

Keith Knorr
National Park Service, Alaska Regional Office
Klondike Gold Rush National Historical Park Oral History Project
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Stacey Baldrige: This is Stacey Baldrige interviewing Keith Knorr with Karen Brewster on camera. It is May 21, 2010 and this is the Skagway Oral History Project in Skagway. So Keith you can just start talking about where you were born, how you ended up in Skagway and ...

Keith Knorr: Okay I was born in Juneau in August of 1953. And my mother had married my father down there. And they moved up here to start a new life, my mother was raised here and she was living with her aunt. Anyway I was here when I was six-weeks old and I've been here all my life. I guess I was, my Mother cleaned the parlor cars and my Father welded on the railroad. So with both parents working, my siblings and I raised hell and got into trouble most of the time. And so anyway in 1949 my grandparents and my great aunt and Uncle purchased the Golden North Hotel. And it had been remodeled in the 40's by the Kalen family or the Deadman family actually. So they restored it back to the Gold Rush and what was kind of nice about that is they just restored all the rooms and they needed old artifacts in them so they would go to each town, each family in town and the families would donate the beds and the dressers and antique stuff and then they put family photos up in the rooms and they would dedicate that room to that family. Okay so they restored all three levels of the hotel and my brothers and I were the bell hops my cousins and my aunts and stuff they just worked, everybody worked at the hotel. So I actually started working at the hotel at the age of seven and I believe worked there until I was 14. I was night manager. I worked there all summer. We always had money in our pocket. We'd always put half our money in the bank, that was my parents rule. And then we could use the other half until fall and then we could go to Whitehorse and buy our school clothes with it. That was our big trade. So I think at 14, this is where it gets a little confusing, I worked one summer on the steel gang. I lied about my age and stuff. I got to be a pretty good little liar. I worked up on the railroad on the steel gang one summer but I also before that I worked for the city and they only had one foreman he had a drinking problem sort of deal so my brother and I were kind of out on our own. And I remember this one deal where the owner of the pack train died, his name was McGee Brena, and we had had to dig graves before but McGee had a wake and on the wake it said that he wanted the grave diggers to have four cases of beer. Our fearless leader, who liked to drink too, gave a 14 and a 16 year old four cases of beer. So I remember digging this grave and you're supposed to dig them like what is it like six to eight feet down well I think McGee was down there about fifteen feet. Because we just kept drinking and digging and when we tried to get out of the hole I had my brother on my shoulders and he got a hold of a root that we had went by the trees grew pretty close together. So he had gotten out and then he took the city dump truck he backed over graves and everything and threw a rope in and hauled me out. And I

remember we went home, probably at one or two in the afternoon for lunch, instead of noon because we had been drinking, we were pretty shit-faced. And we went in and my Mother would have to have known we were drunk but she made us lunch as if nothing had happened, and fed us good. And then on the way out the door she said, "Lay off the beer!" I remember that back when I was like fifteen and my brother [] drive the truck legally and we also learned how to drive, I learned when I was thirteen. And we'd go up to where my Mother and my grandmother were, they were cleaning parlor cars, and we would drive their rigs, my Mother's 49 Chevy and we'd drive it around the loop and around the tank at the shops and sometimes we would race and speed and tear the thing up anyway that's how we learned to drive and we also had a police officer who was also a Brena, he was the brother. His name was Archie and he was our police officer. And he said if you could pass the written test and the driver's test he didn't care what age you were. You didn't get state of Alaska driver's license but he didn't bother you as long as you didn't break the law so we could actually drive around town early in life. And the Brena guys were actually pretty nice guys. Anyway after fifteen and sixteen I started to get interested in aviation from my uncle. And my uncle worked Fish and Game and then FAA, flight checking. And so he called me up at age 16 and said hey I found a piper cub that would be really nice for you. And I would, I was still working and over at the Ferry Terminal when the ferries were in. And sometimes in there in high school I would work from 3-11 and the school would let me out at 2:30 instead of 4:30 so I could work. And I went up and worked in the electric shop as an electrician helper and I helped rebuild the traction motors on the [] bonus and there was lots of overtime. So I paid for my airplane in maybe six weeks, okay three thousand dollars. And I would also go up there and learn to fly in Anchorage. My uncle would teach me in airplanes and I ended up getting a license and having an airplane before I got out of high school. So my senior year I had an airplane and because the airplane had to be rebuilt, or repainted and cleaned up, not really rebuilt. So anyway I was a little different there as far as being a high school kid and getting a car, I owned an airplane. My brothers 'owned cars and they kept wrecking them, mixing them with booze I guess. Anyway, So I got interested in Aviation and I came back here and worked for the railroad. At that time I worked on the train service, so I was a brakeman. And um, worked up at the shops I was a [] anyway you get the trains ready for the next day type of thing. And I've always been a hard worker and my grandparents always instilled in me that you show up early and you leave late. You never ask what you can do next you find something, even if it's just pick up a broom and clean. You always have good work ethics and people respect you for it. So I never really [] done a job and go look for one and yeah we'll find you one because they knew you were a hard worker. I worked for the railroad again right out of high school. And my parents had gotten some property and [] Yukon and Lake Bart***[]. And we had to build two cabins on these two chunks of land one for Mark and one for [] and we had this two years to the improvements and we waited until the last year. And this was in September and October and I remember we were building the deck that the cabin was going to be built on. Its two feet off the ground in the back and four feet off in the front and by the third day [] it was below zero and we were living in a tent. But we managed to get those two cabins built and get out of there by October. And that was really funny too because there was a family feud thing. My Dad and my Brother got into a fist fight over the cabins because once we built my Dad's then he wanted for forget about Mark's, just put all the logs under his and call it quits and then this fist-to-cuff thing. Anyway it was a lot of hard work at the time but when you look back it is also very comical, some of the things that went on.

Stacey Baldridge: Did you do all that with hand tools?

