

Narrator: Don Puttkemery (DP)

Company Affiliations: Ontario Hydro

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Summary: Former stationary engineer for Ontario Hydro Don Puttkemery discusses a project he spearheaded to save the historic steam engine from the Empire Elevator before its demolition. He describes the process of dismantling the engine, tearing down the Empire's engine house, and moving the engine parts to the Ontario Hydro generating station. He explains some challenges his group faced in the dismantling, like the size of the parts and some of the pieces and tools being pilfered and sold for scrap. He lists some other places that have intact steam engines on display, and he shares his dream of seeing this steam engine on display for the Thunder Bay community. At the end of the interview, Puttkemery comments on pages of material from the Thunder Bay Historical Museum's file on the steam engine and also on some of his own photos of the steam engine before it was dismantled.

Keywords: Empire Elevator—Thunder Bay; Terminal grain elevators—Thunder Bay; Steam engines; Grain elevators—equipment and supplies; Steam power; Power generation; Ontario Hydro; Grain elevator demolition; Rope drive systems; Saskatchewan Wheat Pool; Goldie & McCulloch; Babcock & Wilcox; Thunder Bay Historical Museum

Time, Speaker, Narrative
NP: This is Nancy Perozzo, and it is May 18 th , 2017. I am sitting in my apartment with Don Puttkemery, and I would like him to introduce himself and also to just talk about how he initially got interested in salvaging a steam engine from what used to be the Empire Elevator.
DP: Right.
NP: So if you'll introduce yourself and just talk about the history.
DP: Just in there?

NP: Yeah.

DP: I'm Don Puttkemery. I used to work for Ontario Hydro at Thunder Bay generating station, and I'm a stationary first class. When they emptied the Empire Elevator, one of my friends told me about it, and I went to the Saskatchewan Pool. I think it was Basil Hurdon was the manager. I asked him about the engine, and he donated to us employees from the Ontario Hydro generating station. I then got the group together, and we removed the engine and took it to Ontario Hydro GS and stored it there for a few years. But then when they expanded the plant, we had to move it. So at that time, the group donated it to Thunder Bay Historic Museum, which was to Gary Noble with the intention that they would get a place to set the engine up because being a stationary engineer, we were all very interested in the engine. We removed the engine in the wintertime. I forget the year now.

NP: It must have been around 1970, initially, because the--.

DP: Well, I think it was about '67-'68. Saskatchewan Pool gave us use of some of their equipment. I don't want to go through all the details, but it was quite a job. We also got some help from North Shore Ready Mix to move some big parts. Excuse me. Just--.

NP: So I'm just curious about--. Because that elevator is now gone. Part of it was burnt down and part of it was blown up. What did the site look like, and where on the site was the steam engine?

DP: Ontario Hydro had nothing to do with it, just us employees.

NP: Mmhmm.

DP: There was about five of us, eh? Now there's only two of us left.

NP: Do you remember the initial five? You and--?

DP: I was the initial person. Then I got permission to take the engine out. It was in the engine house, which was separate from the elevator. We then took the engine out and moved it to Hydro. I then took the contract to tear the power house down. My son and his friends and myself tore the engine house down and removed the rest of the engine.

NP: What did you do with the pieces of the power house? What--?

DP: We sold the pieces of the power house to Lakehead Scrap. We then had an account set up to help restore the engine. I'm not sure now just where that account is or how much money is left in it.

[0:05:07]

NP: And where did the money come from? Did you have to raise it or--?

DP: No, the money we gave to Thunder Bay Historical Society.

NP: Yes, but how did you get the money?

DP: Well, from the scrap that we sold.

NP: Oh, okay.

DP: We also--. LeBrun had the contract to take the engine house down, but I knew him, and I took the contract. My son, myself, and Don Delpino and some of my son's friends, we took the engine house down.

NP: What was the engine house largely made of, metal? Was the engine house metal?

DP: The engine house was some metal, but it was all brick. Yeah, it was all brick, and the rafters was steel, of course. The boiler, of course, the old boilers were fire tube boilers.

NP: And they went for scrap? The boilers went for scrap?

