

BOB: Now, your dad was William Christianson *and he came here in 1895.*

~~IVAN: Right.~~

~~BOB: And he came here from what I was reading in 1895. Right?~~

~~IVAN: 1895, ya.~~

~~BOB: Where did he come from, though?~~

IVAN: Well, his home was in Red Wing, ~~Minnesota~~ ^{Minnesota} and that's where he started railroading about 1890 ~~down there.~~ ^{He rode with} Wisconsin Central, which is now the Soo Line. He worked around down there until the Panic of 1893, ~~You've read about that?~~

~~BOB: Ya.~~

IVAN: And that's when he come out in this country lookin' for a job. There was a lot o' jobs just opening ~~around~~ ^{on} the Great Northern because it was just a new line. He had worked a day or two in some points in Montana before he settled here. They had what they called "boomers", you know, railroading. These "boomers" would travel all over the country and work a few ~~weeks~~ ^{weeks} here and a few ~~weeks~~ there just as telegraphers. My dad wasn't really a "boomer". He was just lookin' for a ^{permanent} place to settle down.

BOB: Now, I never heard o' that before. I've heard o' "boomers", but not of railroad "boomers".

IVAN: Oh, ya! There ~~was~~ ^{were} many railroad "boomers". They'd ~~come and work...~~ ^{WAA, It was} seasonal work on the railroad in those times. ~~It was in the fall o' the year~~ from the middle o' September until the last of November, ~~and~~ ^{and} the railroads needed a lot of extra operators at that time ^{and} in that period because they run so many more trains.

BOB: Oh, grain trains?

IVAN: Grain trains, ya. You know, in those days they didn't have ^{any} storage on the farms or anything else. All they had was these ^{little} elevators along and they had to move their grain. I can remember when I was working, ~~and~~ ^{from} we had grain backed up ^{from} Duluth clear to Granville, grain standing on the sidings here waiting to get into Duluth.

~~BOB: Oh.~~

~~IVAN:~~ That was back in the '20's. It was always just one big rush in the fall and that's how I got started ^{railroading} as a telegrapher. It was in September. Then o' course, I kept right on going.

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IVAN: They had 2 or 3 draylines here ^{in Minot.} ~~They had a~~ local ^{train would come in the morning} in here and they would unload freight ^{at the crossing} ~~in the morning~~ probably a quarter of a mile down the track -- ^{on the ground.} just throw it off. The drays would be all day ^{delivering} to ~~do~~ it.

~~BOB: Oh?~~

~~IVAN:~~ Ya. That was when the town was booming, ~~you know~~, and there were no trucks haulin' anything. Everything come in by rail. They had a local every day both ways. One started in Devils Lake comin' this way and one from Minot goin' ^{the other way,} ~~to Devils Lake.~~ Many trains, many trains. Course, there weren't over 40 to 50 cars on a train. That's about as ^{much} ~~fast~~ as they could take. Course, 40 cars ^{of grain} is quite a bit o' tonnage for those old engines.

BOB: Ya. Well, you had 2 locals. What time would ^{that have been?} ~~this be about that you were saying when you had 2 locals?~~

IVAN: Well, when I started working, we had those then in '24. I hung around the depot an awful lot when I was a kid and I learned telegraphing when I was 8 years old. ~~I'd be around a lot, you know, just as a kid.~~

I remember the locals. Now they don't even have a local anymore. The through train does its spotting. But we had what they call weigh cars.

That was LCL ^[Less Carload Freight] merchandise in there. They'd probably have 20, 25 of those

weigh cars in the train. They had 3 or 4 made up ~~and~~ out of Chicago. ~~just from~~

^{for} this area from Minot to Devils Lake, ~~was~~, and that's why there was so

much work in these division points like Minot and Fargo. Those cars would come in there and break bulk and then they'd sort ^{it} out ~~for~~ each train route, you might say, like the locals between Minot and Devils Lake.

They'd make up cars with freight in there just for that line, ^{others for} and the

line from Minot to Williston. They'd make up a car or 3 or 4 cars, if ^{with merchandise in them} necessary, ^{but} for those towns. That was quite an industry, ^{and} that was all

completely ^{gone} ~~handled~~ on the railroad. They don't handle LCL, ^{is} what they call

less carload ^{freight,} ~~any~~ anymore.

BOB: ~~Less carload freight?~~

IVAN: Ya. ~~It was called~~ ~~_____~~ LCL.

BOB: Well, that meant that they'd just group the cars in Chicago or ~~some~~ ~~place~~ or Minneapolis so that they wouldn't have t'....

IVAN: Break bulk anymore. They'd come out here and put 'em on the local made up just for this area.

BOB: You wouldn't have to ~~open the door~~ on the ~~thing~~ ^{car} until ~~they~~ ^{it} got to ~~Williston?~~ ^{its destination,}

IVAN: Right. Ya, they'd have so many cars. Well, even when I was in Fargo, ~~they'd have the assistant agent and that didn't happen until 1935.~~

That was still a big deal there in the Fargo freight office of making up these cars for these areas, but the trucks got that ^{later.} Now they have what they call the piggyback. You know, they have these trucks on flat cars.

