That's right.
LB: We are above the ridge that Number 1 and Number 2 East Wellington Mines are below, and we have just stopped at the site of Number 6 Wellington.
GE: Here I can show you where they drilled holes - they had no jack hammers in those days and they drilled holes to cut a road through here for the locomotive.
LB: I can see...
GE: This is the track that goes to Departure Bay. Starts from here.
LB: Oh, it starts from Number 6, does it?
GE: That's right, and the coal from down at Number 2 and Number 3 come up onto this track and over to Number 5 and everything went to Departure Bay, where we showed you the overhead bridge, you know,
LB: Yes.
GE: where we showed you the tracks?
LB: Yes.
GE: Well this is the start of the tracks, right here.
LB: Just one more thing that we should add that you told me yesterday George, that you were born down there by Number 1.
GE: When you were down East Wellington hill, I was right in the corner there.
LB: Yes, and were there a few houses?
GE: No, no, just the odd house.
LB: Just the odd house.
GE: Just the odd house.
LB: Did you father have some property?
GE: No, no, they never had no property. They used to, my grandmother and my uncles and that, used to have a house up there near Maxi's - they used to live up there at one time, long ago.
LB: Yes. So how did your parents happen to be living there when you were born?
GE: Well, that's where they worked.
LB: They were living on company property?
GE: No, no, it wasn't company property. My Grandfather had a mill there.
LB: Okay, so it was near the mill.
GE: That's right.
LB: Okay, that's why it was called the Millstream I'll bet.
GE: That's where they got the Millstream I think. It was the first mill ever there.
LB: Yes. A sawmill.
GE: That's right.
LB: Okay. Ready to get out of the car now?
GE: If you like.
LB: Okay.
LB: The site of the shaft is a slight depression. There is a big depression in the earth and there are two huge maple trees beside it and apparently the shaft was filled with garbage by the City of Nanaimo.
GE: By the City of Nanaimo.
LB: Number 2 East Wellington is almost straight and slightly to the left below us.
GE: Below us, and out right at Number 2 goes into the Millstream.
LB: Okay.
GE: And I was on that pump, you see. That's where it broke into Northfield mine.
Number 2 over here is Northfield mine.
LB: It's amazing that they didn't run into these workings too.
GE: That's right.
LB: Amazing.
GE: Amazing. Well that's Number 6 mine and look at those maple trees - they are getting as high as I am.
LB: Yes, and I suppose those trees have grown up since.
GE: Grown up since I was here.
LB: Those large Douglas firs.
GE: Well when I was here, when I used to hunt here you could see all over down at the bluff there. You could see the Millstream. So that is how much the trees have grown.
JW: If you go out here you will be able to see over the bluff here.
GE: Well, I don't know if we can get up this way Joe. We might be able to go up this way.
Continuing along the railroad grade for Number 6. We passed the area where the rock had been blasted and cut away to allow the grade to be the proper level, and we have now reached a level where the road has been blocked with a bulldozer. Number 4 is about one half a mile beyond.
LB: We have backtracked to Number 6 and took a