DP: The boilers went for scrap because they were obsolete. No, the boilers were no good. No, no. I still have some of the steel from there. [Laughs] At home, yeah.

NP: What made you interested in saving this engine? What was it about it that you felt was important to save it?

DP: Well, I was interested because is I knew that there was very few of them engines around anymore at that time. I didn't think it should go in the scrap pile. I think that a couple of the big flywheels, I think, I had to buy that back from Lakehead Scrap because

LeBrun, I think, they--. The flywheel sat on the site for quite a while before we could move them. Yeah, I think LeBrun thought we weren't going to use them anymore, so he--. But anyhow. So, yeah, it was quite a project we took on.

NP: How did you go about--. Well, because of your work as a stationary engineer, you probably had some smarts as far as how machinery operates, but how--? Did you have a plan for moving it, or it just sort of happened as you were working on it?

DP: Well, the main thing was we just wanted to save the engine. We didn't want it to go in the scrap heap. I didn't think it would take this long, really, to have it reassembled somewhere. It's just a piece of history of the grain trade. There are a couple places in Canada—I think out west—where they have an engine set up, but not as big as this one, no. This is--.

NP: Are you aware of any as big as this? Are you aware of any as big as this, not just in Canada but, say--?

DP: Well, I'm sure there is in England, yeah. In England there is some, yeah.

NP: So is this built in England? Was the steam engine built in England?

DP: No. The steam engine was built in, I think, down east in St. Catherines or--. It was Goldie & McCulloch but now it was Babcock & Wilcox. Well, when we were taking the engine out, we had some tools there locked in a box, and they were stolen by somebody. And being how I--. I checked them out at stores, at the Thunder Bay YES. I had to replace them. They also took the brass nameplate off of the engine, which is too bad, but we--. I don't know what happened to it.

NP: Did you have--. Well, brass, would that have had any scrap value? Because a lot of these things disappeared because of the value of scrap. So does a brass plate have any value?

[0:10:09]

DP: Well, I guess.

NP: Is it like copper?

DP: In those days, Nancy, people--. I don't know. I don't know why they would do it, but they did.

NP: Had you taken a picture of the nameplate before it was--?

DP: I don't think I have.

NP: Ah.

DP: I don't think I have a picture of it. I might have. I have a small tape movie camera at home, and I'd taken a picture when the engine was running. Yeah. That's not really a long tape, but I just took it with my old camera, eh? I think we really should have taken a lot of pictures, but at that time, you know, yeah.

NP: The most important thing was to get it dismantled and moved, right? Not to take pictures of it. Your most important chore was to get it moved, to get the engine moved.

DP: Yeah. Well, that was the main reason. The main reason was to get it moved, yes.

NP: Now, you've mentioned this group of people that you worked with. Can you remember the names of the fellows that worked with you? Who were the five people that you talked about that worked with you?

DP: Well, there was Don DelPino, Al Irwin, Rogers Palahnuk, and Norm Arril. They were all employees of Thunder Bay GS. Yeah.

NP: Were they all stationary engineers as well?

DP: Yes. Yeah. Actually, the two main guys that took it out was myself and Don DelPino. We worked more than anybody else, yeah.

NP: So let's paint a visual picture for people listening to this tape. So you've got the building down that was housing the engine, and the engine is sitting there. How did you get it apart?

DP: With arm muscle. [Laughs] Yeah. It was quite a job to get it apart.

NP: Did you do any damage in getting it apart?

DP: No.

NP: Because it was well maintained, it came apart nicely?

DP: No, we didn't do any damage. No, no. We didn't do any damage at all. In fact, it was pretty hard to damage it. It was so heavy and cast and all that stuff. Yeah.

NP: So did you use pulleys? Did you use pulleys at all to move stuff?

DP: We used chain falls and come-alongs to lift the flywheel. We lifted the top half of the flywheel off and took it to the plant, and then we took the crank out and moved it. We left the bottom half of the big flywheel there until we got the engine house down. Yeah. And then we moved it. Yeah.

NP: Okay. So part of this came out before the engine house was dismantled. Part of the machine, part of the steam engine came out before.

DP: Well, the steam engine was out except for the--.

NP: The big flywheel.