~~Later~~ They'll come to Minot and then they'll take the motor and hook on the trailer and distribute the freight around town. It's killed off all the work in the freight houses. ~~Well, you know, at the end of Main Street in Minot? That freight house?~~

BOB: Ya.

IVAN: That was full of freight at one time and being worked. Now it's all storage for beer and whiskey, and different things, ~~few~~ ^{few} offices upstairs. Even when they built Gaven Yard, they still had a big freight ^{house} ~~office~~ ~~out~~ there, but now I don't know what they use it for. Storage mostly.

BOB: How many trains would you have stopping in Granville on a typical day in about 1924?

IVAN: Well, we had 09, 10, 29 and 30. That's the ones that stopped here. Well, 09 and 10 stopped at every station. 29 and 30 stopped at just the junctions, you know, like here ^{and} ~~in~~ Towner and Rugby and Churchs Ferry.

BOB: Wherever there was a branch line going out, I 'spose?

IVAN: Ya, ~~at what they called junctions, you know?~~

BOB: Ya.

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IVAN: Or at a county seat. They had to stop there. I don't know if that was a law in those days, ~~but maybe still is that they had to stop there. It~~ ^{because they don't do it} ~~isn't now, but in those days~~ they always stopped at the county seats, you know. ~~Then~~ ^{line} we had this branch ~~come down~~ here out of Sherwood ~~between here~~ and run into Minot and come back out in the afternoon and go up ~~to~~ the branch. But we had 03 and 04 and 01 and 02 that didn't stop here. They were what they call flyers.

BOB: ~~Were they freights or passengers?~~

IVAN: ~~No, they were passenger trains.~~ These were all passenger trains. That's where I started railroadin'. I got the contract for \$10 a month to hang the mail for ^{old} No. 4 in the morning. It went through here about 5:00 in the morning ~~to hang the mail~~ ^{by a mail crane.} They'd pick it up on the go.

BOB: ~~Oh, is that right.~~ ^{And I'd have the pouch hung on the mail crane.}

IVAN: ~~Ya.~~ That was quite a job. They'd take the mail ^{down to the depot} and put it ~~down~~

^{in a locked pouch} ~~the depot.~~ It was all parcel. That's all ^{to} It was all letters. ~~Then~~ they'd take it down ^{to} the depot ~~the night before~~ and I'd have to get up ^{in the morning}

^{and go down there to hang it up.} ~~There~~ was one girl in high school named Beatrice Markley and they lived right next to us. You know, you'd get up ^{in the} that early morning it was pretty dark a lot o' times. I was scared t' death so I always whistled going down. She said I always woke her up whistling. But that's how I got started railroadin', I guess. That was a mail contract, see.

BOB: ~~What year was this?~~

IVAN: ~~Well,~~ ST this was in about 1920. I was about a freshman in high school. ~~But dad was always gettin' jobs for me. You know where we lived in town, don't ya? That white house?~~

BOB: Ya, right.

IVAN: And there was empty lots right across there. Well, I raised ^{pigs and} chickens and all that. Oh, that was quite a deal over there. Hampshire hogs. You know these belted hogs? Very prolific, you know?

BOB: Ya.

IVAN: They'd have 15, 20 to a litter. That was quite a deal.

BOB: Your dad kept you busy?

IVAN: ~~Oh, ya.~~

BOB: ~~I want to ask you a little more about this mail though?~~ Was ~~that~~ ^{it} kind o' tricky hangin' ~~it~~ ^{the pouch} on that hook so that they could pull it off?

IVAN: Well, yes, it was like this. It was a big steel band with arms coming out. ~~When in use, they hung like this, but then when you went to hang the pouch on the train~~ The pouch had an iron ring on ~~each~~ ^{each} end, ~~and~~ ^{and} it was belted in the middle with a strap. ~~These rings and~~ You'd pull these arms down and hook the pouch through these rings. Then you'd be standin' there and then the guy on the mail train had a steel outfit so that when they'd come along there, they would throw this out and then they'd catch that pouch. Ya, that was quite a deal in those days. You had good mail service. All those trains handled mail.

BOB: Would they ever miss it?

IVAN: Oh, once in awhile they'd miss it. They always kicked off the mail at the same time and a lot o' times that ~~it~~ ^{would} get under the wheels of the train and get all cut to pieces. I know, one time I was working as operator down at Evansville, ~~Minnesota~~ ^{Minnesota} and that Winnipeg Limited came. Course, in those days the only job I could ~~hold~~ ^{hold} was 3rd trick. That would be ~~mid-~~ ^{from} night to 8:00 a.m. You'd have to stand out there with a hoop and hand up orders to these trains, you know. This No. 8 Winnipeg Limited really come down the hills ^{Here by Evansville.} One night I was standin' ^{out} there holdin' up orders and the mail pouch ~~just~~ went right by my ~~head~~ ^{head in the dark.} ~~just like that.~~ They threw off the mail ^{at the} same time and the guy got a little careless and ~~threw~~ ^{threw} it off right close to the depot. They're supposed to be careful of that, ~~but~~ ^{but} that was one thing I was always afraid of as long as I was railroading. ^{In} later years, they got stands to put the train orders in, but you used to have to stand out there with a hoop ^{and hold up} ~~to get~~ those orders to 'em.