Keith Knorr: Yes! I remember um, it got so bad that Mark wouldn't allow Dad on his property because he didn't want him to screw up his cabin anymore. So we [] and we left Dad in their cabin to hang the door for the day, and we had canvas as a doorway you know and a barrel stove for heat. And Dad got pretty frustrated and Mark and I went over there and we finished the walls in that one day. So we went from three feet up to eight feet and a half in one day, which was kicking butt on logs. And anyway, we came back and we walk in here is this twenty pound sledge and this eight pound sledge sitting beside the door and the door is on sawhorses. And Mark started saying, "What the hell you been doing." And Dad would say 'this thing...' he was about ready to cry because it wasn't working. He had sunk the hinges into the door so badly that when you hang it and try to close the door that the hinges would bind, okay, and he couldn't see that. So Mark threw his hinges away and took the hinges out of his door for his cabin and we sliced the layered door off, pre-sunk the hinges and put the door on and he goes, "This is how it works Dad." And he pushes the door knob with one finger and it goes over and goes "click" it just, it worked perfectly. Anyway Dad was about to cry by then and Mark got out the bottle of whiskey and we had a few drinks, made dinner and fell asleep. One of the other things that I remember is that my Father was old enough that he was done working by one in the afternoon and he was ready to go to bed by as soon as dinner was over. So he'd go to bed at six, seven o'clock at night and then he's wake up at four in the morning and he'd make the coffee. But at four in the morning he'd have to clear his nose. And he was always one of those kinds of people who could make your nose honk, okay. So we didn't get up until eight and Mom would have breakfast ready and we'd go to work again at nine. But sometimes we'd be awake at four Dad was honking his nose all the time. I honest to god don't remember this but I got up one time and I ran over to Dad at four in the morning and I showed him my fist and I said, "If you don't quit honking your god damn nose I'm going to honk it right off your face!" And I go back to my corner of the cabin which was kind of in behind the stove and I crawl back in bed and Mom and Mark said they got to laughing so bad that they had tears in their eyes. And Dad was just sitting over there just scared, he didn't know what to do. And by the way I was the biggest member of the family, not wide but tall. So ah, they tell me about it later and I guess I was just so tired I don't remember doing it. But things like that happened when we were building the cabin. It was pretty funny. I came back and I worked longer for the railroad after that. I went up and got my private pilot's license [] and my instrument and a flight instructor. And I went to work for Skagway Air and that was, I think I finished that all up in 1975 and I worked from '75 to '83 for Skagway Air as a pilot. And um, I couldn't really make a decent living as a pilot when you're trying to raise a family [] eight

Stacey Baldridge: Eight?

Keith Knorr: Yeah

Stacey Baldridge: What kind of flying did you do? Between the islands or

Keith Knorr: No around here it would be from Whitehorse, Juneau, Glacier Bay and whatever Skagway Air did, and whatever Wings does today.

Stacey Baldrige: There just wasn't enough business?

Keith Knorr: Ah, no ... Benny didn't want to pay you what you're worth (ha ha) Anyway, um, I quit Benny and I went back to work for the railroad. Some of the wages I earned when I started out at the Golden North I think I was getting fifty cents an hour because when I got done with Bell Hopping we would help the girls strip the beds and we would throw the laundry in the laundry shoot and then we would be done and the girls would do the laundry. Sometimes when the girls wouldn't around my two brothers and I would do laundry. Um, [] the floor and he compacted all the sheets and then at the same time the girls were up on the third floor and they threw down the sheets and we had my brother pinned in there and he wasn't breathing too good and all we could hear was "can't breathe". So we go downstairs and we manage to pull all the sheets out before he passed out and get him some oxygen. But we were always raising hell there. My grandparents would let us, on the last day of the season invite any of the school friends that we wanted to and they could stay in any rooms that they wanted to. And the next day it was always pancakes because their restaurant was closed up for the season. So we'd eat leftovers kind of and pancakes weren't really leftovers but just whip up a bigger batch. And we'd always have pillow fights and everything and raise hell. When we got in a hurry moving stuff in the Golden North we would hustle all the bags to the top of the stairs and then one would go downstairs and stop the tourist from coming around the corner and getting whapped out by a bag because everything got thrown on its side and thrown down the stairs. And we even got to the point that we find someone that had a big Samsonite, cause it was plastic and we'd ride that thing just like a surfboard and we'd hustle them all the way down to the other end of the hotel and down the back steps because we had a truck down there and load them all in the truck, take them to the depot and load them in the baggage car. So the tour was going out by train that day. And we'd get twenty-five cents a bag for a tip and sometimes we'd go down and stop the train or roust the guy, the tour director to make sure he paid us because they tried to skim sometimes but everybody knew everybody in town, everybody was related. And it was before television and this was really cool because instead of just sitting there watching TV all the time we actually have big outings with the family and we'd have get-togethers for dinners and there'd be forty people there. And ah, sometimes there would be cards but a lot of times there would be different games and stuff it was just a closer relationship than you have now, lot different than today. God I must have been eight or ten years old, my Aunt behind the counter in the lobby there was a jewelry store and she sold jewelry. And there was a watch in there that I really liked, a watch band, gold nugget and it had jade in it. I would go back there once in a while when tourist wanted something and I'd sell them something. Well this one guy here I thought he was going to steal one of these watch bands so I took the one I liked and I stuck it under the counter. And I kind of forgot about it by the time I went back to doing bags and later in the day my Aunt was so upset because somebody had stolen deal she didn't ask us for two or three days and she gets us together do you guys ever remember anybody snooping around in there? I got a watch band that is gone. And I said no you don't I hid it. So she was so relieved. And I told her why I hid it and that I liked it and maybe I was going to save up and try to buy it. And for my senior graduation she handed it to me and I thought that was pretty cool, but my Aunt was Edie Lee and Mark Lee. Um, and the Hukill Family, my grandmother had, there were six siblings in that family.

Stacey Baldrige: And what was your grandmother's name?

Keith Knorr: Mavis Soldine was my Grandfather's name. They were all Hukills okay Duncan Hukill [] and Jim and Cecil and Jim were really good friend with George Rapuzzi and I've got pictures of them hunting when they were in their twenties. George Rapuzzi lying on the deck up at White Pass at age twenty-one, he was just whooped from running after goats, okay? And so there was a lot of neat stories of troubles that they got in. [] Grandmother was born here in 1901. My ah ... you know right now I'm not clear on who was the oldest but I think my grandmother was the oldest. But Dunc worked as a longshoreman and so did the brothers and anyway [] up in Seattle, Washington area and Cecil ended up in San Francisco area and Aunt Bell was the one that was in Juneau and she ran a clothing store and made clothes. And my Mother had gone down state with her when she was a kid. My Mother []

Stacey Baldrige: What was your mother's name?

Keith Knorr: Soldine. One of the stories that I knew was that she would walk the tracks with my grandfather. He was the foreman at the Glacier and my Grandmother was the cook and they had a bunch of workers under them. And Dunk was one of the workers, and Dunc was always giving my mother and kids tobacco and stuff to get in trouble with okay [] and would walk the track with my grandfather. And so she knew the track well and she was walking from White pass down to Glacier one time and the train came along and crossed that big silver bridge and she was in the middle of the bridge and she just dropped down between the ties and hung onto the ties and just [] And so the train got passed her and raised all kinds of hell and they stopped and my mother got into trouble for doing that. Another time she said she got in trouble because they said they had little square areas where you put a fifty-five gallon drum so if the wheat fields start a fire on the bridge you can put the smoldering out before it becomes a flame. So she is hanging onto the outside [] back outside and the steel bridge is at least a thousand feet to the bottom. I've flown airplanes under it.

Stacey Baldrige: Wow

Keith Knorr: It is big enough that you could put two Cherokee sixes side by side. But the first time that you do it is seems really tight (ha ha) Anyway we used to do that on Benny's airplanes when we had to change the oil or do an annual and we'd warm it up, we'd go up and fly to the steel bridge and fly back.

