

This is Fred Stones on April 16, 1986. I'm at the home of Thomas Lopez at 307 West Cleveland here in Lafayette and we're talking with Mr. Lopez today about the continuing historical program that we have here in Lafayette. Tom we appreciate your letting me come here and talk to you from the library and we want you to know that we appreciate it. Like I told you, this will be a permanent record and something we hope you will be proud of and something that we're proud of to have for the library.

To start out with, where were you born, Tom? I was born in Platteville, CO on November 5, 1911 and I was born on a farm and went through school at Platteville and graduated from high school there in 1932 and remained on the farm until 1934. In 1934 I a -- my plans were to have gone on to school. I wanted to take up horticulture entomology but at that time the means of money were hard to come by, borrow money in the spring be lucky to pay it back in the fall so consequently after two years after graduation I talked it over with my dad, I told my dad that I could see no future in farming the way things were going and my father understood and he told me, he said "Tom, go out and look for whatever you may want or may find." So consequently I went to work at a limestone quarry at La Porte, CO and worked there about six months and then my wife Pearl and I were married on May 2, 1936 and father-in-law and brother-in-law were coal miners and they induced me to come to work in the coal mines. I'd be making more money but I'd always heard of coal mines being dangerous, therefore, I sort of had a little bit of fear of that but I decided to try it for the winter. So in October of 1936 I got a job at the new Morrison Mine and it was to have been for just the winter and then in the spring I would be looking for something else. But I became fascinated with coal mining in that I was born and raised around machinery and I learned to run the machinery in the mines so I continued coal mining until 1956. In 1956 I left the coal mines and I went into the backhoe business. I bought myself a backhoe and went into excavating for sewer lines and water lines and whatever there was to be done and in 1956 I was talked to about running for council so I did run for council and was elected to serve as a councilman and then I served as a councilman until 1971. Then I thought I had served my time and thought it was time for some other younger person or someone else to serve in that capacity so I was out for two years and then I was talked to for the on-coming election about running again and I felt I had served my time and I wasn't really -- I didn't care to go back again but they insisted and finally I was talked into running again and I did and I was re-elected and then at that time we had a---let's see I can't recall what it was when we changed our city government, oh yes, we went to Home Rule government but that was before 1956. I've got ahead of myself but I can't remember just when that was but nonetheless it was in '73 when I came back to serve as councilman and at that time under the home rule the council would appoint the Mayor from those that had been elected and I was elected Mayor and I served as Mayor for one year. Then things kind of come to a halt there. When I became Mayor noone had informed us that the city was in bad straights for money. It seems as though at that time is when we started having trouble with our city manager and he was let go and Mrs. Williams was serving as city manager for or until another one was appointed and one day she came to me and she said "Tom, we're broke, we have no money" and that was the first that I had heard about this. I don't know if any of the other councilman that carried over knew anything about it but nothing had ever been said until that day. So consequently things started getting pretty bad and I didn't know what to do because it just hit me with something that I had never anticipated and so one night the - well I don't remember whether it was the meeting was asked for or whether the council asked for a public hearing and things got so bad that night and I was so disheartened that I just resigned. I got out of it and I felt bad about it but I just couldn't face the situation as it was so therefore that was the end of my tenure as a Mayor. During

that time I was also in the business of installing water lines and sewer lines for the city. We had had water lines installed in some sections of the town and we were renewing the water lines and about that time was when we started heavy development in the city so consequently I was busy and I couldn't have served. I would have had to resign anyway because I just couldn't keep up with things as they were happening. Is there anything else that you want to know.

Let's go back a little ways then. Let's start back in 1936 again when you came to Lafayette and you went to work over at the Morrison Mine, what were you doing at the Morrison? Well the first two years I was a handler and then they come in with the pan lines. They were motor driven and had duckbills load the coal there and I worked at that, I think it was four years and then the Joy Loaders, a new type of coal loading machinery was brought in and I worked at that, I think it was four years. Then in 1949 I went to work in the Lincoln Mine, it was a new mine that was being developed at that time. It was a new type of loading coal into box cars, previous to that it had been that cars were loaded in the mine and lifted up a shaft and dumped into the coal cars there but this here had a belt line that run down from the tipple 1400 feet and the coal come out into the boxcars by the means of this belt and the continuous miners was another type that had been developed then and the continuous miners loaded the coal into a shuttle buggy and the buggy would carry the coal to the belt line and I continued with that job until 1956 until I retired from coal mining.

