

# RAYMOND CRABTREE

**Interview: Nov. 19, 1977**

**Interviewer: Ivan Donaldson**

*This 19th day of November, 1977, we will have an interview with Raymond, Crabtree, one of those pioneers who came here to the Juniper Flat.*

Ivan: In what year did you come here Raymond?

Ray: I was born here in 1897. The folks moved here in '88 and most of the family was born but I think, let's see, they moved here in '88 and I think the older kids were already born, but most of us were born here right on the old Juniper Flat dry land, on the homestead where they hauled water for 27 years before they got a well drilled.

Ivan: Was Polly born up here on the flat?

Ray: No, Polly and Sarah and Joe, I think, and maybe Lottie and Freddie, were born before they moved here and after that, I think Francis and Lydia and Vidie and Earl and I were born here. All of them were born here after they moved here in 1888.

Ivan: What was here in 1888, how many other settlers were here?

Ray: Oh, there was quite a few settlers here but there wasn't any water and you had to go to the river for water and haul the wood from the mountains and there wasn't any wells drilled on the flat for a good many years. I think 1905 was the first well drilled on the flat.

Ivan: Who drilled that?

Ray: Dad Morris down there on the place where Glenn's farming now.

Ivan: Glenn Chastain?

Ray: Yeah, and then the next one was Lou Kelley's up there on the Kelley Ranch and then there wasn't anymore drilled for quite awhile. The next three wells was John Conifer and Alice Martin; and Clarence Alexander and Charlie Pierce paid John Austin \$1,000 a piece to drill those four wells. No, I think there was five of them, I think Milt Morris was in on it. Then there wasn't any more drilled

for a long time and finally about 1915 Austin came back in and started drilling again and after that there was lots of wells drilled all over the flat.

Ivan: Henry Austin?

Ray: No, John Austin. Years after that, Henry Holland came in here with a well drill and drilled a few but he was not a real good driller. He wasn't near as good as John Austin.

Ivan: They used churn drills in those days?

Ray: They used churn drills, absolutely, and they stood there and held onto a cable to tell how it was in the bottom of the well.

Ivan: How did they sharpen those drills?

Ray: In a forge, with a hammer. They were a round bit with a square bite on them. They would hammer those sharp and then they would cool them with water.

Ivan: They heated them in the big forge?

Ray: They heated them in a forge and hammered them sharp and then cooled them in a tub of water.

Ivan: They'd have to lift them up to cool them, wouldn't they?

Ray: Oh, yeah. Maybe to start with they'd just pour water over them to give them the right temperature.

Ivan: What power did they have to run those churn drills in those days?

Ray: Those were all run with a gasoline motor.

Ivan: Even those by Austin? Those very early days by Austin? 1905 was the first one?

Ray: I don't know who drilled that and I don't know anything about it but it was drilled on the Dad Morris' place and then there was one drilled on the Kelley place and then later around 1915 they began to get lots of wells drilled. Right now I can count at least a dozen of those drilled wells that are not in use.

Ivan: Oh, they've fallen out of use?

Ray: Yeah, somebody's bought the place and just quit using them, they're not in use

anymore.

Ivan: When did grandad Crabtree drill the well there on the old home place?

Ray: In the fall of 1915 and he also drilled one up at Detalkits at the same time. The Jantzen brothers was drilling these and Austin was drilling. We hauled both of those drills up from the depot. They shipped them in here on the railroad and we hauled them up here. We hauled down six horses and put on the drill and Dee took down four horses and put on the trap wagon and we hauled up Austin's and then about a week later, the Jantzen's drill came in and we done the same thing for them. We went down with six horses and pulled up the drill and he took four horses down and pulled the trap wagon.

Ivan: What is a trap wagon?

Ray: Well, it just had everything on there pertaining to the drilling operation. All the tools and equipment. Those things were heavy and in the fall after the rain the roads were muddy and we had plenty a load for six horses on the drill.

Ivan: How deep did they have to go in those days to get water through this hard, basalt lava?

