

Oral interview with William <sup>A</sup> E. Houlihan

[transcript of sound cassette]

interview done on September 21, 1979  
by Robert Wernle

Subjects covered:

Street railroads  
Houlihan family  
Sisters' School  
Junction House  
Ku Klux Klan  
Central Heating Company  
Martin Dam  
GAR state convention, 1909  
World War I  
Airdome

(This document prepared in 1991)

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Montgomery County Historical Society

Interviewee: William ~~W~~ Houlihan

Interviewer: Robert F. Wernle

Transcriber: Janet Fields

Date of interview: September 21, 1979

W. Just give us your name and where you live. H. Well, my name is William, but everybody knows but that I'm Bill. That's all there is.

W. Where do you live? H. 711 West Wabash.

W. How old are you? When were you born? H. 88. 1891.

W. What was your birthdate? H. August 14, 1891.

W. Who were your parents Mr. William, is it pronounced Houlihan? H. Houl ihan, that's two words, meaning cow herder. In other words, my ancestors were farmers way back.

W. Were you Irish? H. All the way. One of the few. We got a lot of half breeds, but very few.

W. When did you come to Crawfordsville? H. In 1891. I was born out at 803 South Green Street.

W. Your parents had lived here then before you were born? H. Oh, yeah. Yes, and my grandfather on my mother's side was a Sullivan. He came in before the Civil War building the Monon Railroad. Then my father came in building the Big Four after the Civil War--the Big Four, in other words, I.D. & W., Indianapolis, Danville, and Western; then it was taken over by the Big Four.

W. In other words, you, on both sides of your family, had railroad people? H. Yeah, I got a little of it myself.

W. You say your grandfather came in with the Monon. What year would that have been? H. Oh, back in the 1850s I imagine--around in there 'cause it was running. The Civil War was from 61 to 64 and they would take a load of cattle to Chicago and unload the cattle and load soldiers in there and

bring [them] down. They'd come down through here to Louisville.

W. Had your grandfather come over from Ireland then? H. Yeah, he came over from County Limerick. He came from Limerick. After he landed at Boston, they were wanting men for to build railroads out of Chicago. He came to Chicago, and the Chinese tried to rouse 'em and they froze up. They couldn't do it. The colored boy tried it, and they couldn't do it. They got the Wops, and they couldn't do it, so they got the Irish and they done it, and it was the railroads.

W. Was your mother also Irish? H. Yeah, yeah.

W. were they married before? H. Sir? W. Had they been married before they came to this country? H. My grandfather you may know. I suppose they met in Chicago. Then, my mother, of course, she was born at Winchester, Indiana, a little town down between here and Louisville. I don't think it is even on the map anymore.

W. You say your father also worked on the railroad, on the Big Four?

H. Yeah, yeah.

W. What about your mother? Was she also Irish and come over here? H. Yeah. No, she was born in this country.

W. All right, now, you were born down, right here in town, born right here in Crawfordsville. H. Yeah, yeah. 803 South Green.

W. Were your parents, was your father working for the railroad at the time you were born? H. Well, I don't think he was working for the railroad [at the] time I was born, but he was building roads, county roads. Well, my grandmother, she said after they got here, she was tired of living like a gypsy and [wanted] to get a job where they could locate, so they did. He had done some butchering over in the old country, and he went to the slaughter house down here. Of course, it's [an] abatoir now.

W. Where was the slaughter house? H. Down in the valley. W. Down by the creek? H. Down there where it is now. You know, so they could dump her.

W. Yeah. Your father was working for the slaughter house down here, and you were born in whatever year it was. H. 1891. At 803 South Green Street. W. Now, I suppose you were born in your home. H. Oh, yes, yes.

W. Was there any hospital her? H. No, we didn't have a hospital until later.

W. Where did you attend school? H. Sister's School on West Main Street. W. Now, was that St. Bernards? H. Well, yeah, you could call it St. Bernard. Of course, St. Bernard was the church, but they had a school. W. Right behind the church? H. No. They had a school. They called that St. Charles Academy after they built that. This was just a small school and was originally an old house, and they tore the partitions out of a couple rooms upstairs and a couple of rooms down. When I went, the boys went downstairs and the girls went upstairs. W. Just where, on what street? H. On the corner of Grant Avenue and Main Street on the southwest corner. You know where the Durham Home is? Right next to it on the corner. It's be[en] all tore down and rebuilt now. W. The building is not there anymore? H. No, no. W. How many grades did you to there? H. We had eight. W. Did you go to high school then? H. No. Well, I went to high school up here. W. Did you complete high school or just? H. No. I dropped out my senior year because my father died when I was four, and I kind of had to scratch for myself.

W. Did you have any brothers or sisters? H. Yes. W. What was your family, what did it consist of? H. Three bothers and a sister. W. Any of them still living? H. No. They're all gone. W. Were they connected with railroading, too? H. No. None of them. My two older brothers and my sister

after my father died, they had to drop out of school and go to work. One of them went to the wire mill; one of them was with the CocaCola people. It wasn't so big back in those days.

W. Did you have any family? H. I have one boy. W. What is his name? H. James. He is a retired Colonel on the Air Force.

W. Is your wife still living? H. No. She has been dead for three years. W. Who did you marry? H. Bertha Thompson. W. Just one marriage was it, just the one marriage, was it? H. Yeah, yeah.

W. And she is now deceased. When you dropped out of high school, what did you do? H. Well, I guess, first got a job driving a laundry truck. W. For what laundry? H. For Gosnell Laundry. W. Was that a local Crawfordsville outfit? H. Yeah, yeah. W. Where was it located? H. Down at the south end of Washington Street, right at Dry Branch. W. That was the one that ... H. Then it later became known as the Service Laundry, and Spears had it. George Deer had it at one time, but John Pitman managed it for him. W. And how long did you work for the laundry? H. Oh, I don't know. I wasn't there ... I expect I worked four or five years for them. W. What were your duties? H. Well, I drove the truck, and I came in, I helped. W. That wouldn't have been a regular truck would it, or was that a horse and wagon, or was it a truck? H. Well, we started out with a horse and wagon and then we got a regular truck, one of the first Fords. I went out to hospital and got the hospital and I ... well, we had the hotels and things like that. Then I would come in and do about everything but wash. I would iron, work the mangle, run the extractor, iron shirts on a board.

W. Who was the owner of that? H. Well, Mr. Gosnell was the owner. W. What was his first name? H. I don't know, but June Gosnell, that was his boy, and his son-in-law [was] Rudy Winklepleck. W. Winklepleck, how do you

spell that? H. W-i-n-k-l-e-p-l-e-c-k, I guess. W. He ran it then for a while? H. Yeah. They're all dead and gone, of course.

W. Were they Crawfordsville people? I never heard that name before.

H. He was originally from Illinois, and he married a Gosnell. The Gosnells were from Crawfordsville. We have a Gosnell from around town now. He's an ancestor. He'd be a grandson or a great grandson of the original Gosnell.

W. The laundry people? H. Yeah, yeah.

W. All right, what did you do after you left the laundry? H. I got a job on the, well ..., I went to the service for little awhile World War I. I wasn't there. I was sent to Fort Sheridan, Illinois. I was only up there a short time and the war was over. I didn't even register in. I came back, and I got the job back driving the laundry truck. I was picking up the laundry over at the interurban station, and they needed a man.

W. What did you do then, when you went to work for [them]? H. I first was a freight agent for the interurban right there on Main Street, West Main Street. W. Whereabouts on West Main? H. Well, they tore it down, just east of Crawford's Grocery there. W. The old terminal building? H. Yeah, the old terminal building. It was originally built for the Y.M.C.A., that building. Then they decided they wanted a swimming pool, so they built the Palmer Apartments and made a Y.M.C.A. out of it. Same old story, they didn't do a very good job of draining it so every kid in town had trench mouth. W. Is that right? I didn't know that. H. Better not put that on there. There will be some women shoot us. W. That's history now.