When you were loading coal, tell me a little bit about your experience as a hand loader. Well to begin with, it was a very frightening experience, like I stated previously. All I had ever heard of coal mining was dangerous but I went to work with a man I have known as a young kid and grew up with and that kind of settled me down and in a few days, why I kind of got the hang of the hand loading, loading into cars and then timbering for the safety of ourselves as well as the people that come into cut the coal and shoot the coal down for the next day. It was a very, very good experience, learned alot about the coal mining industry and it was one of the safest jobs I think I had ever had because with the dangers that I had heard of were only dangerous if a person didn't take care of himself but as working with men that were experienced I soon knew what to do and also passed the word along to other people that come into the mines as coal miners. So there was a period of time there during the war, 1942 and 1943, that I think there were 45 coal miners from this area that were taken to Dragerton, Utah to work in the coal mines there, that type of coal there was used in the processing of steel and so they were bringing in coal miners, some experienced and some non experienced, they were coming in to work in the coal mines and we as experienced coal miners were, these men were divided up among crews, and we had broke those in. There were several of our good coal miners from Lafayette that were out there during that time. Did you go to Dragerton? Yes, I lived there for one year. Who was your partner there at the Morrison, when you first started? Victor Tafoya. I have known him as a young kid, probably 4 years old, I think Vic is probably six years older than I and he had worked in the coal mines here and he was a good coal miner and experienced. This is the Victor Tafoya that lived here in Lafayette? Yes, Yes. Of course, after, I went to the Lincoln Mine and I worked with fellows there that I had known and worked with before. Who were some of them? Bob Johnson, I knew him in Platteville as a young man, his dad and the family run a coal yard there and I knew him there and Bob was one of the ones that worked in Utah at Horse Canyon and he was also a foreman there and we got there about the same time and come back about the same time.

Do you remember any of the other men that went up to Utah? Just off the top of your head, you know. Well there was Gene Tobey and Mr. Tobey, Homer Tobey and one of the Cartwrights, I don't remember his first name; from Erie there was Chuck Syminski and Joe Montoya, McCall, I don't remember which one it was but he lived down here on Cannon, I think it was Leo -- no, I can't recall but there was about 45 of them that went up there. How long were you up in Utah? Just the one year. That was during the war? Yeah. Okay.

Tell me now, you mentioned the duckbills and the panlines and the joy loaders that they introduced over at the Morrison Mine. Will you tell me a little bit about those three items. Well the panlines was a shaker type of machine and the duckbill was one that you hand operated, you catch it with a stroke and run it into the coal, clean that up, back up and move it over and do the same thing. There was quite a bit of hand work involved in that too. But then the joy loaders come in and they undercut the coal for that and it was shot down and the joy loader was a track machine and you operated that from the right side and cleaned up the right side and back across and cleaned up from that one and then you'd move from there to another place and they'd come in and cut this one and shoot it down and it was just a round Robin where you'd just go around and load up the coal as you a ----. How did it get the coal? It had gathering arms on the head and it would work, well they were synchronized where they would pass each other up as they moved across and it would be onto a conveyor and the conveyor would take it back onto a buggy is what they called the shuttle cars, is what they called them and then later they come in with the continuous miner. The continuous miner had a head about 36 inches wide and that would sump into the coal and it would cut up to the height to where you wanted to carry it, mostly seven foot high, and you would carry a smooth top, you'd swing over sump in again and go to the same height and come back again and we carried that in the rooms about 18 foot wide and then as you worked in the rooms as far as they were to have gone and come back with the pillars in the same way, come back with a lift and after that was worked out then that portion was caved and it was timbered so that it would have a break there and just come back until it was cleaned out and then you'd move on to another area and do the same thing. These slack machines, another term that they used for them, the coal was conveyed, the machine was a conveyor type, it would convey the coal back onto these same shuttle cars that we used on the joy loaders and they would -- there was two of them to the run, and they would take the coal out to the beltline while he was gone the other one would come in and that was the process there, the coal loading was much more efficient that way because there was only about seven men that was used on each machine and I'd say the range of tonnage was between 400 and 200 ton a day. For the seven men? Yeah. Which is very efficient. Yes, very efficient. Alright, now you mentioned these gathering arms that you had on the joy loaders that would haul this in to this panline and take it back upon to the --- when you started with the continuous miner thing and was going in to, what I call the face of the coal, how did that get the coal down from the face? Well, see the 30" head had cutter bars and they worked, they would cut, we could sump in about 20" I think it was and then you would cut up to where you wanted your level at 7 feet and you'd pull back see and you'd drop your head down and move over and sump in again and go to this same height. And they had continuous cutters that was cutting this coal all the time -- all the time--- and bringing it back onto the conveyor---and the conveyor would carry it back onto the shuttle cars. I see, so there was very little hand work then or hand loading or shovel work there. There were along the sides, you always had to keep that clean because you had to have a walkway through there and then it was run by electricity. It was, if I remember right, it was 220 and the cable was, I'd say, 2" in diameter and that was carried in from a safety box they called it and that was carried on the