Stacey Baldrige: And where exactly is this steel bridge?

Keith Knorr: 1880 on the, 18 mile, there's a tunnel bridge up there now.

Stacey Baldrige: So it's not the steel bridge any more it's the tunnel bridge?

Keith Knorr: Right, the steel bridge is there only for looks now, yeah.

Stacey Baldrige: And how old was your mother when she was doing these things?

Keith Knorr: My mother I think was about nine years old; she had to walk into town a lot to go to school and from Glacier so she'd get up and after the weekend at Glacier and she'd stay with my Aunt here for

the week of school. Sometimes it would take six, seven hours to get into town and the same thing going back.

Other **Stacey Baldrige**: Where exactly is Glacier?

Keith Knorr: Fourteen mile on the railroad. [] some rides you know so she didn't have to walk every weekend but in her lifetime she did it a few times, yeah.

Stacey Baldrige: So maybe you can tell us a little bit about when your family got here originally. Who settled here?

Keith Knorr: My Great-Grandmother now her name is Henrietta Katherine McKinsey Hukill [] so she was a Hukill and then married a Lee. Okay, she was also a third cousin to Prime Minister McKinsey King in Canada at the time. So her and her husband came up in the Gold Rush. Now the only stories [] just that she, he worked for Soapy Smith one time, well actually he worked for the railroad is how it went and he was cutting wood between here and five mile. And he had a contract to cut fifty cords of wood. And when he got down the White Pass told him that they didn't need the wood because they were in the process of converting their steam locomotives over [] and so he had all this wood and Soapy Smith bought it off of him and I don't know if he gave it or what he did but he gave it to the widows or whoever he was helping. He was kind of a ladies' man. But I remember them telling me that part. I remember them telling me about my Great-Grandmother during the depression and stuff she worked around in the kitchens [] and she would take leftovers and stuff home to feed the family. I remember she died in '63 the same month that John F. Kennedy got assassinated, or the next month. I think he was assassinated in October and she died in November or something. Anyway, she was in her nineties and they had taken her over to Sitka to the old folk's home. And they had changed her nutrition and some of her medication and she came back and she was able to read and get around a lot more too. Anyway, she had some neat sayings too and she got to where she couldn't bend over very good. And she had all these bunion toes and she would stay either with Edie or [] my grandmother was right next door and so we'd get down on our hands and knees and we'd pound her toes so we could straighten them out, right, and she would swat us with the broom and she had all these really neat sayings that she'd say, um, I don't remember them, I know pieces of them okay, but [] one light night two dead men got up to fight back to back they faced each other, back to back they drew their swords, faced to face they shot each other and it goes on and on from there , okay. But that was entertainment from the 1800s okay. Anyway she was a nice person but we raised hell with her. We raised hell with my grandfather he had hearing aids and he'd take his hearing aids out and he'd be reading at the table and we'd sneak in the house and we'd turn the lights out and we'd go hide. He was Swedish, Hans was Swedish and he talked with an accent all the time. After he worked for the B & B for years then he worked his own business selling lumber and doing carpenter work around town. We would work with him as kids too. Okay, um, we were always stealing, Grandma would always make us chocolate chip cookies and we would eat hers and then we'd steal grandpas. He would get so mad because he didn't have cookies around that he'd make her make his own coffee can, a gallon coffee can full of cookies and he'd hide it. And he'd usually take us three or four days to find them and we'd whittle them down too. He taught us how to play

cribbage that was his favorite thing. We were always working with him, we liked to get him cussing, doing terrible things so he would cuss. So we would learn cuss language in Swedish, alright. We were pretty good at that, okay, we would tar roofs with him, okay and we were tarring the Golden North [] five gallon bucket where it was just barely hanging by the bucket and then we'd pull it to the top of the Golden North. And then when he'd reach over to get the bucket, we'd give him one of these and all he would get was the handle and the bucket would come down. And then he would be pissed because we wasted five gallons of tar. So he would start cussing at us in Swed. So we'd get down there and write it down and "what did he say?" (ha ha) but we did all kinds of fun things with Grandpa

Stacey Baldridge: What was his name?

Keith Knorr: Hans. Grandpa's education in Sweden was learning to recite the Bible, memorize it and recite it. Okay so that was their education. So although my grandparents weren't religious they definitely lived that way, okay. And he died in the early seventies I think no maybe it was the late '60s.

Stacey Baldridge: And do you know why he came here from Sweden?

Keith Knorr: Ah, to work on the railroad, I think. My Grandmother was actually married to Thatcher [] okay the thing with Thatcher she had Inez, my mother and Emmet, my Uncle the one that taught me to fly. And then with Hans she had ah, Tucci, Tucci was her nickname I think her name was Edith lone, or Edith anyway Tucci and Irene [] and her last name is Henricksen. So anyway, we just worked all the time. Working with my grandparents, working with the railroad [] never without a job, even during school you just didn't quit working and go to school for the season. After school you did things. And especially like the lumber yard they'd get in a new deal of lumber we'd always pack it inside and put it away. And then he was always working on buildings and stuff so we'd help him tear it all out, he would stack all that old lumber in the back yard and he had this old table saw so we'd cut it all up and we'd pack in the porch for his kitchen stove to, he'd burn it in the stove to save on oil, I guess, oil heat.

Stacey Baldridge: So since you talked so much about working we know that you just recently retired from State Highway, ah,

Keith Knorr: That's right

Stacey Baldridge: Do you want to talk about how you got into that? Or you just came to it later? Did you actually []

Keith Knorr: I just came to it later. What happened was when I got done flying and worked for the railroad in '82 the railroad shut down and I was working in the spring for the highway department opening up the Klondike. So we would take snow blowers and equipment and we'd get the snow off the highway and have it open by May first. Okay, so I built a little seniority out there as a temporary, in fact I worked eight years out there as a temporary for the railroad or the highway department before I ever became permanent. Okay so I'm going to say from '79 I was fairly steady until '83 when I was permanent and around '83 the highway [] year round and it was still gravel. And my brother was the foreman.

Stacey Baldrige: Mark?

Keith Knorr: Mark. We also had my cousin Thor out there Thor Erickson, and the guys that are still out there now, Charlie Horton and Ray Hosford they were there. There's a few [] Dan Nelson was a foreman too for a little while so I worked under Dan, too. But then came the ore and that turned the highway from a summer highway into a twelve month a year highway, in fact in turned it into a twenty four hours highway. So we had two crews out there [] so the ore company, the ore, yes the mine company picked up the tab, and the truck haulers would. So they paid for the twenty-four hour operation. Um and it was just snow removal and we ran into a lot of problems damaging the guard rail [] scraping the guard rail then you could see something other than white, okay. And we flattened them out and not doing that, so then started not doing that and replacing it. Um we would throw the snow up over the guard rail and it would build up over the guard rail until it was six eight ten feet high and the plow trucks just couldn't throw it. So we started pushing [] guard rail and just eating that stuff and popping it down the canyon further. And then we went to grater attachment which was a sloper attachment. And that would pull all the snow in off the top of the guard rail and it would put it back on the road and then we could blow it from there and pump it in the canyon. And that's the way they do it today still. But we stay away from the guard rail and have actually replaced up to twelve mile. And because of the hard time with the state they never replaced. They needed to replace about eight miles and they did about half of it, okay. So there's still a lot of it that is in bad shape. But we learned a lot and there was a lot of trial and error. I wrecked a plow truck []

Stacey Baldrige: How did that happen?