END OF SIDE ONE

LB: ... site for homes. Now it is right along a bluff overlooking Rosstown.
GE: Rosstown. And where Rosstown got the name - old Mr. Ross, he lived on the top end here, he got a lot of ground off of Dunsmuir. All this coal under here Mr. Ross owned this, you understand, the top and he owned the bottom.
LB: He had coal rights?
GE: Yes, he had the coal rights. He took a big piece of land here and it went right down into here. I can show you when we go up Rosstown Road. Mr. Ross turned the coal rights over to Dunsmuir and Dunsmuir gave him that property.
LB: Now how many houses would there have been here?
GE: Oh, I would say, I guess about twenty, twenty white cabins.
LB: White cabins?
GE: They called them the white cabins.
LB: Because they were the only white ones around.
GE: That's right, well just up at Northfield mine like I told you.
LB: How did they happen to be white?
GE: They whitewashed them, the same as you whitewash a tree, in the garden.
LB: Why didn't everybody whitewash?
GE: No, no, everybody did whitewash. I guess paint was hard to get in them days.
LB: Were these ones unusual?
GE: It could have been some kind of a white paint, but they always called them the white cabins.
LB: I am just trying to figure if they were different from other groups of miners houses?
GE: That's right.
LB: Because they were all white?
GE: They were all white.
LB: And were they company houses?
They were company houses.
Built by Dunsmuir.
Bound to be built by Dunsmuir.
Yes. Was there anything else besides houses - any stores, or?
No, not here, but down over on Rosstown Road there were four hotels.
Oh ho! Okay.
You are getting something new now.
That's right.
Four beer parlours.
So would people who lived up here, what was this area called?
Well it was just Number 6 bluff white cabins. That's all I ever knew it as.
Could they walk down into Rosstown?
Yes.
But this property with the white cabins, was this owned by Mr. Ross?
Mr. Ross owned - well I don't know, I would say he owned the piece of ground because there was a lot of rock in it. Dunsmuir gave him a great big piece down there, a big swamp, right down where we first took this road.
Yes.
It's quite a piece of land.
Oh yes.
He got that through Dunsmuir, he gave him that piece of land for the coal rights underneath.
Traded him for the coal rights.
Yes.
Okay. So he must have been in before Dunsmuir discovered coal.
Oh yes. Mr. Ross would be.
Yes. So he had the coal rights here. Settlers rights.
He was just like a squatter.
Oh he was, I see.
I'll show you when we go up the other road, it is a good road too.
Okay. So anything else about this area?
Well no, unless, well we can't go down there can we?
Well, do you want to try?
Well it's just a little farther.
Let's try.
This is where one of the white houses was, wasn't it?
That's right.
They called it Rosstown.
That's Rosstown.
Yes. This whole bluff area that we are on, is steep on both sides.
That's right, it starts from here.
Yes, it is like a big ridge.
And I'll tell you where you started at, down at Jinglepot.
Oh.
You know when you come down the hill, the steep hill?
Yes.
It's still the bluff, and then here it comes up and tails out up by where Joe White lives up where we showed you where Number 3 was.
George says that the bluff goes right through to Jinglepot Road practically.
Practically, yes.
There was a shaft going right down Jinglepot Road wasn't there?
GE: That's right, down at the bottom. The outlet of Divers Lake cuts the bluff off.

JW: Yes.

LB: And the whole thing is made up of conglomerate rock?

GE: It is all conglomerate, all of it. I tell you what the old river, the old fellow who used to work at the mine used to drill for coal every here and there and he said this was the hardest conglomerate rock, Northfield Rock they called it. Conglomerate rock, the hardest you could get because it was all full of pebbles you see, and it was just like marble to cut through. Awfully hard on the diamonds.

LB: I wonder, geologically, what the connection is, because there is a great hunk of coal under here isn't there?

GE: Oh yes, there is a lot of coal under here, yes.

LB: But, I wonder if, geologically, there is some connection with this conglomerate formation.

GE: That is the roof for coal.

LB: That is the roof for coal?

JW: That is the roof for coal.

LB: But you don't always have coal under conglomerate rock.

GE: Well, maybe not always, but most of the time.

LB: Oh really.

GE: That is the roof of coal.

LB: Oh that is interesting.

GE: It is the top of the coal.

LB: It is the same thing in Extension.

JW: Conglomerate formation, that's right.

GE: When you get a good conglomerate roof, you've got a nice place to work.

LB: Sure.

GE: Then you get shale, you have to look out because it is liable to cave in.

LB: Would that mean that there would be a different type of coal?

GE: No, I don't think so, I think it would be the same type of coal.

LB: It wouldn't have anything to do with the high quality Wellington coal?

GE: Well Wellington coal is one sort of coal that is right under here now.

LB: Yes.

GE: What they call Wellington coal.

LB: Would it have some connection with the conglomerate?

GE: Could be.

JW: I think it has.

GE: The closer to the ground that you get coal, you can throw it in the fire and it will burn but it won't burn much. It burns dead.

LB: Yes.

GE: The whole trouble though, was with different coals was the different ash. You smoke a cigar, the ash falls away to dust.

LB: Yes.

GE: Same with coal when you are firing a boiler. If you got good coal, low ash, you've got a good piece of coal.