the along the rib, you'd bore holes at an angle to carry the cable along the top to keep it out of the way of the shuttle buggies as well as the track on the continuous miner. Now the continuous miner ran on a track then? Yes, but it continued on a straight run at that, your head on the miner that would swivel, yeah back and forth--yeah without having to move the tracks and when you finished that then you'd move ahead about 18" to a --- then would they add another pan on the thing for a panline or what? The buggies would come up to the -----. They would run under the boom --I see, I see--under the boom and they would start at the front end of it and then they would convey the coal back as you loaded, see, and they would haul about 8 ton of coal to the load. Were these shuttle buggies -- how were they powered, were they electric? Electric. They were electric. and so was the joy and the continuous miner, they were power too. They were run off the electric cable the same way. Was that on a -- like the old streetcars used to have, an overhead cable or something? No, no, the cable was a, now like the shuttle cars, they had a, oh what would you say it would be, it was a coil----- as it come in it would uncoil see, a reel in otherwords, as they were going out it would reel it back up, but with the continuous miner it had to be hung and then as you pulled out it would have to be pulled back out either by hand or with the buggy and you had to be awful careful with that. Now as I understand it then, with the buggy, it was just like you plug in a electric outlet and then it was on a reel that would go in and then as they loaded up and then as they come back it would reel itself up to where they unloaded. Okay, that was a good way of handling that. Yeah, and then the miners, what they would do, they had stations, every so often they'd have to move in with a station to hook on to the cable to be able to run into the face with the continuous miner. Of course, they brought the electricity down from up on top the mine. Did they have generators up there or did they just have straight electricity from Public Service? They had Public Service. Straight Public Service, okay.

At the Lincoln Mine, you mentioned the continuous belt, the belt that carried the coal and this was how many feet, 1700 feet? It was 1400, well it would be about 1700 feet by the time it got to the tippie, see, but the 1400 feet was from the top of the ground to the bottom of the slope where the tailpiece was and then from there they would take off at entrys and they would dump onto this main belt. There would probably be two different entrys that would be dumping onto this belt. Were there any other mines around this country that had the same system? No, that was the only slope mine that they had in this deal. That was built specifically then for this belt system? Yeah. Okay, now when they brought that up to the top on the belt, did it go directly into the cars or did it go into the bins and then into cars? No, it would go into the tippie and they could, they did have bins there too but more than not they'd always fill the cars. I see. Did the railroad come over to the Lincoln? Yes. They'd come in with emptys and take out the loads. What railroad handled that, do you remember? I can't recall what railroad it was. How many cars could you fill in a day, how many rail cars would they normally fill in an average day's run? Gosh I don't know, I would say probably 20 of them. 20 of them, so that would be better than a 1000 ton a day then? Well, between the two machines, it would vary, now sometimes if both machines were on a run where they didn't have to move or something like that, I would say it would run between 200 and 400 ton a day. On a day where everything was ideal, you could probably run 500 ton. Alright, now with this type of thing when you first went in the mine and was loading, hand loading, you were loading by the ton, you were paid by the ton? Yes. Now when you were working on these machines and things like that, were you still paid on a tonnage basis? No, that was by hourly rate. You were paid on a day or hourly rate?

