

Beth : This is Beth Smith. I'm at 431 West Sackett, talking to Tom Bauman. He's going to tell us about some of the things he remembers about early Salida. Hi Tom.

Tom: Hello Beth.

Beth : What can you tell us about yourself? When did you, where'd you come from?

Tom: Well I was raised in Northeastern Oklahoma, and as soon as I turned seventeen I enlisted in the US Army. Spent five and a half years in the Army.

Beth : What were you doing in the Army?

Tom: I was in anti-aircraft guns and then we converted to anti-aircraft missiles. My last station was down in the Dallas/Fort Worth defense area, Denton, Texas.

Beth : Were you overseas at all during your service?

[00:01:00]

Tom: Yeah, I spent two and a half years in Germany, and that's when we converted from guns to missiles, while I was in Germany. That was interesting, we went down to El Paso each year to qualify. We had to do a firing qualification down in El Paso, and we were fortunate enough to, or good enough to win the Best Missile battalion in the US Army trophy for one year. I think it was '61.

Beth : Oh congratulations.

Tom: Yeah, so we were proud of that, we got to keep the travelling trophy in our day room for one year, until someone else got it the next year. When I got discharged from Germany, or I mean discharged from the Army, I was looking for a job on the outside. I was tired of the Army by five and a half years, and thought there was better things for me to do. I didn't want to make a career out of the Army, 'cause it had gotten kinda boring or something to me at the time.

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So, my mother and step-father were living at Climax and he was employed at Climax, and she told me about the employment possibilities up there. Oh yeah, they wrote and told me about the job opportunities there so I decided that that might be the best place for me at the time. So, I got on the bus and it was April 9th, 1962, and when I left Dallas I was in short sleeves, nice warm weather and I got off the bus at Climax and Climax was on the top of Fremont Pass at 11,560 or 70 feet and it was snowing, and I got off the bus in knee deep of snow, still snowing. Snow banks around the parking lots where they had plowed the snow off, were like twenty, twenty-five feet high all the way around. As it turned out that was the largest snowfall in like ten or fifteen years at Climax, there was like three hundred and sixty-five inches of snow that year.

[00:03:00]

Beth : That 1962?

Tom: Yeah. So that was pretty interesting for me, I thought I'd maybe come to Alaska

or something instead of Colorado. You know a lot of people think that's the type of weather we have in Colorado anyways, like Alaska or something, a lot of snow and cold. So, I wasn't really too surprised, I was because of that time of the year and whatnot.

[00:04:00] So, I went over and hired out, and got orientated and I was working seven day production when they put me on. I was on a repair crew, and what the repair crew does is they go in and repair these, they call them drifts, but they're a tunnel in the laments language, but in mining language a drift is a tunnel we go in when they've caved and we repair them. We take all of the old broken rock out and timber and rails, or whatever else is in there that's been damaged from the cave in. Caving in it what it's doing, and so we remove all that and then we go in and we put new tracks and new timbers and timber sets, and sometimes we have to bar down some of the loose rocks so that it don't fall down while you're in there working on it.

[00:05:00] I worked at that for a year and a half, and then I decided that there wasn't much room an advancement on that job, so I transferred to the production crew, which they call a muck crew up there. That's where they load the ore trains, and I was a transferred over. Well actually I got a loaders bid is what I did, which up at Climax when you want a job you bid on it, and if you have the seniority and the know how, you know if you know how to do the job, and you have the seniority, they award you that bid. Then that's how I got over onto the Muck Crew, and I worked on the Muck Crew for about three, three and a half years. What we do on the Muck Crew, is we load the ore trains, or run the ore trains, operate them.

Beth : Just a minute Tom, are you calling that a muck crew, or ...

Tom: Production crew, muck crew.

Beth : A muck all right, just a new word.

[00:06:00] Tom: The production crew was called a muck crew. Production is a kind of a general term for the people that work for wages, they have management, that are on the staff, then they have production and maintenance, P and M hands. The term was Muck, muck is a term for broken rock, loose rock. Whenever you want to clean a drift out you muck it out, and then most of the muck that's found underground is ore, so that's kind of a word that works for both ore and broken rock, stuff like that.

