

ALFRED ANTHONY RIDER

Interview by Bill Miles  
January 30, 1991

TOPICS:

Rural Life  
Threshing  
Moving Trees  
Teaming  
Childbirth  
Kendall School  
Industrial Education  
Great Depression  
WPA  
Postal Service  
Public Transportation  
Intersection of John R and Eleven Mile Road  
Incinerator  
Airport

Transcription by John W. Weigel  
October 27 - November 9, 2002

Q: Well, just say something to him.

A: I'm just curious. You've got this [inaudible].

Q: Testing, one, two, three, four. Today is January 30th. The time is 9:22. This morning we are going to interview Anthony...Alfred Anthony Rider, a lifetime resident of Madison Heights. [Tape turned off and on]. Today is January 30th, 1991. The time is 9:42. This morning we are going to interview Alfred Anthony Rider, a lifelong resident of Madison Heights. Mr. Rider was a postman in Madison Heights for over thirty years. Today we discuss this and many other interesting facets of Mr. Rider's life. Mr. Rider, please state your name and address for this taped interview.

A: Well, my name is Alfred A. Rider.

Q: Anthony?

A: Yeah, usually an A. It's easier [inaudible]. And I was born in what was Royal Oak Township.

Q: Okay.

A: Madison Heights as...as...as...as an entity didn't exist until about 1956, and my folks moved out here in 1914.

Q: Okay, and you moved out to where, now?

A: Eh, to Nine and Half Mile Road and John R.

Q: Yeah, okay.

A: And I was born on the southeast corner, and my brother started then to Lacey's school, I think in the...um...in the fall of 19...he was at...Lacey's school was in Hazel Park

Q: Okay, so you originally...your family originally moved to Hazel Park.

A: Yes, and...

Q: You were born where, in Madison Heights?

A: My...I was the one at Hazel Park, on the corner of Nine and Half Mile and John R...

Q: Okay. Now how many times did your family move before they finally settled in Madison Heights?

A: Um...we moved in...it used to be you rented a farm. You rented by the year. Or you rented for six months for the growing season, and you headed back for Detroit, or you...maybe with relation that tightened up. Or if you had some animals in stock or sumpin' like that, you...well you maybe stayed on the farm and spent the winter looking for a cheaper one.

Q: Okay.

A: Or...or a better one, whatever you could afford.

Q: Yeah. Yeah. Mmhmm.

A: But the people drifted along. But it seems like my folks lived in the...in the place about three years.

Q: Mm-kay.

A: Uh...I...they moved in where...where...where...where I was born in 1914 and they moved from there in January...

Q: Mm-kay.

A: ...of 1919. They moved about...about...two months after I was born.

Q: Okay.

A: And it was so cold when they moved, they...they kept the fire. They moved on what they called a flatbed or a hay wagon.

Q: Okay.

A: And they...and they left the fire in the stove.

Q: Oh you're kidding.

A: They put a...they had a...

Q: Right on the wagon?

A: Right on the wagon. They had...they had it up there. They had it tied there so it wouldn't tip over. And they left the stovepipe on it for a draft, and they...the stove was smoking as they moved. And my ma, I think, sat by the stove, by the stove, holding me in my rocking chair or something, so I wouldn't freeze...I wouldn't freeze, and then when they got to the...to where they were moving, which was only about...oh, about half a mile from where they were...

Q: Now that was in Hazel Park?

A: That was in Hazel Park too.

Q: Okay.

A: They moved this farther west on Nine and a Half Mile Road. They moved between John R and Campbell.

Q: Okay.

A: But they were moved over at John R, they moved there. And it's only a short distance, a little over a quarter of a mile.

Q: Okay.

A: A half a mile to about where they were. And they stayed there about four years.

Q: Okay.

A: They stayed there I'll say three years.

Q: Okay.

A: And then they moved from there to Eleven Mile Road and Stephenson.

Q: Oh.

A: It was in, I think, 1921 or 22.

Q: So that would have been Madison Heights.

A: It was Royal Oak Township.

Q: Royal Oak Township, right.

A: Madison Heights didn't exist.

Q: Right. That's right.

A: And they lived there then until they put the Stephenson Highway through.

Q: Okay.

A: They had...they farmed, I remember seeing old fields and when the potatoes that we had growing between Eleven Mile Road and Fourth Street.

Q: Okay.

A: And they have...they...we owned...growing the oats when it come time to thresh 'em, they went out with a binder and cut 'em and tied 'em in bundles. Then they had...they sta...they stacked of oats in our yard.

Q: Mmhmm.

A: And then they come in with the steam thrashing [sic] machine, the steam engine...

Q: Mmhmm.

A: and pulled the thrasher behind.

Q: Mmhmm.

A: And then they set up the...the thrasher and the belts and then they had the harvest crew come in the...and they brought fantastic appetites with 'em...

Q: Yeah.

A: Later ten men come in to work with the...with the thrashing machine...

Q: Mmhmm.

A: ...and they...they bagged the thrash, the oats that goes through the rollers and gets the oats off of their straw. And then they brew the straw up in one pile and they bagged the oats on this side of the machine.

Q: Now...

A: And there's a...it was a great fire hazard. You had to be sure you had the...the steam engine downwind from the thrasher because they sp...they threw sparks.

Q: Okay, now you lived there what...four years?

A: We lived there approximately...oh we'd probably say three years.

Q: Okay. And then from where there?

A: And from there when they...when they're puttin' the highway through, they had to tear the big farmhouse down. It was a ten or eleven room house.

Q: Big...

A: Big farmhouse.

Q: Okay.

A: And they tore...and that was on the north side of `leven Mile Road, right where...where 75 goes through.

Q: Okay.

A: They tore that down and then they moved from there in the spring, I think it was about March when they moved. They moved to Fifteen Mile Road at another one of the B.F. Stephenson farms.

Q: Okay.

A: And they stayed there three days. They were...there were on Fifteen Mile Road. At that time, in 1926, there was one car a day went through. When he went to work in the morning to Highland Park and he drove back at night.

Q: Mmhmm.

A: And that was the only home-made public transportation. If I remember right, Fifteen Mile was paved, John R was paved.

Q: Okay.

A: And my mom read in the paper where some woman...we had a...they had a deep well there in the cistern...in the pump st...stuckers and everything else. And there was a...a huge well, about seven by six, eight feet in diameter, and a deep one. And the pump suck her up through the middle of it. Well my ma read in the Pontiac paper, the Pontiac daily paper, it's...they're still publishing it, and...some...some woman on the farm...I don't know where it was...was someone...that somebody attacked the woman in the farmhouse and threw her down in the well, and the...the stand pipe or the sucker pipe in the center, the intake pipe for the well...

Q: Sucked her in.

A: pene...no...penetrated her.

Q: Oh my God.

A: She was im...impaled on the...on that pipe. So my ma lost her nerve about staying out there in the wilderness.

Q: Okay.

A: And so then they had to find another house and they moved back to Haz...Nine and a Half Mile Road...

Q: Okay.

A: ...to...to friends that have the...had the little house down there. So they came down from ten rooms of furniture to four.

Q: Okay.

A: And my pa had to build a barn down there for the horses and stuff like that. Then they stayed there...oh I think that was in March again, of 1925.

Q: Okay.

A: And then they stayed there...didn't stay there long, maybe a year. And then they moved up where [Madeleine?] and Harwood.

Q: On Harwood, okay.

A: In 19...they moved there in September of '26 and I started to school at the Oakland School, which is over on Hudson and Stephenson, now in Royal Oak but it was in the Madison District.

Q: Okay. Do you think...before we get into that now, I want to ask you, your father made a living how when you moved to this area?

A: They called it general teaming.

Q: Okay.

A: Teaming with the horses. He would walk. He would plow gardens. He would cut the weeds with the mowing machine. He would dig basements.

Q: Okay.

A: He would...he would open...he would make re...streets. He'd...when they su...when they subdivided a subdivision...

Q: Okay.

A: And they put streets in their subdivision, and sidewalk and stuff like that, he would go out there with a team of horses for about six or seven dollars a day and they would, like put the crown in the center of the street.

Q: Oh, I see.

A: They would...they would dig down there, they'd plow a couple of furrows up and then they...they'd take a grater and then they'd roll out with a grater. And they had a horse-drawn grater.

Q: Uh huh.

A: [Inaudible]

Q: He did a couple other things too, didn't he? Besides using his wagon...

A: It was...he used to move trees.

Q: Yes, now this is interesting...

A: He used to move trees. The stuff was eight, nine inches on...on a little horse-d...one-horse wagon.

Q: Uh huh.

A: Two horse wagon. And it was like an artillery p...it looked...the only way I can describe it to you would be like a field artillery piece.

Q: Okay.

A: That would disassemble. You could [inaudible] dismantle it [inaudible]...

Q: This is the wagon you're talking about.

A: Well, we're talking about the wagon...

Q: Yeah. Okay.

A: You could...you could take it to pieces in sections and they would use that to move the tree.

Q: Okay, now you explained to me how they did this. Tell me how they dismantled the wagon and what happened.

A: Well, they had...I had...I'm gonna...what I'm gonna explain to you is hearsay, 'cause I...

Q: Okay. Okay.

A: [inaudible] I've never seen it done. I was too small to take into the woods to see it done.

Q: That's fine.

A: But they used to go out and they would dig...oh a trench around the tree about two and half, three feet from the trunk.

Q: Okay.

A: And they would dig down eighteen, twenty inches.

Q: Mmhmm.

A: And if they could, they liked to let it freeze overnight, 'cause when you go into the woods under the...under the leaves and everything, the frost doesn't penetrate too far.