LB: Okay so this Wellington coal was low ash.

GE: Wellington coal is the best coal on the Island.

LB: Yes.

LB: We are back on Meredith Road. We have come to the corner of Meredith and Northfield and we are beside a lovely old school building. Is it called Northfield School?

GE: Northfield School.

LB: And George, you went to school there.
GE: I went to school there.
LB: That's really something.
GE: I had many a fight with my friends. After every day there would be somebody from my
class fighting on the corner just down below there.
LB: It says "No Thru Road" there, but I know that you can get through there, because I have
been through there.
GE: Where?
LB: See, can't you go through there to Rosstown?
GE: I haven't been up there but I guess you can.
LB: They had a detour through there.
LB: We are on the corner of Rosstown and Whitney Road and off to our left, a few yards off
Rosstown, there is a lovely old white house and that is Freddy Barr's house?
GE: Freddy Barr.
LB: That was moved here from, in Nanaimo, but it stands very near to where the F shaft
was for the Northfield mine.
GE: Right.
LB: We have just gone on a rickety... between Northfield Road and Rosstown Road and went right
over the site of the Northfield mine. It was the site of both the old and the new
Northfield mines. The new mine was opened up right down the old shaft.
GE: Right.
LB: Further along Rosstown, on a straight stretch where there is now a lot of new duplexes,
there were four hotels here. Do you remember those hotels?
GE: Yes.
LB: How long were they here?
GE: Oh they were here till the place got dismantled. They moved to Extension.
LB: Why do you think, Oh, okay, the four hotels were here and then they were among the
ones that were moved to Extension.
GE: Extension and Ladysmith.
LB: But there were also hotels in Wellington proper, wasn't there.
GE: Oh, one hotel.
LB: Oh, just one hotel.
GE: And the Somerset.
LB: Ah ha!
GE: That's two.
LB: Now the Somerset, was it always at the same location?
GE: Always at the same location.
LB: Which is out near Rutherford Road.
GE: That's right.
LB: Yes. So people went that far for a drink?
GE: Oh yes!
LB: The tracks didn't go that far did they?
GE: The which?
LB: The tracks.
GE: No, no.
LB: So there was always only one hotel in Wellington?
GE: That's right.
LB: And one, at the Somerset?
GE: That's right.
LB: And then four here. Do you remember their names?
GE: Well one was Spizik, name of Spizik.
LB: The owner was a Spizik.
GE: He was a Belgian fellow.
LB: But was that the name of the hotel?
GE: No, that was the name of him.
LB: Yes. Do you remember the names of the hotels?
GE: No, I couldn't tell you that. I wouldn't know the name of the hotels. But the KP hall, I remember that.
LB: It was farther back a bit.
GE: On the hill
LB: Oh, on the hill. Now, what else was here besides hotels?
GE: Just houses. Just a few houses.
LB: Miner's houses?
GE: These were built on, a fellow bought all this land here, they were all houses and hotels, and he bought the whole thing, a fellow by the name of Giles. His son lives just up here, I'll show you.
LB: After the mines closed?
GE: Oh long after.
LB: Were they company houses here when the mine was running?
GE: No, people had their own houses. They had their own house.
LB: So would there have been more population here in Rosstown than there was at Wellington?
GE: No, I think Wellington has most.
LB: Why do you think the hotels were here?
GE: Well, they worked, you see there were a lot of the people who had houses, they worked in the old Northfield mine, you see, and of course there was Number 6 or Number 4.
LB: It was fairly close.
GE: It was right in the middle of it, you see. Wellington, well, it wasn't very far to go to shop. There were many stores, I can't remember if there were stores down this way.
LB: You can't remember if there was?
GE: No. You had to go to Wellington.
LB: That's interesting, in that it was so scattered.
GE: That's right.
LB: Yes.
JW: You see, a lot of them that were staying around here, were working in the mines in the bluff.
GE: That's right.
JW: And work at Northfield.
LB: And over the bluff.
JW: Yes.
GE: That's right.
LB: That's interesting.
LB: We went down Rosstown Road, right to the end, and took a trail in from the other end of the bluff and we are now standing, looking down on the old Dunsmuir farm. Millstream is below us and we are looking west. Now do you know where the mine site was George?
GE: The mine site was right in here - this is the dump.
LB: Okay, we are standing.
GE: In fact that could be the mine right where you are standing.
LB: Ah, okay.
GE: That would be the mine. You are right on the dump.
LB: So this is Number 4 Wellington.
GE: This is Number 4 Wellington. On top of the bluff, above Maxi house. Maxi house is on
Maxi Road.
Right.
And that is the end of that road, you see there. Up above that is the Number 4 shaft. Now the air shaft, this was where they hauled all the coal out, the track I suppose would go through there, Number 6 track. At the same height.
The track would have been a bit below us?
Yes, I figure it would be.
Yes. Now, is this the mine where the coal from Number 3 was brought up?
No. Number 3 mine was over there under the bluff where Number 3 mine was, and it had a big hoist way up here on the bluff, that's a way along there, you see, and it pulled the coal up and back down to the track where Joe is.

