INTERVIEWER: I was wondering what made you decide to work for the Railway Mail Service, initially?
LL: Well, I had a first cousin that was in the Mail Service and he talked me into it. That’s the reason, that’s the reason I was in there. His name was Otis Levins. Of course he’s dead now, been dead several years.

INTERVIEWER: What sort of schedule did you have on the trains?
LL: Oh good gosh, I don’t know.

INTERVIEWER: Did you work at night or during the day, or some of both?
LL: I worked day and night both. I was on trains from Bristol to Washington, DC, and I’d go up on, I’d leave Bristol around three o’clock in the morning, and get up there around eleven. Then I’d go to work 4:30 the next day, come back on the train, get back to Bristol at 5 o’clock in the afternoon. So it was long hours, hard work, and dirty [laughs]. But I enjoyed it. It was a good job, good paying job, good insurance, everything with it.

INTERVIEWER: Was there anything you didn’t like about it?
LL: Well, yeah, we had to take examinations and we would take all the post offices and the states that we were running to and everything, and what we connected with different trains that we had to know how to work that mail right down to the last post office. We’d leave, say we’d leave Bristol, we’d work Virginia on the way to Washington. We’d work the mixed states mail, that would be all the mixed mail be thrown together, we’d have to work that all out into the states and cities and towns, the carriers and all that. It was a brain job. You had to know what train got the mail out the quickest.

INTERVIEWER: Did you ever run into any danger?
LL: Oh yeah. Yes, we, once in a while there would be a wreck somewhere. They had one down here in Bristol one evening and a cousin of mine that worked with us, well he was on the train coming in, and so by the time he got through down there he had to turn right around and go back up the road on the next train.

INTERVIEWER: Were you ever injured?
LL: No, never did get no injuries.

INTERVIEWER: Do you ever remember transporting anything unusual?
LL: No, not that I know of.

INTERVIEWER: Did you ever see someone make a major mistake, or anything like that?
LL: No, the only thing that would make a mistake, in examinations that we had to take on post offices in different states, might make a mistake there. See what they would do, they’d give you a, what I’m saying... an examination and you did, we’ll say the state of Mississippi. You had to know all the post offices in Mississippi. Alabama, Tennessee, Virginia, Kentucky, West Virginia. And, trains we connected with, why we had to work the mail to them, and what we got from them, we had to work it into the cities and boxes and towns and all that. It was a brain job, is what it was. You had to know the states, what trains it served, what post offices they served, all that.

INTERVIEWER: Any other stories or memories you have from your time in the service?
LL: Um, no, nothing that I know of. I worked Highway Post Offices on the Bristol to northwest Virginia and to Pikeville, Kentucky, that was a big thing. It was rough. They beat you to death. You’d come out with blue spots all over you [laughs], bouncing up and down. What we’d do on that, we would pick up the mail in Bristol going through Pikeville, Kentucky, and we worked all the offices on that route, coming and going. The mail that they had, incoming and outgoing both. And you had to work that right down, right close.