Q: Okay.

A: There'll be snow there and leaves and everything, and maybe leaves from seven, eight seasons that didn't fully deteriorate...

Q: Okay.

A: I s'pose today we'd call it a rich and loamy soil.

Q: Yeah.

A: And then they'd...they'd like to have that freeze on there, and then...why they'd come the next morning, and they'd bring the tree wagon.

Q: Okay.

A: And they'd drive up within reasonable distance there from it, within...close as they could get to it, 'cause the wagon was...wasn't easy to handle by itself.

Q: Okay.

A: And they'd dismantle the wagon, and then they would take the...the back off of it, and they would...they would push it up...two or three men would push it up there by hand, and stand the...the...the...what they called the...the boom on it...the

- beam on it, which would be like the artillery piece and stand that up straight in the air.
- Q: Okay.
- A: And they'd put that against the tree trunk.
- Q: Okay.
- A: Then they would either chain or rope or tie the tree trunk to the...to the...all right the cannon, the arti...the boom and the wheels under it.
- Q: Okay.
- A: And they would use the wheels then as a fulcrum.
- Q: Okay.
- A: And they would use the...the...the top of the tree as the leever [sic].
- Q: Okay.
- A: And they would, if it was a real big tree, they would hook a small block and tackle up in the tree before they ever started to bend it and pull it out.
- Q: Okay.
- A: And then they would start tipping the tree on the wheels, on the axle.
- Q: Okay.
- A: Like you'd start bringing it over.
- Q: Okay.
- A: And they would use the horses to draw that tree over and that would raise with...at that time and the bottom of the tree that they had dug out, they'd call it the butt.
- Q: Okay.
- A: And they would...they would lift that up and they'd get under there with axes and cut the roots off, so they carried about...oh...about two feet of dirt on that...on that butt.
- Q: Okay.

A: And then if...if it wasn't froze enough, they would wrap it with...with some kind of padding. They had b...blankets...horse blankets or burlap bags or anything and try to tie it there to keep the dirt on the tree...on the s...on the roots.

Q: Okay.

A: Then they would bring the...then after they got that tree tipped over, if it was a big tree, they...they would wrap the branches...they'd come...had to squeeze the branches down make 'em...to make 'em...to narrow it down, 'cause they can extend over fifteen feet from...ten, twelve, fifteen feet from the trunk.

Q: Okay.

A: So they'd try to bring the branches up to tie it so they could take it down in traffic.

Q: Okay.

A: Then they would slide the...the bottom of the wagon...the platform under it.

Q: Okay.

A: Then they would...they had the...there was big eye-bolts there and pins and...and chains on there and a hand windlass that they would crank it up with the barb out so long.

Q: Okay.

A: 'Bout... 'bout three feet [inaudible]...

Q: About three feet, okay.

A: Three feet long. And then they would lift that back of the tree...that whole tree up on that and then they would let...let the butt come down on that platform and then there was other...oh I guess you'd call 'em big eye-bolts, they would be about two feet long, and the back of the wagon had other hooks there that were adjustable...

Q: Mhmm.

A: And they would bring that back there...they served like as radius rods so that the wagon...the thing didn't twist on the platform.

Q: Mhmm.

A: And there would have been...it was secure.

Q: He did a lot of trees like this, didn't he?

A: Oh yes. He thought nothing of moving seventy, eighty a winter.

Q: Where did they take these trees?

A: Anywhere and...anywhere that they could know anybody wanted a tree and that... he worked for the Detroit Shade Tree Company for a long time.

Q: Okay.

A: And they moved on the average of five a week.

Q: Oh my God.

A: All summer long...all summer long.

Q: It was work.

A: All winter long. Yeah. And they used to go from Nine and a Half Mile Road and John R, where my pa lived, and he'd come out...he'd walk the horses maybe out here to Ten and a Half and De...and...or Eleven Mile Road and Dequindre. And get...get a tree out of the woods there. And then they'd take it to Grosse Pointe.

Q: Okay.

A: Go down on Vernier and Jefferson and the streets down there...they'd go down and where...they'd take that tree down in a horse and wagon...the two-horse and the wag...and walk it down. And that was before the streets were snow-plowed or anything else. The horses just walked down there, they'd track in the roads where they had...like the way the car tracks, but they were wagon tracks, and the horses just go down the road. And they'd take that great big tree down there. It didn't matter if it was ten below zero or what, they took it down there.

Q: Okay, I got a question now. Besides the tree moving, your father did something...he had another special job that he did on John R. Now what else did he do for side money?

A: Well, he dug basements.

Q: Okay, but something else you told me he did. Something to help the travelers, something on John R that he did. Didn't he pull people out of ruts?

A: Oh, when the people...this used to be in the spring, like I showed the little picture I had...

Q: Yeah.

A: ...here, but th...that picture is only symbolic, 'cause that's when the Secretary...

Q: Right.

A: ...of State's Office was in the...in the local papers.

Q: He was like the early Triple A society.

A: Yeah, something like that.

Q: Yeah.

A: And for two or three dollars, which was big money at that time...

Q: Sure.

A: ...he'd go out and pull the people out of the mud holes.

Q: Ver...he really put his wagon to good use. He had a...

A: Well, the other...

Q: ...lot of things to do with it.

A: ...things there w...within a resu...a walkable...walking distance of home, let's say walking distance of half a mile, he didn't bother to use the wagon.

Q: Mm-kay.

A: There was nothing that...nothing like a wrecker that you lifted the front of the truck up or...

Q: Yeah.

A: ...anything like that. You just tied the...the chain or...you snaked the chain around the fra...frame and axle and bumper, and used the horses to pull 'em out.

Q: Okay.

A: It'd be just like as if you maybe used a small tractor or a bulldozer today to pull something out that could chain 'em and pull it out...drag it out.

Q: Okay.

A: And he did that. And he pulled fifteen, twenty people out every spring...

Q: Did he really?

A: ...for a couple of dollars. And then with the mowing machine, he used to go around cutting subdivisions.

Q: Okay.

A: When the...subdivisions were spar...sparsely built up and the...the...subdivider could try and make an impression, wanted to have the weeds cut.

Q: Oh, okay.

A: It looked so much...so...

Q: To make it presentable.

A: Make it look presentable. Yes, it was impressive. Oh, they trimmed the weeds and many of the subdivisions didn't have sidewalks. Many of 'em didn't have sewers or even water in 'em.

Q: Okay.

A: But Stephenson was one of the...well, you might say more the elite or the exclusive subdivisions. He had sewer, water and sidewalks in 'em and gravel streets before he sold them.

Q: That was located where?

A: Well, along Stephenson Highway.

Q: Okay.

A: The Stephenson subdivisions originally started down around Oakland Avenue or I-7...I-75 or...not nor...quite 75. It's still Oakland Avenue and Detroit but the Stephenson subdivision...subdivision started down there, and then he...he would buy a farm back to back going out, trying to get a quarter of a mile wide or whatever...a third of a mile wide...

Q: To get parcels together.

A: And parcels...yeah...to make a continuous band up through there.

Q: And he was working his way out this way.

A: The...the B.F. Stephenson was. Not my pa. B.F. Stephenson.

Q: Yeah. Yeah.

A: Where the money was.

Q: Right.

A: And my pa worked for him. He worked for him from about the Seven Mile Road north.

Q: Mmhmm.

A: All the way to the Fifteen, puttin' the Stephenson subdivision through or subdivisions. And he...some days he would backfill sewers. They had a mechanical digger...they had a big old buckeye digger. [Inaudible].

Q: Mmhmm.

A: And that was fun to watch 'em crank that, to start it.

Q: Okay, I have a question. In the course of our discussion, you mentioned that you had two brothers and one sister, and that your mother had three other children that died while very young. Give us an example of the hazards of childbirth during the early 1900s.

A: Well, of course never having been a mother and having been there...

Q: Okay.

A: ...'cause I was about the last one come in [inaudible] was difficult, but as I understood by the stories that my mother lost her first child in 'bout, I think, 1905 or 6. 5 I guess.

Q: Mmhmm.

A: 5 or 6 they lost her, 'cause I don't remember the exact date of the birthday any more.

Q: Mm-kay.

A: That little girl only lived, I think, two or three days.

Q: Sure.

A: What caused the death...it was a normal...gonna be a normal child, but the house they were living in, a two story house, they got on fire. And they weren't tipped off that the house was burning or anything. It started from a faulty chimney because they didn't used to put flue liners in 'em.

Q: Mmhmm.

A: And the chimney got on fire and burned the roof off of the house where my ma was living, and she inhaled a lot of smoke before she realized that the house was on fire.

Q: Mm-kay.

A: And inhaling that smoke and getting it in her system, she was partially...oh you might say...asphyxiated from the...from the smoke and it got in her blood stream.

Q: Mmhmm.

A: And here she was within two days or so of giving birth to the baby, and that all seemed to poison the baby's lungs too.

Q: Mmhmm.

A: Because the blood transfers between the mother and the youngster.

Q: Sure.

A: And she'll...she...the baby only lasted about two or three days and she was gone.

Q: Okay.

A: Then of course as natural as things go, it was only a year, a year and half later, why she was pregnant with my brother.

Q: Mm-kay.

A: And when he was born my ma weighed eighty pounds and he weighed around sixteen.

Q: Oh my goodness.

A: He was a big baby, and she had to have a...a Caesarean sectional.

Q: Mmhmm.

A: And it wasn't the...the clever operations they do now, but it was just a straight, straight...she was cut from her vagina to the...to the navel.