So it did come back here to round Number 4.
That's right. It took on Number 4 coal too, to Departure Bay.
Yes, but it's further to the North.
Further to the north, right from here.
Yes, and it had a backtrack.
That's right.
To get here.
Well, now get me right Lynne, Number 6 track where I showed you the end of it, that's where the end of the track, and it stops at Departure Bay.
Yes.
It answered all calls for every mine to take the coal right through to Departure Bay.
Did it bring up 1 and 2?
Pardon?
Did it bring up East Wellington....
No, no, no, they went the other way like I told you the other day.
That's right.
It goes down around Townsite. Down by the East Wellington Wharf.
That's right. So this brought 3, 4, 5, and 6 coal?
Correct.
Well, and all the others too - 8, 9, and 10 as well eh?
Where is 8, 9, and 10?
Aren't there 8, 9, and 10 Wellington mines?
I don't know.
No?
You have to show me.
I guess there wasn't.
I guess there wasn't.
Maybe they were referring to Fan shafts or something.
Well they might be referring to slopes.
Yes.
There was a big slope there by Joe's house, right where Joe just sold his house. There is a big slope there, and they got a lot of coal out of there.
And what was that number?
They just called it the old slope.
The old slope.
The old slope.
Okay.
That was where a lot of coal came out of.
Okay.
LB: After we left Number 4, we proceeded north along a ridge and very quickly came to a new residential subdivision. In the vicinity of Willow Grouse Crescent on a height of land looking down over Divers Lake is where Number 4 Fan shaft is. Then we came down the hill, the height of land, to the edge, the western side of Divers Lake and Divers Lake park. It almost looks like most of the park was the dump for Number 5, doesn't it?

GE: This side of the lake.

LB: Yes.

GE: It is on the west side of the mine, the park.

LB: Okay, the west. Number 5 is to the east of us, or to the south of us really.

GE: No, no, from where we are looking now, it is east.

LB: Oh is it? Okay.

GE: The number 5 shaft is here right at the end of the park, up there, that's the fan shaft. They are both close together - Number 5 mine and the fan shaft.

LB: Okay, now you said also that there was a straight line between Number 4 fan shaft and Number 5? Did you say that?

GE: Straight line?

LB: Yes.

GE: You mean a road, up on the top.

LB: Did you say that there was a straight line?

GE: That's right.

LB: Now did that track come down here?

GE: The track came right down to Number 5.

LB: That's quite a height of land to come down, isn't it?

GE: Where?

LB: From Number 4 to here.

GE: Yes, but you are not here, we never came across the track yet.

LB: No.

GE: The track is behind us here.

LB: Right. Where did the track from Number 4...

GE: The bridge you crossed at the lake there, way down at the far end of the lake.

LB: Yes..... but where,.. well, Number 4 is up there right?

GE: Yes, up on the hill.

LB: Okay, where did the track come?

GE: Number 4 is in the west from here.

LB: Yes, okay so where did the track come to get to Number 5?

GE: The track comes from the west, comes around and comes into Number 5. The CPR comes in around the top end and comes into Number 5.

LB: They both come into Number 5?

GE: Yes, the CPR, they used to take out coal through that way.

LB: Okay. But there was a different track leading out of Number 5 leading down to Departure Bay?