DP: The lower half of the flywheel. Everything else was out. We took everything else out because we couldn't just pull the--. We pulled the house down with a, actually, with my old truck. [Laughs]

NP: Your old truck with come-alongs? Is that how you pulled it down, with come alongs? You said you pulled the house down with your old truck.

DP: Yeah.

NP: Attached to come-alongs or chains?

DP: Just cable.

NP: Just cables.

DP: Cables, yeah. Cables with the truck loaded and just pulled it. Yes. We had a load in the truck, and we just moved it and through the clutch out and weighted the truck, pulled there, pulled there. Yeah, yeah.

NP: Okay. Pulled the engine out.

DP: Yeah. The engine house, yeah. Yeah. And Lakehead Scrap, when we got there, they moved them, but they took the boilers out with their crane. Yeah.

NP: Mmhmm. And then, how did you move the parts? Like the smaller parts, could they just fit on a half-tonne?

[0:15:07]

DP: No. The smaller parts, Saskatchewan Pool loaned us their truck, their two-tonne truck, and we put them on there and took them over to the steam plant.

NP: Could you lift them on that truck by hand, or did you have to--?

DP: No. We lifted them up with a chain fall because there was a—on the back side there—there was a beam went out. The beam went out, and we dropped it on the truck. Yeah, yeah, yeah.

NP: And how did you move the flywheel then? The big half of the flywheel, how did it get moved because that was the heaviest part?

DP: Yes. I don't remember now. I know it was too heavy for the truck we got from Saskatchewan Pool. I think Phil LeBrun, I think, helped us move it over there.

NP: Now, Mr. LeBrun, is this the same LeBrun that then a few years later contracted to get rid of the silos and did the explosion to get rid of the silos? Was it the same company, the same LeBrun company?

DP: I think so, yeah. Phil LeBrun.

NP: Yeah.

DP: The rope drive that went up to the top of the elevator to drive the elevator, my son and myself took that out, eh?

NP: And what did you do with that?

DP: We had it at home. Took it home. We don't have it anymore. [Laughs]

NP: Now, why did you have a rope drive at home? [Laughs]

DP: Well, because my boys wanted it. That's a long story! [Laughs]

NP: Like, I'm familiar with the rope drive that they have at Western Grain Elevator. It has big pulleys and huge ropes. Is that what we're talking about, the big pulley system?

DP: Well, Western Grain, they had the same engine before they converted to electric power and that. Yeah.

NP: Oh, they had the same engine?

DP: Yeah. I think. But they main rope drive is at Thunder Bay Historical Society in the basement.

NP: Oh, is it?

DP: It was. We saved the main rope. Yeah.

NP: Okay. Any other parts? Like, the rope drive, what parts are there to the rope drive? What parts constitute a rope drive?

DP: Well--.

NP: So I'm looking at this picture here that we have of the steam engine, and there's ropes coming into the big flywheel.

DP: Yeah. It went to the big flywheel and then over to the other flywheel that is over there. It's not as big. It's like this, eh? Then there was a shaft going out to the elevator, actually, with a rope drive pulley on it. But it was a smaller rope, yeah. And then it went up the elevator to the top, and then it drove the elevator with a rope for whatever. Yeah.

NP: Yeah. So the pieces that would be at the Museum, what pieces would be there? Just the rope?

DP: Just the rope. Just the main rope. I know he had it there in the basement, had a spool. Yeah. I don't know, Nancy.

NP: So when you think about the task of dismantling the machine, what was the most challenging part?

DP: Everything! [Laughs] Everything was challenging. Well, we were young.

NP: What makes you say that?

DP: We were young, and the challenge was to get it dismantled. It was a challenge to have to replace the chain falls and stuff that I took and checked out of stores.

NP: Because moving it was hard on your different pieces of equipment? Moving it was hard on your different parts of equipment so that some of your equipment got damaged in the project? Stolen, anyway.

[0:20:11]

DP: Well, no, there was no damage to the machine. No.

NP: No, not to the machine, but to things that you used to get it apart and move it?

DP: To dismantle it? No. I actually got some of them back. [inaudible] through the grapevine].