Q: Mmhmm.

A: And then after the...after they took him, and then they sewed her back together. And it was...there was very little for pain or anything at that time.

Q: Mmhmm.

A: Maybe a little chloroform or there was nothing for infections or anything...oh perhaps iodine is not the best at burns, but I think they had...had iodine then and they used to have turpentine.

Q: Kinda...kind of rugged.

A: It was...it was typical. It used...I used to enjoy listening to "Gunsmoke" where old Doc Stowen used to...

Q: Yeah.

A: ...go taking his...his case with him, and he had some syrup of [ipecac?].

Q: Yeah.

A: And maybe a couple of aspirins...

Q: Yeah.

A: ...and a couple of other herbs there in the...in the old suitcase, and he'd give you that to fix. That was just the way it was when they were born.

Q: Okay.

A: And my brother anyhow was born, but back then they didn't issue birth certificates.

Q: Mmhmm.

A: The doctor, maybe, if you asked him, would give you a statement that he attended the birth and he'd charge you so much.

Q: Mm-kay.

A: And he's alive today. He's eighty-three past and lives in Warren now, Rikert's Trailer Park, and he's in excellent health. But...but anyhow he went on and then only...be another year and half, two years later, she had another youngster.

Q: Mmhmm.

A: But I understand...understand there was no pre-natal care. The pre-natal...what was pre-natal care? I don't even know if the word was in the dictionary.

Q: Mm-kay. You were just kinda on your own?

A: You were on your own. When the baby was born, either you...you took care...your husband took care of you or your mother or somebody....

Q: Or a midwife.

A: Or somebody acted...acted as midwife.

Q: [Inaudible]. Yeah.

A: And the midwives weren't licensed or anything. It was just a friendly neighbor come over and made sure you were all right.

Q: Mmhmm. Mmhmm. Okay, I got a question. What school did you first attend when your parents moved to Royal Oak Township? Now we're goin' into your school days.

A: Well, my...my first school days were down at...in the Hazel Park District, 'cause we were living at Nine and a Half Mile Road and what was that? It was still Martin Road.

Q: Okay, what...what school did you attend when you moved to Royal Oak Township?

A: Well that was in Royal Oak Township.

Q: Oh, okay.

A: Royal Oak Township goes from Eight...from Fourteen Mile to Eight Mile.

Q: Okay.

A: And it goes from Dequindre, I believe, to Greenfield.

Q: Mm-kay.

A: The township is...is six miles square.

Q: Yeah.

A: Thirty-six square miles in the township.

Q: Okay.

A: Six by six. And I went to the...to the Martin Road school down there, I think...oh from toward the end of April to a month of May, and I think I...I left Martin Road School around the 8th or 10th of June.

Q: Mm-kay.

A: And then of course there's...during the summer my folks acquired the property on here...on Harwood and might start remodeling the house or building that house.

Q: Okay.

A: And then we moved in there in September.

Q: Mm-kay.

A: And the school was nice. Through there I was in the, I guess, the kindergarten.

Q: The property at Harwood, when you moved there, you went to what...the Madison School District?

A: When I came to...when I came out here on Harwood, then in...in September...

Q: Of what year?

A: ...why that was in 1926.

Q: Okay.

A: I started to school, I think, I couldn't tell you whether we moved out on a Friday, Saturday or Sunday, but I started school second or third of October.

Q: Mm-kay. At which...at which school building in the Madison School District?

A: The...well, back then it was Madison District, District Ten.

Q: Mm-kay.

A: Like now. But the school distri...the school was...has since been sold to the Royal Oak District. And it was over at Hudson.

Q: Mm-kay.

A: And Stephenson.

Q: Mm-kay.

A: West of Stephenson.

Q: And it was called what?

A: West of Stephen...called the Oakland School.

Q: Oakland School, okay.

A: Oakland School.

Q: Okay.

A: And it was identical...it was the only time I ever heard of a school district building two schools out from one blueprint. And I think it was a very frugal, wise move.

Q: Mmhmm.

A: Because on myself, I can't see every school being dist...different.

Q: Mm-kay.

A: It's a big, big expense to the engineers and stuff. Every school got to be different, I don't see it.

Q: You told me some interesting facts about going to school during the Depression. What...can you tell me something...something about coal in the wintertime, and trying to keep warm...?

A: For...for...for a little fat kid it was...it was a bad mess. It was cold. We didn't have the warm, thermal clothing those days.

Q: Okay.

A: You wore a skimpy winter underwear.

Q: So you sat there all day in the school building? Freezing?

A: Where I went to the Oakland School, they had a...they had a furnace.

Q: Okay.

A: And it was a warm building.

Q: Okay.

A: And they had a regular furnace and everything. It was nice. But before that we had had the neighborhood schools on the corner, where you see little red schoolhouses.

Q: Mmhmm.

A: And they had the round old heater, I understand, or a coal stove. But usually a round, wooden...round-burning wood stove. In the center of the building.

Q: How did you get to school?

A: I walked. I was fortunate. I...I...I lived within three blocks of the school.

Q: Okay.

A: That was one of the incentives to bring my folks out here. 'Cause my mother wanted us kids to have an education.

Q: A good education.

A: Have a good education.

Q: Okay.

A: And bless her, she did her best to...to...to work with me all the way through. Sh...sh...she didn't graduate herself, but she went through the tenth or eleventh grade, and she was an in...very intelligent woman, and she wanted me to always do better.

Q: Madison School District had a good reputation even back then.

A: Well, it wasn't bad. But again they...there weren't all the subjects...

Q: Oh sure.

A: ...it was a good school.

Q: Sure.

A: It was a small country district. It was not a consolidated school but it was a district that was startin' to grow.

Q: They did a good job. They did the best they could do.

A: Well, may have for the kids that I knew, that I went to school with, a ma...majority of them were darn good students.

Q: I have a question here. Do you remember anything about the Kendall School? You were in that area. [Inaudible]

A: There was a school, yes, but it wasn't called the Kendall School at first.

Q: Mm-kay.

A: But it used to be a little white building.

Q: I believe they called it the White School at first.

A: I don't know if they ca...what they called it. I couldn't tell you.

Q: Yeah, we found something about that on the board mess.

A: But it used to be on the east side of John R.

Q: Mm-kay.

A: Approximately, given...maybe either where Andover comes through...

Q: Okay. Right.

A: ...or John R...

Q: Across there from the Chamber of Commerce.

A: ...across the street from the Chamber of Commerce...

Q: Right.

A: A hund...a hund...maybe a hundred feet either way.

Q: Okay. Like right in front of Wilkinson. Right in the Wilkins area.

A: But all of 'em...yes it was...

Q: It sits on John R.

A: ...on the John R side.

Q: Right.

A: The...they did not take that little white school down to build the old Wilkinson.

Q: Mm-kay.

A: All right, they tend to call it...it was just Madison School. And they did not take the little white building down to build...to build a...

Q: What did they do with that white building?

A: Well, that white building was moved over onto Lincoln Avenue.

Q: Lincoln and Wolverine.

A: [Inaudible] Wolverine.

Q: Yeah.

A: And they called it then the Kendall School.

Q: Right. After Frank Kendall, because that was the Kendall property.

A: After Frank Kendall, that's right. Well, and I don't think it was on the Kendall property, but he was one of the farmers there.

Q: Yeah, it was the Kendall property.

A: Because I...I...I couldn't tell you that.

Q: Yeah, we found some...

A: Records?

Q: ...a deed, where he...he deeded the land to the school district.

A: Oh for good.

Q: Yeah.

A: Good.

- Q: Yeah, we were lucky enough to find that but we haven't been able to find anything else on that.
- A: Yeah, was anything I told you instrumental in helping you or anything?
- Q: Yes. Yeah, the fact that you remember where it was originally will help us a lot.
- A: Yes. Yes. Well, the...then the Kendall was used as a little...what...three, four room school and the lady who got with my mother's midwife used to be janitress over there during World War Two.
- Q: Her name? Do you remember her name?
- A: Katherine Avery.
- Q: Oh, okay. What happened to the building after World War Two?
- A: Well, after World War Two, as a...because there were so many war workers in the district, the government we applied for...and the federal government built the...the Roosevelt school.
- Q: Okay.
- A: And yes I understood it that they gave it to the district...school district for one dollar.
- Q: Okay. Well what happened to the Kendall School?
- A: And the Kendall School, well, then was moved up to Eleven Mile Road and Groveland.
- Q: From the farm area to...
- A: From the farm area it was...was moved up to Eleven Mile Road and Groveland...
- Q: Okay.
- A: And then they made the Madison Methodist Church out of it.
- Q: Okay. Okay.
- A: They revamped it some, put a basement under it, and things like that, but they didn't do much to the exterior of the building.
- Q: Pretty much the same as what it was.

A: I would say it is except when it was a school it didn't have a basement under it.

Q: Mm-kay.

A: It just sat up on...on props, on posts or whatever you want to call 'em.

Q: Could you name all the buildings that you attended, all the school buildings that you attended when you were in Madison School District.

A: I only went to the Oakland and the...the old Madison that they tore down.

Q: Okay. Very good.

A: But the Edison School was built approximately 1926.

Q: Mm-kay.

A: Twenty...because when they...when my folks started moving off Eleven Mile Road, some partition...petition circulators came over to see if my ma would send my kids over to the Edison...

Q: Edison School.

A: ...School.

Q: Yeah.

A: But the only thing is, the Royal Oak District came out as far as Lenox.

Q: Mm-kay.

A: That's a block east of Stephenson.

Q: Mm-kay.