I don't recall what it was. I don't particularly need to know what it was. But it was an hourly rate or by the day, I don't recall just how that was. And you were expected, with this, to lay the tracks and do whatever timbering had to be done and everything so that you could get this done? Only the track that you would need to load your coal. They would have track layers that would come in and lay the permanent track, see, but you would lay your track to do your loading. Then of course they had the mule skimmers that pulled the coal away from us. Now, how wide, you say this had a head on this thing, this continuous miner that would go back and forth, how wide an entryway could you ---? 20 feet. 20 feet. So it had a pretty good range then? It had a pretty good swing, yes. And it only took seven men to operate this whole ----? Yeah. That isn't counting the shuttle buggies? Yes. That included the shuttle buggies? See there's two men on the shuttle buggy and then there was the joy operator and a helper and then there would be 2 timberman and a man at the loader head. So that was the whole crew? On each run. Alright, and then when these buggies come out, did they have to dump into a hole where this a ----? No, well there was sort of a bin that you would dump into and it would convey onto the belt. Now that was where they were using two runs using the same one, see, but the way they generally done that was just had a, build a protector on the far side and it will convey right onto the belt. Now in Utah they had these great big, well the coal up there was 12 or 14 foot high, and they had a great big loader head there, you know, where they would just dump into that and it would just eat that coal up, course on that line there, gosh, I mean they had joy loaders and they had panlines too, so they really brought the coal out of there. What's the difference between the coal in Utah and the coal here? Well lignite and Anthracite, that over there is a hard coal, that was what they call, well they used that in the making of steel, coking coal is what that is up there. Okay. Tell me, what is Lignite coal? That's what we have in this field here. Yes, it's a soft coal. What is Lignite coal? It's a soft coal. Okay. Anthracite is your hard coal. Were they able to, what I'm trying to say is now when you working at the Lincoln, this was all slack that you were bringing out, mostly? Well it was used for slack coal but you could get some pretty good coal, in fact they used to sell coal there for farming use and stuff like that. They had wagon dumps too, in other words truck, where you could load truck as well as a ----? I didn't know that at the Lincoln Mine. I thought it was all ----. Well, let see now, they did, now I do remember that we used to get some good sized coal out of there but maybe the Washington closed before the Lincoln did but I think they used to get coal at the Lincoln too. They used to ----.

Now in 1956, let's start out with the city council. Who was on the council with you at that time? Let's see, Jim Shaffer, Lawson Gibson, Dean Ross, myself, and Bill Davis. I just can't recall. That's most of them anyway. Who was the Mayor at that time? Bill Davis. Bill Davis was the Mayor. What a - did you have a city manager at that time? No. The a, I can't recall what year we went to the city manager, no sir I just can't recall when that was. Who was the first city manager? I can't recall his name, he was a young red headed fellow that came here from back east somewhere and he was a very capable man and he would have done us alot of good had we been able to keep him here but he was persuaded to go elsewhere where he could get more money. Who replaced him then? I think it was Richard Flewelling that replaced him and he very highly recommended and he seemed to fit in real well but we don't know what happened there whether he just lost interest in it or what it was but we had to replace him. Was it under his jurisdiction that the city got into financial problems? Yes, that was when Miklausz was, he was finance director I think it was and he's the one that got us into trouble too.

What were the main issues, to start with, back in 1956 when you went on the council?
Of the city, what were your main problems? Well the thing that we undertook, well to begin with we just kind of was going along as the city had gone along for a number of years there wasn't, we didn't have the type of revenue that we needed to do the things that needed to be done so we just went along and did the best we could. Then we got to the point where we needed water lines and we needed street paving so we went with the street paving and then we were, we had that pretty well organized and then there was a citizen's committee that was formulated who didn't want this and it was put to a vote and it was voted down but then we had to proceed with what we had undertaken and finally, I just can't recall now how the financing come about, but I think it was, do you recall what that was? I think it was on an improvement district on the paving. But it actually went to a vote and it was voted down? Yeah. Now I don't remember that. Yeah, it was voted down.