[00:07:00] So, I worked there for about three and a half years, we had to shoot a lot of dynamite while we were on that crew to get the, to keep the rocks flowing into the loading dashes, that we loaded the muck trains with, or the ore cars. So, we had quite a bit of fun, well it was fun for a young guy to shoot a lot of dynamite and stuff up there. I was up there in 1964 when they had what they called the big blast. What they had done is they found an ore body in a spot up there in

the center of their glory hole. The glory hole looked like a doughnut, that's the way the ore body was formed like a doughnut. The center was mostly waste muck, and so if you ever look at the, it doesn't look that way now because of the open pit operations but, at that point in time it looked like a Bundt baking dish, you had the center that stuck up and then you had the trough for whatever that went around the outside of the center.

Beth : About how big was it?

[00:08:00]

Tom: How large was the opening?

Beth : Yeah, mm-hmm (affirmative).

Tom: Oh it was probably a mile across. At the time I hired out up there, it was the world's largest underground mine, or wait a minute I got to correct that, I think North America's largest underground mine. I think over in South Africa they got diamond mines that they're probably larger underground.

Beth : Mm-hmm (affirmative)

Tom: But, it was North America's largest, and supposed to be the safest mine to work in North America. Which still wasn't that safe, we still got a lot of people injured and once in a while we'd get one or two people, one or two fatalities a year. On a bad year we'd get maybe four or five people killed up in the mine there. I decided that the more I could learn the better off I would be, so I decided to change jobs again.

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I wanted to become a welder, to learn how to weld. I wanted to do something I could possibly use other than at a mine, so welding came to mind. So, I transferred from the production or the muck crew over to the mechanic crew in 1966. I worked there as a mechanic for about three years, then a welding bid came up in the outside shop, it was called the Phillipson outside mine shop. I bid on that and I started welding and I welded for about eight years in the Phillipson shop above ground. After eight years of that I was wanting to learn some more stuff so I transferred to the electrical crew, in 1979. I was working at the electrical crew until I was retired. I got a disability retirement from Climax in 1982, because of a heart condition that I had.

[00:10:00]

Beth : Now when did Climax close?

Tom: I think they closed finally in '84.

Beth : So you were out of there by that time.

Tom: Yeah I had already left there.

Beth : Can you tell me something about molybdenum?

Tom: Well molybdenum had a lot of uses and back when I first went there, they used it a lot in the space age, in the nose cones. It has a real high heat resistance melting point, and so they use that in a compound that they make their missile nose cones and stuff with in order to keep from burning the tips of their missiles and their rockets and stuff that they were using in space exploration.

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Beth : Well, did you live up at Leadville all this time?

Tom: No, I started out I was at Fremont Pass, top of Fremont Pass with my mom and step-dad. Then in 1962 they had the strike, the labor went on strike.

Beth : How long did that last?

Tom: It was six months. So, we had to go out and, they had picket walkers and people that lived actually in Leadville that probably couldn't just go out and find another job; so the people that could, and I was one of them, so we just went and looked for another job while the strike was going on. I had went to Denver, and went to work at a warehouse there, as a warehouse man, for more value stamp warehouse. That was kinda fun, but it wasn't very profitable. They didn't pay near the wages that Climax did. So, in January of '63, Climax settled their labor dispute with the union and we went back to work. The guys at the warehouse in Denver wanted me to stay there 'cause they liked my work, but I told them that I couldn't afford to give up that much money and stay there and work. So, I went back to Climax and then when I did we didn't live up in Fremont Pass anymore, we'd rented a place in Buena Vista.

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Beth : Were you married by that time?

Tom: No.

[00:13:00]

Beth : No, mm-hmm (affirmative)

Tom: So, we lived in Buena Vista for about a year and a half. But, my step-dad, he was kind of a ranch person and he wanted to find a place, sort of out of town, where he could keep some horses. After a year and a half in Buena Vista we moved down to Poncha Springs, and we rented a place on Gene Adams ranch there in Poncha Springs, and had about five acres we could keep horses on, plus the house that we would rent from them. So, we lived there about four years.

Beth : And you commuted to Climax all that time?

Tom: Yeah, every time, each time in Buena Vista and in Salida I would carpool or ride up in a panel that some of the other workers used to operate.

Beth : There were a lot of people that were commuting up to Climax, isn't that right?

[00:14:00]

Tom: Yeah, I understand that when Climax closed down they displaced about three hundred families here in Salida alone.

Beth : Yeah.

Tom: That was probably three hundred men that were working up there mining. At the time there were a few women working up there, that was kinda interesting. To be working up there all that time, and then all of a sudden they had to hire women to go underground, then they had to change some of their bathroom facilities.

Beth : Sure.