BOB: And they'd snag 'em on?

IVAN: He'd stick his arm out and catch 'em, see.

BOB: With his hand?

IVAN: Ya.

~~BOB: Not with a...~~

~~IVAN: No. The fireman or head brakeman would get ^{down} ~~it~~ on the engine there and he'd lean way out the window and grab it with his arm, ~~with a wooden hoop.~~~~

~~BOB: Gee.~~

~~IVAN: I don't know whether I got any more or not. They were made like that, see.~~ ^{scary} Oh, that was ~~scary~~, I tell ya.

~~BOB: Ya, it sounds like it could be.~~

IVAN: Oh, boy. Some of those engineers would see their order board out for what we call a 19. ^{order for when} That's a caution ~~and~~ and they picked up orders, ~~and they'd~~ ^{and they'd} you could do it on the run, see. Red light you had t' stop. Yellow light or what they call 19, why, he should keep goin'. ~~Oh, I~~ I hung a lot of 'em on the front end of the engines in my lifetime, I'll tell ya. It wasn't bad on the rear end. I was standing up orders down here one time ~~That was the old depot~~ and some planks slid off of a flat car and went right into the west end of the depot, ~~down here and~~ ^{and} I was standing out there on the platform, ~~and~~ ^{and} I was supposed to be handing ^{up this} ~~orders~~ orders. I'll tell ya, that was ^{a scary thing.} ~~scary~~

~~BOB: And these planks slid off about the time you were out there?~~

~~IVAN: While I was standing' out there. That was after we came back here.~~ This used to be quite a train order station because of the fact that they'd get what we called "cleared up" ^{there here} ~~orders~~. They'd get all their orders out o' Minot and they'd ^{maybe} get delayed or something. Well, this was the first station that'd get orders to 'em and so this was quite a heavy order station.

BOB: You mean, some central office would telegraph to you?

IVAN: Ya, the dispatcher's office. That's ^{who} what we worked with on the trains.

BOB: What kind of orders would they have? Pick up so many cars in Minot or somethin' like that?

IVAN: Well, No 7 engine, 996 meet ^{No. 3} engine ~~to~~ 999 at Denbeigh ^{instead of at} Towner. ^{the train} See, if ~~it~~ was delayed. They'd keep changing things like that. It was the dispatcher's job to keep the trains moving. They probably

started out at Minot for to meet at Towner. Well, they got delayed there in Minot a little longer than they figured so if the other guy comin' west could make Denbigh for him, why, then they'd change the meeting. They couldn't change it until they got orders for both trains. ^{The} a train ~~that~~ had the right over the other train always had to get their orders first, or the operator had to repeat the orders first. It was quite complicated, and a real safety. There was hardly ever any human failure ^{in the train order business} ~~on it~~. We have a rule book that thick regarding those train rules. They had certain rules that you had to go by. ^{Para.} Another thing, in those days when I started out as a telegraph operator really on my own in '24, you had to know how to telegraph. That was your first examination, in telegraphy. Now, they don't even have a telegraph operator. It's all phone. I can remember as a kid here in the depot, ^{day} there was 2 operators, 2nd trick and 3rd trick, and dad and mother and a warehouse right here at this little station. ~~here.~~

BOB: So you had somebody 24 hours a day in the station?

IVAN: Ya, that was a going thing up until about in the 30's. That's when things got so darn tough, ~~you know,~~ on the railroads. They laid off a lot of help and closed a lot of stations, ~~and stuff like that.~~ A lot of 'em lost their jobs. No, that's quite a deal, ~~this railroading.~~ It's so much different now than it was then. It's all computer now, you know. They even talk on the phones to the computers to order the grain ^{boxes} and stuff.

~~BOB: Oh. Well, when did they switch from telegraph. ^(to next page) Now, I ^{got} ~~spose,~~ if they want t' give an order to somebody in a locomotive, they ~~use~~ a wireless set or somethin'?~~

~~IVAN: It's done by radio, but still it isn't.... They have what they call.... Oh, what do they call that? Dispatchers can run the train. They ^{ve} got the whole board up there, shows where he can open the switches. He regulates the signals to slow 'em down and then he opens a switch and puts them in the siding and ^{the other train comes} ~~in the other one.~~ He doesn't use any orders at all.~~

BOB: Oh, I see.