GE: No, no, no, it all ran from Number 5 to Departure Bay.

LB: But not on the CPR?

GE: Don't misunderstand me now, the railroad and the CPR used to come in on the east end of Divers Lake.

LB: Yes.

GE: It would come in and used to fill maybe two or three cars. They didn't come in right steady.

LB: Oh I see. They didn't come in to transport coal?

GE: No, but the company, Dunsmuir, most all of his coal went from Number 5 the same as Number 6. That's the same track that came into Number 5. There were no raisings at all, it was right level all the way around. And that is how it works: Number 6
GE: Number 4, and then comes arounds where the big ramp used to come up the bluff, and comes right around into the overpass, over here at Wellington.

LB: Okay. Now you also said that Number 5, from the Number 5 Pit head, there was a ramp to dump the rock.

GE: The rock is still there in the dump.

LB: Yes, and it came down a ramp.

GE: That's right. They would run out the cars and dump it over in the tippel. Made the dump. That's the end of the dump over there.

LB: Right.

GE: In fact, this is the edge of the dump here.

LB: Yes, you can see it better on the other side.

GE: Yes, you can see it good.

LB: We're on Jinglepot Road heading west and we have passed a large area that has huge maple trees in almost a square. This is where Arden was - a Dunsmuir home - and Bill Lowden's parents lived here after Dunsmuir's sold out?

JW: Oh yes. They were around for years after. Uncle Jimmy was boss of the place, he was boss of the farm and the valley.

LB: Okay, so was this on the farm?

JW: No, this was not on the farm.

GE: No, no.

JW: The farm was down below.

LB: Okay, but this had large grounds here?

JW: Yes, oh yeah.

GE: They had more than a lot.

JW: He had lots of fruit trees up here, lots of fruit trees, cherry trees, apple trees.

GE: What would it be Joe, two or three acres?

JW: Oh yes, it would be that George.

GE: Two or three acres where he had his house.

LB: Did they have a wall around it or?

JW: He owned all this property here.

LB: On the other side of the road.

LB: We have now driven further along Jinglepot Road and returned to a big bend in the road, where we were on Monday. We passed a rock dump, George? We passed a rock dump. What is that from? This rock dump here, .... George?

GE: I don't know.

LB: We passed it right there, and you said, "I worked there."

GE: Oh yeah, well that was a piece that they left in when Harry Shephard used to work over there.

LB: Oh, so it was a small operation.

GE: A small operation.

JW: An old slope, George.

LB: Okay, where was the old slope now, Joe?

JW: The old slope came right down through here. Right through there. Right past the house there.

LB: Up past the little pink house there?

JW: Yes. It went right down here and across the stream, down there, the tunnel stream, and over travelling towards the bluff.

GE: That was the tunnel stream we hit today we you went down and couldn't get no farther.

LB: Oh ho!

GE: That's the creek down here.

LB: Okay, so we are down below the bluff now, on the west side of the bluff again.
North-west.

LB: Okay, right. Now, we are in the area of the bricked in ventilation shaft, aren't we?

GE: Down there.

LB: Where they had, where they kept...

GE: It's bricked in. Right on his property, down there.

LB: Okay. Now does that ventilate the old slope?

GE: Did it ventilate? Oh yes. It ventilated the old slope.

LB: Is that the mine it ventilated?

JW: Well, it was in the early days, you see.

LB: Yes.

JW: As Dunsmuir got bigger, they had to develop some other.

GE: Fan.

LB: They must have been able to run fans with steam engines mustn't they?

GE: Yes.

JW: Oh yes.

GE: Steam engines used to run fans; this was before the fans.

LB: Yes. So the only name that there was for this was the Old Slope?

GE: Right. As far as I know.

JW: This was the first Dunsmuir workings.

LB: The first Dunsmuir workings?

GE: They called it the Old Slope.

JW: After that the bluff - that is where all these different mines that George is talking about, they became the big producer.

LB: Then they would have gone to Number 1, 2, ....

GE: That's right.

LB: Okay. The numbers, presumably, are the order in which they were developed?

GE: That's right.

LB: Okay. You used to live here Joe?

JW: Yes, we lived here.