A: Lenox. And we were just out of the Madison District, and my ma told me sh..she would love to have the...have us kids go right near the school, but we had to go to the Royal Oak school.

Q: Mm-kay.

A: And we'dda had to go to the Ulysses Grant up in Royal Oak, which is up on Farnum and we had to walk there in 1925, although there was a bus running around on Eleven Mile Road.

Q: Mm-kay.

A: I think perhaps the Martin buses started back at that time.

Q: What year did you graduate from Madison Heights?

A: I graduated in...in June of '38.

Q: But you assu...you were through sooner than that, weren't you?

A: Oh yes. The class...the...the class...graduating class was so small that they couldn't afford to have a separate gra...graduating class for each...

Q: The Depression again, right?

A: The Depression, yes.

Q: Yeah.

A: They hadn't made the recovery from the major rece...the big recession.

Q: Okay.

A: And I actually graduated in January of 1938, but I hadda wait 'til June to get the diploma with the rest of the...with the AMB class combined.

Q: What can you tell us about your class pictures? I thought this was interesting. What...what happened while you were taking your class pictures?

A: Well, the...the conditions were very, very tight in that classroom...

Q: Sure.

A: ...we were down to the...I can't...I don't know whether it was Wiggins Photography...or...or...I'll have to look at the picture when it's [inaudible].

Q: [Inaudible].

A: I'll have to bring it in some [inaudible].

Q: Sure.

A: I know where it is. I looked for my annuals and I couldn't find them. But I didn't look far enough.

Q: Okay.

A: There's a lot of stuff in my house that I don't know where it is.

Q: Mm-kay.

A: But...um...

Q: But what happened? You told us something about the town and...

A: We were so...

Q: [Inaudible].

A: darn poor that four of...one of the boys--I think it was one of the Shedder boys--had a coat.

Q: Okay.

A: A nice little sports jacket that fit all of us.

Q: Okay...okay.

A: And we were all about the same size.

Q: Okay.

A: So...and so we...so the pri...picture would look presentable (class picture of course) why we all wore the same coat.

Q: Okay. You switched it.

A: We took it off, passed it around. Didn't even put in a...put a little p...handkerchief in the pocket I don't think or anything.

Q: Same thing with the tie?

A: Pardon?

Q: Same thing with the tie [inaudible].

A: I...I think two or three of us wore the same tie but I'm not positive.

Q: Okay.

A: 'Cause...but I know when I went to grade school, I wore the same little outing flannel jacket and a little shirt like...

- Q: No kidding. No Calvin Klein jeans, no Reeboks, none of that kind of stuff.
- A: Oh n...oh no.
- Q: You were very resourceful.
- A: Well we used to have...we used to wear little high top shoes.
- Q: Okay.
- A: That cost I think a dollar, a dollar and a quarter, and they had a little...gee, all the boys wanted these little high top shoes because they had a little pocket in the side where you put a pocket knife.
- Q: Oh no kidding.
- A: Yeah. They had a...the high top shoes came up...oh...about half way on your leg. They were there eight, nine inches tall. And then on...on the right hand shoe, you had a little pocket in there to put a...put a ten-cent pocket knife in.
- Q: Okay, we got you graduated now. What did you decide to do after graduation?
- A: Try to find a job.
- Q: Okay.
- A: They...they wanted...at that time right now they wanted a forty-year brain on a twenty-year old.
- Q: Okay.
- A: And...um...it was hard to get the experience that they wanted. They wanted tool and die makers and machine operators and stuff like that. And now how could a kid in high school get it? Madison didn't have any...I don't think I bumped it, did I?
- Q: No, no.
- A: I don't...Madison didn't have much of a shop class. A shop class was comparatively new.
- Q: Okay.
- A: When we had it. They had a couple of hammers, a couple of old handsaws in the shop class. They had a...I think the year I left somebody sent a...I think it was a

Ford V8 engine that had cutouts in it so you could see the double wall around the motor for cooling water...water cooling the cylinders.

Q: Okay.

A: Stuff like that. And...so you got very little experience. They often didn't have the tools, [inaudible] the pieces.

Q: Mmhmm.

A: They had the engine but no tools. And it...it was all right. We...I remember the one year I built a wood owl lamp out of wood. Yeah, we had to learn how to plane a taper into a piece of wood, twenty-two square.

Q: Mmhmm.

A: And then drill it so you s...drill it through by hand with a brace and bit. You know what I mean? I turn...

Q: No power tools.

A: No...righ...no power tools. We didn't have 'em. So you hadda drill the hole through with a brace and bit and then glue the...um...the upright to another block of wood that you had tapered to, to make it appealing, then run the wire through it and then put your socket on top of it. And the shut-off to hold the bulb.

Q: Mm-kay.

A: And that was the project one year.

Q: Okay.

A: But when it come eventually to get to work, work was very hard to come by.

Q: Okay. What did you do?

A: When I got out of school, the parents...my parents at that time were on the welfare. My pa was seventy-three...

Q: Sure.

A: ...seventy-two or seventy-three...

Q: Okay.

A: ...or more. All right, he wasn't...he was approaching seventy.

Q: Okay.

A: After all, he was born in 1866, so...

Q: There was no social security back there [inaudible].

A: Social security, they were just issuing the numbers.

Q: Okay.

A: There was no old age pension.

Q: Okay.

A: So you had to work if you...

Q: Teaming almost self-employed his whole life.

A: Yeah, but still there were...who saved any money?

Q: Sure.

A: When you work for...

Q: That's what I mean.

A: ...your own income [inaudible]

Q: It was no question for you.

A: If...there many a days during the Depression that I worked for the neighbors.

Q: Sure.

A: For my dinner.

Q: Yeah.

A: They had the better garden, big garden, couple acres of ground and they could use an extra hand.

Q: Mm-kay.

A: I...I worked for a coupla neighbors there just for my dinner.

Q: Did you work for any of the government programs?

A: Well when I was in school, I worked for...what do they call it...national youth or sumpin...they has to...there was a...a...for six dollars a month as I remember, I used to work approximately an hour and a half, two hours at night sweeping off the Oakland School to help the janitor out.

Q: Okay.

A: And that was five days a week and I ha...when I got outta school on North Madison at 3:30, I'd walk over to the Oakland School and I would sweep at least one hall, the stairwell going from the first [inaudible] and I think one, two, three, four...about four classrooms on the second floor.

Q: Mm-kay.

A: All for six dollars a month...twenty-two times a month, that's whenever I swept it.

Q: Mmhmm.

A: So what was it, about a quarter a day?

Q: Uh huh.

A: Right. About a quarter a day.

Q: Okay, after you graduated, did you [inaudible]?

A: That was [inaudible] after I graduated, well then I was done with that. Then I had to look for job.

Q: Okay.

A: And my folks were on the welfare, so being I was able-bodied...

Q: Uh huh.

A: I had to take a WPA job.

Q: Oh, okay.

A: I had to take a WPA job. To...sort of a work relief.

Q: Great.

A: And at first it was bull work. Well, first I had a job as a timekeeper.

Q: Okay.

A: I worked for one project where they were workin' on the streets up here, putting drainage on the streets...

Q: Okay.

A: ...trying to get rid of the water-holding stuff and...and developing a drainage program. I worked there as time-keeper about four months until that project shut down. Then I transferred to...they transferred me to another one.

Q: Mmhmm.

A: And then the other project I was...it was done in the winter...they were breaking frost, breaking frost two or three feet thick with sledgehammers and wedges.

Q: Mmhmm.

A: And that was hard work. But I...

Q: This is all back work. This is...

A: It was no work or back work.

Q: Oh, yeah. Yeah.

A: And I felt I had too much education for that.

Q: Sure.

A: Well that project petered out, 'cause none of these WPA projects...

Q: No.

A: ..were...were big. They were too small projects.

Q: They were make-work kind of things.

A: And after that, for a while, I worked on the...the...putting the...not the [twelve?] town drainage, but they were putting the big sewers down through the main trunk line east of John R. They put that through. While I never worked on it, the sewer itself...

Q: Uh huh.

A: I did work on them when they put the streets back over it, was why I worked with a sledgehammer down in Hazel Park, which was right [inaudible].

Q: Oh no kidding.

A: Breakin' the frost off of what was at Highland...Highland Avenue and Battelle.

Q: Oh, okay.

A: And I also up there worked on there when I wasn't at Highland with the ha...the ledges [sic] in the...the little warmer weather, I pushed a wheelbarrow.

Q: In addition to this you ran a store for a while.

A: [That was comin' over?] to Maynard.

Q: Okay.

A: Now these WPA projects, there was premonition date [sic]...I mean when you wanted a WPA for supporting yourself, there was a termination date. After eighteen months on the WPA they terminated your stay with 'em.

Q: Okay.

A: And because work was so scarce, while I was on WPA, the folks were off the welfare. When...when I...when the welfare...when WPA let me go 'cause the eighteen months, they were back on the welfare again.

Q: Okay.

A: So I got on the WPA the second series of work.

Q: Okay.

A: So in other words I worked from 1938 when I graduated 'til approximately 1939, when the thing pay...worked out.

Q: Okay.

A: And then after that I got outta there...got out of the second set of WPA projects. I was fortunate. I got to be a storekeeper for the surplus commodities, and I used to have the store in Royal Oak up by the...by the market there, at Troy.

Q: By the farmer's market?

A: Yeah, by Trial and Error.

Q: Oh, okay.

A: But the farmer's market was there when there was nowhere...I don't think it was anywhere near as big as it is now. I'm pretty sure it was there.

Q: People bought what from you, like rice and flowers and...?