Ray: They got water at our place at about 412 and up at Dee's place, just a litte higher and they went just a little deeper, and they got the water on the same level as we did.

Ivan: What did they charge to drill through this exceedingly hard lava?

Ray: At that time they was drilling for \$1.25 a foot.

Ivan: What are they charging now?

Ray: About \$10 a foot.

Ivan: \$10 a foot for what size were those holes in those days?

Ray: Those were 6" holes.

Ivan: What is Mack drilling right now, 12" or 10 "?

Ray: I think his will be a 10" hole and I don't know what that's costing him but it will be probably \$10 or \$12 a foot.

Ivan: I think that's a low estimate.

Ray: You think so?

Ivan: Yeah, I do.

Ray: I think that's about what it would be. They tell me that new machine that just came in and is a rotary drill, was a \$250,000 outfit and he drills faster than the old churn drill bits and the bit on that new outfit cost \$5,000.

Ivan: Tungsten carbide?

Ray: I haven't any idea what it is but the driller said that's what it cost. Mack wanted him to just remount the old hole up there on the Martin place but he said he'd rather drill a whole new hole and it wouldn't cost anymore because he might hit something down in one of those old holes that would ruin a drill bit. If something had been dropped in there and nobody knew about it and he happened to hit it, it would just ruin the drill bit.

Ivan: You spoke a few minutes ago that you hauled water for 27 years. How did you haul that water?

Ray: In a tank. Most of it was hauled probably from the Dufur Springs right over here in Maupin and you'd just have a round tank that would hold about 300 gallons of water and by the time you'd get home, the horses would be dry enough they'd turn around and drink it up.

Ivan: And did you go down and buy these tanks from Montgomery Wards?

Ray: No, dad made that tank right there at home with an old hand plane and no extra tools at all. He had a bevel square and the way those tanks were made, they were made big at one end and little at the other and they had drive hoops on them so as they drove the hoops up on the tank, it would tighten the stave so it would hold water.

Ivan: Did you . . .

Ray: Dad made his out of just plain old 2x4's with a hand plane, took pretty fair workmanship.

Ivan: How did you make the hoops, were they metal hoops?

Ray: I think the blacksmith made the hoops but I think dad give him the measurements that he wanted the hoops made out of and the blacksmith made the hoops. They were made of band iron and rivetted together and they were all made different links and the big ones was drove up towards the top of the tank and the little ones fit down towards the bottom. Those tanks were just set

on a wagon wheel without any bed or seat or anything, and the man just set astraddle of the tank; then had his foot in a rope that was fastened onto the break, and you had your foot in a rope and you did the breaking with your foot and just set astraddle of the tank for a seat.

Ivan: Yes, I remember seeing them come to Dufur Springs.

Ray: I think the last tank of water that was hauled on our place, Earl hauled it from down here at Maupin and he used old Snippin Johnny. They were a famous runaway team and shortly after, Job sold him to Doc, oh, they run away with him and tore everything to pieces.

Ivan: Medical doctor here?

Ray: No, he just called a doctor, he was kind of a horse doctor that lived up there where \_\_\_\_\_ lives. We used the team there for several years after Job had started carpentry but when he found out I was using the team instead of her own dad, he sold them. He said I was too young to be using them cause they were mean. They would kick you and bite you or strike you and run away with you and he said they were just too mean for me to use and as soon as he found out I was using them, he sold them.

Ivan: And this was prior to 1918?

Ray: Before 1915, around there somewhere.

Ivan: And when was that last load of water hauled away from Maupin; Dufur Springs?

Ray: In the fall of 1915.

Ivan: Did others haul after that?

Ray: Oh, yes. Other people did but that was the last load we hauled from there and the way it was fixed up, there was just some little crotches up there and some regular cross troughs set in there to pick up the water and we'd put them down there and let them go into the hole in the top of the tank, that's the way we filled it.

Ivan: Let the trough, this V trough discharge right into the tank.

Ray: From the spring. The road, we'd cross the spring and go on the other side and turn around and come back this way and we'd always load headed this way so we'd pull right out.