Keith Knorr: Well what happened was we go and find a pull out and clear it after the storm and okay and we'd get the road all opened up so what happened was along came a freezing rain and it turned everything into ice. See you kind of ignore the turnouts and you dump a whole lot of sand on the highways okay to keep the highway safe. Because a highway truck is one hundred sixty thousand pounds [] and that was the whole deal was you keep it safe. So along comes some more snow and it covers up the ice in the turnout and there's no sand in there. And so I pull over in the Bragden Road turnout which is 5.5 mile roughly and as soon as I get into the turnout [] nothing and I have my plow down because I'm trying to clear it. And so I run into the guard rail and I break off 17 posts and they're just flying everywhere and my next stop if I break through the rail is 600 feet and I would be a dead duck. But that guard rail hung onto that 60 70,000 pound truck [] stretch but the bolts didn't come loose but the posts sure did. Anyway, when it finally stretched to the point that it was kind like a rubber band and when it got done stretching and pulled that truck back onto the ice it kind of sling shotted me across all the way across the turnout and the road and I went in a ditch with a plow and everything and I got into some rocks and I tore [] loose from the engine and really damaged the truck. But we rebuilt it and we used it for a few more years. But um,

Stacey Baldrige: It sounds scary.

Keith Knorr: It is and ah, it really wasn't an operator abuse thing it was something that gave us all the education of hey as soon as you're done sanding the road [] do the turnouts too cause it will bite you

later. So we had lots of accidents up there where white out conditions were mostly the cause of everything. We had one situation where a guy in Whitehorse bought a brand new truck, a brand new Ford truck and they take your picture and they put it on the computer and blow it up 8 by 10 and they stick it on a calendar and they give you [] in your new truck. So he buys that at 9:00 in the morning and so he takes for a ride to Skagway with no insurance on it okay and he comes down off the summit and Charlie Horton in and out of the ditch and he kind of goes in and out at an angle, okay, and this guy is going way too fast for the visibility [] too fast to stop for anything and he hits a loader mounts right in the tire and it's got these big chains on it. And it doesn't hurt the loader a bit. Charlie barely felt the guy hit him but he took that brand new truck in the engine and he stuffed that thing right beside him in the seat, okay it just folded that whole front end up he was very lucky [] legs or nothing okay and um, he had his seatbelt on and everything so he didn't get more than bangs and bruises. But it was pretty pathetic because at the time it was probably 24, 000 dollar truck that lasted an hour and half.

Stacey Baldrige: Oh

Keith Knorr: Yes, so we got really wise to the people [] you're out driving the conditions aren't you? You're going faster than the conditions allowed you to go. So we'd get them to admit so they couldn't come back and say it's all your fault and you pay for this and most of the time it was their bad judgment so we'd make them point that out. So we had that and we had once, we had a big truck that had a blower and we were right [] lights out and first of all the Ore truck drivers, some of them were pathetic. They couldn't speak English they got mad because they didn't want to read the signs so we had to put these flashers up and these signs that said there may be a blower in your lane when the lights are flashing, because you put the snow in the middle and you blow it from there so you're kind of in everybody's lane. So anyway the lights were out and everything and he came around the summit, you make a left turn at the summit and you come across the border left turn up to summit. And here comes the truck blower right at his left fender and that truck blower sheered the axle, the tire, and the fender off that tractor and he went out into the turnout and got it stopped. [] damage to the truck blower and it did tens of thousands of dollars of damage to the Ore truck, yah. So most of the time we never lost but those were some of the bad times. There were really a lot of nice times. I remember a Christmas Eve that Thor and I were working and we would go up there and it was absolutely calm and moon came out the [] to start with and the mountains were pink, the sunset was pink and it was just absolutely gorgeous and then in the Spring when the moon would come out and the snow was melting then the rocks would glare back at you like a mirror. I don't know if you've ever seen that but the mountains were mirrors and the moon would reflect off it, it would be [] the scenery out there was really breath taking a lot of times. We've had some friends up there, some ravens up there for twenty years, okay, at first I didn't like ravens um, but then I got to reading about them and finding out that they are probably the smartest bird on earth because they use tools and they think and they are the only bird that plays. They do a tuck and roll and slide on their back, okay? Um, they pair up; they are always a pair and stay that way. We would always feed them and by the time we retired we got them where they would always climb up on the hood and you would reach out the side window and they would take food out of your hands that way, okay? But they would always go hide it [] you give them; they would rather that you give it to the other raven and then they would steal it from there. That is just something that they

like to do is steal. Okay, we always had dog food for them. When I left I was kind of worried because one of the ravens, we had a couple of native friends that we grew up with one was named [] and the other was Dennis Lundee. So one was named Si and one was named Dennis. And it was probably male and female but we just named them that way anyway because of the Tlingit way that the spirit goes into them when they pass. So that's how the ravens got the Indian names. But anyway the older one, the biggest one he had gotten into some dead porcupine or something he had a porcupine quill right along side of his beak and it was headed for his eyeball. And I took off on and I said to the guys, "Leave your lunch and your food in the truck and let him get in the truck and then slide in and slam the door shut. And grab him like you're going to wring his neck and take the quill out. He'll get over it you know." So I think that's what they did. I think once you know they live forever but I think that when something like that happens they can actually die from it, it affects the way they age or something. They would travel all the way down to Canada customs and there is a good three sets of ravens between American customs and the border [] and boy in the winter time our extreme conditions up there, this guy came in to do a study for snow fences and that is also the time period when we were working at night. And he came up and took videos of when I was in the blower and all I could see was the grater in front of me, the taillights about ten feet in front of my blower ribbon. I couldn't see the wind [] plus everything windy and blowing and white out but I could tell right about where the wind row should be, so we'd go back and forth and keep this thing open all night. He came back with the study and he said do you guys realize that night that they had a temperature reading of something like 58 degrees below zero and a wind speed of a hundred 126 knots which you can't read with normal thermometers read below 40 below because that's where mercury turns to a solid and that's where Celsius and Fahrenheit meet at 40 below. And that's what he had instruments to read that because he was putting up weather stations and in his study to get the grant money to give us

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Stacey Baldridge: Okay I had a lot of questions about clearing avalanches, and I know avalanches can have a lot of debris the trees in them and I know back in the day for the railroad it was a problem. Was it a problem for the highway? And how do you go about clearing the avalanche