H. But that's right, and we had Alfrey. Mr. Alfrey came in here when he retired. He made his money making whiskey barrels, and he had to go where the oak was, oak barrels. He had a plant up around Linden, and then he took it to Terre Haute. They were at Terre Haute for a while then he

left there and went to Popular Bluff, Arkansas, where there was oak. He made his barrels, then he retired, and he came back to Crawfordsville. He wanted to do something for the city, so right away they got busy. They had the Y down there on ... Georgie Durham's father built that as a Y.M.C.A. for the ... you know. It was run, and it was run right. Then, of course, some of the women decided their boy needed a swimming pool, so they got busy. He gave, I am not going to try to tell how many, thousands, but he was very generous. This was Mr. Alfrey. W. Towards building a new Y.M.C.A. H. What is known as the Palmer today. It was built; they put a swimming pool in it. They had a gym, of course, but no place for anybody to attend the ballgame. As you know, basketball originated in Crawfordsville.

W. Yeah. Now, did they ... how did it happen that the old Y.M.C.A. became the car barns or the station? H. Became the station. Well, about the time ... see, we had two stations, two tracks, two companies, and they consolidated. The Ben Hur line went broke; the T.H., I. and E. took them over. When they took them over, they didn't need two stations, so they consolidated and bought that and made one big station. Of course, they were very generous because they were still making that drive for this Y and they needed the money. W. So that when the two lines consolidated, they did away with one of the stations. Now, which station did they do away with? H. Well, they done away with both of them. See, they had one right across the street her on East Main. W. Where the Bank Cigar Store is? H. Right there, yes. They had one on North Washington Street, just the first building. W. Where the P.O.S. of A. building [is]? H. Where the P.O.S. of A. building is today, so then they consolidated, brought them all in Main Street.

W. Now, that P.O.S. of A. building ... I'm sort of puzzled about that. Where did the interurbans come and park there? H. Well, right in the middle

of the street? W. On Washington Street? H. On Washington Street. They had what you call a "y" at Market Street. They would come in an download, go down to Market Street and "y" and then they come back and headed back to Indianapolis--that was you Ben Hur tracks. W. In other words, there was a triangle where they could turn around. H. Yes. They called it a "y", just like you do a car today, head in and back out. W. They would turn the cars around over there on Market Street? H. Yeah. W. Were ... was it down right there in the center of the street? H. Oh, yes, right in the middle of the street.

W. About what year did that happen that they consolidated those? H. Around 1910, I guess, something like that. W. They put 'em together in 1910, you think? Were you working for them at that time? H. No, I didn't go to work for them until 1919.

W. Okay, now, tell us about ... something about the rolling stock that they had on that interurban line, the cars and so on. How many cars did they have? H. Well, I don't know. They had quite a few cards, of course, then after they consolidated, why they had the Lebanon cars and the Ben Hur cars. Of course, the Ben Hur cars were built a little different style, but they were on the same thing as the ones that came from Lebanon. They put a curve around the First National Bank on the corner of Washington and Main, so they could get from one track to another. See, when they were independent, they[']d butt one another; they didn't have anything. They made a curve there and they always tried to get a curve around the Courthouse, but the city would never grant it to them. So they had the curve.

W. I don't quite understand that. What do you mean by ... for instance, where did Ben Hur line come into town? How did it come in? H.



Down Wabash Avenue to the library, then turned, then come North on Washington Street, then went down to Market Street and "y'd" and come back. W. It crossed the ... H. Right at the corner. W. The Lebanon... H. An intersection right. W. It crossed the Lebanon line right there? H. Right there. Then [the] Lebanon line came in on Main Street and went down to the 900 block on West Main Street and "y'd" and come back up.

W. Where were the car barns? H. Down at the north end of Washington Street. Bottle capping got part of them and McDaniels down in there. They had [a] pretty good stretch of ground down in there. W. Those ... are any of those buildings still standing? H. Well, the bottle capping got a little of them, but not very much. McDaniel had 'em. W. Wasn't there a car barn out on West Main Street? H. The ... only, it was very small. It's ... the building is still there. It's in the 900 block, and it sits back off the ... W. There was also a card barn out on West Main Street? H. When the T.H., I. & E. or the Lebanon came in, and they had room down there for two cars, and they just parked there. They didn't do any repairing or anything like that. Then when they done away, they didn't need them as a car barn because they could take them down to North Washington Street to that one. They turned that into a paint shop. For years, they used it for a paint shop. They painted their cars, and also brought Lebanon cars in and painted them down there.

W. What about the power house--where was that? The power house? H. The power house was down on Lafayette Avenue. It is known as Elston Park now. Did you ever notice that old building? W. That's the old coke plant. H. Well, yes, yes. It was built for a power house. It was the Ben Hur's power house.

W. Did they have a line running down there too? Did they have a track

running down to the power house? H. Yes. We used to have to go on the Monon. We interchanged with the Monon right back of Crabb and Reynolds ... you know, it's the Farm Bureau now. The Crabb and Reynolds there, we interchanged with the Big Four, and we had to haul ... take the coal down. See, a lots of things ...

W. How did that line run from North Washington Street? Did it run down over the hill there? H. It went down ... well, right close to our new jail and down that hill to the power house. It was ... well, it was pretty tricky business to set a coal down there. We done it around ... you see, these coal ... a car load of coal, 50 tons on a car [and] the coal alone weighs more than your motor, not even counting the car, and you got to have a good dry track. So we'd go down and get an empty. As we went down, we sanded, and as we came back, we sanded the rails. Then when we went down [why] you had to have your brakes, your air brakes, set just right, so it wouldn't get away from you. It wasn't any foolishness. W. Cause it was quite a grade, wasn't it? H. Yes, it was. Yes, it was. W. Is that grade still visible down there? H. I think so, but I haven't been down there in years. I think you can get down at the end of Walnut Street. I think then you can find a trace of it. Of course, you can [go] down by the old power house and get on the south side of it; you can see where they came in and spotted the cars.

W. Now, back in those days when you first went to work for them, how many trains a day were there to Indianapolis? H. One every hour from 5 o'clock in the morning until 11 o'clock at night. W. Were there any between 11 and 5 then? H. No, no. There was one that came ... got in here at one o'clock. He left Indianapolis at 11:30, the last one. W. Every hour on the hour? H. Every hour on the hour. W. What about the Lebanon route? H.

Well, every two hours. W. So that you have a train coming from Indianapolis on the Ben Hur division every hour, and you had one coming in on the Lebanon division every two hours? H. Yes.

W. And going out the same way? How many people would be on a crew? Just one? H. Two. W. Two men? H. Motorman and the conductor. W. What was your job? H. I was a motorman. W. How long were you a motorman? H. I don't know, about fifteen years. W. You started out, though, as a station agent? H. Yeah. You see, you operate under public service commission and you have to have at least one year as either a conductor or a brakeman or something like that before you can qualify for a motorman. That's where they get their motorman. Which is all right. You can't be when you're hauling people.

W. What kind of equipment did they have? Were the cars old straw seats, or what were they? H. They had very nice plush seats, and they were nice and clean. They kept them clean on the inside and out, both. They had, before the vacuum cleaner to amount to anything, they had a kind of crude vacuum cleaner down at the shop. They used to clean them inside. They had a couple of women; they cleaned them on the inside. They had a man [whol] washed the windows and stuff like that on the outside.

W. What about heating them in the wintertime? H. Well, we had steam heat, that is, we had a stove with hot water, just like a hot water furnace. You fired it up in the front end, and it heated through that car. W. Was that coal? H. You burnt hard coal or coke, generally hard coal. You had a hard coal heater.

W. Now, how fast would those trains run? H. Pretty hard to say. We didn't have a speedometer on them. We could get 'em up to, oh, 60, 70 miles an hour in a good straightaway. W. It was almost all straightaway, wan

it? H. Well, yes, but then you had some hills and hollows and a few things around between stations you could ...

W. Did they keep the road bed up pretty well? H. Very good, very good.

W. What about ... were there any derailments? Did you have many derailments? H. Very seldom, very seldom [did] we ever have derailments.