LB: In this little house?

JW: Yes.

LB: Little pink house?

JW: We were living there when she passed away.

LB: Oh dear.

JW: ... down to the, in the tunnel stream, went down through the, where you went, where we were earlier today.

LB: Okay, did the tunnel stream go anywhere near the old China Town?

JW: It goes down to the Millstream. It goes down past China Town. Past old China Town.

LB: So on the property next to yours here, was where old China Town was?

JW: Strong had it.

LB: Yes, but... that was where old China Town was.

JW: Yes.

LB: I see. That must have been a long time ago.

JW: Yes, that was in the Dunsmuir days.

LB: Was there anything left of it when you remember it?

JW: Well George here, he'll...

GE: Well, I'll tell you, the last of the China Town down here, that Joe is talking about, you know where we came down the hill there?

LB: Yes.

GE: Used to be water, like Joe was telling you about where that place was built.
LB: Yes.
GE: Well, China Town was on the far side and there was a pipe of water running out of it right today.
LB: So there was another..
GE: China Town down here, because when they were around looking for different things, I told different fellows to come around here and deal.
LB: Yes.
GE: Get old pots and that.
LB: So there was two China Towns?
GE: Well, that would be two China Towns. That one there and here. Then after everything closed down, there were a few chinamen who made a kinda of, used to come to your house and get your washing, and they used to do all your washing. They used to pack it on their backs with a sheet tied is four. Pack it on their backs.
LB: This was after the Wellington Mines closed?
GE: This was after the Wellington Mines were gone.
LB: So, there were still some Chinese people living in this China town?
GE: That's right. One old fellow used to walk to town every day. He would go along the road with an umbrella all the time, and he would walk from here to Nanaimo. Every day of his life.
LB: Why?
GE: Well, I don't know what business he went, he went to the chinamen in town, you know.
LB: Yes.
GE: I don't know what he went for, but he always used to carry an umbrella. Sometimes it was up and sometimes it was down. Here's the idea: he would whistle all the time. The kids used to fire rocks at him.
LB: Did he have the umbrella up when it rained?
GE: Yes. He had the umbrella up when it rained.
LB: Well that's good.
INTERRUPTION
GE: It was Canadian Colleries.
LB: When?
GE: It was after Dunsmuir was gone.
LB: When did you work here?
GE: Oh, god knows, I can't tell you the year we worked here.
LB: After the war?
GE: Oh yes, after the war.
LB: After the strike?
GE: After the strike.
LB: Before you worked at Northfield?
GE: Yes. Oh yes, long before Northfield.
LB: We are parked on Beggs Road right now and George is telling us about a slope he worked on, the Canadian Collaries opened up. Did it top some old Wellington workings?
GE: Yes, the top seam.
LB: Of? But did it go into any of the workings?
GE: Yes.
LB: What, the Old Slope or...?
GE: No, it wasn't the Old Slope. The Old Slope went down that way from Joe's and this slope went down the other way.
LB: Oh.
GE: But, Joe was talking, the Old Slope, that was a high coal. This was the top seam here. We were working the top seam.
LB: Was it quite narrow?
GE: Oh, it was about 3 feet high, wasn't it Joe?
JW: Yeah. There was a lot of dirt with it too.
GE: Quite a piece of dirt on the bottom that made the height.
LB: How long did you work here?
GE: Oh I worked here for about 2 years.
LB: Okay, now tell me again about the locomotives and the round house and hauling coal up from the Old Slope.
GE: Don't get mixed up now. These two slopes are close together, see. This was long after the Old Slope finished.
LB: Oh, okay.
GE: Well, they used to, I pulled the coal up out of this slope and packed it down onto a switch, you see, and then there was a fellow by the name of Ernest High, he used to run the locomotive. It was a narrow gauged locomotive, narrow gauge track like they used in the mine.
LB: Yes.
GE: They used to take it up and across that cave, Joe, up there by Dunsmuir's place, and they had a tipple there and the CPR would drop a couple of cars in a day to fill.
INTERRUPTION
JW: ... let the cars down.
GE: Yeah.
LB: Coming down along Jinglepot Road, we have just gone past the Ardisite site again and you are talking about caves. Now, when did they happen?