In fact, it was taken to court. Is that right, I don't remember that. What year was that? Well, I can't remember the year either. Yeah, that's going back always. I'm getting to the age now where I forget to remember. That's why we have to talk to you people like us, you know, to try and get these things down before they're all forgotten. Well, you know I think somewhere I've got some, if I could have located this, this would have been very simple but I know that I'm - some of my statements aren't or won't come in line with the years that they were in because I'm just trying to put it together. That's alright. But I think that I will find those and I will give them to you because I think ----. I think it would be nice to give them to the library, because they're historical. Now see I had, being that I was in the excavating business, I had several maps and drawings that the engineers would give me and I passed these on to the city, now what's his name the fellow that just resigned here sometime back, Warren Williams, I gave Warren several maps that I had here that they have no copies of them there at all and I just happened to be some that I had left over and I think I still have a few, if I find these boxes that I put these on while I'll just pass them over to the library or somebody. I'm sure they'd love to have them down there because that will go right into the historical file see. After Flewelling left you said you got a lady by the name of Williams. Well Mrs. Williams, she was working for the city, she just took over his place there you know, but let see, I think I got a little ahead of myself there, I think that there was this fellow Flewelling and I'm sure it was Mrs. Williams that took up after Flewelling left and she was working for the city and she was in the office there and she took over. Being inexperienced and then the help there too, I don't know just where -- now with me, the rest of the city councilman, we were out on a job, we were making a living and I had to come in off the job sometimes to take care of business at the city hall and we weren't getting the information that we should have been getting, see, so consequently all at once it just come down on us and it was frightening, it was really ----. At that time, when we got into this crunch, what steps did the city take to overcome this cash shortage? Well, as I said, I was so frustrated, I was so sick of it that I just gave up. I had nothing to offer, I had nothing to seek and I just felt that they better get somebody else in there because I just couldn't fulfill that obligation. Mrs. Williams was still there when you resigned then? Yes.

How do you remember the city, let's go back always now to 1936 when you first came here. Tell me a little bit of how you remember the city of Lafayette. Well, when I came into town the coal mining was coming down to a low ebb, there wasn't really that much coal mining left anymore and consequently the people were not working, weren't making the type of money that, you know, should have been making, consequently there wasn't a whole lot that could be done, I think at that time we could only water two hours a day and I think that possibly our water was only costing us \$2

a month or something like that, you know, and I never saw a place where people were so congenial, so easy to get along with, they might argue among themselves about things but when it come down to the nitty gritty they were all together. I was impressed by this and as time went on, well of course, the war broke out and they started building these arms plants and work did open up and things did begin to look alot better here and little by little you could a little bit of progress and as time went on why people that were getting into council were people that were a little more knowledgeable and some of them had had college schooling and things like that and things just begin to shape up pretty good. I think that since then there are some things that need to be improved but I think from the time that I got here from 1936 until 1956, well from '42 on you could see the pickup and by 1956 things were beginning to pickup; and gradually increase and I think from now on things are going to be even better than, it always has been good but it's better and it's going to be one of the more progressive cities. Are you talking about, actually the financial and the ability of the city to do the things that they want to do? That's right. Because we have all these extra people and a----. What is your feeling about the way, with the city the way it is now at 15,000 people and the way it was with 1500 people when you came here? Well, it seemed at that time with 1500 people it was hard to mouth deal, there was no money to do anything with and now why there is a revenue coming in, we have sales tax and we have industry that's coming in and people are saving money, building nice homes and that all contributes to the development of our city.

The worst part of the depression was over with when you got to Lafayette. How did the depression affect you and/or the city? Well like I said, when I come to Lafayette, like I stated before, people were gracious, one thing I found about a coal miner if you were down and out and they had a dollar they gave you half of it and if you borrowed something from them and you told them you would pay it back, they expected it. They were good honest people. I would say that people got by just because, I think a coal miner up until that time, had been at a point where in the summer time they had no work and accumulated bills and in the winter time they had to work to pay off the summer bills. It was just a never ending thing to where they could put the money away. As time went on it begin to shape up, you could notice that people were dressing better, they were driving better cars and it just seemed like that everything was shaping up alot better and, you know, it takes this, like I said, people were poor but they were gracious, they appreciated everything that they had and appreciated everybody around them and I think that this is one thing that I learned right here. I think that the best friends that I ever had in my life was friends that I made here, long standing friends and new people coming in are really easy to get acquainted with and friendly and I think that the whole coal mining community, such as Louisville, Erie that went through this whole thing are the same type of people that you find in coal mining areas.