NP: Oh, okay.

DP: Some of them, we had to buy new ones, eh?

NP: Mmhmm.

DP: A couple pieces, yeah.

NP: Was it difficult to persuade Saskatchewan Pool Elevator to let you have the engine?

DP: No, it wasn't difficult at all. I just went over to Mr. Hurdon, and he was just all for it. He was all for it. I'm not sure if they thought it was a good idea. Otherwise, he could see that we were interested. I was very interested, and I guess he thought, well, we would take care of it. Yes. But as I say, I made sure that we got it out and stored it.

NP: So when you got it over to the generating station, was it inside or was it outside?

DP: The main steam cylinders were inside, but the flywheels and heavier pieces were outside. Yeah.

NP: And was there much that the elements could do to ruin the flywheel? Or is the flywheel left outside not a problem?

DP: Not a problem, no.

NP: It just gets rusty.

DP: Well, I don't think it's rusty because there's so much paint on it. If you notice out there, there's some parts that for a few years my son and I went out and put grease along them out there because Dave thought they would [inaudible] all the parts that we thought that would get rusty like the--. Some of the parts are all chrome, eh? Chrome. So we put grease on them a few years ago. We also took some--. I got some small parts at home, just small parts, because they were down in the shed, and we thought they would get lost.

NP: So what kinds of parts do you have at home?

DP: Oh, just some of the linkage parts for the steam ignition, dashpots. You know, the little dashpots. Yeah, yeah.

NP: What are dashpots? Looking at this.

DP: This here is the--.

NP: We're looking now at a picture of the engine.

DP: Yeah. That's them way over here.

NP: All these little things that sort of stick out from the--.

DP: Now, these are all chrome, eh? Yeah.

NP: Okay. So those you have.

DP: And the dashpots you can't see, but they're on here. Yeah.

NP: How difficult, do you think, would it be to put it back together?

DP: Actually, not difficult at all. The difficult part is getting a foundation. That would be--. I've travelled through the States, and there's a few engines there they use in the lumber industry, and they're all set up, but not near as big as this. But they're now set up. That's the difficult part would be to get the foundation to hold up.

NP: Now, somebody has said to me that there is an engine at Confederation College outside.

DP: Yes, there is.

NP: And what's the difference between that one and this one?

DP: Well, that one at Confederation, that's vertical. This one's horizontal. That one at the college is not nearly as big as this one. It's an old vertical engine, but it's nice.

NP: Do you know where it was from? The college one, where it came from, what it was used to power?

DP: I don't know. I don't know. I don't know. I've seen it, but I don't know what it was for. I don't know. But it's just--. It was all one piece, eh? Solid one piece. You would move it. Yeah, yeah.

NP: If you had it together—you know, you put the machine back together—and people were invited to come and see it, what would you tell them about it? Because you'd be talking to people that wouldn't have a clue even what it was.

[0:25:15]

DP: Yeah. Well, the thing is, if it was set up, it would be to have a plaque set up and a picture like this of the machine. And if we're around at time, I would be very happy to explain everything to them. I know there'd be a lot of interest in it once the people see it. There'd be a lot of interest in it, I'm sure.

NP: So what replaced these engines? First of all, what fueled this engine? What was the fuel used for this engine?

DP: Steam.

NP: From coal? Coal fired steam?

DP: Yeah, the boilers were. Yeah. They were coal fired steam, yeah. There was only, I think, about 150 pounds of pressure. That's all.

NP: And what was it replaced with? So what kind of engine replaced this kind of engine?

DP: Well, at the Empire Elevator, nothing.

NP: Nothing, no. [Laughs] But at other places?

DP: At Western Grain, they replaced the engine with an electric motor.

NP: And the electric motor would be one quarter of the size, less than that even?

DP: I don't know. I don't know what the horsepower would be.

NP: I'm thinking even just physical size, how much space it would take up.

DP: Not a lot. Maybe like this big around. Yeah. That kind of.

NP: And not very big, so. Yeah. I'm going to ask a question, and you may not know the answer, and I don't even know if it's a reasonable question. But what was it about an electrical engine that made it possible to be so much smaller than a steam engine? Is that too technical a question?

