BH: In like 1946 jobs were few because of everybody getting out of the service, right? And I was fortunate enough to have a friend who put me on a temporary emergency, and that’s the way I started. 1949 I made regular and et cetera, et cetera, okay? Did you have any family that was involved in the Post Office? The answer is that I had an uncle who was a mail carrier. Describe your work place. It was dirty, it was hot in the summer, sometimes very cold in the winter. Alright, what size RPO did you work, apartment or full? I worked on 30 footers, I worked on 60 footers. Mostly on 60 footers. 30 footers were taken off in about the 1950s or 60s. They eliminated ‘em. What did you typically wear? I love that one. We didn’t wear tuxedos [laughs]. No, we wore work clothes, it was a dirty job. You changed your clothes when you go on the train, and you changed them when you got off, okay. Do you mind discussing your pay with us? Well in 1946 my pay was 99 cents an hour, okay? And it went up from there, you know. But that was the starting pay. I can give you hour and dates here if you want them, I’d have to look it up, okay? Next one, do you have any special tools? Well we supplied our own knives for cutting the twine bundles, and we supplied our own headers, which was to tell you where the mail went, and we also supplied our own study cards. We had to buy them ourselves. But we studied different states for examinations. Alright? How many hours did you work on average? Average was anywhere from 9 to 10 hours, you know, if everything was on time. Alright? Where are we here... How many consecutive days did you work? Well, if you were a substitute in the summer where I was, you’d work anywhere from 28 to 29 days a month. In the winter, you were lucky if you worked two weeks at all. If you might not work for 2 weeks without anything. Alright? You got that? Next one, where did you stay between shifts. Well, that’s another one. We used to have an apartment that we all stayed in, and finally we had to move out of there, we went to a small hotel and they actually sometimes some guys would stay at the Railway Y, right at the station. Alright? What lifestyle was particularly difficult to get used to? Well, let’s put it this way. You had to be the right type of person. If you weren’t the right type of person you wouldn’t last too long out there, you know. You had to, you know, like the job, like the things that are all about it. Were you in the union? Well actually, when I was in there was no union, they were called an association then, they weren’t unions as you have them today at the Post Office, the carriers and the other ones. We just had an association. So. Did your family... your wife. Well my wife, like any woman, she didn’t like you away from home at night. But she knew that before we got married, so it made it a little easier, like that was my job. If your wife or children might have any stories, no, they have no stories. Did you have any real good friends? Yes, I did have a lot of good friends. Unfortunately they’re all deceased. You know, when you go back to 1949 on the trains there’s not too many guys left. Alright. How often did you get tested? Every two years, but you never got repeat for 3 years. You had to bring with you a black book, your gun, a scheme book, they all had to be up to date. Do you understand any of that? What was your favorite part of the job? Very easy, days off [laughs]. Alright. What was your least... part of the job? Well, working on extremely hot days. You’d go to work, maybe it was 3 hours before the train left and you’d be in the middle of the heat from 2 o’clock in the afternoon to 5 at night. It was pretty warm. Did you ever get injured while on the job? Well, one time I got slightly injured one night when they were connecting cars, I got bumped onto the floor. But there was nothing serious. I know two of us, two people got killed out there. What’s the most unusual thing you ever transported? That’s a tough one, you know. Hard to say with the mail, we just... a lot of money, we had, a lot of money. And, do you have any stories from the RMS? Oh yes, but I can’t tell you them [laughs]. Alright? What was the funniest thing that ever happened to you? Well, roughly, you know, in the course of those years a lot, but I remember one time a kid showed up, he was from Boston terminal, which is a big Post Office, and we were short of help so you called up there and they sent someone down. He showed up with a white shirt on, you know dress white shirt, and I says this isn’t going to last. He didn’t. He got off the first stop, quit, so. Did you or any coworkers ever make a major mistake? I don’t understand that question, what’s a major mistake? INTERVIEWER: Well we were just... BH: Getting on the wrong train or something? INTERVIEWER: Well we were just looking for any stories, I know I heard a lot of issues when you would do on the fly mail, of bags that wouldn’t make it to the catcher, or go under the train tracks or something like that. BH: Well, the catcher sometimes, I seen catchers where they missed, yes. That wouldn’t be a major mistake, but it happened quite a bit, that’s why they stopped doing it. What was your proudest moment in the RMS? Well, I got a couple of safety awards, for suggestions and things like that make you a little happy, you know.