IVAN: ~~They have that all the way from here to the cities. Guys up in Minot that's why they have to change those ^{guys,} things. They're talking about taking these dispatchers to ^{Minneapolis,} Minot, but they can't do it because it's too big a setup on this traffic control. They don't have it on this line down here. They still use train orders down here, but it's all phone now.~~

But the branch lines in those days, ~~you know,~~ used to have an agent ^{at} every station, pretty ~~you~~ near, and that was all telegraph in those days. There ~~was~~ very few ~~ones~~. There was one branch that runs out o' Stanley to Grenora ^{that} had phones, but the others all had telegraph. My first agency job was at ~~Christiana~~ ~~Christiana~~. No, not at ~~Christiana~~. At Coulee. The first one was at Coulee up here at the Berthold branch. You've seen that sign there along the road?
BOB: Oh, ya, I've been there. Ya, that was my first agency. I was scared to death.

IVAN: Ya, that was my first agency. I was scared to death. I started out there in the winter, ~~of '24~~ ^{I started here in the winter of 1924,} as a 3rd trick operator, but like I say I worked about 4 years before that in Spiritwood. While I was going to high school I used to work around here. Dad always had a job for me somewhere.
528-630 ^{I got a regular job as 3rd trick telegrapher, from midnight to 8:00 in the morning, here at the Granville station in 1924.}

BOB: Would you have quite a few trains coming through here at that time of night?

~~IVAN: Oh, there was trains all the time, Bob.~~

~~BOB: Oh.~~

IVAN: There was trains all the time. There was one dispatcher, I'll never forget him. His name was Bob Strom. I think, he's still living ^{up} there at Minot. We had this Semaphore ~~It~~ was out in the middle o' the track. He had me up there. I was a greenhorn. He had me up there half the night climbin'. I think, it was just the idea to keep me awake, see. He had me up there climbin' that Semaphore to see if a train was comin'. I'll never forget that. He did that for 2 or 3 nights before I got wise to it, you know.

BOB: You mean he'd telegraph you and tell you to climb up there.

IVAN: Ya. He'd tell me to climb up there and tell me to see if ^{engine} /so-and-so was comin' out o' Norwich or somethin'. So I'd climb up there and look and come back and, no, no, I couldn't see anything. ^{Para.} We used to get the World Series, you know. We had one of the main switchboards here. The World Series used to come over telegraph then.

~~BOB: Oh, it did?~~

~~IVAN: So I plugged into it and then I'd get on the phone and phone it up-town, see, and ^{tell them if it was a} they'd get the ball or strike or somethin' like that, or run. Ya, I did that, too, and that was before I started workin'.~~

~~BOB: They'd run the World Series over telegraph?~~

~~IVAN: Oh, ya.~~

~~BOB: Not just scores now and then but so and so was at bat?~~

~~IVAN: No, ^{no}, It was just like radio only they did it with telegraph.~~

~~BOB: I'll be darned.~~

~~IVAN: Ya, that was quite a source of communication, ~~you know~~, that telegraph.~~

~~BOB: And you learned to operate ^{The Keys} ~~the keys~~ just by sittin' around the office?~~

~~IVAN: Oh, ya. It just takes an awful lot of practice. It's just like typing. I learnt that just by ~~hangin~~ ^{hangin} around the depot with dad. He'd practice with me and stuff. You know, it gets kind o' fascinating. You get so you want t' listen to it. You want to be able t' read it. ~~It tisin't~~ ^{It's just} like somebody talkin' t' ya. It was later on in 1930.... See, it was like I was tellin' ya before that the rush of the season was always in the fall of the year from September to the last of November. Then they wouldn't have the 24 hour service. They'd probably lay off an operator or two especially 3rd trick. You always had what you call 1st and 2nd tricks. Dad was the agent and ^{he} they had an operator. The 2nd trick operator worked from 4 to midnight, see. Well, then they'd probably blanket ^{it} from midnight 'til 8:00 in the morning, but they would have an operator at Towner probably 24 hours, see. Anyway, I just got a temporary job there for my first job.~~

as an operator. Course, I worked what you called the *extra list* for, I 'spose, 4 or 5 years before I got a steady job. ~~While~~ ^{But} I was workin all the time, ~~I was~~ ^{your} travellin' all over the country. You know, you spend a half of a lot o' time travelling, but it was all ~~inbetween~~ ^{on the train} most of it.

BOB: You mean you'd travel around ~~and~~ relieving or if somebody needed somebody.

IVAN: If somebody ^{was} sick or somebody needed a few days off or something, you'd go there and work there.

BOB: Ya, but that was before '24 that you did this?

IVAN: No, this was after '24.

BOB: Oh.

IVAN: See, I didn't have a steady job for 4 or 5 years, but I just kept working ~~at~~ what they called the *extra list*. Well, I know I went down to Churchs Ferry and relieved the agent there for probably a week or 10 days while he was on vacation and I went up into Canada. They had that line into Winnipeg out of Churchs Ferry--not Winnipeg but Brandon. That went right into Brandon, see. There was quite a lot of traffic especially bananas and fruit from the South would go up that way. Oh, I don't know. There's a list in here maybe of some of the jobs I worked ~~att~~ around the country.