W. You probably carried freight on the line too, didn't you? H. Oh, yes, and the stock during World War I. The railroads were tied up, even their stock cars, with war material, raw material, going into the defense plants in the East. These big defense plants would not put up a warehouse because they would rather pay \$2 a day demurrage than put up a warehouse because they didn't know how long the war was going to last. They didn't want a big warehouse and all that expense. So they just used them. So they had everything you might as well say. So the governor ... wasn't Branigan, I forget now who the governor was, but he called the heads of all the interurban lines in. They were underequipped to haul livestock, you know. They hauled lots of freight, but not merchandise, but they called in all the heads and told them it was up to them. They were going to have to move the stock, that the railroads couldn't do it because they had everything tied up, even their boxcars or stockcars; they were using them to haul defense. So that's when they started hauling livestock ... around about 1918, 1919 when they started.

W. Were these cars interchangeable with railroad cars? H. Yes, sir, they are. W. For example, when you took that load of coal from the Monon, that was a Monon railroad car? H. That was a Monon railroad [car], and the difference in [it] was that your interurban cars had what you call swinging coupling; you coupled them together, it swung. Your railroad cars are stationary, got very little play in there, you see, and you can't ... well,

if you brought a railroad car up and made these short curves, you generally had trouble. You couldn't make the turns.

W. When you started hauling freight, then you hauled just regular railroad freight cars on your line, is that right? H. No, well, we could get them down at the Monon. We set them down in there, but very seldom we ever had a railroad car on the interurban lines.

W. I'm a bit puzzled here. How could you get that Monon railroad car down to the power house? H. Oh, well, we could do that. We couldn't go out on the ... take them out on the main which we did a lot of times, but we couldn't take them to Indianapolis on account of that draw bar ... too short a curve.

W. Did you have ... did the interurban have its own locomotives? H. We had those, yeah. We didn't have any. That's the trouble. Anything ... we didn't have any big heavy engines or stuff like that to haul them with. All we had was freight cars or passenger cars. W. But you must have had some kind of locomotive to pull that load of coal down to ... H. Oh, no, you could take a passenger car and set ... W. And hook it on to the passenger? H. Yeah, yeah. Se, it had draw bars on them and you could.

W. Did the T.H.I. & E. have any locomotive as such, or were they all just passengers? H. Well, began on the eastern division ... When I was young they had a couple of regular engines and they made do with them, but they could pull, you see, the Terre Haute, Indianapolis and Eastern. It went from Indianapolis to Richmond, and then it went to Dayton, Ohio, and then you could go on the Cleveland. And they done a wonderful freight business over in there. They had these engines, and they could haul as many as twenty cars at a time. They had a couple of those engines on the Eastern division, and they ... but we never had anything, only a freight car and ...

or grab a passenger car or something.

W. Yeah. Well, now, you said that you started hauling livestock. What did you use to haul livestock in? H. Well, we had at first ... we had some cinder cars, and they had a door on the side, and we took that and just put a rack around it up, you know, up above that, and we made several trips with that. Then they got busy and began to build 'em some stock cars. W. Yeah. H. And then we had regular stock cars just like they have on the railroad.

W. How many people were employed by the Ben Hur and the T.H.I. & E. when you were there? H. Well, we had between 50 to 54 trainmen out of Crawfordsville. That don't sound ... that sounds like a whole lot, but you had two crews and you started. You had early runs, and then you had late runs, and then you had runs in between, and then you had your freights, and we ... and they had a pretty good bunch down at the barns, and I don't know, but I expect when they folded it up, there was around 200 people right out of Crawfordsville working for the Ben .. for the interurban, because we had men on the road, and then they had men at the shops and they had the section men and all those employees.

W. Did they have any stations where they had people, personnel, between here and Indianapolis? H. Yes, yes, all these towns. W. Would there be a ticket agent? H. Ticket agent, and well, sometimes they have maybe two around there. One of ... generally a woman was a ticket agent, and they'd have a man handling freight, stuff like that. Brownsburg was a pretty big town at that time. It was the biggest one between here and Indianapolis until we got to Speedway. Of course, it was a big, big thing after they got going. They had the Allison division, or they really had the Prestolite factory over there. And then, well, at New Ross they had a station there, and they used a freight man. And, I don't know, of course, Linnsburg--they

built a building there, and the had Ed Linn, and he had a grocery, had ... they built a big building, and he put in a grocery store, and he was the agent, also had a grocery store. He didn't have ... didn't have any overhead. He was sitting pretty nice.

W. Now, when the, ... then, so you say there were 54 people ... is that what you said there were? H. Yeah, that was just trainmen. W. Fifty-four trainmen. H. Yeah, you had lot of what they called shuttle trains--three car trains, and we run them right out of here; one east at 5:30 in the morning left here, picking up people working at Speedway. W. So there were three cars on a train? H. Yeah, yeah. W. Now, would that have just one motorman and ...? H. One motor and a conductor on each one. It took three, see. W. Three crew. Would each one of those cars have a motorman? H. No, they were hooked together, and ... I got one here someplace, I know. You shut that thing off. W. I can shut it off. This is a picture of Indianapolis, Crawfordsville and Western limited train 1911, but they were still running those when you were on there? H. Oh, yes, yes. Wait a minute. What you say? W. Says, "parked at Speedway." H. Well, that says you first inter, but this was ... see, they made a three-car train there, and it took a conductor, and on that you had to have three conductors--one motorman and three conductors--and you go from here to Speedway, and then they had a loop--what you call a loop. You turn around--whatever you want to say it--and you turned it around and then got ready and parked it and then bring her back of an evening.

W. Were those trains pretty well crowded? H. Yeah, you had them stuck every place. You could call ... I think it was 64 you could seat, and then you had them standing up every place. And then that baggage car ... we had some chairs. We could set them in there, and you could put people in there.

You could handle a hundred right along on each car. W. On each car? H. Yeah, yes. W. So you were hauling three hundred people? H. Easy, yeah.

W. Any what was the heavy run of the day? Five o'clock? H. of an evening. W. Yes. H. We had that Ben Hur limited; he left Indianapolis at 5 o'clock. Then we had a limited that came out at 5:10, and then we had this shuttle train; it was loaded up at Speedway, and he went out either right ahead of that limited or behind him, running on his same time. W. When you speak of the limited, does that mean "only stopped at"? H. Only stopped at stations, didn't stop at crossed roads and places like that.

W. Well, now, the stations would be like Brownsburg and Lizton? H. Well, yes, yes. W. Pittsboro? H. Speedway and Clermont, Brownsburg, Pittsboro, Lizton, Jamestown, New Ross, Linnsburg and Crawfordsville. W. Those were the main stops? H. And the limiteds done that, and then you locals. And you picked up school kids of a morning, took them back of an evening, stuff like that. And they didn't have buses like they got today.

W. During the middle of the day, how many ... you won't have those full cars? H. No, it was pretty quiet. W. How many people would you carry, for instance? Would you have a full car in the middle of the day? H. Very seldom, unless there was something special going on, you know. Take a ballgame and ...

W. All right, let's go ahead. What were we talking about? We were talking about ... you were explaining how they would have a ballgame on over at Indianapolis. H. Over at Indianapolis, they played all their games in the daytime. There wasn't any night games. You could get a ball excursion ticket for \$1 round trip, go to Indianapolis and get off right at the ballpark and see the ballgame. Then it was over around 5 or 6 o'clock; you could catch that car, catch a car right out in front of the ballpark and



come home--done pretty good business there at one time.

W. What about in bad weather, for instance, in heavy snows? Did you have any problems with your interurban then? H. Oh, yeah, we had snow plows, and we'd get out, start working early. We didn't wait until it was piled up. It'd begin to snow ... say it's begin to snow here at 6 o'clock, and we had two snow plows, and the crew would take one of those snow plows and tear out for Indianapolis, then go to Speedway and turn around, then come back this way, and the other one would leave Crawfordsville and go East, and they kept working all night, if they had to. W. Was that snow plow hooked on front of a passenger car? H. No, it was a regular ... they had one regular snow plow, and the other one they had hooked on a freight, and it was just a big cow catcher. You know, run-around ..., and then we had sleet trouble. That was the worst thing that you could get into, the sleet. It falls on your trolley wire and freezes and just insulates that, and you can't move, so they had what you call sleet cutter, and it's a little wood something, like a horseshoe, and it fits in the wheel of your trolley and then you get it, and it cuts the sleet as it goes along and didn't have too much trouble, but you did.