Ivan: How long would it take you to get to the home place on Juniper Flat?

Ray: Oh, it took at least half a day to make the trip and maybe a little more.

Ivan: About how many gallons would these things hold?

Ray: About 300. After we began to get bigger tanks like they used for hauling water to steam engines. They had some tanks then that would hold around 500 gallons and the water book always used four horses.

Ivan: You used two horses?

Ray: Lots of times we used four down here but afterwards I was water buck for McGill Thrasher that time. We used four horses on it all the time, but that was later. I think that was 1917 and one of those old steam engines would use up four or five tanks a day at 500 gallons to the tank.

Ivan: No condensers?

Ray: No condensers.

Ivan: This was when they brought in the old steam tractors I suppose with the long belt to the thresher, stationary thresher?

Ray: Well, that's the way that was done. With the big steam engine with the long belt fastened to the separator and they fired them mostly with wood. They had an engineer and a fireman and a water buck, separator tender and this grain was mostly cut with a header and stacked and then these threshers would come around afterwards and Ciresh it after it was all stacked.

Ivan: How were they charged? By the bushel?

Ray: By the bushel. Sometimes they'd get 5 or 6¢ a bushel for threshing it and in those days they charged about \$1.50 an acre for heading it.

Ivan: And then what did you get for it when you sold it?

Ray: Oh maybe 6 bits.

Ivan: I think I can remember in 1929, it was 25¢

Ray: Not in '29. We got \$1.25 for wheat in '29 but it was in '33 that we sold wheat for 29¢. It was in the heart of the depression.

Ivan: You'd mount these water tanks just on the running gear of a small wagon or a

big wagon?

Ray: Well, they were just most any kind of a wagon you could get ahold of. There were circular bunkers that this thing fit into and the front and back and then they were bound onto the running gears of the chain to keep from slipping around and if you had a wagon box on there and one of them in the wagon box, it just made that much more to pull coming up the hill and you didn't want anymore than was necessary because it was hard enough for the horses anyway coming up the hill. Back in those days, we didn't have real good horses, we just had kind of cayuses, not very many people had real good horses. Most of the horses would weigh around 1,000 or 1,100 and that's the kind of horses we had to farm with. Today they'd be good saddle horses. Some of my best saddle horses was probably bigger than the horses we had to work in those days. My last real good saddle horse would have made a real good work horses if he'd have been broke because he was big enough and built right to really be durable. He'd have been a real good work horses if he'd have been broke to work instead of to ride. As it was, he was a wonderful saddle horse.

Ivan: When do you think they stopped hauling water from Dufur Springs here at Maupin? 1917 or 1918?

Ray: Well maybe 1916, probably. I doubt if they hauled much more here after that because that same year, pert near everybody drilled a well. When it got down to \$1.25 a foot, pert near everybody drilled a well.

Ivan: That's very reasonable because this rock is exceedingly hard.

Ray: Yeah, but up until that time, it cost \$1,000 to get a well drilled and there wasn't lots of farmers that had that much money.

Ivan: Do you remember the days when the railroad went up through here? The two railroads?

Ray: Oh, yes. The railroads went through here and they, did building in 1910 and 1909 and then the fall the 1910 is when the railroads went through, actually. First they layed the rails but, of course, the contracting for the grade had been done quite awhile before that.

Ivan: The grading had been done earlier then.

Ray: Oh, yeah. It was done in probably 1909 and 1910 and part of 1911 because just as soon as they got the grading done, they started laying rails.

Ivan: The bridges were built by this time?

Ray: Oh, yes. They arranged for the bridges to be built along as the grade was being built. Those were all built and fellows hauled in lumber down those terrible grades to build the bridges and they were terrible grades too.

Ivan: You can see traces of them along the canyon here yet.

Ray: Oh, yes. There are still traces of them all along the canyon here yet.

Ivan: Your statement is correct, they are terrible.