DP: Well, I guess because everything progressed. They had big electric motors and so much more compact than a steam engine.

NP: Did a steam engine have pistons?

DP: Yeah.

NP: And electrical motors don't need pistons.

DP: No, no.

NP: Yeah. So that would be a big difference in size.

DP: Right. Yeah.

NP: You can see I know nothing. [Laughs]

DP: Right. You know nothing about electrical motors. [Laughing]

NP: I don't know anything about steam engine motors either! [Laughing] I'm not the expert. It's not nice to laugh at me! [Laughs]

DP: Oh, I'm not.

NP: Is there anything else that you want to tell about the engine? Do you want to just flip through these pages and see if it raises any thoughts in your mind? Just flip through and see.

DP: Probably after I leave, I might think a lot.

NP: Well, just take a look because looking through them--.

DP: It's not a Wheelock.

NP: Oh, it's not a Wheelock?

DP: No, I don't think so.

NP: But this is a very similar type of engine?

DP: Gary Noble, see?

NP: Yeah. So what you're looking at here is a letter that went out from the--. Maybe can you read it, and we'll have it--? Just read it out to us. It's from the Thunder Bay Historical Society to possible donors, I think, right? Sent in--.

DP: This--.

NP: 1981.

DP: Yeah. Yeah. This was just to raise funds, eh? To raise funds for the engine. I'm not sure if they made much money. I don't know. This was after we donated it to them.

[0:30:10]

NP: Oh, okay.

DP: It was after we donated it to them. Gary Noble, he was very, very interested. That was before this guy now. Yeah. He was very interested.

NP: So they had a "Save the Steam Engine" project.

DP: Yeah. Goldie & McCulloch. Yeah, yeah.

NP: So that was the name of the manufacturer, Goldie & McCulloch?

DP: At that time, yes. It was in Galt, Ontario, but it was bought out by Babcock & Wilcox.

NP: Oh, okay.

DP: Which was a forerunner. This was a forerunner of Babcock & Wilcox.

NP: Yeah. And it's Babcock--.

DP: Babcock & Wilcox, yeah.

NP: B-A-B-C-O-C-K?

DP: Yeah.

NP: And Wilcox with an X?

DP: They're a big manufacturer of boilers and that. But I don't think they're in business anymore. I don't know.

NP: Never know that about any company these days.

DP: We had to pay the scrap dealer.

NP: To get a part back?

DP: Yeah, yeah. Actually, that guy Merv Shatner, he was very good, eh? Of course, he paid for it, so I owed him money. "It was you that--?" [Laughs]

NP: Well, you don't want to be out of pocket, do you?

DP: He was good though. Merv, he was really good, yeah. Yeah. I think this is great. This pretty well tells the story of Gary Noble. He said there's not another one. Not another one. Did you read this?

NP: No, but I'd like you to read it for the tape. I'd like to have it in your voice. Can you do that for us?

DP: It's just probably, Nancy, I think it's probably better for you to get copies of this.

NP: Oh, I will, but it's nice to have it on tape too because then we can use little pieces if we do anything in voicing. So even if you just read it from the beginning, you know.

DP: [Laughs]

NP: No? Do you want me to read it?

DP: You can do it.

NP: Yeah, but I'd prefer it in your voice. Give it a try. Pick a piece that you think is the most--.

DP: This--.

NP: It doesn't have to be perfect. If you're not comfortable, that's fine.

DP: Well, I'm not really. Yeah. [Laughs] There's so much here, eh?

NP: Yeah. It doesn't take long though when you talk it.

DP: There's so much there. I don't know.

NP: Yeah, that's okay. Never mind. It's not a problem. Is that the same sheet?

DP: The same, but this is a better--. This is a--.

NP: We're just looking at information that was in the files at the Thunder Bay Historical Museum.

[0:35:11]

DP: This is pretty good. This pretty well tells it.

NP: The story of the engine.

DP: Yeah, yeah. So, you know, 1904 when it was built. A long time.

NP: Over 100 years now.

DP: Almost older than me! [Laughs]

NP: Well, and it came out. So it was about 80 years old. Well, a little--. 75 years old. It had served that elevator for 75 years.