BOB: Oh, ya. Now, how many people were there in Granville when you were working here in '24 at the depot?

IVAN: Oh, I'd say ~~that~~ the population was about 500.

BOB: In town?

IVAN: Ya.

BOB: ~~I should o' asked~~ ^{Granville in 1924?} how many people were working at the depot then?

Your dad was the agent and your mother was the cashier.

IVAN: Ya, and then there was a day operator and telegrapher, ~~and then there was a 2nd tricker.~~ ^{telegrapher} He worked from 8 'til 4 in the afternoon. ~~This was the 1st trick operator,~~ ^{this was} and besides dad. Then the 2nd trick man come on at 4 o'clock and work 'til midnight, and then there'd be a 3rd trick from

midnight 'til 8:00 a.m. in the morning. The reason for that was ~~because~~ ^{you}
~~see,~~ ^{that} dad was kind o' busy ~~around~~ ^{because there was so many trains going,} runnin' things and he couldn't tend to
train orders. I'll tell ya, it just kept one man busy on them train orders.
Oh, I ~~can remember~~.... Well, the fact is after ~~we moved back here we got~~ ^{I became agent here}
~~trains here.~~ ^{own} We finally had to put in our phone line ~~here~~ because
they'd be trying to call me from Minot to come down to the depot, ~~see,~~
~~and~~ I was on a country line and I was down ~~there~~ ^{at the depot half} at the time so I talked
^{to} with Northwest Bell. They built this line ~~here~~ ^{here for} across ~~the~~ us.
About 4 or 5 o'clock in the morning ^{and 30° below zero} they'd call me to come down to the de-
pot ^{because} ~~that~~ an engine had broke down or something. Oh, we couldn't move any
trains against 'em 'til they got some orders out, ~~see.~~ ^{So I'd have to} ~~to~~ walk up there
through that snow. I'll tell ya, that was rough going.

BOB: Then they'd telegraph the orders to ya to tell the trains what to
do?

IVAN: Ya. Ya, that's quite a complicated affair that railroad.

BOB: I don't suppose you remember the depot there ~~before~~ ^{before} they built the
branch line up to Sherwood and Mohall?

IVAN: No, that was about 1904 or '05.

BOB: Ya, but before that it must have been terrifically busy here? I
suppose all that freight from that country was unloaded here?

IVAN: Ya, all the way north.
IVAN: Ya, well, I know my Uncle Leonard.... He just passed away here
not too long ago. He was a printer's ^{devil} when he came up here ^{one} last
summer. He used to come up here and visit the folks and he kind o' helped
them out down here at the print shop. He used to go by horse and buggy
up to the country, you know, and stop off at these little places and print
those newspapers up for those people.

MISTYPED MATERIAL
IVAN D. CHRISTIANSON
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BOB: Oh, man!

IVAN: That was back in the 20's. It was always just one big rush in the fall and that's how I got started railroading as a telegraph^{er} in September and then, o' course, I kept right on going.

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BOB: You were born now when?

IVAN: I was born July 26, 1905 right in what we call the section^{house} right over here.

BOB: The sectionhouse. You don't mean that house....

IVAN: It isn't there anymore. It's where the old depot... It was the depot's sectionhouse.

BOB: Oh, you mean right south o' here?

IVAN: Ya, just on this side o' the elevator--or on this side o' the tracks.

BOB: Well, did your folks live in the.... When they built the new depot... When did they build the new depot over there?

IVAN: No, there was never any living quarters in that.

BOB: There weren't?

IVAN: No, apparently when they built that.... I can't really say, couldn't prove it but, I think that's when dad.... A lot of people say dad built that house in town. He bought it right after it was built and that's when they built this new depot, and that's when they moved into town.

BOB: Oh, I see.

IVAN: And I was pretty small then. You know, I had ■ diptheria when I was just a little kid. I was kind of a ^{scrawny} ~~scrawny~~ little cuss, I guess. I guess some of these--they're gone now. A lot of these young girls came up in this country and they worked with their folks and they married and they lived around here the rest of their lives. They used t' tell about what a scrawny little kid I was, kind o' sickly or somethin'. I don't think I was sickly but....

BOB: No. Well, did both your dad and your mother work in the depot in the warehouse there.

IVAN: Ya, well, they worked in the office.

BOB: Your dad was the depot agent?

IVAN: He was the depot agent and mother was the cashier. They even had a cashier. She did all the.... Well, each operator had their own work. There was a lot of book work, you know. See, I was born in 1905. There was a man by the name of James Lake. The fact is he quit here at the Great Northern and went to work for the Soo Line down along Benedict or down along there somewhere. The fact is that one of his relatives.... The Synods are down along Voltaire and Velve in there. He quit so.... Dad had quite a pull with him. He was a personal friend of Jim Hills, see, and, o' course, they always said that he ^{got} had a lot o' things ^{the} goin' other agents ~~for-him~~ didn't and, I think, that's why they kept him on as long as they did 'til he retired. Probably things were.... You know, in the 30's things were pretty tough; but they let the folks work and, I think, there was that personal feeling with the railroad at that. Nowadays they wouldn't.... You know, if you were the President of , I don't think it'd make no difference; but, anyway, that's when mother started, see. Well, then she took a leave of absence when I was born. That was a little before 1905. This book here says 1905, but it was a little before 1905 'cause then she took a leave of absence when I was born and that's why we always had a hired girl at our place.

