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so it meant a lot to get that boat out on Saturday night. And if you didn't get her out, there'd be some questions asked. And you were a foreman. You were responsible for getting that ship out on schedule, or as close to schedule as you could. And you know, it was a responsibility too, you know. It meant a lot--if that boat was tied up 24 hours, it kept you over Sunday-- so it meant a lot to get that boat out on Saturday night. And if you didn't get her out, there'd be some questions asked. And you were a foreman. You were responsible for getting that ship out on schedule, or as close to schedule as you could. (Is it safe to assume then that your father was happy to have you do the work?) Pause. I guess--I had left school then--I guess he'd have been happier if I'd have stayed in school. He retired in 1947, and he died in 1960--13 years. He was born in 1874--he was 73 when he retired. He got a pension, I think about \$47 a month. After 50 years or more. We lived right up there, but he never went inside the gate after he left. No. No, at the last going off, I guess you could say he was tired. He really didn't care. I've seen him on Sundays, they'd call him up, say, "Get your men for Monday's shift." He'd go--not much telephones then, you know--he'd go from house to house. And then he'd be that tired, he'd have to stay home himself, couldn't go to work. So he kind of was played out. When the pension came, as small as it was, I think it was welcome. That was his last year or two--his last year especially. He wouldn't miss a shift. But at the end, he just gave up. There was no compulsory retirement then at 65. No, no.. It was rarely anyone retired in those years, under 70. (When Abbie Neville told me, "Oh, they loved their work, they were proud," I was suspicious.) Oh, they loved their work. Yeah, you can say it. Same with me. It seems, in one sense, the last thing you thought of was yourselves. It seems to me now, looking back. Abbie Neville: (There'd be times of the year when you wouldn't expect to ship here at all, right?) In wintertime. But at that time, you know, a lot of the collieries weren't working regular. They never worked every day. They'd blow a whistle that there was no work. Some collieries only worked two days a week, some would work 4 days a week. It didn't really pick up till around 1935, 1936. That's when the coal started coming back. It was kind of very dead before that. That was the Depression years. (But the shippers and trimmers....) They'd go to work every day. They wouldn't know if there was a boat in. And they (often) never got paid, because they were on tonnage. They'd just report down in the morning, and no boat in. They'd just hang around, talking, the trimmers and shippers. They'd come out every day. And if there was no boat in, they got no pay. But they were loyal. They were one of the loyalest people, I think, the company ever had. Then they'd go home and wait. (It wasn't a matter of calling and finding out if a ship was in?) A lot of them then.

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