What did the war years do to the city? Well, being that Lafayette is pretty centrally located, the Arsenal employed alot of people, the Arms plant employed alot of people and there was alot of industry that was not to far from Lafayette and they were picking up this work and I think that that is one thing that has really helped get us on our feet.

You say the city is in a central position, can you elaborate on that just a little bit? With your experience on the council. You mean as whether we have derived anything from that or just the idea a ----. Well that and just being in the center of this section. Well, like I stated, the Arsenal plant and all the plants in the

Denver area and then we had Rocky Flats up here, Boulder and then the a, what did they call that air plant out there that manufactured planes -- Beech Aircraft and in Longmont there was industry developing there, all around us and it's not too far to drive to and now even from here to that nuclear plant, there are people driving from here over to there, course that's just been developed in the last few years but we're at the hub of a lot of this work. I think it is going to develop more so, right in our own midst here, it's beginning. Yes, we're just in the beginning of it.

Let's talk a few minutes about your own personal business now. The business that you started when you left the mine. Well even before when I was still in the mine and the sewer system was established here in town, I and my brother-in-law hired some help during the summer and we would install sewer lines and water lines by hand. By 1956 when I left the coal mine I had learned to operate hydraulic machinery in the coal mines and I bought a backhoe, I think it was probably the second backhoe in Boulder County and at first it was just, you know, local work and then I started going to Longmont to do work over there. They started house developments over there and I would go over there and do work and then I'd go to Broomfield and even as far as Denver and pretty soon why we had building developing in our own midst, Louisville, Lafayette, Erie, Pony Estates, Mustang Acres and I didn't have to go anyplace. In fact I bought two more backhoes and used them until it got to the point where it was, now the help that I had on these backhoes were young boys that I had broke in myself fresh out of high school and things like that and of course they learned and got to the point where I couldn't pay them the going scale at that time so some of them were well enough experienced that they could go into any job and pick up the top dollar. So which is alright, I didn't mind that at all but all through the years that's the way it was and I always broke in good boys that was able to go on, they worked for me and made me money and then they went on to pick up something that was more permanent. There's lots of time in the winter time I would have to lay them off temporarily because of the weather, well these big companies why they could hold them over, see, so in fact a lot of them are still working at that work. How many years were you in this business? I retired in 1980, I sold the business in 1980 and I sold to a young fellow from Lyons and I worked with him six months to get him started and now he's got extra backhoes and he's doing big work now so ----. Has he branched over into the big work as well as ----?

Well he has two backhoes and he has had, since I sold him the business, he got two big contractors in Boulder that keep him pretty well occupied. He still carries a license here and in Louisville. He comes here, when he's caught up, he'll come out here and do work and over at Louisville as well. Now you say your brother-in-law went in with you when you started, who was your brother-in-law? Dave Manzanares. Dave is your brother-in-law. Then of course later I was on my own. He went into the plumbing business.

Now you actually installed the sewer lines as well as digging the services? Yes. I did install some of the mains in town too. Some of the main sewer lines? Yes, and some of the water mains as well, that is when we first started out putting in new lines, we could only do what we had money for you know, so we would a - the city would put in the mains and I would put in the services and then later on after I got this worked out with the city where as long as I had a license and I was bidding against other people I could do the installation itself.

Tell me, who do you remember over the years that are still alive in Lafayette? Well Bob Johnson and Frank Brugger, he's about my age I guess and a there's very few of them. The reason I'm asking this is because I want to try and build up

a group of people that you know, from over the years that have lived in Lafayette. Well I think most of them that I remember the best are the people that are about my age, say like yourself. The older people, I think the only one that I can - well a Art Stutheit, he was here when I came and I think outside of he and Bob Johnson I can't recall any of the old timers that are - the rest of them around are 70 to 80 I guess.