BOB: Because your mother worked?

IVAN: Because mother worked and dad worked.

BOB: Ya.

IVAN: Another thing that I sure remember during the flu epidemic of '18 and '20, you know, and it was so bad. The folks were in the depot all the time. My sister and I was home and we didn't get the flu, but they were so careful. When they came home from the depot, why, they washed their hands and they put a little bit of carbolic acid, I believe it was, in the water and they did that everytime they handled anybody's money down the depot and real careful. Never got it. Never got the flu. We were fortunate that way.

BOB: Was that pretty bad in the rest of the town?

IVAN: O-oh, I'll tell ya, they just couldn't keep enough coffins here.

BOB: Oh.

IVAN: People were just dieing right and left. You see, it was practie cally.... Well, it wasn't a homestead, but it was a lot of people just trying to make a living on a farm. It was pretty tough in those days about it. Ya, it was pretty tough. They didn't have too good o' buildings and that. Oh, yes, there were a lot o' people.

BOB: Did they forbid public gatherings then during this epidemic at church and school and so forth and everything?

IVAN: Oh, ya, they didn't have dances. That was a great thing, you know, in those days. Well, I don't know about that, but then later on dances was the big entertainment in this country, you know. They didn't....

BOB: They suspended all those?

IVAN: Oh, ya. They couldn't have no meetings or anything, I don't think.

BOB: Who was your doctor at that time?

IVAN: We had ^{2,3} different doctors. We had Dr. Davies and.... Well, Orville could tell you more about their names than I can. We were living up in that house.... You know where that creamery is now and the old creamery used to be right across from the bank there, *that first building?*

BOB: Yes.

IVAN: That was a doctor's office. I know I had my adenoids taken out. Dad came up; and got me and we walked down to the doctor's office there and I had my adenoids taken out and walked back home again.

BOB: Oh, just like that.

IVAN: Ya, I don't know. He just took the wires and stuck it up there. I don't think that he ever gave me anything. And the fact is.... I don't remember who the doctor was, but ~~that white~~ ^{it's} *house.... you know* ~~where Wayne lives,~~ *where Wayne* lives, don't ya?

BOB: Yes.

IVAN: That white house right to the north of it. [?] That was a hospital at one time. It has a lot of little small rooms in ^{it yet.} ~~the~~ That was a hospital

in those days.

BOB: Ya, I think, Orville mentioned that.

IVAN: Ya, he probably did, ya.

BOB: Ya, it's a two story? It's kind of a nice lookin' house.

IVAN: Ya, it's still a pretty good lookin' house. Ya, I don't know why I don't know more about this here Granville that.... I just don't.

BOB: No, no, you're doin' fine. This ~~house~~ railroad is a good thing to get. We don't seem to have that many people that....

IVAN: You see, it was our life.

BOB: Ya, well, that's....

IVAN: I used to go with dad down to the ¹⁹¹² . Now, it sounds awful foolish or maybe it isn't so, but we had a real bad blizzard here one winter and dad had to get to the depot and take care of somethin'. He and I bundled up and we took a big roll of twine and took that twine and took it with us to the depot so we could find our way back home again.

BOB: Is that right?

IVAN: That's right, ya. I can actually remember that.

BOB: Boy, that was a long twine to follow, wasn't it?

IVAN: That's what we used.

BOB: Ya. No, I've heard that before of people going from house to barn.

IVAN: Ya. No, sir, we used that all the way. I don't know whether dad had it there by the case somethin' like that.

BOB: Oh, I 'spose, there were no trees or anything like that to stop the snow so they just so it'd just drift like anything.

IVAN: No, it was just wide open. You know, nothin' to stop the wind or anything. Well, you saw some of those pictures. Probably Orville showed ya. I don't know where ~~our pictures are,~~ but fightin' that snow on the railroad ^{and stuff} was really somethin'.

BOB: Well, you started school here, I 'spose, about 1911?

IVAN: Well, I was 7 years old, '12. You see, my birthday is in July so I was 7 when I started. It'd be '75 so it'd be 1912.

BOB: Ya, '12.

IVAN: I don't really remember going to school in that old buiding, but I remember being in the new one. That was in the third year at Christmas-time when we went in there.

BOB: I didn't ask Orville about this, but ^{what} ~~we~~ went on.... Now, of ^{activities} course, they've got all kinds of extracurricular ~~activities~~ in schools and parties and basketball games and lots o' things like that. What sorts of things was available for kids to do? Either in the school or just for recreation? You know, the things that kids would like those days.