W. Now, did the, oh ... did you ever have any accidents on the line at all? H. We had a few accidents, but I was very fortunate. I didn't. W. What were some of the accidents they had? H. We had a freight that jumped the tracks over around New Ross one day, and we had quite a job--didn't have much equipment to put it back on the tracks with. We had what we called "rerailers." You had a derailler to derail 'em, and you can see these on the railroads today, around especially where [the] train ... and around switches and places like that. They ... but we had ... we had rerailers, and they put them up against your tracks, and you could put her back on the tracks

with them.

W. Anybody every get killed in those accidents? H. Oh, yes, we had several people killed, and what I mean, hit cars and stuff like that just like they do today. And we had ... well, we had a few trainmen killed. We had one killed over at Speedway--a man by the name of [Curtis] McCalip--and when they first put on the trailers, they put one conductor to two cars, and he had to come out on the steps of number two and then come into number three, and he hit the pole, knocked him ... you know, hit his head against that and then we had another fellow by the name of Wilhelm--he was out here around Dover, and he was on the stock train coming this way, and there was a passenger car and the motorman was up on the top of the car putting in a new trolley, and the conductor should have been at least a half a mile down the track, but he didn't think, well, there was no danger of anything coming, and so it hit him and Wilhelm, well ... and he jumped, and he hit a pole. Of course, those poles were one hundred feet apart. There was 52 of them to a mile, and they had to be that way to hold up that weight, so that now, I guess, we had more than that killed, but I don't recall any. W. No big crashes or anything like that? H. No, we were very fortunate.

W. Did the line double track or were you single track all the way? H. Single track, you might as well say, all the way. It came out of Indianapolis. It was double track to Speedway, and they were going ... always going to make double track farther down to pretty near Clermont, but it never developed. W. They probably had a side track? H. Oh, we had lots of sidings. Had to have 'em. You had three and four meets between Indianapolis and Crawfordsville--where you met this car coming the other way. W. I would think there would be a danger when you had that, to have head on collision[s]. That's what ... H. Well, there's not much danger if

you know what you're doing and the like. W. There have been, though? H. Yeah, and it's been a very common thing for the engineer to go to sleep, or something like that, or maybe have a stroke, heart attack, something. But we were very ... I guess they did have ... on what they call the Union traction. It was a different outfit, but they had a wreck or two on there.

W. Now, as I recall, it was your train used to ... did it go ... did it go over the Monon? Whereabouts? Where did you cross the Monon? H. Pike Street. It's closed now, but the bridge is still there. I don't know what they're going to do with it.

W. Tell me the route that you followed when you were working with the interurban, all of Crawfordsville, where did you go? H. Well, we left the station on West Main Street, went east on Main Street to Elston Avenue, west up Elston Avenue to the bridge, went over the bridge at Pike Street, and then we went up Pike Street and to Pine, and then we went up over the viaduct and that took us over the Vandalia tracks. W. Which viaduct was that? I don't know about that viaduct ... is that? H. A viaduct. It was gone before you came to town? W. I guess it must have been. H. Well, we had a viaduct, and the car went up to Pine Street, then it went up over the Pennsylvania tracks or the Vandalia and then came down, and then one of them went straight, going to Lebanon, and the other would make a big turn and went out Grace Avenue and hit the Big Four railroad, and then we paralleled the Big Four railroad all the way to Indianapolis. W. Where was that viaduct over the Vandalia? What street was that viaduct on? H. Pike Street. W. On Pike. H. Yeah, right in the middle of the street. It went up ... of course, Pike Street didn't go too far. It went as far as the Vandalia railroad, and we went up over it. W. That was gone when I came to town. H. Well, if you ever go out to the new addition ... you don't know

too much about the new addition, but you can go out Wabash Avenue aways. W. I know where that is. H. There's a big scar. They never tore it all out. The base of the viaduct comes up there.

W. Now, then, the Ben Hur addition, or Ben Hur subdivision ... Ben Hur paralleled the Big Four? H. And, then they came in and made a turn and came in Wabash Avenue, see, and then crossed the Vandalia tracks ... crossed them. They didn't have any viaduct or anything and you just had to come across the Vandalia tracks and then come down Wabash Avenue. That's the way they came into town and went out of town. W. But you said those were combined later on, weren't they? You said those two lines were combined? H. Yeah, after the Ben Hur folded up, the T.H., I. & E. took it over, and when they took it over, they consolidated out east of town and come in on one track. See, they done that on account of the viaduct, and they could get over the Pennsylvania tracks.

W. Now, the trolley car--the street car--used to run on some of those tracks, too, didn't [it]? H. Well, that was the idea. We didn't have any street car until about 1910, or something like that, and when the interurbans came in, they had to go to the city to ... and get permission to use their streets, so they told them they would give them hourly service. All right, then, when they done away [with] the Ben Hur, why, they didn't need that track so ... but they still had to have Main Street, so they put on that city car and it run. Then, see, it run over those tracks. It started at the Vandalia Railroad on Wabash Avenue and run down and made the turn at the library and came down Washington Street to Main Street and then turned on Main and went down to the end of the line down there which was down about Barr Street, and then you had two trolleys, you know. W. Just two cars? H. Just had one car, but it had two trolleys on it, and you put

up the other trolley and run it. W. How often did that run? H. Every half hour. W. Was that a success, that trolley? H. Yes, for years. W. Was it? H. Yes, it was. It paid money. Awful lot of people who worked in the east end rode it from the west end. It cost a nickel.

W. What did it cost to go to Indianapolis on the T.H., I. & E.? H. \$1.32. It was a little cheaper than that when they first started, and it was right around a little less or a little over a dollar and then, of course, it got up to a \$1.32 one way. W. One way? So it cost \$2.64? H. \$2.64 for a round trip. W. That was a lot of money, wasn't it? H. Yeah. W. In those days.

W. Now, what happened to make the interurban decline? What brought that about? H. Automobiles. The automobiles, and the Insull came in. You have heard of Sam Insull in Chicago, and his outfit, and they came in, and they didn't want the rolling stock, but they wanted the high lines which they got, and that was another thing, they didn't care anything about the ... that, and of course, they got in and, of course, know what happened to Sammy Insull. W. He went broke. Did you see that happening? Did you see the decline? Could you tell it was coming? H. Yeah, I did. They together dropped off. You could just tell. You knew it was coming. We didn't realize it was going to come as quick as it did. W. When did it come? H. Well, I guess it was '30. I thought [it] was '32, but according to some of that place there, it was folded up then Halloween night of 1930. W. Now, that was both lines? H. Yeah, yeah. It was all one line at that time, see. The Ben Hur had been taken over by the T.H., I. & E. It was all one line.

W. And do you remember the last run? H. Oh, yes. Well do I remember. W. What did ... H. I worked that day. I took material that we gathered up and took it to what was called Midway, and that is west of Indianapolis, and

they were storing a lot of stuff there, and the last car left here as usual at 9 o'clock and went to Indianapolis? W. 9 o'clock in the evening? H. Yeah, and went to Indianapolis, and then they left there at 11:30 that night and, of course, there was mostly trainmen on there, and they took turnabouts--one guy would run it awhile and then the other guy.

W. Didn't have any real passengers? H. Well, we had a few passengers coming back. Well, I guess they started out of Indianapolis; they really had a load--a lot of people that knew it was the last ride. W. Tell me about your last ride--you said you picked them up at Indianapolis--and the last ride on the interurban, tell about that again. H. We left here at 9 o'clock that night and went to Indianapolis and then got ready and left Indianapolis at 11:30 on regular scheduled time, and there were mostly trainmen on the car, and there was quite a few passengers, and we let them off, and the old time trainmen, they took turns about, all the motormen, they got [a] turn bringing the last car in. I don't know who was motoring when it got here, because I had worked that day, and I didn't feel like going that night. Then, we put her down, well, we stopped right in front on Main Street, there in front of the interurban station, and everybody give a war whoop.