Tom: Things under there, and they didn't change them that much, which was pretty comical, because of the poor ladies that was underground there, our bathrooms consisted of just kinda like a Port-a-Potty under there. They didn't enclose it most of the time, but I think once the women there, why they had to put kind of a little enclosure around it. It wasn't sealed in or anything, it was kind of open air, but it was kinda like putting dressing curtains or something around there.

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Beth : There use to be quite a superstition about women going underground in any kind of mining. I know, I was from Louisville where they have coal mines, and that was a big thing over there, women didn't go underground. In fact I wanted to go underground one time to see what it was all about, and Ed's uncle said "Nope, you can't go."

Tom: Well, there's a few old coal miners up there at Climax, that went up there and went to work, and they were pretty upset when they started letting women go underground. I remember the first time I seen a women underground, she was with an engineer crew that had come out of Colorado mines, School of Mines, and they were up there looking around at our operation. Of course

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underground there you couldn't tell a man from a woman because they had hardhats on and coveralls and boots, and safety glasses, and they probably just looked like a small man, instead of a woman. That was, that was quite a deal up there, it was interesting.

Underground like that it is so dark, that if you turn your lamp off and there's no other light around, you cannot see nothing, it's like being totally blind.

Occasionally our lamps would run out of battery power. When I hired out up there they had battery lamps, and you had a lamp room that you picked your lamp up before you went on shift, then you'd turn it in and put it into the charger as you left. Well if somebody took your lamp by mistake, you know were in a hurry and grabbed the wrong lamp, then they would double shift your lamp, and then when you went in on the second shift it would run out of charge on you. You'd just have to feel your way around with your feet and your hands when that light went out, unless there was someone there that could kind of lead you to a lighted area, like a lunchroom or someplace like that. So, that was

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kind of interesting too.

Beth : Scary.

Tom: Yeah, and there's lots of scary stuff that goes on underground up there. Whenever they'd shoot a blast, and the ventilation sometimes would be, wasn't working properly you'd get so much dust that you couldn't see. Course we wore safety respirators, that kept the dust out of your lungs and stuff pretty much. Which while I'm on the subject I'm happy to say that I didn't get any Silicosis while I was up there in the twenty years. I was only underground ten years but that was plenty of time to get it, if I hadn't of taken precautions to keep from getting rock on the lungs, as they call it, Silicosis.

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Underground after a while you got comfortable just like in your living room you know? You didn't have any anxieties or anything about being underground, in fact in the cold weather it was warmer under there then it was outside. It was probably forty degrees year round in most places. Unless you were close to a place that had a hole that was going up into the outside temperature, and then it'd get pretty cold, start freezing the ice and stuff under there. But, otherwise you'd just wear a shirt with long johns and or maybe a light jacket with long john's, full long johns.

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We wore steel toe rubber boots that came up just below your knee, and inside those boots they had a little steel flexible pad that you stuck in the bottom of your boots to keep from getting any nail punctures in your feet. Course the boots would take the brunt of it if you stepped on a nail or something, and it was really depressing, 'cause those boots cost like twenty-five, thirty dollars a pair. You know they weren't quite, they weren't even hardly broke in sometimes before you got holes in them. Then if you got in water you had wet feet all day. So that was kinda fun.

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We use to do, we weren't as safe up there as we were supposed to be, we got a little reckless sometimes. If it was the last train that we were gonna load for the shift, sometimes we'd jump on the train, and get in the ore cars and ride outside. Rather than go down and gather at this one spot and ride the man trip out, with a big bunch of guys, you'd get a few minutes jump on the people going out and going into the dry to change clothes. They called the clothes changing building the dry, which is kinda fun. You had benches along a row of lockers, and then they had chains with pulley's in the ceiling and baskets on them for your wet clothes.

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You know being underground like that, there is a lot of water, and so your pants would probably be wet clear up to your knees most of the time. When you'd come out and change clothes you'd open your locker and get your clean clothes out of the locker, take your old dirty clothes, which they called diggers was their term for dirty work clothes. They would hook them onto this basket and then reel up into the ceiling where the heat was and then they'd be dry the next time you'd come for the shift. Sometimes they were so stiff you couldn't hardly get in

them, from the muck and the water and everything.

Beth : Smart idea, smart idea though.

Tom: I don't know, I guess, that's the only mine I ever worked at, I'm not sure how other mines had their dry's or what happened. But, they had a safety method up there to find out how many people were inside under the mine. They did this, they had a seven day production under there but between shifts there would be supposed to be nobody under there. They did this for their blasting purposes, if they had to do any blasting they would make sure everybody was out from underground, whenever they set their shot off. Sometimes they were big shots and so they needed to clear the whole mine for that, not to mention the dust and stuff that went on.