IVAN: Well, there was--they were more hepped up on plays and literary stuff. Well, we had basketball though.

BOB: Oh, you did?

IVAN: Oh, ya. Ya, we had basketball. We had the old gas lights in the gym and stuff like that. I never was too much of a basketball player, but I did sit on the bench though. One game.... I suppose I was a freshman or something. I got called to go out t' the game. I went out there and I twisted around somewhere and I hit my head on the ladder that was sittin' in the corner and I knocked myself out before I even got in the game.

BOB: Oh, no.

IVAN: They sure used to kid me about that. That's when we had old gas lights in the school. The gym there now--you know where the stage is?

BOB: M-m-m.

IVAN: That was the gym runnin'¹⁰⁶tthat way. Course, it's all been....

BOB: Oh, I see. I was wondering if you had....

IVAN: That's where the gym was.

BOB: It must have been pretty small?

IVAN: Ya, it wasn't a very big stage. It wouldn't hold many people either. Ya, but I don't know why--a lot of baseball, you know. In our town they'd hire a pitcher and a cather. Guys just went around the country. "Boomers", you know, would come around in the summertime up in this country just to play ball and they'd probably give 'em a job and \$5 a month somethin' like that and somebody would feed 'em. There

There was a lot o' that. There used to be a ball diamond right acrossed here. Every Sunday somebody was playing.

BOB: Oh, right south here²⁰² of the house?

IVAN: Ya, right south.

BOB: On this field?

IVAN: Ya, this was all prairie, o' course.

BOB: You don't happen to remember any of the names of ball players that you thought that were pretty darn good?

IVAN: No, I really don't. No, I don't but, I betcha, Orville could of told ya.

BOB: Ya, he remembered a couple but not too many from Granville. He knew a lot from some other towns around here.

IVAN: They had this Grant outfit up here at Bantry. They had a ball team of their own family, I guess. They're still around here. The Brandts, you know?

BOB: Oh, ya, I've heard about them.

IVAN: Then they had a ball team over here at--oh, not Burlington. What's that town just beyond Burlington?

BOB: Donnybrook?

IVAN: Ya, Donnybrook. There was a family over there that were great athletes. in those days. I forget what they called them. Well, there was picnics and ball games in the summertime, but in school it seemed like somebody was always havin' a play or somethin'.

BOB: Oh.

IVAN: They had a lot of that; but they had basketball and, I 'spose, they played baseball too. I think, they used to have a football team here. It didn't go like it does now, o' course, but they still had football.

BOB: How about at Buffalo Lodge? Not just for school kids now but for anybody?

IVAN: Oh, they had kind of a pavilion out there. A guy by the name of Yunkon lived right out there and he had a pavilion. Oh, that was quite a meeting place, you know. People from all over would come to the Buffalo

Lodge.

BOB: Who did you say lived out there?

IVAN: Yunkon. A guy by the name of Yunkon.

BOB: Yunkon?

IVAN: Yunkon. Y-o-u-n-k-i-n I think.

BOB: Oh. M-m-m, I've never heard of that. I didn't know there was a pavilion out there. Which side of the lake was that on?

IVAN: That was just where you come down the hill and then you turn to your right.

BOB: Oh.

IVAN: Course, we didn't come in this way. We used to have to come in where Ralph Govel lives there. You know, that house without any paint?

BOB: Ya.

IVAN: You had to go in by his place and then around the hills, see. This road that they got in there now has only been ^{cut} in about 15, 20 years. Oh, yes, there was a pavilion out there. They had big deals.

BOB: Did they bring in dance bands then and play them?

IVAN: Oh, yes. Ya, you know, what we called dance bands.

BOB: Ya.

IVAN: We had a Allan Rolfrud around here. He's passed on, but he had Old Allan and his Merry-makers or somethin' like that. ^{I think everybody} ~~He could make~~ in North Dakota danced to Allan And Del Barks and his sister. She's still living here. They had a band. Earlier yet they went to farm homes and had dances and stuff too. Take the kids and pile the kids all in on the bed and they'd dance. Ya, that was quite a deal. ~~But~~ There was a lot of activity out at the lake. The Boy Scouts used to go out there camping. I remember being a Boy Scout going out there for a couple weeks during the summer. The fact is we walked from here out there. Marched, you might say. They didn't.... Those olden days I used to have an old saddle horse called Tom and we'd just herd our cattle out here--there was no fences then--and I'd be out there herdin'. I'd lay down and put the reins over my arms and if the cattle strayed away, the horse would wake

me up and I'd get up and chase some cattle.

BOB: Was there always some fishing, too, at the lake in the early days or was that somethin' that came later?

IVAN: Well, that's somethin' I can't really say. I really don't know about the real early days.

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BOB: What trains would run on this branch then? Was there passenger trains on the branch? Was there separate passenger?