Keith Knorr: Not very often was it a problem for us because the type of rotaries we had. The White Pass rotary down there has a big paddle in the front [] and so they couldn't pull anything big in like a tree of six diameter or something. But the motor mounted blowers and the [] if you go slow enough they can eat through anything up to about six inches. Otherwise it would just sheer the ribbon pins, the sheer pins and then you'd back up and you'd go get a loader and go get that piece out of there. But 90% of the time [] the thing that you can't eat is rock cause it will sheer your sheer pins. And then we just used another piece of equipment to get rid of it. There were a few times when we used the loader to remove the whole avalanche because there was rock in it. But there's not too much wood debris that we worry about. In fact there's a [] up around Anchorage near Girdwood where they're clearing up a with a ribbon type blower out around Girdwood avalanche and they literally cut a moose in half and pump one half and when they get by here's this belly and half a moose just sitting there but he was froze solid. You eat ice with the blowers that comes down you know you got water glacier's coming off the hill right there

beside the road and maybe it will break out. As long as you're going slow and you don't hit it hard and fast you will eat right through it like it is snow and you won't even feel the difference. Yah so the type of machine made a big difference in what you could eat and what you couldn't.

Stacey Baldridge: Now has that changed through time from when you started - was it different when the different machines improved?

Keith Knorr: Yah and it had to do with purchasing. We always made sure we got in on the purchasing of the equipment. And had a saying in what we got. In the old days they had many ribbons that were small that would turn and they would go to the paddle in the back, and they don't work out. And so we'd say we want the big four five foot ribbon and we want the [] yah, made the difference. [] Our sloper attachment we started off with a small champion and a big blade and every time we reach over the guard rail and pull it in it would such the front of the grater up against the guard rail because you're just pulling so much weight the grater couldn't handle it. So when it comes time to buy a new grater we got into some pretty serious arguments with our bosses about buying a fourteen inch grater because we ask, instead of a \$150,000 grater we asked for a \$400,000 grater okay. And we were damaging the guard rail even further because the little grater it would push the tire over there and it was pushing the "w" beam and flattening it out. And then we took our blade underneath and we welded a pipe underneath and we [] so it wouldn't cut into the tire. So when we pulled the front end over so instead of flattening it on a flat sheet of guard rail you'd just flatten it out worse with that pipe. All the weight would be on it. So we finally convinced our bosses that if we continued to do damage to the guard rails at that time it was about \$50 to \$60,000 a mile. Or you can buy us a more expensive heavier duty grater and with the proper tool on it, it has the cahonas to pull the weight back on it. So yeah we went from smaller machines to bigger machines. We have this old Idaho [] motor mount and it is small and considered to be a tinker-toy compared to the other ones we've got but it is a really good old blower and a lot of times [] other blower and other motor mount would be broke down and so we'd go get the old one and it would save our butt every winter. And it still does, it's still out there. When I left I was saying you know you guys have paid for this machine and there is absolutely no reason for you guys to sell this machine and you're going to sell it for less than \$5000 and you're going to replace it for than a quarter of a million dollars or better. There is no common sense in getting [] it doesn't cost you anything, and it runs forever and it saves our butt every year so the bosses looked at it as an extra blower and we looked at it as what it took us through the winter. Sometimes because of wear and tear on them you got two of them broke down at once. You need the third one. And sometimes you couldn't get parts for six weeks you know you're without a blower so yeah over the years we went to beefier equipment and solved some of our problems. The last motor mount we bought was a 3000 ton an hour loader mount and I was arguing with my boss about going bigger and better and he finally told me I didn't know what I was talking about [] a minute. And the day that the loader arrived they were doing an interview out of California at Truckie, they were doing an interview at Truckie and the foreman said the first few minutes of the interview, "By God when I went from 3000 to 5000 ton an hour blowers our troubles went away. And I copied that thing and I sent it to my boss. And I said you guys didn't look deep enough. This is what you needed to buy us and you know darn well. And we have yet to have a 5000 ton an hour and it does make a difference. You don't whoop your equipment so bad so it lasts longer. It is

kind of like taking a small piece and over-working it and over stressing it all the time [] big piece and not working it at 100%, working it at 50-60%. It's going to last a lot longer. You're going to get another thirty years out of it and at half a million bucks that means something, yah.

Stacey Baldrige: You had mentioned that originally that the road was gravel. When was it paved?

Keith Knorr: It was paved in '82 and '83 it was when the ore trucks started coming down because Jensen he owns Lynden, he owns all the Lynden Corporation and they own about a dozen different companies. He made a deal with the state of Alaska that he would put an additional two inches of asphalt on this highway in lieu of paying for his over-weight, over-length permits, okay that saved him a lot of money. In the process um, he neglected to put a time limit on how long he would need that for so when a contract would come up other people would have to bid on how much it was going to cost them for their over-weight, over-length permits and they had to do it each time a bid came down and Jensen didn't he really did have a good deal with the state and they finally had to take him to court and tell him, hey you've used up the life of the two inches of asphalt. So he got a little extra time out of it.

Stacey Baldrige: Nice, so when you started doing the maintenance it was already paved then?

Keith Knorr: Yes when I became foreman. But when I started doing maintenance we had to blade [] we'd use two graders so we'd use a truck with a belly blade to follow the grate and move the berm over so you could go from one side to the other and then turn around and back to where you started from, that was the normal procedure of blading a road.

Stacey Baldrige: Yeah for maintaining the gravel.

Keith Knorr: Yah When it was gravel it was really dusty. And you could raise a lot of dust [] you could see a trail of dust, it would be 150 feet above the highway, okay, and I remember Eddie Hassock and my brother Mark racing two champion graders down the highway and they kicked them into neutral because the transmissions weren't made to go seventy miles an hour and they're going side by side trying to pass [] the dust was unbelievable we would wear out the D-1 on the ground. There were areas where the surface materials literally powder and sand because of the traffic that had gone on it and it hadn't been resurfaced. When the highway was built the contractor went bankrupt. There were supposed to be five escape ramps and the cut it back to two okay there was supposed to asphalt and they had to delete that because the company went broke working on that. And there was supposed to be six inches of three-inch-minus on the road bed and then four inches of D-1 which is one inch or less, D-1 is. So there was supposed to be ten inches of material on there [] there might have been two or three inches of three-inch-minus and two inches of D-1 because the money ran out so the surfacing wasn't there. So when they did pave it they literally had to dump, 25-35,000 yards of materials on the road before they laid down the asphalt, yeah.

Stacey Baldrige: [] any other highway or different highways in the United States or Canada that you based your maintenance off of?

Keith Knorr: Yes some of the maintenance that they based here was taken from the Valdez highway. What is the name of that?

Stacey Baldrige: the Richardson Highway

Keith Knorr: Yeah

Stacey Baldrige: Thompson Pass

Keith Knorr: Yep Thompson Pass, the snow poles from here came from there, the design.

Stacey Baldrige: Can you explain what snow poles are to be used for?