A: Well, we had...they had a little tent hill back of the house there, because that was the welfare office there.

Q: Okay.

A: I think 111 South Troy or some...107 South Troy, and they had built a surplus food store. It was nothin' more but a tent with a wooden floor in it.

Q: Mmhmm.

A: And a...and a coal stove to heat it.

Q: Mmhmm.

A: And I had to have the shelves in there, and I used to give out surplus food, whatever they had.

Q: Mm-kay.

A: And it was rather scant. Sometimes you took coupla [sic] pounds of flour, a graham flour. Once in a while a little bit of lard. Sometimes you get a few beans. And sometimes rice.

Q: Right.

A: Sometimes raisin, whatever they had to give out. And I had...I had to keep record of that and account for it, and they brought the supplies out from Pontiac every day. I s'pose you might say it's similar to what it is now. Because even though I'm retired I don't qualify for surplus right now.

Q: Mmhmm.

A: Okay and...I even tried workin' there and met many a fine go...fine elderly people.

Q: You were there how long?

A: I was pro... 'proximately...mm...I think I run that store seven or eight months, then they transferred me to the store in Ferndale at Nine Mile Road and Wanda.

Q: Well you did this for quite a while then.

A: I did that, yeah, by having the two stores. And then while I was to work on the surplus food, I took the civil service examination for the post...

Q: Ah, okay.

A: ...office.

Q: What year was this?

A: I think...close...

Q: Just...

A: I think I took it in April or May of 1939.

Q: And then you were appointed when?

A: And I got my...my first appointment when I was called into the...must have been one of the post office, in I think April of 1941 for a regular...

Q: Route.

A: ...regular temporary position.

Q: Oh, okay.

A: I had to go in a probationary period or like a...a period...they were...the Royal Oak was expanding at that time, and they had openings for four people.

Q: Okay.

A: And I was one of the four that got the job.

Q: Luckily.

A: In approximately at that year...I mean there was three hundred people took it at the time I took that examination. And I think I was seventh out of a total of three hundred. Seventh or eleventh of the three hundred. And I got the fourth job off of that civil service exam.

Q: When you became a postman that was your job here in Madison Heights. That's all that finally...

A: [Inaudible] the...the...that was the first good job and the only job I ever had.

Q: Okay.

A: I had enough sense, when you got a bird in the hand...

Q: To not let it go.

A: ...let it go.

Q: Yeah. Okay, what was your route as a postman in this area?

A: Well, in this area I...I worked from Ten Mile Road to all points north that got foot delivery.

Q: Okay.

A: And now that came up...I used to start at Ten Mile Road. I would go west of I-75 and the cross streets. I would go down East Guthrie as far as 900. I'd go down...there was only one built up enough for...for home delivery. I'd go down one side of the street and walk back the other.

Q: Okay.

A: Down one side and back the other. Or...or did head back. And then I would finish my route out and it went on as far as...um...Townley and Farnum, Groveland and Farnum.

Q: You were covering a big area.

A: I had a big area. But the idea being it was sparsely built up.

Q: Okay. You had about how many people on your route? About? How many families?

A: I know the first Christmas I worked there, I think the supervision said I had twelve hundred stops. And then after that, why they had...I got where I couldn't make it during the winter; conditions were too rough.

Q: There were no jeeps or...

A: Oh no.

Q: ...cars or anything like that.

A: Too little expense. Too little expense. You walked.

Q: No kidding.

A: You...you had to go out on the...you got your....you got in the post office in the morning at 6:00. Then the mail was there for you to work on. If it wasn't it was in very shortly.

Q: Now this post office was where?

A: This post office was down on John R street in Hazel Park.

Q: Okay.

A: Just a little bit south of where it is now, and the adjoining building used to be the...the Royal Oak Township Fire Department and Water Board office.

Q: Now they got their mail from where?

A: That all came out of Royal Oak.

Q: Okay.

A: They used to take it down by truck.

Q: By truck.

A: By truck.

Q: Okay.

A: They had new panel trucks and they'd take it down in there...and we...and take it by Hazel Park post office. Well then we come out of...after we got it sorted, where two [inaudible]. There was one fellow when we got there and one come in by air mail.

Q: Mhmm.

A: From about quarter to eight...

Q: Mhmm.

A: ...eight o'clock. And after we got that sorted...

Q: Did you...did you have machines to do this?

A: No, we did it by hand.

Q: Everybody did everything by hand?

A: Everybody had...

Q: No mechanization at all.

A: No mechanization at all. The only mechanization was the canceling machine.

Q: Okay. When...what, did you get a big pile of mail in a bag and you just kind of...

A: The mail was brought down pre-sorted to the route.

Q: From Royal Oak.

A: From Royal Oak.

Q: I see.

A: It was brought down and sorted into ea...to each route.

Q: I see.

A: Now when I started in Royal Oak...par...pardon me...when I started in Hazel Park...there...there were six routes, and my route was the seventh one in Hazel Park.

Q: Mm-kay.

A: What they have now I don't know.

Q: How large was your route? Today...back then compared to the routes today? What are they today? If you had twelve hundred back then, what do they have today? Approximately. Or at least when you quit.

A: When I quit the...the average routes was around five hundred. Four...four-fifty, three seven...seven...

Q: So you were humping pretty good.

A: Well, I'm never [inaudible].

Q: Almost twice as much. Over twice as much.

- A: I never th...I was carrying an awful load and carrying it on my shoulders. I remember carrying any number of Sears Roebuck catalogs, Montgomery Ward catalogs, and stuff like that. And they weighed, when I first went there, they didn't make a special effort to deliver 'em by truck. You carried any package up to four pounds.
- Q: They wouldn't deliver it house to house. Now you said Guthrie was house to house. But there was something interesting...they...they weren't all house to house, were they?
- A: They weren't all house to house. Now you take East Kenneth, Rowland, Barrett, Dallas, Brockton.
- Q: Okay.
- A: Wait, I'm gonna...gonna take that back. East on Kenneth, Rowland, Barrett were...were all mailboxes and along John R street.
- Q: Mm-kay.
- A: They used the east of John R. They used to box in on John R Street. As far as 9...900 to 1000. And when you got above that there were a few houses above that, but then they used to box in at Ten Mile Road and Couzens.
- Q: When you say "box in", what do you mean?
- A: [Inaudible] had a row of mail box.
- Q: Okay.
- A: And th...and you walked down to get it, but the rural carrier used to do it were way down there, eleven, twelve hundred of those streets. The rural carrier outta Hazel Park, Orville Hoop, had a car.
- Q: Okay.
- A: And then he used to deliver when...he used to deliver...oh from Eight Mile and Ryan.
- Q: Mm-kay.
- A: To Fourteen and...I think, Thirteen, Fourteen and Ryan.
- Q: But he had a car.

A: But he had a car. He had an awful big route.

Q: You took what when you came from the post office in Hazel Park? Bus?

A: I used to take the Martin bus out.

Q: Okay.

A: They used to give me a dime bus there in the morning and a dime for at night.

Q: Oh.

A: And I had...I had a drop the dime in the fare box.

Q Okay. I want to get back to this boxing thing. Now you said...are there banks of boxes? Was it one box alone or was it several boxes together?

A: Ea...ea...each individual home...occupant put their own mailbox down there on the post.

Q: Uh huh.

A: Some of them were neat. Some of them were...were nothing at all hardly.

Q: So you had several boxes all in one area.

A: And...and maybe along Guthrie I had...I had...not Guthrie, but along Kenneth they were nailed on the corner of a building, or on...on...and he...the landlord got mad about it and he...then he insisted that he had knowledge the people had to provide a couple of fence posts...

Q: Okay.

A: ...and then they put a couple of planks across the top and nailed the mailboxes to them. And they had to have their name and house number on the mailboxes.

Q: Okay, now the reason...

A: There was no numerical order for 'em. No numerical order or name for 'em. You put your name or the first box could have been 900, the next one'd be 50, the next one'd be 280. Another one'd be whatever the number was for the house that made in those rotations. But there was no...

Q: You really had to be careful when you put the things in there then.

A: I...I prided myself on the fact all the way I delivered the mail I delivered, I think, with a 99.8% accuracy. I could go all day and take out three thousand pieces of mail, not on the foot route, but when I had a house who ended up on the mounted route.

Q: Okay.

A: And I used to take out thirty-two hundred pieces of mail on the mounted route.

Q: Okay.

A: It was along Stephenson Highway, the businesses and stuff like that.

Q: Yeah.

A: Then go along Stephenson, and I didn't take two pieces of mail back at the end of the day.

Q: Excellent.

A: And I...I prided myself on my accuracy. And I didn't make any mis-deliveries. I...I...I always when I got beside lookin' at the house number on the letter, I also looked at the name because there's too many streets that have identical numbers.

Q: The area that you were delivering, they were boxed because this was what?

A: Well, the post office required that there be over fifty percent build-up and have sidewalks.

Q: And they weren't.

A: And they weren't.

Q: Okay.

A: And like on East Kenneth there, when I first started carrying on East Kenneth, I think they had about nine or ten stops.

Q: Okay. You really had to walk to deliver them to the door, whereas you...

A: I would have had to walk a country mile, so to speak.

Q: Yeah.

A: But they used to have the regulation at that time, if you had a postage due or you had a registered letter or C.O.D....

Q: Okay.

A: ...you had to walk two blocks off your given path to make an attempt to deliver that package.

Q: Mm-kay. So you still did some walkin'.

A: I still adhered to...the boxes were there, but you wouldn't know it. You put the mail through those boxes in, then you took the mail for the house with you, and the package what [inaudible] match that package, you walked out...