IVAN: Ya, they had a passenger. Col. R.C.Winn was the conductor here for many years and old Hazelteen was the engineer. He started the Non-swearing Knights. Ya, he was quite a character. Old R.C.Winn and the Nonswearing Knights. Anybody that ever swore he'd always have a little card and he'd give it to 'em.

BOB: Oh.

IVAN: He was a good swearer, you know. Originally the train just run between here and then later on they went into Minot and come back out. They picked up a little more business that way, but for years they just made connections ^{with trains} comin' out o' Minot. Oh, there were a lot of 'em.

BOB: Well, what would ~~run~~ on the branch then? A passenger train up and back one day?

IVAN: M-m-m.

BOB: The same day?

IVAN: He would stay at Sherwood and come down and go back up the same day. Then the freight would come down one day and go back the next.

BOB: But you could of gotten on at Sherwood and come down to Granville and....

IVAN: Done some shoppin'....

BOB: Gone back to Sherwood the same day.

IVAN: M-m-m, there was a lot o' people did that.

BOB: Is that right.

IVAN: Oh, ya. Especially--a lot o' people used to go into Minot, too, you know. They were 2 or 3 hours in Minot and come back out on the train.

BOB: But they'd have to come back to Granville and....

IVAN: Ya.

BOB: To get up there?

IVAN: Ya.

BOB: You don't happen to know what the fare was Sherwood to Granville or anything do ya?

IVAN: Oh, it wasn't very high.

BOB: Or was there kind of a rate per mile or somethin' like that?

IVAN: Ya, I 'spose. Well, it was 61 miles up there and, I imagine, the fare was about 90¢ or somethin'. If I remember right, I don't think it was over a \$1 then first.... It kept goin' up, o' course, but, I remember the first fare was pretty cheap.

BOB: On these branch lines. If you wanted to flag the train for one reason or another, could you do that too? I heard a lot of people did.

IVAN: Well, I think, you could, ya. Especially if it was bad weather or something, they would stop. I know that when they had the big snow here in 1940.... Was it '48? That's quite a bit later on. But Paul Woodall and some of these guys they'd load fuel oil in barrels on the train and then they'd stop along the branch and let 'em off so they could get 'em onto these farms. They couldn't get to town. There was a lot of that done those years. If they saw somebody wavin, they'd always stop. Now, you could wave your head off and it wouldn't make no difference.

BOB: They might wave back. Well, then on the main line what did you have goin' through here?

IVAN: Well, we had all those passenger trains I was tellin' you about and then we had freights just steady all the time. There was as high as 5, 6 freight trains in this town at one time. To beat the passenger trains they had to get in the clear or somethin'. They'd back up the branch.

2, 3 trains and they'd back up the branch. Then we had more tracks. ~~than~~
We had a bigger
~~they're our today~~ yard in those days too.

BOB: Oh, so you had a lot of 'em pulled off here?

IVAN: Ya, they'd have to get out of the way for the passenger trains, see.

BOB: They always had priority?

IVAN: Oh, ya. Oh, ya, they could run them without orders, see. If they were right on time, they had to live up to their schedule. Say, if one was due to arrive at 1:01p.m., why, then they had to clear that passenger train, you know, for these freights. That was up to them the way they could get it to clear. Well, a lot of 'em would pile up here. I know a lot of times.... You know, when I first started, the branch would come down with 40, 50 cars of grain. They'd send 'em out here and they'd send out a caboose off to Minot. Just the engine and the caboose. Pick that up and that would be a train, see. Nowadays, Christ, you see some of these trains and they're 2 miles long. In those days 40, 50 cars was a big train.

BOB: Would that take a big locomotive to pull that too?

IVAN: Ya, they were pretty powerful; they were pretty good sized.

BOB: Could they ever put more than one of those steam locomotives.... Now, you know....

~~IVAN: Oh, ya, double headers, 3, 4 of these~~

IVAN: Oh, ya, double headers?

BOB: They put 3, 4 of these....

IVAN: Oh, ya. Ya, there was plenty of that done. Not so much through here but there was once in awhile. You take those heavier grades. Those ones from Minot. I think there was quite a little of it what they called double header.

BOB: How many drivers did they have on the biggest steam locomotives you remember?

IVAN: Oh, they had 8 on the side. That would be 16 drivers.

BOB: Is that right.

IVAN: Double cylinder. They'd have a cylinder in the middle of the engine, see? You'd have a cylinder and then 4 drivers and then another

cylinder and another 4 drivers.

BOB: You know, I can't remember those. I seen them in Germany. They still had one when ~~had some-of-them~~ I was over there that I would see once in awhile, but I don't remember any over here.

IVAN: That was quite a thrill to see those big engines.

BOB: I think, it must o' been. When they pulled out?

IVAN: ~~A-stack-on-^{le}~~Smoke blowin' a mile high, you know?

BOB: Ya.

IVAN: Ya, that's one thing we sure miss.

BOB: And the big chug, chug, chug I 'spose?

IVAN: Ya. Boy, they barked like a--they had quite a strong~~g~~exhaust. Especially when they were workin' hard.