Keith Knorr: The snow pole is a big “L” shaped piece of pipe. And in order to take the winds and the temperatures it was made out of schedule eighty or double thickness pipe. So the walls of the pipe are half inch thick. And at the end of the “L” was a piece of fiberglass and it would come out and it would mark the very edge of the asphalt so you could tell the truck drivers [] you’re off the pavement and that was an accurate thing to say. And in a lot of cases it would mark where the guard rail was because that is on the outside, okay. So that worked out fairly well except in the winter time, the truck drivers, the first time ore truck drivers they were always skidding into the ditch and rolling their trucks on their sides and big cranes [] at least trucks came down and they would have to pick those big pots off and set them on the other rigs and those pots were thirty tons a piece no wait it would be thirty thousand tons a piece because there was a hundred sixty total truck so those four pots would take most of it. So they would move the pots and then they would take the trailers off and sometimes the trailers had warp-age because they rolled kind of a little bit while they were going in the ditch so sometimes they had structural damage to the trailers that they used to fix and sometimes the tractors they would literally pull them out. So what we were doing too was we would take a bulldozer and we would pack the ditches to start with, okay, and so we would take all this snow and pack it down hard [] blower and pump all the way into the ditch and we saved a lot of handling of snow because we would pull it out and we would move it out to the guard rails. We would move it two or three times and then after we packed the ditch we could move it once so that was quite a savings in diesel fuel and time. But it also when we packed the ditch, it allowed [] actually get out off the highway and over into the ditch and not sink in, however if they were loaded they would go right through our pack. But there were times up there Raymond and I had the whole highway cleaned up and there wasn’t any snow in the ditch or anything on the rail. It was totally clean and it was 4:00 in the morning, time to go home. And I went up to the border to turn the lights off, the blinking lights that say “snow plow in your land” and I turn around and by the time I get [] which is only three quarters of a mile, there is three feet of snow. The south storms were so fierce that they could close that road in fifteen minutes. And by the time I got down to [] it was 12 and a quarter mile I couldn’t see anything, in fact I felt my right front tire go in the ditch [] had Raymond come back with the grater and pull, I could pull towards the road, pull me back a bit onto the road. We took the grater and the loader and we parked them up in that shed up there, that we built, with no doors on it and we got into the pickup with four wheel drive and we took the spotlight to find [] four trucks up there we had the drivers in the backseat because it was a crew cab, that truck, we just

abandoned the whole mountain, okay, and when we went back to get the plow truck and the grater we could put five pieces of equipment in the shop and there was a taillight showing on the plow truck that's how much it had drifted in, there was an entire eighty-six-foot long ore truck that all you could see was a little bit of an antenna sticking out of the snow bank because he missed and went in a ditch and he laid it over on its side and then the mountain and the drifting just went beyond him okay. And we knew there was a plow truck in this area some place. And how we found it was we found about three inches of antenna sticking out and we [] this takes five or six days afterward but about day four we got it where we could pull that ore truck out because he wasn't too badly in there. And um, the four of us moved those four ore trucks, they were empty going north. So we were racing them, always clowning around we were racing them to the summit and the Canadian pull out just passed the border. Yah that was fun you know putting the whooping on the Ore truck.

Stacey Baldrige: Yah I was going to ask you how long it takes to clear the road but I guess it depends on the storm.

Keith Knorr: The storm, yah, definitely depends on the storm. I don't think anymore in a closure if it's a long term storm, I've seen it close maybe three days the worst case scenario I've ever seen in my whole career was maybe seven. And I remember that being a very dry storm. The difference in dry and wet is the weight of the snow. The heavy ones close it because it is harder to move, in this case the powdery stuff moves quick that it was plugging up air filters. And in our shop we had a mezzanine over the bathroom and the office an over there was kind of a parts room and all along the room we had our air filters, our spare air filters out and into the equipment and instead of throwing them away we had these sitting up there where it's hotter icy crystals out of them up there, because they were perfectly good once you dried them out. So through that week we were swapping air filters out trying to keep going, yah. The name of the game was keep it open and keep it safe, so there was some actually really tough times to keep it open. There was some actually really tough times to keep it open and it had to do with the guys, okay, we had one guy out there Raymond Hosford and he would get so bent on not losing the highway and closing it that you'd have to go up and get him. And he'd get so concentrated on that upper end, and by the way that upper end was about 95% of our over time, okay from nine mile to the border is 95% of the time. It always is. Sometimes Raymond would get so concentrated on getting that upper end clean that we would neglect the upper end, too, a little bit. It would get four or five inches thick down here. And the rule for the ore truck was one inch, okay, they could come down hill loaded real easy with 160,000 pounds they could bulldoze through anything with that kind of weight but when they went up empty it was really easy for them to spin out and get stuck. Yah we kind of had a rule that if, if we caused you to get spin out stuck we'd get you going again. So we'd push them to get them going. And you take a bunch of snow and you move it to the middle and there isn't really a full ore truck width on either side. So it is pretty easy, it's pretty tough on them and it's pretty tough on us. And sometimes you'd be in the middle of the road with the blower and you're pumping and the wind is blowing and all that stuff that you're trying to pump into the canyon is blowing in behind you and there is absolutely zero visibility back there and here would be one of them non-speaking truck drivers, Gunther was the guy's name it was terrible and he'd go blowing by you at 40 miles per hour first his tractor with the

blower and then the entire ... it would scare the hell out of you. He would miss your blower by four inches.

Stacey Baldrige: Oh man

Keith Knorr: And then you'd have to get mad at him. You know Gunther the idea here is to stay alive. You're trying to commit suicide. I remember one time Keith Byermount of Whitehorse, was taking some floating tanks on trailers big square tanks and he got out of Canadian customs and he hit some very bad wreck. He even had one trailer on its side and some of the tanks off the trailer anyway they had the whole road blocked and it was all icy conditions and they couldn't get on this side and they called us, Alaska, hey go up there and set up some signs and flag for us to get traffic slowed down and stopped until we get this cleaned up. [] we've got signs up for a half mile and I'm down in a flat section so I can stop stuff on the flat instead of ... because it's icy instead of on a slope where it's icy and they could slide a lot. And here comes Gunther and he don't give a shit about anybody and he's going way too fast I ended up whacking his head light with my stop sign before he actually realized that [] and he tries to stop that ore truck and he ended up and he ended up stopping it twelve inches from the wreck a mile away. Anyway ... you'd have to go cuss him out and he would start playing his "I no understand English". That would make you upset, too. You'd just say you don't belong on the road if you can't speak English and do your job right.

Stacey Baldrige: Did you have radios to talk back and forth to the truck drivers?

Keith Knorr: Yes we did, in fact when they worked it was really good. And we put a priority on them when we keyed the mike the first one we talked to was ourselves back and forth

Stacey Baldrige: Each other, the other drivers?