Ray: Oh, boy. They were terrible in the wintertime. I saw the freighters get ready to go down the grade and they'd have a lock shoe on the upper side wheel. On the back wheel would have a lock shoe and it would be what they call a rough lock. It would have a shoe with a ring around the shoe so the ring dug into the ice to keep it from slipping. They'd go down one of those terrible grades in the winter time, they'd always have on a shoe and lots a times it was a lock shoe. Those lock shoes was a square ring that fitted around the lock, that fitted around the rough lock and the way this rough lock worked, it had a chain on the front of it and they'd fasten the chain onto the wagon bed up above and then let the wheel roll up on top of this rough lock.

Ivan: Oh, the chain was to hold it to keep it from going underneath the wheel.

Ray: Yeah. The chain would just hold it right there under the wheel and then if it was real bad, they'd have this rough lock on.

Ivan: They could drop it down when they wanted to.

Ray: No. If it was bad, they had that already on the lock or on the shoe or at least they could fix it so they could slip it on the shoe before they rolled the wheel up on it and the man would make the decision before he started down the grade, whether he should put the rough lock on or just the lock.

Ivan: Did you come to know, did the people of juniper flat come to know any of these railroad builders? Not Jim Hill but the common ordinary . . .

Ray: There was not too much contact between the farm life and the contractors.

Ivan: Polly has told about some of them coming to her home up there on Juniper Flat. Poor old miserable, hungry, one or two persons and there is a name that runs in my mind. I've heard Polly and my mother talk about Jim Rokadoe.

Ray: Well, he wasn't with the contractors. Jim Rokadoe was probably just a sub-contractor and you know there was always three crews working in that thing. There was one coming and one going and one working. We lived down on the



point about that time and the boys would go in front of our place there in bunches of 20 or 30 men all carrying their beds on their backs. Most of the labor was foreign labor.

Ivan: You were living down on the point. Where was this? You say, you were living down on the point where these people would go by.

Ray: Well, that was down on the point where they go into Oak Springs Fish Hatchery now, and at that time, that was Copenhagen Camp 4. We lived right there on the point above that where they went right down the road into there . . .

Ivan: I didn't realize that you lived down there at one time.

Ray: Well, there was a water pump down there that pumped water up as far as Otis Chastains. Dad had rented that place because he wanted to raise quite a lot of hogs and it was easier to rent the place and live there than it was to haul water off to his home place.

Ivan: And the was pumping water up from the spring down here, the Oak Springs?

Ray: Oak springs. There was a water wheel in Oak Springs that pumped water clear up to as far as Otis Chastain's and people hauled water from there, all over the lower end of the flat.

Ivan: When was this wheel built? I never heard about this one.

Ray: Well, it was built earlier because we moved away from there in 1910, and we had been there five years when we moved away, and the wheel was there before that.

Ivan: Do you know who built it?

Ray: Otis Chastain. He had it built. I rather imagine that. I don't know who built it but I rather imagine Joe Chastain's dad (they called him Pa Chastain) was a real good carpenter and I imagine he built that wheel. I know that he was the one that built the ferry that was in the water down here at Maupin.

Ivan: We'll, come to the ferrys in a little bit, if you please. About how big was this wheel?

Ray: Oh, probably eight feet across and it was made with an undershot so the water come down in, hit these buckets and, no, it was an over shot because when that flume carried the water into that at the top and it give it pressure to turn the wheel and as it went down, it would drain those buckets out and fill again coming over when it come up on top. The water went in on top from a flume

and the water wheel was the one that run the pump that made the water come up the hill.

Ivan: Was it a push-pull pump? What kind of a pump was it, a rotary gear pump or a push-pull with a handle?

Ray: Push-pull without a handle. It was just fixed so the wheel turned it. The wheel turned the pump and they had to keep that well packed to keep it from leaking. As the water was forced up the hill, that piston had to be well packed with packing so that every stroke of the pump pushed the water up the hill and so if it wasn't well packed, it would leak back.

Ivan: How big was the piston, do you remember?