DP: This was 1904 when it was built, so that's 113 years old, eh?

NP: Now, yeah.

DP: Yeah, yeah. I'm only 91. [Laughing] That's why I'm kind of glad you're involved because you're really working at it. But I'd like to be kept in touch, eh?

NP: Oh, yes.

DP: You see Delpino is--.

NP: Well, there's nobody else who has your background and knowledge of it. So I'm glad we met up.

DP: I was pretty well--. My brain still works. I'm not senile yet. [Laughing] I pretty well know how it goes back together.

NP: Yes. No, you're invaluable. I'm so glad we've finally--.

DP: Nancy, the foundation, the bottom half, the bottom pulley, set in a pit, eh? The bottom half of the pulley.

NP: You don't really see that in the picture, do you?

DP: Yeah, see this? The bottom half of this is set in the centre.

NP: Right.

DP: But it's set in a pit, the bottom half.

NP: So that the wheel could turn.

DP: Yeah. Well, yeah. You see the rope drive came up to this other driven point. It was smaller. Yeah.

NP: Yeah. I think we have a better picture here.

DP: Yeah. Like this. Just the--.

NP: This here. So this is what you're talking about. This part was in the pit, the bottom piece?

DP: No.

NP: Well, you have your pictures, which we will look at. I wonder if these are your pictures here. Are these your pictures by any chance?

DP: Yeah. There's some, yeah.

NP: Yeah. So maybe what we could do is let's--.

DP: This is the steam cylinder here. Now, the governor--.

NP: Well, let's take a look at your pictures, and we'll have you talk about the pictures and what they show.

DP: Yeah. Let's see here.

NP: And what I will do is I will try to take pictures of your pictures. Do you want to put them in some kind of order?

DP: This is the crank back and forth.

NP: What part of the engine is that called?

DP: That is--. The steam cylinder was here. The steam cylinder was there, and it drove here, and it drove the pulley.

NP: Okay. And the next picture?

DP: That's just the--. That's the picture of some of the valves and the governor. Yeah.

NP: Let me just take a picture of that, the one with the valves.

DP: That's the valves.

NP: So we're looking at it this way.

DP: Yeah, yeah. Now, this is the--.

[0:40:13]

NP: So would these be some of the pieces you have at home?

DP: This is--. I don't know. I don't know what happened to it. I don't have it. I don't know if somebody at Hydro--. I don't know.

NP: Oh, jeez.

DP: I don't know. I think there was--.

NP: And what is that thing called?

DP: That's the governor.

NP: Okay.

DP: See, that down there.

NP: The thing with the little balls on it.

DP: This was driven by a belt, and sometimes as the speed came up, the governor would control the speed. See, and these five-ball governors, these would go up, and it would shut the steam off, eh?

NP: So could you operate a steam engine without the governor? Or it would just overheat?

DP: Well, no, you couldn't, not really, because you have to have something to control the speed.

NP: Yeah.

DP: The other way, you've got to do it by hand, eh? You wouldn't be able to stop it.

NP: So if you're missing that, is there ever any chance that this would get operational again? It wouldn't if it didn't have a governor?

DP: No, Nancy. It would be nice, but that's a real, real big project that.

NP: Yeah. Unlike--.

DP: We had thought at one time that maybe we'd get it to run on air, but besides that, you'd get involved in insurance. So.

NP: Ah. I'm sorry. I didn't hear what you said. At one time you thought--?

DP: At one time we thought we might try to use air.

NP: Use--?

DP: Use air to drive the pistons and all.

NP: Oh, okay.

DP: It's just--. Or if you wanted to get a display, the best way would be, I think, to mount an electrical motor below it and run it with a belt.

NP: Ah, okay.

DP: That's what I would think. It would be nice, but--.

NP: Unlikely.

DP: That's a big job.

NP: Yeah.

DP: The one's I've seen are all static. Yeah. It would be great. It would be great to show you the pictures that I got at home. [inaudible]. But they're on a movie. It shows you it operating, eh?

NP: The movie? Yeah.

DP: So you could probably take them to somebody and update them on a better tape. The one I've got is just from my old Brownie movie camera.