[End of Side One, Begin Side Two]

A: I'm gonna start here, okay? Anyhow, we...we gathered the mail up and then we had group it. If I had five letters for the house, and the magazine and the package...

Q: Okay.

A: ...and the C.O.D...

Q: Yeah.

A: ...I'd walk down to the house that take the mail along for the people as...as a service so they wouldn't have to come back themselves...

Q: Okay.

A: ...and tell 'em that was it and I would try to collect on the postage due or get a signature on the registered letter or insured package or if it was a C.O.D. try to collect the money.

Q: Did you have one bag or two?

A: I had one. I had...we had a big...

Q: That must have been huge.

A: It was a nice leather satchel.

Q: Uh huh.

A: They called it a satchel instead of a bag.

Q: Your shoulder ever bother you the whole time you were there?

A: No. But if you feel my shoulder, you can feel a nice little bump, and it's from carrying the load. Bring your [Inaudible]. Feel the bump in it?

Q: Oh yeah. You [inaudible]...

A: It...it isn't on the other side.

Q: No. No.

A: I carried...I carried tons of mail on that shoulder, and...um...but...I know we're having the pains. I was ambidextrous. I was able to work off of both shoulders. But it took me a long to see it. I used to see the older letter carriers come down in the wind, you'd swear the men, if they went the wrong way they would tip over, and I always wanted to have a straight stature when I stood up. So I...I learned how to carry off of both shoulders.

Q: You said something about rest stops. There weren't any rest rooms for your route, were there?

A: No. There were no restrooms, no lavatories. When I started out John R street in the morning, uhh...my first...first stop was Murry's Drug Store. Then they...the Kroger store had closed up for the...for the Depression...

Q: Sure.

A: ...then there was a Fibr...Fi...Fi...Fi...I think it was Fibrander real estate office. And then there was a Sunoco gas station. Then I went across the street to the feed store. There was a...a feed store there, an acquaintance of my mother and father, John LeFond.

Q: Mmhmm.

A: And his daughter and son-in-law ma...did live on Guthrie in Hazel Park and Madison Heights, near...but her name was...their name was...married name was Drake.

Q: Mmhmm.

A: And I understand that I...I...when I...when I was walking my dog here a couple years ago, I ran into one of the children. One...one of the Drake children.

Q: Uh huh.

A: And she was driving bus for the school district here in Madison Heights. I couldn't...I wish I'd met her in one of the old...old one-room school down there.

I was always talking. I loved to talk to people and... 'cause I feel you don't learn anything if you don't discuss thing with people.

Q: Mmhmm.

A: I'm not even enough the best li... listener, because I'm always trying to think of an answer for what they... I got to have an opinion on everything. Right or wrong, I got an opinion.

Q: That's part of why you liked to be a postman. You liked people.

A: I... I s'pose it was, but it was also a darned good living. I never... I didn't... in thirty-five years I never missed one pay-day.

Q: That's nice.

A: I never [inaudible] me laid off. Never got any unemployment insurance, nothing. Well I shouldn't say... one pay-day was late, about four days, because the post office salaries at that time... they were subject to congressional budget approval. And they had the Congress then approve the budget.

Q: Yeah.

A: So when they... they held back the... the salary until the budget was approved. They didn't... made too much deficit spending. And... but that was the only time I ever waited for a check and that was no... I never big che... big money.

Q: But you made it all the time.

A: But I made it steady. I could plan on it.

Q: You had some interesting businesses on your routes. Uhh... one of them was Pathfinder Kennels.

A: Yes. That Pathfinder Kendalls... Kennels, pardon me, Pathfinder Dog Kennels was a... was one of the original seeing-eye dogs. I think people thought there was something wrong with him when he started talking about letting a dog lead people around.

Q: Him who? Who was... who was the gentleman?

A: The fellow moved out on Dartmouth while we were living on the corner of Eleven Mile and Stephenson.

Q: Okay.

A: I think about 1922, and...um...he built the...the area had been partially subdivided, and he was out on Dartmouth north of Gardenia. I believe, if I can remember the number right, 28036.

Q: His name was what?

A: Well, Glenn Staines.

Q: Okay.

A: Glenn Staines. S-T-A-I-N-E-S.

Q: So he was the forerunner to...to seeing-eye dogs.

A: Yeah, he was one of the forerunners of seeing-eye dogs, and he had numerous dogs back there in that...in the kennels. And of course when you got dogs, "Woof, woof, woof," all the time. And it...the barking was irritating, and there's no way that you could do much about it. Now I don't know what kind of dogs that he started out with. But he finally got around to specializing in Doberman pinschers.

Q: Mmhmm. Okay.

A: Okay, he specialized in Dobermans. And they were good for that because they're all...they are pretty much a one-man dog.

A: I...myself I never trust a Doberman.

Q: Okay. As a postman you had to be familiar with street car lines and bus lines. Can you tell us something about the street cars and the bus lines?

A: Well...

[Tape turned off and on]

A: As for street car lines, I would say I never had to contend with them because...um...the street car line that would have maybe served the area. We used to call it the [Tunerville?] trolley.

Q: Mm-kay.

A: And it used to run up...it started down at Six Mile Road and Woodward. It was put in more or less as...um...transportation for the workers at the Ford Herring Park plant.

Q: I see. Okay.

A: During the 'teens.

Q: Okay.

A: And to serve during World War One, and after. And the...the...at first the street car, and when they came through Eight Mile Road.

Q: Okay.

A: And then the following year they extended it to the Nine or Nine and a Half, and then the 'nother year they extended it to...to the Eleven. They put that in piecemeal, as the...as the workingmen they had to work with.

Q: Okay.

A: And I believe it was Detroit United Mail...Rail, Detroit United, D.U.R.

Q: It went...how long it works?

A: [Inaudible] Stephenson Highway.

Q: Okay.

A: In Detroit it come out what used to Six Mile Road to Oakland Avenue, made a left-hand turn north, and come up Oakland Avenue, and followed the Oakland Avenue, and would be now the...the northbound lane, service lane, of I-75. The service drive of I-75. I think they still in Detroit...they still call it Oakland. When you get north of the Eight Mile Road, they call it North Mound Stephenson.

Q: Okay.

A: And the railroad...street car line pretty much followed that right on out, and it crossed John R right there...just...oh I think, expressway... make that S curve in it...

Q: Okay.

A: ...and then it came on...it continued north on Stephenson Highway to Fourth Street.

Q: Oh, okay. By Royal Oak.

A: At...at Fourth Street, it turned into Royal Oak.

Q: Okay.

A: And then it went into Royal Oak and used to stop at Fourth and Main Street.

Q: Okay.

A: And that of course was downtown Royal Oak. And there it also met the [Hindervin's?] coming out of...out of Detroit.

Q: Okay.

A: And those cars were going to Rochester, Romeo...

Q: Mm-kay.

A: ...Pontiac and stuff like that.

Q: You said something about it being up in the air.

A: That was in Rochester.

Q: Okay.

A: They had...they had a...a...a big trestle built up there in Rochester on telegraph poles.

Q: Mmhmm.

A: Soon as they picked the thing they had to show the trestles in the old western movies.

Q: Kind of wobbly.

A: Very wobbly. They used to sway, my ma used to say. She used to go up to Rochester on it, and get mowing machine parts. And the whole street car come barreling down through there, maybe twenty-five, thirty miles an hour, and it...it would...it would...it would sway. The track wasn't a hundred percent straight and smooth.

Q: Okay.

A: Now they pride themselves...that they set 'em the transit, when the surveyor puts a transit on his shoe right down the railroad, he tells 'em to move it over a lit...little bit. You look up the railroad tracks there like...like a...like a talking string between two points.

Q: You don't remember any spur lines that may have come off in Royal Oak Township, say...um...

A: No. No.

Q: ...Eleven, John R...

A: No. No. Noth...nothing like that. I can't...I know...I never know that I've known the area...

Q: Okay.

A: Ah...well as long as I can remember.

Q: Okay. Bus lines. What about the bus lines?

A: The bus lines, they're...they moved where small companies started out, John R street, to try in competition with the street car. They...but they used to come up John R street all the way from Six Mile Road.

Q: Okay.

A: And they also used to go down to the...the...great line up in front of the Ford Highland Park plant.

Q: Mmhmm.

A: And there...there were numerous bus lines and bus companies there, but the Martin...I guess one time they had a Big Beaver ran they called it, B.B.

Q: Okay.

A: Another one...and they had some more line there, and I think it had ended up that Martin's...

Q: Was the one.

A: ...was the bus company where they...where it's Superior Fish right now.

Q: Okay.

A: That was their...that's where they ended up being when they...when they sold out to Sem...to, um...well, maybe it was SEMCA, yes.

Q: Oh, okay. That was across...that's across the street from the market in...in Royal Oak.

A: That's right. We... West of the old market. And Martin's built that big thing, that big bus depot there after World War Two, perhaps 1950.

Q: You know a... a bus driver that lived close to you, didn't you? That used to tell you about the bus?

A: Well, I was a letter carrier. I used to talk to a lot of 'em. Used to ride the bus, you know, se... seated right behind the driver. And I knew some of 'em were my patrons.

Q: Uh huh. Now there was one that you said... one of the buses that had a hard time. Didn't... didn't run real well?

A: The... the... all the buses were worn out.

Q: Okay.

A: I think I know during my time when I rode them they were the old white buses, and... um... there were maybe about thirty-five, forty passengers. A four-cylinder job, straight stick.

Q: Okay.

A: It was the forerunner of the automatic transmission.