Ray: No. I don't actually remember much about the pump because I never had care of it. I just saw it there. I was just a kid and it was a pump and I never paid much attention to it.

Ivan: That question would have led to: how much water did it get up on top there, several hundred feet up on top?

Ray: It would pump up probably 10 or 12 tankfuls of water a day, or maybe more. I expect it would probably pump up at least 12 or 15 tanks a day and Otis had a big reservoir built up on stilts up on his place and people would drive under this spout that come out of the tank and then they'd put the big hose down in their tank and turn the faucet on and fill the tank and they would be on a wooden platform so it wouldn't mire down. There was a wooden platform there so it wouldn't get too muddy and mire people down and they'd pull onto that wooden platform and then put a big rubber hose down in their tank and turn on the faucet.

Ivan: About when did they stop using that water wheel and that type of getting . . .

Ray: When they begin to get all those drilled wells, that went out of . . .

Ivan: 1916?

Ray: About 1916. Maybe it was still there in 1917 or 1918 for his own use but he didn't sell much water after.

Ivan: Oh, he sold water?

Ray: Yeah, you paid 10¢ a gallon.

Ivan: Are their any remnants of that old wheel over there yet?

Ray: Oh, no. That's been gone years.

Ivan: Did it burn?

Ray: I don't know when they quit using it and the fish hatchery went in down there and the whole outfit was destroyed.

Ivan: I think you told me Lester Kelley built another water wheel right over in this canyon just to the north and west.

Ray: No, that wasn't a water wheel. That was just a small spring and he fixed it so he had a small ram and the way a ram worked was that the water would come through tire thing and it would spill out until it would get up a certain pressure and then it would shut off and force a little water up through the pipe. A ram doesn't put out near the water that a water wheel does and he didn't have water up there for a water wheel. He only had water enough for a ram and that ram just barely furnished water enough for our ranch.

Ivan: I actually played in that wheel over there as a youth. We got into this water wheel and it went back and forth. It was falling to pieces in say in the '20's but there was actually a water wheel over there in that canyon just down from where they used to dump the garbage.

Ray: That must have been farther down then, than where the old ram was put in or there would be more water and I never knew about that wheel, but I did know about the ram.

Ivan: Do you think that might have been Lester Kelley?

Ray: It could have been because there was a pipeline over that hill. They had the pipeline up to the house and after they decided the ram wasn't satisfactory, they might have put in the water wheel but I never knew about it.

Ivan: There is no pump there or anything I can remember. It was just the wreck of the wheel that would just move through part of a revolution.

Ray: Well, I never was at that wheel, but I was over to the old ram, but the spring that the ram came out of was probably have way up that hill and that's why they used it first because they didn't have to have so much pipeline.

Ivan: Was there any water wheel built here at Dufur Springs at Maupin?

Ray: No, not to my knowledge. Not until the Woodcock boys put in a power plant down here close to the railroad. That was run by turbines.

Ivan: And that was in the late '20's or early '30's wasn't it?

Ray: I can't remember when it was but when they put that in, they had power for the city here when it was, when Maupin was pretty small. Then when it got so that wasn't furnishing power enough, they put in the outfit over at Oak Springs.

Ivan: I remember when Jim Woodcock put in this dam over here on this, his wooden facing on it.

Ray: Well, that was when they put in the power house down here. If you can remember that, maybe you know what year it was, I don't remember. There was the power for the lights here in town and then they were putting in a flour mill across the river and they wanted power for it.

Ivan: Didn't they have the grist mill, the flour mill over there before they put in this?

Ray: Yes, but it was run with a diesel engine before they got power in here.

Ivan: I can still see those sacks of flour with the bird, the Woodcock shown on them.

Ray: Yeah, I helped load several cars of flour out of there that they were shipping. Woodcock boys would get some of us guys to come in there and load out a car or two loads of flour.

Ivan: When did they build that mill?

Ray: I don't remember, pretty early though. Shortly after Maupin was started, probably around '14 or '15, because there wasn't anything here of Maupin until 1910 when the railroad came through.