[00:22:00] So when you checked in up there to go underground you went to see your boss for your crew, and he had a window there and he had a board where he hung these brass chips with your work number on them, and when you would come in he'd hand you your brass chip. You would put that in your pocket and you'd go underground, you'd keep it all shift, and then when you come out at the end of the shift you turned it in, and he hung the brass up and then he could tell how many, or tell if there was anybody that was missing. Because if the brass chip was missing then there was something wrong, they'd have to go find that guy and see if he was underground or if he just forgot to turn it in or what. That was a kind of a unique way of keeping track of the people up at the mines, which you know most jobs you don't have to do anything like that. It's just kind of a thing that has to be done for mining.

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Beth : I saw one of those chip boards in a coal mine too, same thing. Hang up your little ...

Tom: Yeah, they must of invented that over, I think most of your mines were invented in England, your coal mines and stuff, and a lot of your miners in this country came from Cornish England. So, they adopted a lot of their habits and stuff. Another thing that was kind of took a little getting use to was riding their cages, and their raises and whatnot under there. Sometimes their cages would be just big enough for two people, like a coffin for two people made out of expanded wire steel, where you could see the rock and everything as you're going up and down.

[00:24:00] I rode one of those one time from Phillipson level down to Stork level a couple of times. That was kinda scary, because if you got trapped in there I don't know if you could get out or you know if your hoist quit, I don't know how you'd get rescued. They did have some kind of a system in there where you could pull a rope and send bell signals to the hoist man. But, you know if your power went off I don't think they would, of course the hoist man would know if somebody was on there or not.

Beth : It never happened to you huh?

Tom: No, never happened to me, but that was kind of scary when you'd only get two or three guys in a little old closed space like that and start going down a raise.

Beth : Anything scary ever happen to you personally?

Tom: Lots of times.

Beth : Yeah I'll bet.

Tom: When I was working on the muck crew ... Well when I was working on the repair crew sometimes you would be in there where it caved in and you were removing some of the old broken rock and stuff, and once in a while a piece of it would fall out and hit you. While you're under there because you didn't have support under it yet, you were cleaning everything out before you put the timbers and support under it. There was several times I got hit, it just wasn't anything large enough to do the real, lasting damage to me. You know maimed for life type thing like some people were.

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Beth : Mm-hmm (affirmative)

Tom: Sometimes your muck trains would, or your ore trains in those areas there it would be real tight. If you had to go by one of them, you'd have to get down and crawl underneath them or just go sideways and just kind of skim along between the side of the tunnel, which they call the rib in the drift. Occasionally there was people who would be trying to slip by these trains and these train drivers wouldn't know it. They'd start the trains up and it would catch them in between there and injure them pretty bad. I know two people, here in Salida personally, they got injured being caught between two trains like that, and it kinda broke them up, ribs and shoulders and stuff. One of them is George Hazel that lives out halfway between here and Poncha Springs. Another one is Jim Ashley, and Jim he's the maintenance man over at the Shavano Manor at this time. Then there was another guy by the name of John Hunter, that was on the repair crew with me that got broken up that way.

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There was a few times I just barely missed getting squeezed through there and then they'd start the train up, and I'd realize how lucky I was I wasn't in there when they did that. Because it'll, those trains will grab your clothes and you can't, you know the old sides of those trains are kinda got little barbs and stuff sticking out on them, not intentionally just through the rough treatment of rock and stuff. Their rough and they'll just grab your clothes and pull you right through them, like pulling you through the wringer on a washing machine.

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Beth : Yeah, mining's a dangerous occupation.

Tom: Yeah.

Beth : Mm-hmm (affirmative)

Tom: A lot of people were kinda careless in their blasting and stuff, and they'd get hurt that way. But, I went on the mechanic crew and that was kinda fun and interesting. We had to pack everything around on our back, our parts and our tools that we needed to repair whatever we were working on. Most of the time it was a big double drummed hoist that we were working on. They called them slushers, up there was their name for them. They were used to pull folding dippers.

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Beth : Now when did you move into Salida?

Tom: I moved into Salida in 1964.

Beth : Mm-hmm (affirmative)

Tom: We moved from Buena Vista down here in '64, and we lived on 5th and G. We lived there for, oh not too long probably six months, eight months, and then we found a place out in Poncha Springs where we moved and lived for about four years out there. Then at that point in time I moved away from home, I didn't want to live at home anymore with my mom. I thought I was doing them a favor but as it turned out I was just making things harder for her.