Q: Okay.

A: Because you just used the clutch when you started out from a dead stop, and after that, then they synchronized shifting gears with the motor.

Q: My dad had a Dodge like that.

A: And I... and I have driven the Chevrolet. I had driven a 1950 Chevrolet the same way with [inaudible] in it. Didn't have to start out with a clutch. You could shift gears. Just when the accelerating... you kept your foot off the accelerator, start going. You... when you'd feel the transmission break loose, take it right up in there real quick. And you could do it without clashing the gears or anything.

Q: You said there was some bus, though, that had a hard time. It didn't start...

A: No.

Q: ...it didn't run all the time. Needed a battery.

A: The Martin buses at that time had four hundred thousand miles on 'em I think.

Q: Okay.

A: And...um...the one little bus driver...um...George Miller, I think he lived over on Park, corner Hales, over in that area north of Eleven Mile Road.

Q: Okay.

A: And he had driven for Martin for, oh, any number of years. But the...he used to...one of the things he specialized in getting the afternoon shift. And then he would...he would...he'd stay down in Highland Park. He'd go down the last. He'd round up the...the people going home, and they'd gather. He had the last bus that night. And...um...when they'd st...when they come on round John R street, and he had to stop every couple of blocks, if the bus stalled, which'd be common for an...an engine that...which...might run good but they...they would stall anyhow. They...

Q: Yeah.

A: They were temperamental.

Q: Was tired.

A: Well, I s'pose you could say they were tired. They were wearin' out. But even your today's...your today car...cars of today, even with your computers and stuff on 'em for ignition and carburetion and stuff, they still had trouble with 'em. They're never a hundred percent tuned. And you don't tune 'em with a screwdriver. But at that time you could.

Q: So what happened when they stalled.

A: But those little buses, they'd come out and then come to a stop. They had air brakes on. They stopped. And when he went...sometimes the motor would die out. It was idling a little bit too long or the carburetor was off on the adjustment, the...

Q: Ah.

A: ...motor would stall.

Q: Yeah.

A: Well, z-z-z on the starter and then it wouldn't...it couldn't...it couldn't 'til the battery died. Well, and you figure the internal lights on the battery and the headlights and everything. And then starting to start it with the lights on, this battery couldn't turn it over. So the guys, they'd get out of the bus.

Q: Mm-kay.

A: And they...they'd all walk behind the bus and start pushing, and then he'd...he'd put it in gear and they'd give it a jump start while they let the clutch up with a jerk.

Q: Okay.

A: And the bus would start. Then they'd wait for 'em and they'd all get back on the bus. And they'd drive to the next stop.

Q: You worked your way home.

A: Yeah, you worked your way. Like I said it was...it was the lark. The guys...it was fun to get out of the bus and give it a push. It was...it was a common joke. And we did...we did this several times a night.

Q: This bus went up for how far?

A: It came out John R Street to Eleven Mile Road.

Q: Eleven Mile. Okay. And then it turned around and went back.

A: No, then it went west into Royal Oak.

Q: Oh, okay. Where the Superior Fish is.

A: Well, that was headquartered, but that wasn't the turnaround point.

Q: Okay.

A: The turnaround point was approximately around the Washington Square Building.

Q: Okay.

A: They used to go down...go down Royal Oak to Center Street, which is between Main and Washington.

Q: Okay.

A: And then make a left-hand turn there and go down toward Fourth Street.

Q: Okay.

A: And they would stop there. There was a restaurant at Fourth and the...in Center. And they used to stop there sometimes, go in the restaurant and get a cup of coffee or sumpin' [inaudible] before they turn around and come back.

Q: Mmhmm.

A: Then they'd go on Fourth Street to Washington and then make the...go back north to Eleven Mile Road and then turn right again and come back out Eleven Mile Road to John R. Then they would retrace their steps down John R...

Q: Mm.

A: ...to Six...to Six Mile Road. And they made a left-hand turn at Six Mile Road and Woodward and went down on Woodward as far as Manchester. Or not quite Manchester. They would make a...they'd make a U-turn there in the street. And then they would pull over at the curb and wait for the...for the customers to...the fella's come out of work or the ladies coming out of the...up on the streetcars from Detroit.

Q: Mmhmm.

A: And then they'd catch the bus to come over to mount John R Street.

Q: Okay. You said something about the intersection of John R and Eleven Mile Road when you were a postman. What was on those different corners?

A: Well, when I was...I...I can go back farther than that on it. And I can go back to approximately '20...1926...

Q: Okay.

A: ...1927.

Q: Do that. That's excellent.

A: And...um...in 1926 or '20...27, [inaudible] if I can remember right, on the southeast corner, Melborne Stevens, they owned the property, and he...in...on the weekends, he used to ha...he used to sell hot dogs...

Q: Mm-kay.

A: ...and soft drinks. And then they'd...they did pretty good, and then he built a barbecue there and he'd...he'd...he'd barbecue...um...a [hind?] of beef, about a quarter of beef, sumpin' like that.

Q: Was this all open air? Was there a building? Or just kind of out in the open?

A: The barbecue was out in the open.

Q: Okay.

A: And I think at first he just had some tables there and then he built a building.

Q: Okay.

A: And he also had a gasoline station there, I think, eventually, 'cause the people'd come out and be trying to have a little lunch, and buy a little gas and stuff like that, so he worked it up into a business.

Q: Okay.

A: And in the...in the northwest corner, there was a...going back as far as I remember there was a brick store there that was run by George Kunstis.

Q: Okay.

A: He was a Gr...he was Greek. Won...wonderful fellow, I just loved him. Nice, nice people. I knew his wife, his kids and everything. And then next door to the west that...that was, I think...his number was 14 West Eleven Mile Road.

Q: Okay.

A: The first building. And then the second building was number 30. And that was a two-story building, used to be a grocery store.

Q: Mm-kay.

A: And that was built by...um...the Clark shoe-maker.

Q: Okay.

A: He got to be eventually Royal Oak Township Treasurer.

Q: Okay.

A: Now whether he was com...tied up to the...to the township politics at the time of the building of the store I don't know. But tho...that was a nice store in its day.

Q: That's where the Outpost Gunshop...

A: That 's where the Outpost...

Q: Yeah.

A: ...Gunshop was.

Q: Used to be.

A: And I remember that being a grocery store. I remember it being a five and ten-cent store during World War Two.

Q: Yeah. Okay, how about the other corners? We're...we've got northeast...

A: On the northeast corner, right on the corner, back in about 1940, Fred Schuwalder, Fred Schewilter, S-H-E-W-I-L-T-E-R, Shewalter, built a real estate office there. He had a little real estate office. And then he put a...a...a mobile home behind it, a small one. About a twenty-foot trailer behind it.

Q: Okay.

A: And he was a...he was alone. He was the widower.

Q: Okay.

A: And he lived behind the real estate office.

Q: Mm-kay.

A: And then behind that to the north, John R Lumber. And John R Lumber I ca...if I can recall right, started in there, I think...I should go down and find out for sure, but I think around 1939, 1940.

Q: Okay.

A: And they were in a little small building there. They started on a shoestring too. But they had moved out from between Dearborn.

Q: Mm-kay. Mm-kay, now we've got one more corner to do. You...

A: And then on the southwest corner...

Q: Yeah.

A: ...the southwest corner eventually developed into a Mobile gas station.

Q: Okay.

A: And there were some...who...who had it originally? I cannot be sure. But I remember a Fred Hobson being there, H-O-B-S-O-N.

Q: Mm-kay.

A: Freddie Hobson. He had it for...then Juan Martin had it for a long time. Juan Martin had it for a long time, maybe longer. And then the...the Br...

Q: Is that the same Martin from the bus company?

A: Oh no, no. No relation to my knowledge.

Q: Okay.

A: Although one of the...one of the sons...one of the sons or grandsons of the Martin bus company married a girl from out of Alger Street.

Q: Oh, no kidding.

A: Yeah. And...but that was much, much, much later. But this Martin had a...had the Mobile station there. And then I remember also...um...a...a family...a...the Broders had br...brother...the...Ri...Richard Broder.

Q: Mmhmm.

A: And...um...John had a gas station there. Now there's...

[Tape turned off and on]

Q: As a postman, you watched this area grow. When would you say that development really took off as far as subdivisions...

A: Most of the subdivisions were already platted.

Q: Okay.

A: But the...the building...

Q: Okay.

A: ...occurred after 1947.

Q: Okay.

A: After World War Two was done.

Q: Lotta houses built.

A: Oh yes. That area down around John R and Lincoln. And from Lincoln to...oh, shall we say Andover? And between John R and Stephenson, they built that in 1947, '48. Possibly finished it off to the most part by 9...by the 1949.

Q: Mmhmm.

A: But now the area north of Andover, between John R and Stephenson, used to be a bunch of small houses in there that were built durin' the '20s, and called 'em the Harrison Homes.

Q: Mm-kay.

A: Should be 26500 up. On Hampden, Brettonwood...Ha...all right, Lenox, Hampden, Brettonwoods.

Q: Mm-kay.

A: Dartmouth. And now when it came to Barrington, Palmer and Alger, Brush, it was another subdivision. But this Harrison subdivision, they built those little, small one-room houses...not...pardon me, not...three or four-room houses on the back of a lot.

Q: Mmhmm.

A: They were...they were fi...they were filthy. Eventually you had people make a garage out 'em or tear 'em down. But they were temporary homes small, and that the people would build the main house out in front.

Q: Mm-kay.

A: And then you could rent the little one on the back or what, but they sold 'em during the...well, they were building 'em back in 1924, I think when we were there.