Ivan: Was the railroad the impetus that gave Maupin it's start?

Ray: Absolutely, there wasn't anything here except a sheep camp until the railroad came through.

Ivan: Who had the sheep camp over here?

Ray: Andrew Dufur, I think.

Ivan: And that's why the spring takes the name Dufur?

Ray: That's right.

Ivan: Who are these two men who apparently dug a ditch from Dufur Springs over

here to the school area and had a garden?

Ray: That was Charlie Underwood and Woodward, and they were cousins.

Ivan: And what was Underwood's name?

Ray: Charlie Underwood, and Morris Woodward.

Ivan: They dug a ditch from . . .

Ray: They dug a ditch out from Dufur Springs and what the town site is now, was the garden spot and it was a pretty good one. They raised lots of vegetables.

Ivan: To whom did they sell them?

Ray: People all over the country. Lots of people would come in and buy their vegetables.

Ivan: Who built the first house here, the Durthic house over here?

Ray: I think that was Andrew Dufur; had a sheet camp there and that was the old house was there when the train come through, when they were building the railroad through. Old Bill Statts used that for a store to sell things to the workers on the railroad. He had lots of things, like blankets and hats and shoes and gloves and he used that, he lived there and had sort of a store there when the railroad was coming through. When the railroad was coming through, Dolph Gotchin had what they called a Gal House where he could sell beer and a gallon of whiskey to the workers that camp through.

Ivan: Where was this situated? I'm familiar with the Gallen House that used to be down there where George Cunningham used to live down along the grade.

Ray: I rather imagine that was the first one. He had a big wolf hound that he kept here and he'd put it in there nights so nobody would get into his gallent house and it wasn't safe to get in either!

Ivan: Were the two gallent houses separate, did he have one up here?

Ray: I expect there was at least two gallent houses here. I don't know all about those, but I know Dolph had one and I don't remember just exactly where it was but I do remember about the wolf hound because during the day he had him chained on a wire and I went over to look at him and he took after me and I ran right down the wire.

Ivan: Did you outrun him?

Ray: Just as he come to the wire he said, “Snap, up behind the seat of my britches, but he didn’t get me.” He was a big fellow and awful mean.

Ivan: Dolph Gotchin had a gallent house. Didn’t John Deltya have a gallent house?

Ray: Yeah, John Deltya had a gallent house over here but Dolph had the first one.

Ivan: Where did Deltya have his gallent house?

Ray: Right over here by the John Conifer house and it burned down in 1921 when the fire went through. His was right there on tle alley way by the side of where the John Conifer House is now and this is the old Dolph Gotchin house right here on this corner.

Ivan: Wasn’t Deltya’s house on this side of the street?

Ray: No, it was on the other side of the street.

Ivan: Was it just south of Statz’s store? But Statz had store first in the Durthie House.

Ray: Yes, and then after the railroad came through, Statz built a big house up on the corner where the highway goes through now, off of 6th Avenue, right there on the corner there and he road a big house there. That’s where Everett Richmond’s house is now. Deltya’s Gallent House was right on the same block by the alleyway.

Ivan: West of this vertical street right over here? What is this vertical street right over here?

Ray: I don’t remember, I think it’s Statz, I’m not sure. Yeah, I’m quite sure this is Statz Street right here and he was just off of Statz Street, he was on the corner of Statz Street and Sixth Avenue.

Ivan: I remember Bill Statz store up there and the day that Bob Wilson came in to buy it. I went in to buy some cracker jacks and Bob Wilson told me in a very friendly way that I’ll be running the store hereafter and then the store burned in 1921.

Ray: I think Bob Wilson bought that store from Statz in 1920 because when Agnes and I was married, the first time we come to town, that was Wilson’s store.

Ivan: I remember Billy Heckman. He must have been a miner from early days and he settled here over in the alley near Charlie Kriffits place in a little one-room shack there and he was a fixture here for years and years and years. He used to

do work blasting for the city water works. What ever happened to Billy?