W. What ever happened to that old equipment? What did they do with it? H. They hauled it from here to Lebanon, and I don't know what became of it from there. Some of it went to other places. Some of it they sold for ... they made dandy ... oh, get one and set it and make a hot dog stand out of it--Coney Island, one thing or another. The one guy had three of them. He had it set up and made a restaurant out of it.

W. Did you ever ride on any of those old cars that had sleepers on them? H. No, but we ... from Louisville to Indianapolis they had a sleeper,

you know, and they left Indianapolis at 11:30 and went to just before you got in to Louisville. They put up for the night, see, because you had your passengers sleeping and didn't want the noise. They pulled it on in around 8 or 9 o'clock in the morning into the station, and then you would get off. Very nice. W. Did you ever ride in one of those? H. No. Yes. They brought a special in here one time from St. Louis going to Cleveland. It was a three-car train, and they use them out of St. Louis a lot, or did then. They had a diner and a pullman and a lounge car on them. The lounge car was where the motorman ... it was that car, the first car. They had a big convention in Indianapolis. They brought that in here over the Big Four, and they give it to the Monon, and the Monon gave it to us down at the Monon tracks where we interchanged down by the Monon depot. I was the lucky boy to drive it. I brought it up and we "y'd" at Market Street, then brought it up and backed it around the corner at Washington and Main, then pulled it to Indianapolis. [When] we got it to Indianapolis, we put it on a stretch of dead track on Kentucky Avenue--the first block on Kentucky Avenue. The first block of Kentucky Avenue ... you know the lay of the land over there. It was ... there was a track there, but it was what they called dead track; the street railway didn't use it. So we backed it in there, and it set there during their convention. W. But there were people on it while it ...? H. Oh, yeah, a lot of dignified people on there.

W. You were telling us about all the trains at the Monon. You were saying how many trains there were. H. Twenty-two passenger trains in 24 hours went through Crawfordsville. W. How many on the Monon? H. Eight, four each way. The Big Four had four each way. The Van[dalia] had three each way, which made six, and that made your twenty-two. We had what was called a Junction House up on the east end where the tracks crossed. It was

a hotel built by the railroads, the Big Four and the Pennsylvania. That's right where they crossed, and the Monon came in at an angle, if you were ever up in there. That hotel was a two-story building. They had a nice waiting room, and a very nice restaurant, and then if you wanted to stay overnight, they had rooms upstairs.

W. Is that where Ames Tower is? H. Right close to Ames Tower. Ames Tower set over there ... this was right where the two cars ... a little to the east, right where the Pennsylvania and Big Four crosses. It set right in that corner. It was a station, and they had a big kitchen, but the kitchen was in the basement. They had to pull everything up [a] dumb waiter. It was very nice. Lots of people changed, going from the South, going-East. They changed at the Junction House, see. You know we got a lot of bigots here in Crawfordsville. W. Just like you have in every one of them.

W. You mentioned the Junction House down there. Were there other hotels in town, too? Weren't there? What hotels were they? H. Well, we had the Ramsey. W. Where was the Ramsey located? H. Down on the corner of Green and Market. Way back. It was a way when it was built. It was known as the Nutt House. A man by the ... named Nutt had it. Of course, when the shows come to town, especially vaudeville, they take an awful rap at him, "If you're not crazy now, you will be when you get out." W. You mean those shows? H. Yeah, vaudeville, you know. W. Did they stay at the Nutt House? H. Yeah, they generally did. W. Was that built in your time, or was that before? H. No, that ... it was before my time it was built. Then a man by the name of A. F. Ramsey bought it, and that's how it became the Ramsey. Yeah, Ramsey and P. C. Summerville. Where ... Peter Summerville, is that right? Peter Sommerville? H. Yes, yes, they were great financiers, or



whatever you want to call 'em.

W. The type of people that come to these hotels, I suppose there would be vaudeville troops, salesmen. H. Yes, very much so. Lots of salesmen. They came in on those trains and put up at the hotel. Of course, the Crawford ... I think the Crawford was built along about 1905. I may be wrong on that date. I think it was there. W. Do you remember when it was built? H. It was there, and of course, they took over a big part of it. W. Do you remember when the Crawford was built? H. I just faintly remember when the Crawford was built? W. Were there any other hotels? H. Well, we had several small hotels. Where ... right next to where the Ben Hur Building is today, there was a Robbins House. W. Where was that? You mean just west of here? H. Yes, yes, right there. It was a framed building, about a two-story, as I remember. It burnt down one Christmas Eve. W. How many years ago would that be? H. That would be way up 75 years ago, something like that. They never rebuilt it, but they left the porch on it. A couple of steps you went up, and there was a porch clear across the front of it. So then ... and later they cleared it out, and we had an air dome in there, they had an open ... and had shows in the summer time. W. Oh! H. And it was quite a place. They had shows come in stock companies--played different shows every night for a week. They had them all the time. A man by the name of Gilkey run it. There was a great place when we had politicians come to town, stand on that platform and talk. W. Oh, you mean the old porch, they used it as a platform? H. Yes, clear across the front. W. It opened onto the back though and that's where they would have the what ... they have seats back there? H. Oh, yes, it had seats and had a stage clear back there at the alley. They could seat quite a few people. I wouldn't say how many, but around a thousand. W. What era was that in? Was

that after World War II, I mean World War I, or before? H. It was before World War I. It would be up around 1910.

W. Now, we were talking about the hotels. Now, you mentioned the Junction House, the Ramsey or the Nutt House, the Crawford, the Robbins House. What's the other one? H. The Nolen House. It was down on the corner of Market and Washington, where the Commerce Building is today. W. Was it before the Commerce Building was built? H. Oh, yes, yes. W. How do you spell that Nolen? H. N-O-L-E-N, I suppose, Tom Nolen. Of course, when ... after the Ramsey and the Crawford came up, why, it folded up. It was empty for a long time. W. And then they built the Commerce Building? H. Yes. W. They tore it down? H. Tore it down and built the Commerce Building. W. Were there any other hotels in town? H. None that I can remember until they built the great Monon. W. The Monon was late in being built? H. Oh, yes, yes. W. That was after World War I? H. Yes, I guess it was built before World War II but along about that time.

W. Now, these hotels were used mainly by traveling salesmen and other people coming to town. They would come on trains, I take it, all of them, almost all of them? H. Almost all of them, yes. W. Were there sleepers and through trains coming through Crawfordsville? H. Yes, on the Big Four, they had an evening train that came through here at ... he was due at 5 o'clock. It was made up of a diner and one pullman and the others were day coaches. W. Where would that train be running to? H. It was made up at Peoria, and they came out of St. Louis and changed trains at Peoria and then went east to Indianapolis and then on to New York. They would pull a diner and the pullman off at Indianapolis and put them on another train that went clear through to New York. This train would go on to ... I think it was Springfield, Ohio--that was this day coach. Then on the Monon of a night

they had a pullman. I think that's all that came through Crawfordsville.

W. I understand at one time there was ... used to be a pullman that came through from Chicago and would be switched at Roachdale to go east to Washington. Is that correct? H. I never heard of it, but it could be possible. There was a night train that ... you know, he was running, see, they run on a schedule. All your trains, passenger trains especially, run on schedule. Its schedule ... he got in here about 1:30 of a morning. This is a night [train] that left Chicago around 9 o'clock, got in here around one to 1:30; then there was another train that ran ahead of him called a red devil, and it went direct from Chicago to French Lick and didn't stop any place. It highballed all the way through. When he run on his schedule, see, that way he run just about 5 to 10 minutes ahead of him. That give your extras a chance to know. W. Would they have pullmans on that train? H. Yeah. It was solid pullmans and ...

W. Once again, we are talking to Mr. William Houlihan and this date is September 21, 1979. We're continuing on about ... I think we're discussing hotels, weren't we? H. Railroads. W. Oh, the railroads. We skipped over to railroads. You were talking about the trains that went through Crawfordsville. You mentioned that there was a sleeper on the Big Four that went on east somewhere to New York? H. New York. W. The last thing I think you said, there was one train on the Monon going to French Lick, and it followed or ... H. Went ahead. W. ... went ahead of the regular. H. Went to New Albany and then went to French Lick. W. That was called the Red Devil, the special to French Lick, is that right? H. Pluto--better known as Pluto. W. Pluto. Okay, I get the connection. H. That's where Pluto was made down.