Keith Knorr: Yeah, the second people that we would talk to were the Frazier crew. The third priority was the ore trucks, getting the ore truck to report when they were going up and down the hill so we could stop the blowers and let the visibility get much better for them. And they could navigate around us with ease okay. And they understood that 90% of them but every once in a while one of them wouldn't care. And the biggest hassle was a lazy truck driver when he didn't want to put his chains on. He would try to go barefoot is what is what they would call it. And he would get all screwed up and plug up the whole highway and then everybody else behind him four or five ore trucks, putting chains on knowing they were going to make the top, would have to stop on a slope because of him. And then they would have to chain up their whole rig with six or eight more chains, you know, the whole tractor so they could get going on the slope. So you'd always chew them out and say you know your laziness caused all this problem for everybody else. Most all the time they were really, really good they would always buy us this big tray of goodies at Christmas time, okay, meats and cheeses and crackers okay. And they would always give us beer for thanking us keeping such a really nice road for them. [] one of the safety officers brings it down and puts it on H&H's table thinking that's DOT okay.

Stacey Baldrige: Is H&H construction?

Keith Knorr: Yes, David Huds. And David Huds worked for us for a while too kind of a winter, something to do thing for him. And so Dave knew what was going on too. But anyway crew enjoyed the beer and the goodies okay, and we find out one of the guys said well how did you like that catered food what are you talking about well we find out that Dave's got it. So Dave comes out and he's laughing at us that he enjoyed our beer and our food. And Horton he would say yup I didn't really need the food because I'm kind of fat but the beer sounded really good. So we get Dave, we grabbed him, we all grab a limb and we're trying to quarter him just like they did in the 17th century and he's yelling ah, ah, ah, ah you know. So we take the lids and we throw them up on the dumpster and we ended up throwing him in the dumpster and dropping the lid and putting a weight on there and letting him stay in there and squeal for a while. But Dave and Raymond were always picking on each other. For one thing, Raymond, Dave's coming to work, this is the night shift again, so Dave's coming to work and Raymond is sitting there with his hand on the knob [] face scared the hell out of him. So the next night, Dave's a little bit of an electrician and he did a lot of our radio stuff when we needed it, he's got the doorknob attached to 110. So Raymond grabs the doorknob and grrrrr (demonstrates being electrocuted) and so Dave opens the door and laughs at him. I got even there, so ah one time Raymond scared him again and they're up there and Raymond's in the ditch with the grater and he's trying [] and Dave's day off and Dave takes his truck up around the corner to what we call Logan's Cut and parks it and he walks a quarter mile down the road. He climbs up on this wall of snow in the ditch okay, and he buries himself in the snow okay, and he's got a seal bomb fire cracker which is maybe three inches to [] eights to half inch round and he's put it in a tube and he makes it look like a real stick of dynamite, okay. And he's got this cigar and so he can see Raymond filling the ditch up. So he lights up the cigar and it's got to be around zero and the wind is blowing. It's not pleasant up there. But Dave goes to all this trouble Raymond gets right up alongside of Dave and out of the snow this thing jumps out on top of the grater [] scaring the hell out of Raymond. He jumps down on the ground and he lights what looks like a stick of dynamite and he opens the door up and throws it in. Well Raymond just bails out of the grater and then bailing out he slams the door shut. So that little seal bomb goes POOF and all windows come out of the grater. So we put them all back with plexi-glass and made some kind of excuse about [] we replaced them because Juneau didn't want to hear about it. Yah but there was always fun and games going on up there.

Stacey Baldridge: I guess you had to provide yourself with some entertainment with those long hours on the road.

Keith Knorr: Yah, cabin fever, bad winter that's what we piled it all up to. So we had some good times out there too.

Stacey Baldridge: So how does it work because the road is part Canadian and part Alaskan so your crew only []?

Keith Knorr: Yah, we only go to the border now. So what happened there was up until they decided to open it year round for the ore truck drivers they gave the Canadians sixty percent of the maintenance of our side. So the Canadians, because it was their mine up in Canada they were paying for all of their maintenance and 60% of ours. Because the ALCAN [] the Americans have paid 60% of the maintenance

so that's how they came up with that figure. And over the years the Canadians were questioning whether the Americans were running this property and to be honest with you some of my bosses that are gone were padding it [] they had more materials and there wasn't a real accurate account of how much it was costing over here and so they had a value of 1.2 million to keep it open year round. So they were paying sixty percent of that. So then the Canadian decided they wanted to keep it for themselves. For the first four years two of our guys here went up and stayed at Frazier [] the operation and they maintained the road all the way down to eight mile, okay. And Raymond and David Huns and actually Dennis Burrier he was up there for a while and so was Shane Doe they were the night shift crew. But they worked in Frazier for [] the Frazier crew was padding it the other way. So everything that they did down on our side so they wrote it like they had done it up to 54 mile on the Canadian side. So they were trying to make our side look as cheap as possible. So it ended up you maintain you side we'll maintain ours and we'll pay the full amount and we'll pay the full amount. So that's how that kind of ended []

Stacey Baldridge: So what do you think is the most challenging thing about having this road here and trying to keep it open?

Keith Knorr: You know the way we do it anymore it's not really a challenge. I would say the biggest challenge is lack of doing it correctly finances, [] I think methods we finally learned how to do that right. I think that if we can have bigger and better equipment. And I always thought a ruling would be designated overtime so I could take two of the guys and say okay tonight I want you guys to run up there 9:00 at night you'd be done at 11. [] Go up and wipe up half of that snow and then tomorrow it would only be half as deep as it is every morning. So when you knew a big storm was coming you could do that and we never did. Okay so we'd go up there with the plows and you'd shove it up in the middle and the traffic would have to work around you. And you'd have this big berm you'd have to pump and it would take you [] the whole thing would have been clean in two hours. So I think that my method would have been cheaper than the way we do, do it when it comes to the price of oil and the hours to do it. I think that you could have been a little more efficient. But ah, over the years um, as the political side would change from Democrat to Republican it would change you know the commissioner, the director all of that would be appointed and you'd get new leaders in Juneau and they'd reinvent the wheel. And because they had an engineering degree and you didn't, they were smarter than you because they're pay checks said they were because they were paid more. That was a big...that is a big downfall. The guy who works there thirty years knows [] it has nothing to do with intelligence or the amount of money and they would have us do things that we pretty much proved them not to work okay until they were satisfied that they didn't work and so they would throw a lot of money reinventing the wheel so to speak, yeah. I can clean up the way things are done in Juneau [] okay I would order something for equipment and procurement would take a minimum of six-weeks sometimes a year to get me a part. I waited a year and a half to get a soap dispenser for the bathroom at the airport, okay? That's ridiculous. We had a furnace got out in our shop [] it's got a certain style motor, parts that you need to replace with the same thing because that's the only thing that is going to bolt in there. So we'd do the work and we'd go online and we'd go into catalogs and we'd find someone who had these hard to find parts and I remember finding \$200 [] in all I had to do was pick it up and tell them to send the bill to the state of Alaska and I'd sign it and get it here. Procurement would call plumbing and heating downtown

somewhere and go locally and these guys would send two or three of the wrong parts up to start with and [] and fax them the order because we've done it, the work. So something that would have cost us under \$200 to fix would cost us six or seven hundred dollars because procurement decided to do it their way. I would order parts for light bulbs at the airport. Boy people rip you off because you're government. At the airport out here there is 110 watt [] 120 volt light bulbs forty five watt and they're in the taxi lights and what I call information lights. Like taxi way A the little lit up sign. Two different kinds of bulbs they're the exact same thing as here. These cost a \$1.10 one of those costs \$9.00 the other was \$26.00 [] decided that hey I'll invite a different type way of hooking this thing up and I'll get FAA to approve this and then that's what you'll have to buy. And that's exactly what it is. And they don't last nearly as long as a rough surface light bulb.