[00:29:00] So, I moved down to, I got me a hotel room in the Victoria hotel. There was a nice couple there that owned it, Mr. and Mrs. Kelly, and they kept it nice. I had a room there for it was like twenty-eight dollars a week, with maid service, and it was just a sleeping room. Then I would take my meals at Neil's Café which was just across the street, which is now Mama D's. There was a little lady in there by the name of May Prantie, that ran that after her husband died. Her and her husband had opened that up, and they had a contract with the railroad, the way they got started in that business to stay open twenty-four hours a day so they could feed the railroaders coming in and going out.

Beth : Any time of the day or night huh?

Tom: Yeah. So, at the time I moved down there next to them, the railroaders had quit running through here so much so she wasn't open twenty-four hours a day anymore. I think she'd close about six or seven in the evening and open about four in the morning, so she could feed some of the people going to work early. I'd be over there about 4:30, 5 o'clock having breakfast, she'd pack my lunches for me, and away I'd go, the carpool would come by pick me up. When you worked at Climax and lived in Salida it took you twelve hours round trip, you'd leave at maybe five in the morning, and get back five in the evening, on a day shift.

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Beth : Long day.

Tom: Of course I worked three shifts then and I'd go to work sometimes three in the afternoon get back like one or two in the morning, on the swing shift. Then

[00:31:00] graveyard you'd leave at, I think I'd leave at ten o'clock, 'cause you'd have to be up there to go to work at twelve, and then you'd get off at eight, and then you'd get back into town about eight or nine.

Beth : Mm-hmm (affirmative)

Tom: The guys that used to work graveyard used to have a saying "Boy this graveyards really got my life messed up." It says "I go to bed hungry and I go to work sleepy." My life is completely turned around with this graveyard.

Beth : Right.

Tom: Some people though, they got used to graveyard they liked it, if they worked it all the time. Because usually at a job like that, there wasn't as many people up there in the mine so you could get around the mine a lot easier, on swing and day shift because you only had like a third or two thirds of the people there.

[00:32:00] About a third of the people that worked Climax underground were day shift only, and they were usually maintenance and mechanics, stuff like that.

Beth : How many people did Climax hire at their peak, when they were going great guns?

Tom: They had about 3,000 people at their peak, and that was split up between the administration, underground we had two main mines there, we had the Phillipson level which I worked at to start with. Then they had Stork level they had developed which was just below there. Then they had their outside people at warehousing.

Beth : Well let's go back to your living in Salida. Now, when were you married?

Tom: I got married in 1971.

Beth : Mm-hmm (affirmative) What was your wife's name?

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Tom: Her name was Dorothy Gallegos. Her dad was a long time railroader, and they lived over at 511 West 2nd, where they live now. She had a sister, just the two of them. They'd been living here ever since they were pretty small, their dad came in and started working for the railroad, I'm not sure when but he had about twenty years worth of the railroad when he retired. We've been living in this little house here ever since we got married, we bought it the same year. Since we didn't have any children we didn't feel the need to get a bigger house, I offered to buy a bigger house for Dorothy but she said that she was satisfied with this one. Since it was so close to her parents she was pretty pleased about that, she didn't want to relocate any further away or anything. So, we've been married ever since, we've been married now thirty-four years.

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Beth : Fine.

Tom: We just had our anniversary July 3rd, that's when we got married in '71.

Beth : So, what do you remember about living in Salida? Now you were out of town most of the time working, but people or clubs or something that you worked with. Anything there?

Tom: Well, when I was working seven day production, why there wasn't too much social life for me, because you couldn't really, you know, do anything at a certain time every month, like you can when you have day work. But, there for
[00:35:00] the first seven, eight years why I didn't really socialize with too many people in Salida, unless they were workers up there, which there was several, you know, and I'd get to meet. We would kinda do our own little get-together's off work. We would have beer parties and stuff like that that would get a little rowdy at times.

Beth : Mostly though with other Climax workers, huh?