Ray: He finally died. He was a powder man and about all the kind of work he ever done was powder monkey. He was a good one, but he just spent his last days just handling powder for the city and he was always saying, "Me back, me back!"

Ivan: I remember two or three of us youngsters came upon him up there where the water went up from Dufur Springs up to the reservoir on top. He'd tried to do some blasting in some holes, had not blasted and here he was very carefully stooping over, digging out those holes to put in a new cap and he got us out of there in a hurry.

Ray: He was pretty careful. He was a real good workman and awful eareful for things like that. He was probably as good a powder monkey as a man ever got to be.

Ivan: Where did he get his training, in the mines?

Ray: He got his training digging cisterns and wells and things.

Ivan: About when did he come here?

Ray: He was probably here real early. He was some friend of the Conifers and he worked up there for them a lot. He built John Conifer's reservoir up there out of rock and mortar and he did a lot of that kind of work; but he was a friend of the Conifers, he was when he came here.

Ivan: He disappeared when I went to college, I suppose he died about that time.

Ray: He died right over there. Pete Kursh finally bought his lot after he'd passed away.

Ivan: So he died right in his little cabin there?

Ray: Yeah, he died right there in his little cabin and then Pete Kursh bought the lot. He died in what they called a tent house. He had a platform there with a floor in it and then a tent stretched over it and that's what they called a tent house. After he died, Pete tore the tent house down there by the side of his house.

Ivan: Raymond we're not going to have time (*end of tape*). What happened 50 or 55 years ago today here at Maupin?

Ray: It started snowing 55 years ago today on the 19th of November, and it never quit snowing until the snow was at least two or three feet deep. Then that snow crusted over hard enough for a little horse to walk up on top of. We never saw

the ground again until way up in April and there wasn't hay enough in the country to feed a jackrabbit, let alone a horse so we had to turn our horses out to pasture and buy a little tractor and run it day and night to get our work done.

Ivan: What kind of a tractor?

Ray: I think we got a Fordson.

Ivan: Did you find a Fordson easy to start?

Ray: A Fordson was terrible to start. Best way to run a Fordson was to let it run day and night and never let it cool off. If you let it cool off, they were terrible hard to start. They were the old type, just like the old Model T Ford with the coils in them and anything like that was hard to start, they weren't reliable at all.

Ivan: You had to crank them.

Ray: I should say you did have to crank them. Cold mornings and nights we always parked ours going down hill so as soon as it started, you could jump out from in front of it and catch it as it went by and maybe you could get it to go.

Ivan: Couldn't you take them out of gear and couldn't you start them in a stationary position?

Ray: They always had a creep on them whenever you, they were cold, they had a gear in them and you had to keep a certain grade of oil in them to make them work good and that oil would get stiff and it would, you couldn't get the clutch to work.

Ivan: It would not disengage?

Ray: It wouldn't disengage until it got a certain temperature of warmness.

Ivan: So it was easier to start them . . .

Ray: It was easier to keep them running all day! They always started hard.

Ivan: Did anybody ever put a motorized crank on them?

Ray: Not that I know of. You just couldn't get a stout enough battery in those days to start one with a battery.

Ivan: And you couldn't get a small gas engine that would turn over.

Ray: Oh, you could have I suppose, but I don't know of anybody that ever did. The



first time I ever saw a motor started like that with a small motor was when the Caterpillars started to come in and they had little motors mounted on them. You'd start the little motor with a pull rope and then get it in gear and it would turn the big motor over until it would start.

Ivan: I might add commentary here, all you had as a small motor in those days was those double fly wheel, horse and a half or 2-horse motors that weighed 500, 600 to 800 pounds.

Ray: That's right. Those were what they called a 2-cycle motor and they had to make and break spark and they were real successful because they were pretty easy to start and real reliable to run.

Ivan: Yes, but the point is, you couldn't really haul one of those around very handily to fashion a crank to crank a Fordson.

Ray: No, you couldn't do that because they were too heavy.

Ivan: Very well, Raymond, we'll terminate for today. Please let me come back some day.