W. Of course, you were mentioning where ... also some interesting

things about ... oh, before we go to that, were there ever any sleepers on any pullman trains on the Vandalia, on the Pennsylvania? H. I don't know because it only run from Logansport to Terre Haute. Of course, it ... at Logansport it connected with the main line of the Pennsylvania. They never even had a diner on any of those cars.

W. All right, now, let's go [to] a couple of other things you were mentioning here. You've showed us some pictures here. Something I didn't realize was that what is now the College Street Pharmacy down at the corner of Water and College Streets was the first fire house in Crawfordsville. I wonder if you'd comment on that. Go ahead and talk about that. H. What is there to comment about? W. Well, comment upon ... you said, I think, that they used to have a bell in the tower up there. H. They had a bell in the tower for quite awhile. Of course, they took it down. I don't know what they done with it, but that bell you see in front of the fire station today was originally on the fire department--that was way up on East College Street pretty close to the factories. W. Oh, yes. H. But the bell--I don't know what ever became [of] the bell that they had.

W. You mentioned also these old hand pumpers they had. Did you ever see those in action? H. No, they were before my time. They had it, they got one or did have. The city's got one, and I don't know what became ... or where it is. I imagine ... W. Did ... you did also mention the cistern they used to have at every intersection. H. Yes, sir. W. Did you ever see those in use? H. Never seen them in use, no, sir. Because they had during my time ... we always had water works. W. Now, during your time, was the water works always out there on Whitlock Avenue? H. Yes, sir. Yes, sir.

W. I understand also at one time we used to have a central steam system in Crawfordsville? Is that right? A heating system. Where was that? H.

On the corner of Water and Market Street[s]. W. Who ran that? Was that Billy Martin? H. Billy Martin's father started it. No, wait, Billy Martin's father built the Martin Dam out on Sugar Creek, and Billy Martin took over and built the heating system. The Ben Hur Building was one of the first to have it. W. Were you living in town here when they had the old heating system? When did that start, about? H. Yes, sir. Oh, it must of been around 1910, something like that. I wouldn't know the exact date. W. Where did it service? How far did it go out? H. It came up Water Street and took in the Ben Hur Building and then went down the alley and took in the Bischof Big Store and went on down to several places along Main Street businesses. It went, then, to the resident district, down to about the 400 block on Washington Street. It got the Hulet House and the Claypool Flats. W. Where would that [have] been? H. Well, that would be the 300 block, I guess, on South Washington Street, and it went down that alley, and it took on several ... see, instead of going down the street, it generally went down the alley, and they could catch them from both ways. W. Yeah. Where did it go? Did it heat any places on Market Street? H. Yes, sir. There was some of 'em got it from Market Street. I think it went down that alley between Market Street and Main. Then they went in from the back way. Of course, they brought it up to the Ben Hur Building on between the curb and the sidewalk in your parkway. It was a horrible expensive job. They had to lay tile and then lay the pipe, then cover it with tile to save the heat, or try to. But, in the wintertime you could tell right where it was. It kept the ground warm.

W. Now, you mentioned Martin's Dam. What was the purpose of that dam? We've all seen the dam there. Whatever made them put that there? What was it for? H. Dr. Kirtley asked me the same thing the other day. The reason

for it was that they built a dam across Sugar Creek, and then in the wintertime, they made ice and had three big barns on the west side of the creek that you got into from Lafayette Avenue or Lafayette Pike. They were log cabin barns, and then [they] insulated the best they could, and you made your ice, and they tried to cut it around 100; they'd be a hundred pounds chunks. You lay one layer down and then you put sawdust over them. Then, you put another layer on there so they won't stick and built it on up. These barns ... they were very big, and they didn't have a window in 'em. They had the big door in front and a platform. W. That would hold all summer, would it? H. All summer. Then the men would go out there and get them and deliver it around town. It is a very common thing over in the East. They're still doing it and shipping it as far as India--that's ice. W. I'll be darned. I didn't know that.

W. We were going to talk about ... you mentioned the 19, whatever it was, 1905, or somewhere in there, that had the G.A.R., the Grand Army of the Republic. H. 1909. W. 1909 had a state convention in Crawfordsville. Were ... do you remember that? H. I remember some of it, yes. W. Could you describe a little bit for us? H. Well, the town was decorated the finest that it ever was, and we had the steeple on the Court House at that time. There was a crew of possibly 25 men came from Chicago. They had about 3 or 4 boxcars full of bunting and pennants. They throw the pennants from the top of the court house clear ... one went from there to Pike Street; one went from there to Walnut Street; one went from there over to over Market Street; one there over to Green Street. W. Goodness! H. They also ... they ... our electric light plant was comparatively new. They ... and they had at the intersection of Market ... of the intersection of Washington and Main Street[s], they had lights from clear up from one corner to the other.

Then, at the other place, they had halfway, they also had a big arch of lights. They had two arches at the intersection of Main and Washington. You understand how they went up? W. Main and Washington? H. Right in ... right of the court house, a big arch, you know, and it came ... W. Like a dome? H. Yes, yes. Of course, they kept 'em for a number of years after that. They wasn't too strong ... the weather ...

W. Did they ... were there some parades? I suppose there were. H. The big parade. That's when the ... that's when there was supposed to be 35,000 people on the street--that was the big parade, and the old timers ... and they had the several ambulances right along. There weren't too many cars, but they had quite a few cars, and they went along in case one of the old timers had to drop out; they took care of him. We didn't have any motels or anything like that; nearly everybody took one or two--what they could. It was a beautiful thing.

W. Now I want to ask a little bit about the ... you've been a member of the Catholic Church for all this time you've been in Crawfordsville. Tell us a little bit about the history of the Catholic Church in Crawfordsville. H. Well, before the Civil War the Irish began to immigrate into town along in 1840--along in there. Then, of course, they began to build the railroad. There was lots of them came to Crawfordsville. They didn't have any church, so they got together and went to the court house. They had services for awhile in the court house in the court room. They got together, and they built the first church on the corner of North Street and Walnut, down in the, you know, the north part of town. It was just a small frame building. W. Which corner of North and Walnut would that have been? H. Northeast. W. The northeast corner of North and Walnut. H. It was tore down, and there was a house put there, a two-story house. A man by the name

of Buckley put up that. W. Would that be about where Perry Lewis car lot is now? H. No, it would be further down. W. Oh, further north. Oh, okay, I'm thinking of Spring Street, am I not? H. Yeah, you want to go down further to North. Then, I can't tell you just when, but they built the big church where the First National Bank is today, on the corner of Pike and Washington. This was there for years. Then they moved it out.

W. Most of the parish was Irish? H. Yes, yes, there was quite a few Germans in ... there were lots of Germans. W. Do you remember who was the ... whatever you call 'em ... the priest at the time you first remember? H. Well, my first, of course, ... the first priest, the first stationary priest, was O'Flaherty. W. That wouldn't be an Irish name? W. That really is an Irish name--O'Flaherty. H. Then, I ... well, my first one was Father Walters, and then Father Dempsey, then Father Quinlan, then Father Conroy. W. Those are a lot of names I never heard of. The fellow that was there when I first came into town was Father Keating. H. Keating, yes. W. Where did he come in? He was here in '45. W. He was here for a long time. He came in ... Father Dempsey died saying a funeral mass on the altar, and then ... W. When was that? H. 1905, 1906. W. That must have created quite a commotion. H. Oh, it did. W. Were you there when it happened? H. I was serving him. W. Oh, my goodness.

H. You mean you ran out of tape already? W. We ran out of tape there, with that comment. There.

W. I was asking you about the schools. You said that ... tell us about the school. H. Well, they had a small school back of the church off to the east. Then it wasn't big enough so they went down on West Main Street on the corner of Main and Grant Avenue. W. Main and Grant ... now, let's see. H. Well, right next door to the Georgie Durham Home there on the



corner. They bought a residence and tore the partition out between two rooms on the upstairs and one down. They had two rooms--school rooms--, and the sisters [of] the Holy Cross was in charge. They generally had four sisters. They had a housekeeper and three teachers.