Tom: Yeah, with other Climax workers. Of course, since I've been retired, why I've had more time to meet more people around Salida here. Yeah, Salida's really grown in the last forty years that I've lived here. There's a lot of places where there were vacant fields where they're full of houses now. Like out west of the golf course there wasn't hardly any homes out in there and now it's getting pretty well filled up. Between the bowling alley and Poncha Springs, there wasn't much there, as far as homes and stuff, businesses. There wasn't hardly any businesses out on Highway 50 when I first came here that I can recall: a bowling alley. There wasn't any convenience stores in town to speak of. They had little home town groceries, neighborhood grocery stores back when I first moved here which was kinda convenient. I can recall people traveling through Salida back when I was first here, they would start running out of gasoline and they would be looking for a place to put gas in. We said, "Well, depending on the direction you're going, your next place to get gas is either Canon City or Gunnison."

Beth : Wow!

Tom: Then they brought in the 7-11 store, I think that was the first convenience store that came in. Then after that they started bringing in more convenience stores, now we got quite a few here. The one over here on 1st street near me, there used to be a little gas station just a block west of there, it was a Cliff Bryce station, but it only stayed open like probably eight o'clock in the morning till eight in the evening, closed down. Then when they redone that they moved it down a block and built it where it's at now, and it was a Cliff Bryce station then. Then it's changed hands a couple of times since then. Now it's called the Phillips 66 First Stop, is what they call those, all across the United States now, I've noticed. We've got quite a few convenience stores out on Highway 50 now.

[00:38:00] Like I said, 7-11 was probably the first one, and then, think Loaf and Jug come in shortly after that. Then the Stop and Save came in and then Travelon Conoco

[00:39:00] became a convenience station, but they're not open too late these days. But at first, they were a little store in the butcher market when they first started that, kinda of, I don't know if they sold gas, but I think they might have. Bill Mansheim built that. Then they came in with sub-shops, which I think that kinda died down now. I don't know there's only one sub shop, and that's the Subway out there now that I can recall. But, the first one was there near the bowling alley in that little store center by T.J.'s Liquors, there's a little section left and they had a Moonlight Sub Shop there that was kinda nice. And our first pizza shop, per say, was down on F street. I think it was probably in about the 300 block of F street in the middle there, just down from Fabulous Finds in that block, probably in the center of it. It was called Pizza Dispatch and they used to have some of the best darn pizzas, and you could call in and they'd deliver them free.

Beth : About when was that?

Tom: About '74, I think. The reason I can recall that date is my uncle had had come down from Alaska and was in the area at that time, and he liked pizza. I was never much of a pizza person, but he did, and we'd order them out, and he'd tell me how good those pizzas were, and they were good.

Beth : Well now, Climax is talking about reopening, think you'll go back to work for them?

[00:40:00] Tom: No, I wouldn't go back to work for them. I got a disability retirement from there, so they already terminated me because of health reasons, and my health hasn't gotten any better in the last 20 years.

Beth : Well, do you think that's something that'll work, if they open Climax? Is there a need for Molybdenum now?

[00:41:00] Tom: I read an article in the Colorado Central on Climax opening, and the guy that wrote it was a former Climax worker at one time. He didn't work there too long, probably a year, but he was a writer, and he wrote an article on it, 'cause he'd done some research on it. I guess molybdenum is up to about thirty dollars a pound now, and back when they closed it, it had dropped down to about less than three dollars a pound, so it sounds like they might. But the problem is, if they open and start flooding the market with a lot of "Moly", then it's going to bring the prices down. That's going to be kind of counterproductive on their part for bringing it down. So, they're walking a pretty fine line there as to whether or not to open that again. It takes two years to get it geared back up according to the writer that wrote the article. To get it all manned and machinery and everything and start production again. It's kinda hard to say what the price of Molybdenum will be in two years, 'cause it's been fluctuating pretty wildly, I guess, in the last twenty years.

Beth : And that'll take a lot of money to get it going again too.

Tom: Yeah.

Beth : Mm-hmm (affirmative) Will it be the underground mining or the open pit?

Tom: I think underground mining up there is a thing of the past. I don't think they'll ever go back to that, because when I was up there and they had started their open pit mining, they could do their open pit mining so much cheaper per ton than they could underground mining. So I think they'll just start from the top and keep digging down, if they ever do open it, it'll be open pit. And, they'll probably have bigger and larger trucks and shovels too to operate it.

[00:42:00]

Beth : My goodness, by the looks of those pictures, they had certainly had big ones when you were working up there.

Tom: Yeah, they did.

Beth : Okay Tom you got anything else you want to put on tape for future use?

Tom: Well, that's all I can think of at this time, so I guess we'll just have to leave it at that.

Beth : All right, I appreciate your talking to us. Thank you very much.

Tom: You're welcome Beth.