You went to school in Platteville, you never did go to school in Lafayette? No. My Pearl graduated from school here. She was a Manzanares wasn't she? No, Duarte. Oh, I thought she was a Manzanares. No, no she's a Duarte. Where was she born? She was born here. Right here in Lafayette? No, Erie. She was born in Erie. She come here, I think, when she was about 2 years old. They lived at the Standard Mine for a long time and then they bought a place upon the hill there on Flag Drive, what they call Flag Drive, and that's where she was living when I married her. How many children did you have? We have had two daughters, Barbara and Geraldine. Barbara lives in Denver, she has worked for the telephone company since she got out of high school. She's been there for ---- and Geraldine she went to CSU, graduated from there and she went to work at Phoenix, Arizona, Superintendent of School, she was a Chief Budget Analyst out there and we lost her. She passed away. She drowned. Is that right? Did they have any children? Barbara has three children. We have three grandchildren and three great grandchildren. Are any of them close to you here? Yes, they're all in Denver. All in Denver, okay.

You said that the fellow that helped you was your brother-in-law. How was he your brother-in-law? We married sisters. Oh you married sisters. He married Pearl's youngest sister, Maggie. I couldn't put that connection together in my mind. You probably remember the older one too, Mary, she married Reuben Martinez. Yeah, yeah, but I just couldn't get that connection together in my mind. They went to California from here and she became a nurse out there and she retired from that and she's living in Scottsdale, Az.

Let me ask you a question that, I'm going to kind of put you on the spot here. If you had things to do over again, what would you do differently? As regards to the city or a - not necessarily your personal life, but regards to things that have happened in the City of Lafayette. Well I think that we had a chance to induce the Barber Plant, that processed poultry, we had a chance to get that here in Lafayette. They wanted to come here and that time we had the sewer system and we had water but it was voted down but I think that we, if we would have got that in here there would have been others that would have followed suit. Well, like I say, with the economy as it was, there wasn't a whole lot that we could do. Those that did have a means, they did build or improve on their property but those that couldn't did the best they could and it was pretty hard until now, like things are on the up and up, everybody is going to eventually have things finished up. I still hope that in the near future we will have the old part of Lafayette renovated too. I think that will re-evaluate everything besides making it very attractive. What do you think about them selling City Hall? I don't think that should have been done. It should never have been done. Sooner than we think we're going to need property up in this end of town. That should never have been disposed of. Do you think that that will help to renovate the old part of town? Well I don't know what they intend to do with that, have you heard anything on that? Not particularly, I haven't. I haven't heard anything, only that it had been sold but I don't think the fire department, I don't know if ----- That didn't go with the sale as far as I know. Will the fire

department continue to hold that? Well I'm sure they will. I hope they will. Now when we planned that fire department there, we also planned on probably extending back east as well as to the south and that half a block there could have been utilized for all of that. That's what we talked about at the time we built the new fire department there and I think that should have been held for that purpose. Did you ever belong to the fire department? Yes at the time when, let's see, Joe Mathias had his fire department and it was disorganized there for awhile and all the members of the city council became fireman for or joined the fire department until we got things reorganized again. That was just possibly three months I was a fireman. Just as an interim fireman, in other words then? Yes, that's right. Why did Joe start his own fire department? Well it seems as though he had a falling out with the fire department and he pulled out of there and he was going to form his own fire department in competition with the city and of course he thought he would come down to the meetings there just to raise cane, you know. Well one night at a council meeting there, he and some of the boys that went with him took out the fire department truck, took it down here on some vacant lots and just scattered everything out and just left it there. Boy if we would have had a fire at that time I don't know what we would have done. He was kind of a reactionary. Yes, oh yes. In fact he a - I hate to state ----. We won't get into that.

We're about done here Tom and actually what I want to do now is just to thank you again for helping us and for taking the time to talk about these things. As they put all this together you know, this is all going to make a body of information that will - the things that you think of and somebody else thinks of and things that all go together and it will make a body of information. I've asked you a lot about the mining, there's a lot of people that come into the library that are researching the mining areas and these are the things that are part of our heritage here in Lafayette anyway and things that we want to keep going and have this done and like I say, we appreciate you taking the time and I'm sure the library and the city appreciates you doing this. Well like I stated before, there are some of these periods of time that I've reflected on that could have been a year apart, you know. Going back 30 years is a ----. It isn't that important. But if I located this data that I have here, in fact I used to keep the minutes at the previous meetings, I have boxes full of them but I've got a place back here that I've got a lot of stuff piled in there and this old coal bin that we had back here -----.