Q: It was handy to have these lumber yards, like John R Lumber. There was another lumber yard here too.

A: Yeah. There were...there were several. I remember when...when Jim's Lumber started.

Q: Mm-kay. Jim's was where?

A: Down on Harwood. In Harwood. Between Harwood and Lincoln on the east side of John R.

Q: Okay.

A: And I remember when Jim's Lumber come in there, and Jim was...had...had a lot of sickness.

Q: What was his last name?

A: Crews. C-R-E-W-S. Jim Crews.

Q: Okay.

A: And he was a...he was a f...a good sport. Oh, everybody loved Jim. He was very accommodating, obliging.

Q: Okay.

A: He'd bend over backwards to cut the knots out of a board for you, or sort through the pound to get you the board you wanted so...

Q: Mmhmm.

A: And that's what made his business, the personal service.

Q: Mmhmm.

A: He really...he...he was real...really out for it. They started on a shoestring too. And I remember the little bui...little office he put on the corner and...um...had some fence posts out there by the fuel...clothesline posts. Maybe clothesline posts, to...to make the T out...to put lines between 'em.

Q: Yeah, yeah.

A: And he had some other ones there, about eight or ten feet long, piled up out there. And he had fence posts and...as he sold a few he got bigger. He got a few two by fours and then pretty soon he had more of 'em. He...after a year or two he put a little wooden building there.

Q: Mm-kay.

A: And he...he grew up progressively. But I remember Jack's Auction across the street, which is now National Ladder.

Q: Okay. Yeah.

A: Jack Auction. Jack built that one during the...I think during the '40s. And that one was built in the...started out small and he kept adding on, adding on, adding on.

Q: Okay.

A: And I...he used to have an auction sale every Friday...I think it was every Friday night was auction night.

Q: All different kinds of materials?

A: Oh, anything and everything. He never sold any animals, to my knowledge, maybe a few pets or birds.

Q: Mmhmm.

A: But he sold anything anybody wanted to get rid of, furniture or anything at all. A few tools, maybe a baby buggy, a few chairs, little furniture, anything and everything.

Q: Mmhmm.

A: Toward the end he had so much stuff gathered up there. They gave it to 'em or he had to buy it to get rid of it. They had all kinds of boxes of screws and nuts and bolts...

Q: Yeah.

A: ...and notions and everything.

Q: Yeah.

A: And...and...and Jeff was...Jack and his wife Florence were...were fine people. I...I...I...I enjoyed visiting with them too.

Q: His last name was what?

A: Camtrel. C-A-M-T-R-E-L, Camtraw, Camtrel.

Q: Okay.

A: And they lived there for a number of times and he got to be...he...Jack toward the end couldn't make a living off the auction building. He got into bail bonds. You...you worked for the police department fo...for people in jail. Wanted to get out, he...he'd sell 'em bail bonds.

Q: Okay.

A: Who he worked in conjunction with I don't know. Usually you got to have a backer on it.

Q: We had an interesting situation in Madison Heights today. People are up in arms against the incinerator, every complains about the incinerator. What do you think about the incinerator and what do you remember about why we got stuck with the incinerator?

A: I'll tell you sir, we didn't get stuck with the incinerator. We asked for it. We more or less asked for it. We were glad to see it.

Q: Okay. You wouldn't be here. You wouldn't be living on Harwood if you had...

A: I would. There's every chance I would.

Q: Okay.

A: But I'd be going crazy with two thousand airaplanes [sic] taking off and landing.

Q: Okay.

A: Because the reason the incinerator got there...

Q: As you remember it.

A: As I remember it.

Q: Okay.

A: And...and it's absolute...if you want to dig up the records in the Tribune, and perhaps in the Detroit News too.

Q: Okay.

A: Detroit as of now was always looking for another airport. The one at Connors and Gratiot was too small. And they felt the one out there in...in Wayne, Middlebelt, in Middlebelt...

Q: Yeah, Metropolitan.

A: ...Middlebelt and 94 that was too far up...

Q: Yeah.

A: It was only a small airport too.

Q: Yeah.

A: They wanted to build the...the main airport for the city of Detroit. They were gonna put the terminal at Twelve Mile Road and Dequindre.

Q: Oh, okay.

A: There were gonna close Dequindre off for two miles, and they were gonna put the terminal buildings there. And they were gonna take out of Madison Heights between John R and Dequindre, and they were gonna take out of Warren between Dequindre and Ryan. And they were gonna take that area...in other words, from John R to Ryan and from Twelve to Fourteen Mile Road. [Inaudible].

Q: [Inaudible] big area.

A: They were gonna take out twenty five hundred and...what...twenty acres...twenty...twenty-five hundred and forty acres...six hundred and forty acres to a square mile. And they were gonna take out two square miles to put the major, major Wayne County airport there, the Detroit city airport there.

Q: You're talking about a good chunk of Madison Heights in this area.

A: I...I...I...well a good portion of Madison Heights and a good portion of Warren.

Q: Yeah.

A: Two cities that I always com...compare the two together.

Q: Yeah.

A: Because we...they didn't give a darn about boundary lines with north of the county or anything, you know. It's north the county line Eight Mile Road. They...they wanted the property. It was vacant. Just like now, they're talkin' about going out around Twenty-Eight, Twenty-Nine Mile Road.

Q: Yeah.

A: Going out there...it's...grab it. And...

Q: So what happened?

A: Well, they were tha...at that time too there was a question of disposal, rubbish disposal. And they figured out there, they used to have to haul everything out, the

tin cans, the rubbish, the junk. After World War Two they no longer salvaged tin cans for the war effort.

Q: Uh huh.

A: And they used to had to get rid of it somewhere. They...they established...it was kind of a...I can't remember the exact process of establishing it, but then they had to find a place to dispose of it.

Q: Mmhmm.

A: And because of the way the incinerator had high...had a high...have high chimneys.

Q: Okay.

A: And they had to...they were gonna burn it. So they had to have a place to put it, so George Horkey, bless 'im, on the Township Board here, they induced the in...incinerator authority to build over here where it is. On the Twe...on John R Street there, just by Red Run Drive. They let 'em acquire the property and give 'em the building permit to build the incinerator there.

Q: Put the kibosh on the airport.

A: As soon as they p...D...Detroit had...saw the permit and everything, issued for the...for the incinerator, they wanted nothing at all to do with it, because they had to have, prior to that, they had to have numerous experiences at the city airport. They had a huge gas tank there. It was maybe a hundred feet in diameter and four hundred, five hundred feet tall.

Q: Mmhmm.

A: It was a mammoth big gas tank...

Q: Mmhmm.

A: ...for the...where they used to store the gas or manufacture some of the gas there. For heating and cooking and stuff like that.

Q: Yeah.

A: So the Detroit had enougha [sic] chimneys. So as soon as the...the...st...got the...paid for the incinerator here...um...the...the airport was done.

Q: Okay.

A: They dropped it entirely, and it was in that only a short time that they bought the property s...now surrounding Metropolitan Airport. They bought the additional property around it. But we would have been stuck with that major airport here.

Q: And a big piece out of Madison Heights.

A: And a big piece out of both cities. And it would have...and the main runway was gonna run from Fourteen Mile and Ryan to Twelve Mile Road and John R. They would get that runway about twelve, thirteen thousand feet long for the...for the...

Q: Yeah.

A: ...big planes coming. And all that would have gone over Madison Heights.

Q: And Ferndale and Hazel Park.

A: And Hazel...and Hazel...Royal Oak and Hazel Park and Ferndale...

Q: Yeah.

A: ...so everybody was happy to see the incinerator come here. And I believe the incinerator, but I'm not sure, was put in before the John Page school.

Q: So we didn't get the shaft.

A: I don't think we did. The shaft, the bigger shaft would have been the airport.

Q: Okay. You retired what year from the post office?

A: January the 1st, 1975.

Q: You lived here all your life. Why do you stay?

A: W...I don't know anything else. I'm like a tree. There...my [inaudible] they stuck me in the ground and that's it.

Q: This is...this is [inaudible] home for you, isn't it?

A: This IS home.

Q: Now you made a statement to me that I thought was really nice. Um...from your look at the city today, and your city yesterday, how do you think we turned out?

A: It's beautiful.

Q: Really?

A: The city of Madison Heights as far as I'm concerned...it...it's home. It's...it's...we have our growing pains. We all do, growing up, we have...we have our growing pains. But the Madison Heights has turned into a lovely city.

Q: This...

A: It...it's...it issues services. I've got relation...I had relation live in Detroit, the big city of Detroit. Madison Heights...I...I don't think the taxes are any higher here in Madison Heights. They're well...well put to use. You see where your taxes are goin'. You see our wonderful garbage collection. You see a good road maintenance. Although I wish they'd fill a few potholes once in a while, strong the service drive, but...the...the rubbish collection, garbage collection, recycling is perfect. I can't...I don't know how it could be improved.

Q: Okay.

A: The police department...the...is the epitome of success. I...I wouldn't want to change it. There...there nothing wrong with the police. They respond well to the calls. The fire department is good.

Q: You're a good booster.

A: Well, why not? It's my home.

Q: Yeah.

A: I'm proud of it.

Q: That's right.

A: I'm proud of it. I'm glad to say that I...I'm from Madison Heights.

Q: Mr. Rider, this concludes our interview. Thank you for your cooperation. This tape will now become part of the Madison Heights historical collection.

A: It's my pleasure to give it to you. I wish I could give you more too at a...at a later date if you have the opportunity.

Q: We will ask you back ag...

END OF INTERVIEW