W. That was the school you went to? H. Yes, then they ... when Father Conroy came, why, he rebuilt the church, also tore that old small school down and put up a two-story school building. W. What year was that? Do you have any idea? Before World War II, World War I? H. Yes, yes, yes indeed, around what ... 1907 or 1908, something along in there maybe. I am afraid I just don't know.

W. Do you have any recollections of your teachers? H. Their names, you mean? W. Yeah, their names, or any special recollections about them. H. Well, no, but they wore the habits, you know. You seen their ... one of them wasn't allowed to go on the street by herself. They had to go in at least pairs. They were very strict. W. How were they as teachers? H. The same way. W. They were strict? H. Yeah, they carried a bone ruler biggest part of the time, about a foot long, and they would crack you on the knuckles.

W. Did you have very large classes? H. Well, no, not to say as big as they have today. You had quite a few in each class. W. Were all eight grades ... were all in the same room? H. Yes, that is, at first the boys were downstairs and the girls were upstairs. Then after they consolidated, then they had the smaller grades on the first floor. They had the higher grades on the second floor. W. The boys and girls were all in the same room. H. Yeah.

W. Do you ... I know I can remember back when I was a kid and going to school. I had fond recollections of certain teachers. Do you have any that

you ... did those teachers stay here any length of time, or did they move on? H. Well, they move on, of course. Sometimes we had some teachers stay quite ... who came back year after year. We had a Sister Bernholt, and she had a relative here, so that way they tried to keep her one way. She was here for years. Then, we had, oh ... I can't remember any names of them. We had Sister Nazarre, Sister Teresa, and we had a couple of them who were pretty good ball players. We'd get out and play ball at recess or ... and had a small ... on the back yard. They liked to get out and swing the bat.

W. This, of course, is something we don't hear so much about today, but you mentioned it earlier, that there was quite a bit of bigotry in ... H. We still got plenty of it yet. There was quite a lot of it even before the Klu [sic] Klux Klan come. W. What ... did you have any special instances? I heard Bob Whitecotton talk about it. When he ... you know Bob Whitecotton from New Ross? H. I know his dad better than I did him--Walter. W. I heard him talk about how it was out in New Ross--how tough it was to be a Catholic out there. H. Pretty tough. You had the same thing here. W. Do you remember any instances of that, that you ... that ... H. No, no. I guess not. We had Father Sullivan when the Klu [sic] Klux Klan was very strong. They had a big parade on the 4th of July. He came out on the altar on Sunday before that, and he said, 'I ask all of you to go visiting on the 4th of July if you don't stay at home, cause it will cause trouble.' A number of years before that they had A.P.A.--the same thing.

W. The A.P.A.? What's that? H. Well, the same thing. I don't know that it ... but it was Catholic hating, and in Lafayette, they had a killing up there over it. You ... that's a fight. I don't know ... I was working for the traction at the time. I hauled a lot of them. Little did they know there was a big Irishman taking them home.

W. I remember my wife was talking about ... they lived in town here when the Ku Klux Klan had that parade, back in the 20s, wasn't it, something like that? H. Yeah, yeah. They took over the Durham Woods. That's ... it's] known now as the Durham Drive North. That wood was their headquarters, and they came down Grant Avenue and paraded around town, then went out Mill Street. W. Were they wearing their hoods? H. Oh, yes, oh, yes, by all means. That was a good draft--cost you \$10 to get in and \$10 for a sheet. W. I heard about that. H. Well, I was solicited, but I never joined.

W. Well, is there anything else we haven't covered here. We've got a little more left on this tape here. We ought to do a ... some more talking here. Let's-go-back now and talk about the interurban coming in from Lebanon. You were describing ... You were describing about the place over here at the Bank Cigar Store where they were. H. Yes. W. Go ahead and tell about that. H. Well, they came in Pike Street and then came down Elston Avenue to Main Street. Then they came on Main Street to the middle of the 200 block on Main Street which would be the Bank Cigar Store now. Then they unloaded their passengers and then went on down West Main Street to the 900 block and then y'd, or turned around, whichever way you want to put it, then came back, see.

W. Now, you said, though, that the freight would go where the Bank Cigar Store is now? H. They had a switch in on Main Street at the station. The freights went in along the west wall of the building. W. Now the Bank Cigar Store? H. Is now the Bank Cigar Store, way on back. W. That little restaurant there was the passenger station? H. Passenger. It was originally way back--it was a livery stable. They turned it into the station. They had that curve in there. I don't know whether ... if they

ever took that curve out when they took the ... I guess they did.

W. You were also talking about those rails in the bricks--how they were damaged when they moved ... when they took the rails out. Tell us about that. H. Well, later then, Lex Clore was city engineer. He thought it was going to be very easy, but he found out it was one solid rail. They were all welded. They had to be welded to get the return to go back to the power house, so it was one solid rail from the Vandalia tracks down to ... down Wabash Avenue to Washington Street and then on down toward the power house, the same way on Main Street. They all were welded together. They got a cutting torch, and about every 10 foot, they cut the rails. They took the spikes out of the ties and pulled them in so they could get a hold of them and lifted them out. Of course, they put what bricks they had back, and then they filled it in with cement. That[']s] where you get your cement after ... what you saw when [they] tore up the streets here shortly.

W. You said, too, that they had a Y down at the terminal building. H. Yes. W. That was later though? H. Well, they put that in when they consolidated, and they took over the ... that was originally the ... built for a Y.M.C.A. The interurban took it over, made ... consolidated their different stations, brought them all down there. You headed in, and you backed out, see. You had your Y, what you called a Y. Of course, the reason why the city car was put on there was because they came before the city and asked for the use of their streets. If they give the use of their streets, they would give then hourly service. Of course, they were going to do away with cars on Wabash Avenue and West Main Street, so they put on the city car to give them the hourly service. That is, when it came to town-- that thing of having a mule train and that like of stuff. They didn't have anything like that. W. They never had a mule train? H. No, no. W. Well, I

didn't know about that.

W. Now, were you aware ... of course, you remember when the first automobiles came ... started to come to town. Do you remember those? Do you ...? Did you ever drive a car? H. Oh, yes. Model T. W. What was your first car? A Model T? H. A Model T. W. When was that? H. About 1919, I guess. Oh, I had one earlier than that. I was married in 1915, and I had one before that. Be about 1912.

W. The streets are not ... almost none of them paved, were they? H. No. The first paved street in Crawfordsville was Vernon Court--a block there. Then it seemed to be a success, so then they paved, and they paved around the court house. They paved Main Street from Washington Street to Green Street, north on Green Street to Market, west on Market to Washington, south on Washington to Main. That was your first, and, by the way, they had a big dance. W. Oh, when was that? H. When they got that done. They had a big dance out on the middle of Main Street, right in front of the court house. W. What year would that have been? H. I am afraid to say--be back around 1905 or 1906. W. Did you attend it? H. No, I was hardly big enough, I guess. Oh, I guess I was old enough to, but it was mighty nice quite a time. The original court house was steps clear across the front of the building. They got busy and put up a band stand. We had a band concert every Wednesday night. That's how that band stand is there? W. Where is that? Out ...? H. There on Main Street in front of the court house. W. Oh, I know what you're talking about. H. There on the east side of the steps.

W. Would they have a dance or just a band concert? H. No, they just had a band and they would give band concerts just like our band does out at the park now, or the Lane Place. Every Wednesday night for years, they had

[a] big band concert. Of course, the merchants stayed open. They had quite a time. W. Merchants' hours were different in those days? H. Yeah. W. They were open a good many nights? H. A good many of them were open nights.

W. Remember any of those old merchants? H. We had Jake Joel, Tannenbaum Brothers. W. What business was Jake in? H. Clothing ... the Tannenbaum Brothers ... in clothing. We had Nye and Booe Drugstore. Jimmy Wilhite had a cigar store way back there--sold nothing but cigars and magazines.