NP: Right. So we should see if we could take it some place and get it done.

DP: Oh, I'm sure, because I saved them for you.

NP: But it needs to be updated to a different medium, like on digital. Digitize it. Digitize it. Make it so you could use it on the computer.

DP: No, no, no.

NP: No, not yours, but you can upgrade it.

DP: Yeah, I know.

NP: So can we do that sometime soon?

DP: Yeah. See, I got the projector, which they don't have anymore. It's a bit of a hassle.

NP: Mmhmm.

DP: It can be done. Dave and I, we looked at it a couple years ago, eh? But I wish I had have taken more moving pictures, but that's how it goes, eh?

NP: Yeah. That's the way it goes.

DP: How much it would take to make a man take a real good picture, you know? But we didn't do it.

NP: No. You were busy saving it.

DP: We didn't really have that much time to get pictures because they were just, up in the elevator, once that was going, that was it, eh?. They shut the steam off, and that was it, eh? Yeah. Reg Crane was the operator. I don't know if you know Reg Crane or not. He was the operator there. Yeah, yeah. So you know, that was just amazing. Like, I'd never seen one run, eh? I'd never seen one run in my life. I know some of the ships, they had reciprocating engines, some of the lakers did too, but that was, of course, a way, long time ago. I never seen one run. That's when that was this--. The other guys were amazed to see it run. Yeah, yeah. It was such a--. It was beautiful. Just the quietest. And once you get the big flywheels going, the momentum, it was just--. Yeah.

[0:45:19]

NP: I would expect that they'd be a bit dangerous to work around once they got moving.

DP: Well, they had, I think, you can see some of the guard rails there, eh?

NP: Yeah.

DP: They had to put guard rails. Anything is dangerous if you don't use your head. Yeah, yeah.

NP: Yes.

DP: You know?

NP: So is there anything more that you'd like to say about the project or your hopes for the engine from here on in? What you hope we'll be able to accomplish now with the pieces? What are your hopes?

DP: At my house?

NP: No, at wherever the engine finds itself in the next month or so. So when it gets moved to Richardson's, what would you like to see happen?

DP: To see it assembled somewhere.

NP: Okay.

DP: I'd like--. You know, the city should have it down in the waterfront. That's where it should be at. Some other stuff should be there, like I said, the grain industry, like the caboose. The caboose is nice, but there's all kinds of cabooses, eh? And now [inaudible] You don't really need--. It would be nice to have it enclosed, but you don't really need it. It would be nice to have it covered, but that what could be down the road, Nancy.

NP: Yeah.

DP: Maybe have, of course, then have panels that you can put in the wintertime because a lot of people come there. I know it would be very interesting. [Laughs] Yeah, it would. It would. I know. Like, I know I'd bring my boys, Dave especially. I'm very--.

NP: Have you--. Sorry. Continue.

DP: I'm very enthused. I'd love to see it setup. I'm sure you're going to get some donations once you get it going. You could probably get donations. Yeah. I was involved in the minor hockey league. So I got--. We sold tickets for boats and motors and that years ago. When they see me coming, they say, "He wants to sell something!" [Laughing]

NP: I'm starting to get the same reputation.

DP: It's just a, you know--. Even the guys you talk to and everything, the younger generation, they'd be kind of amazed to see it set up, and they would probably--. It would be good to have a donation. If they want to see it, have a donation box. You know, once it's set up, it's no upkeep really other than maybe painting it, eh? Yeah, yeah.

NP: Yeah. Well, I'd like to thank you very much for telling us the story because, as you said, you--.

DP: Oh, I'll be around, Nancy.

NP: You're one of the last people around that was involved in keeping it.

DP: I'd like to--. Like, when you move it, I would sort of like to be available.

NP: Yeah. And that's why I'd like you to contact Gerry Heinrichs.

DP: Yeah, yeah.

NP: So that you get his phone number so that if he calls you, you'll know it's him.

DP: I'll see, yeah.

NP: But I'm going to officially sign off the tape right now, and we can continue to talk afterwards.

DP: Yeah.

NP: Thanks again.

DP: I could go over there--.

End of interview.