JW: They happened when Number 5 and them was going. On the Old Slope. The two caves were down in here.
LB: And they were caves to the Old Slope workings?
JW: Yeah, into the old workings, yes. The cave was so big that they, when they put the railroad tracks down here, in one of the mines down below here to haul the coal up, they had to build two bridges on them.
LB: Over the caves?
GE: Over the caves.
LB: Oh, there were two caves.
JW: Yes.
LB: Were they pretty big?
GE: Oh yes, quite a size. Right on the corner, there was a house that went down.
JW: A house went down.
LB: When was that?
GE: That was in the early days... that was when the boys got drowned on Long Lake there Joe. They were skating.
LB: This was during the time that the Wellington mines were working?
GE: When the Wellington mines were working.
LB: Yes.
INTERRUPTION
LB: Number 5, we were just discussing how far it extended and you say that the workings of Number 5 connected up with the workings of Number 1 on Departure Bay.
GE: Right.
LB: All right, now we are sitting opposite Mount Benson School, and this is where Simon Liescher store was?
GE: That's right, years ago.
LB: When did it close down, do you remember?
GE: Do you remember when it closed Joe?
JW: Well it, it was going in 1900, I would say it was going in 1910. It was still under Simon Liescher.
LB: Now..
JW: Then MacDonald and them, I think they were around.
GE: Alec MacDonald.
JW: For many years, Alec MacDonald.
LB: Was it in the town proper?
GE: Right in the town.
JW: Yes.
LB: So Wellington extended over here?
GE: That's right, and there was a livery stable over there where the store is.
LB: Oh really.
GE: You used to hire horses and buggies there. Right where the school is.
LB: That's marvelous.
JW: There wasn't a hotel on this side, was there George?
GE: What?
JW: Around here?
GE: No, the hotel.
JW: Up there.
LB: Just the Wellington Hotel.
GE: Just the Wellington and the Sommerset.
LB: Only the one and the Sommerset.
GE: Just the Wellington and the Sommerset.
LB: What about houses on this side? Were there many houses on this side?
JW: Mostly down...
GE: Mostly down the other side.
LB: Near the lake.
GE: Over the road, over the tracks.
LB: Yes.
GE: This was the end of the railroad. Behind this store, Simon Liescher, was the round house. That was as far as they got.
LB: Okay.
GE: There used to be a passenger train that would leave here every morning at 8:00 am, and the other fellow would leave Victoria at 8:00 am, and there was a train up and down every day in the early days.
LB: Two trains - one up and one down.
GE: One up and one down.
LB: Well, that's very good.
JW: It was quite a set up - the railroad chaps over here, wasn't it George?
GE: Yes.
JW: Sure. Then when the train used to come in, the station was on the left hand side of the road, down here..
LB: Yes.
JW: and then the train, the engines and the cars and that, they would take them up the line, where the line is now, just so far, and then there would be the end of the road there and then they would backtrack over here.
LB: Oh, I see.
JW: Do you see where those maple trees are?
LB: The tracks, they come around this way.
GE: That was the station.
JW: The station was on the other side of the trees.
LB: And they backtracked around here to the roundhouse.
JW: To the roundhouse and, where they put the engines there.
LB: Oh, great.

JW: There was quite a crew there wasn't there George?

GE: Oh yes, quite a crew and they used to have a big place where they would put the engines in the back in Simon Liescher's store. It was a huge place. They used to swing the engines around.

LB: Yes.

JW: In the round house. A big wheel went round. It was a great huge place. Two people could turn the locomotive around.

LB: What with an engine?

GE: No, power.

LB: Was...

GE: Hand power.

LB: Hand power!

GE: They had wheels on the outside, you see, it was a round place, exactly round, there was a place for so many locomotives there.

LB: Yes.

GE: They used to turn them around.

LB: And two men could do that?

GE: That's right.

LB: Hand power?

GE: Yup. I've seen them do it.

LB: Isn't the incredible. So when did they dismantle these shops?

GE: Well, it's quite awhile Joe.. you might know more about that than me.

JW: I would say it would be around the 20's, wouldn't it?

GE: It's quite awhile Joe.

END OF TAP