W. We're talking again to Mr. William Houlihan. This is September 21, 1979. I want [to] get him to say something about Lincoln Street and that boulder on Lincoln Street. Why don't you go ahead and tell us that story about ... about how that boulder happened to be there. H. Well,--the boulder is where ... in the middle. At that time, Lincoln Street was just one block long. W. Still is. H. They was eleven boys off ... that went to World War I. The neighbors got together with Dumont Kennedy, the Abraham Lincoln of the south side, and they got together and dedicated this boulder to those boys--there was the eleven. Do you want their names? W. Why don't you give us their names. H. There was four Jolley boys, four Hiller boys, one Fisher boy, one Spilman boy ... I don't know, I don't know ... W. Now, did they have a big doings there? H. No, not too big. The war was going on. One Sunday afternoon ... of course, Dumont Kennedy was the principal speaker that afternoon. W. Were you present? Did you attend it? H. Yes, I saw part ... yes, standing, you know, in the crowd that attended. W. Wasn't Senator Watson the speaker? H. I guess he was since you brought it up. He was here. W. Mary Hannah Krout, I think, wrote a poem about it, didn't she? H. I understood she did. I never saw it, but I understood she wrote one. W. I ... we got a copy of that poem. As a matter of fact, I got that

newspaper article framed and hanging on our ... a wall in our house--about Lincoln Street. But, I am interested because you're the first one I ever talked to who actually knew about it in person. What about Dumont Kennedy? What was his role in this thing? H. I thought he ... he was master of ceremonies. W. I think you're right on that. He was master of ceremonies. He lived right behind me. H. He lived right behind you there. That's about all there was. We had that speaking in the afternoon. It was something--to think that eleven boys off of one block would go. I ought to know who that other ...

W. You mentioned something about Louis Spilman flying that airplane. He was in the Air Corps, was he? H. In the Air Corps, and that year they closed the Speedway, you know. They used that for the Air Force, took it over, and they used the tracks as a landing field. There was quite a few \_\_\_\_\_, and they had a few trainer planes. They had quite a number of barracks. They built the barracks over across 16th Street from the ... W. How did Louis Spilman happen to be flying a plane over here to Crawfordsville? H. Well, he came back, and it was his home town. They got after him, of course. He was going with his wife. She was a Boone [really "Moon"]. He came back to show they could probably ... to get recruits for the Air Force. Of course, they called it Spilman Day. W. This ceremony out there on Lincoln Street? H. No, no, it wasn't on Lincoln Street. He landed his plane right where the Mall is today. They had a sheet laid in the field out there. He landed; he didn't have any runway, or anything like that; he just landed it on the ground. Then he took ... well, of course, he took his lady friend for a ride, and then he also, I think, ... then I think Ed Voris was mayor at the time, and he took him for a ride--the mayor's first airplane ride, and just before he landed, he looped the loop. He took

several people for rides. I don't know how the mayor felt afterwards.

W. You mentioned about the mayor. What about the politics back in those days? Did they have any big political doings here in Crawfordsville?

H. We had some red hot political doings. W. Did you? H. Yeah, yeah. W.

Was the town mostly Republican? H. Oh, yes, about 6 to 1. Their eminent(?) lead very strong. We had lots of campaigns and lots of speaking. Way back, of course, before my time, Henry S. Lane ... that's why that house was setting way back in the yard, so they could have a political speech. He came ... come and talk off the front porch. The crowd would stand up in the front yard. They always had lots of Senators and Congressmen come to Crawfordsville--never had unless they had a parade. We'd have a red-light parade and the band and the parade come down.

W. Do [you] remember any of those who came? Any famous figures? H. No. William Jennings Bryan talked from the porch of the Robbins House one afternoon. W. Did you hear him? Did you hear him? H. Oh, I guess so, in the crowd. I suppose. Then, Teddy Roosevelt came to Crawfordsville and talked from second base at Wabash College. They built a platform out there, and he came. He had a special train. He left Indianapolis and was going to Danville, Illinois, and they got him to stop at Crawfordsville. So they built a platform right over second base. Of course, it was on the football field in those days. The football and baseball were all on one field, the same field. They built a platform there, and he got off of his train. They had a[n] honor guard of the students, and Wabash College ... they all lined up and made it, and they didn't have enough so they called the high school. They sent all the seniors, or all the high school students, they could. They went out and filled in. I was one of them that's ... W. Is that right? What year would that be about? H. That must have been 1909 or



1910. W. He wasn't President then. H. Yeah, I think he was President and was running for second term. Well, he was appointed. McKinley was killed, and he took over. I think he was on this train, and I believe he was running. W. It would have been Taft, I think. From ... H. William Howard Taft was here. W. Was he? H. Yes. W. In Crawfordsville? H. Yes, big, fat. W. When was that? Do you remember that? H. Well, that was when he was campaigning--whatever year that would be. He talked from the court house steps--came down on the Vandalia, and they had an open cab. He came down Main Street and talked. Then he got in the cab and went back. He wasn't here [but] about 20 minutes or half an hour. Well, when Teddy came ... Of course, I already told you about Teddy.

W. You mentioned Wabash College. Do you have any recollections of the ... did you use to go to the Wabash College football games or anything? H. Oh, yes, quite often. They had one of the great coaches of all times, Francis M. Cayou, full-blooded Indian. W. Do you remember Francis Cayou? H. Yeah, he ... when I was in high school, long about 1910, Francis Cayou was a coach at Wabash, and we didn't have any coach. I think Dr. Mackintosh was head of Wabash at that time, maybe not, may be wrong there, but Millis, Sam Millis' grandfather, was superintendent of schools, and Miss Anna Willson was principal. They went out and talked to the president of Wabash College, and Cayou agreed to coach the high school team, providing we got up of a morning and went out. We practiced football from 7 o'clock till 8:00. We had to be at school by 8:20. W. What kind of fellow was this Cayou? H. He was a dandy. He was rough and tough on the field, but he was an after dinner speaker. W. He was? I had never heard that. H. Very much in demand. Yes, sir. W. Whatever happened to Cayou? H. Why, went back to the reservation and died. W. After he left Wabash? H. Yes, not right away. He

left here. Is that on? W. Yeah. H. Well, he was married ... what do we say ... [to] a white woman? To a white woman, so I am not going to say, but he was a wonderful coach. He took Wabash, and they only had about 15 to 18 men on their team in the entire squad. They went up and beat Purdue on Saturday and came back, and then he told them they could have Monday night off, but to be there Tuesday, and practice Tuesday, and Wednesday morning, he said, instead of going to school, you be at the Big Four Depot at 9 o'clock. The passenger train went west at 9:20. They got on there and went over to Champaign-Urbana and played Illinois that afternoon. W. How did they come out in those games? H. I think they got beat. Then he brought them back and gave them Thursday off. Then they practiced Friday, and he said, 'you get your uniforms, your suits, and be at the Monon Depot at noon; we're going to Indiana.' They went down to Indiana and beat Indiana on Saturday afternoon. That's where you get your Little Giants and your Ironmen. W. Did they ever play Notre Dame? H. Yes, they played Notre Dame. Notre Dame didn't have much of a team back in 1905 and 1906--along in there. They came down here one time and Notre Dame beat 'em 3 to nothing. Of course, Purdue and Notre Dame when in heavy then for athletics--from then on.

W. Do you remember any of the professors out at Wabash College? You probably remember Dr. Mac, don't you? Dr. Mackintosh? H. Yes, I just remember him, that's about all. Of course, he was retired. I met him going through the campus a time or two. We had chats. Well, you had a professor Thomas that was a very brilliant man. You had Oldfather and Kingery. W. What did Kingery teach? Do you remember? H. I think, mathematics, I would say. He had long red whiskers, [would] generally wear a swallow tail coat. Then, what was the old boy that wore the long fur coats? W. Carscallen. H.

Yeah. Carscallen. W. You remember him, of course. H. Then you had a couple that were retired. They lived over there by the gym. W. Fergus Ormes and Insley Osborne? H. Yes, Osborne and father and son. Yes, there was lots of wonderful teachers out there. W. Do you remember Ezra Pound when he was here? H. No, no. W. You read about him, though? H. I read about him, yes. I never met the gentleman. We had an actor that went out there.