Stacey Baldrige: So you with your job with DOT for the road you were also []

Keith Knorr: Airport Manager

Stacey Baldrige: Oh, can you talk a little bit about that part of the job?

Keith Knorr: That part actually got pretty frustrating because we went from a airstrip only that was only two inches of chipped seal to a airport and taxi way that was bigger and longer, we went from one size airport to five [] to clean up, okay? And then they didn't include us in on anything us in anything. They built the building sideways to the wind so the doors and everything drift shut and the doors in the backside get the north wind. So you went from one guy cleaning up the old runway in a couple of hours [] to right now on a good storm it takes one guy all of one day and part of two to clean it up and they didn't give us any extra equipment or any extra man power, okay. And you have lots of things you have to watch out for run way lights and so yah lots of stuff that you have to watch out for. The airport is really nice. My daughter was in college at the time studying engineering at the time and the guy that was in charge was project engineer on the job was a friend so he purposefully set it up so my daughter would help him and get the experience. And she did. So I have two daughters that are engineer Kathryn is working for a firm now in Belleview and it is seventy firms all over the United States and five hubs rebuilding all of the big airports and her firm has got thirty of them. And they're taking all of the underground wire and removing it, I think this is what they are doing. They are doing something to waterproof all that conduit, they're putting back all that wiring for the lighting plus they're putting in navigation systems so the new modern jet craft can taxi []automated to go from a certain airport to a certain gate, a certain runway to a certain gate. So she's done JFK, Vegas, and now she's working on ah, Atlanta, Georgia. She got started right here.

Stacey Baldrige: You were talking about getting parts and how long it would take, you need your plows up on the road so what would...

Keith Knorr: We would get in trouble when they would come up and see our stock pile in our stock room, okay we would lie and cheat or anything we'd have to, to get you through one or two storms okay extra oil filters we were always two or three oil changes away okay, of stock so [] with Juneau and management well they would say cut 10% and cut, cut, cut. They didn't care whether you got the job

done or not. But it's your reputation. You live here. You're either going to do the job right and get compliments that it's done good or they're going to call you state leeches and deadbeats. And we were very afraid of that. Back when my brother [] became foreman one of the local rules was you don't go downtown for coffee. You take your breaks out here. When I was there we were on four tens all the time and to be honest with you we took less breaks we had lunch hour and I don't think we took our coffee breaks we just worked and that's what everybody wanted to do. And to be honest with you the more you work the faster the day goes. I don't know it's pretty easy to [] if you're going to lay around you're going to be bored by the end of the day and wonder why you're couldn't go home a long time ago. If you're working hard you're going to say, a lot of times I haven't had lunch and here it is three in the afternoon. And yah everybody out there is hard workers and there wasn't a lazy bone in anybody so it worked out well. And it is probably why we had a good reputation and [] we cheated or any way we could to get the stock piles we needed. And we would hide it sometimes bosses would come down and we'd take stock pile and we'd hide the hell with them.

Stacey Baldridge: But it was the reputation you had with the community of Skagway was a good one.

Keith Knorr: Yes, yes and the proof of that was when you have multi-million-dollar trucking companies that they go to the effort that they make you meal gift things twice a year you know they're seeing things and you're doing the job right, yeah. And when you hear from, you go to foreman's meetings in Whitehorse and you hear compliments from the bosses there that they hear from ore trucks and stuff and companies saying why can't you do it like the Americans do?[]

Stacey Baldridge: What do you guys do during the summertime?

Keith Knorr: Repairs, clean up, um, dodge tourists, ah, we would fix all the guard rails that got banged up we would fix the snow poles that got knocked over, we would put signs back up that we would take down because all they'd do cause drifts. That one sign at the border is a thirty thousand dollar sign so that would go in our shed as soon as the last boat of the year was done.

Stacey Baldridge: Oh you're flashing sign you mean?

Keith Knorr: The "Welcome to Alaska" that everybody stops at.

Stacey Baldridge: Oh I see

Keith Knorr: We've repainted and rebuilt that in fact they've put out memos to Haines and to Tok and I guess that was the only other two entries, "Why can't your sign look like the one from Skagway?" Because they left theirs out in the weather and anyway [] stuff and we'd try to get it back as good as it was. And we filled all of our ditches and instead of a white line and the pavement and then a couple inches of dirt and a shoulder down to the ditch it goes all the way to the back of the ditch and there is this much water, area for water to run, you know eighteen inches to two feet. So we put the water to the culverts [] of handling what the runoff is and we've filled the ditches so nobody is driving under the snow poles and causing a wreck or you know where you've got to dig them out and stop. Ore trucks have an extra four five feet of road to run on, yah we've done a lot up there to change the way the

system is. The thing that I always a problem [] is the bicycles and I think that legally I think that it is illegal to have bicycles on an industrial use highway, okay. It is not illegal to have bicycles on a highway but with big trucks I think it is. But Juneau doesn't want to talk about that so we do our best but they have a thing out there that is called ice tea money and that was designated [] and trail money and with that money they have built bike paths from Anchorage to Fairbanks, okay big ones, and camps for bicyclers all right I was always trying to push for that ice tea money to widen our roads to put a third truck lane and a bicycle path. Okay because I wanted snow storage in the winter [] in the summer. But I was trying to knock down the overtime and cut it way down cause if you could store the snow in a certain area during the snow storm and not have to worry about overtime then you could clean it up on straight time. Now that there's so little room in the ditch you have a certain amount of time you have to clean it up or it's going to overtake you. Yah, so it never worked. They never let us do that, but it could stand, and I wanted to have a genuine bike path, four feet get them off of that road. The bikes are dangerous because they will put a thirteen long people and they'll stretch them out over a half to three-quarters of a mile, the slower ones back here and the fast ones up here [] and so when you're passing them you're illegal. If that center line has two yellow lines then they have the right of way, you don't, so you're illegal by passing them. Okay and you, you can't go down that highway at ten to fifteen miles an hour like the bicycles do, you have to maintain 35-40 mph like the speed limit does because the ore truck and everybody is doing that, the buses do so you need to, you really [] and make it safer and it's not working out and it's like everything else the government does, the kill ratio will determine when they fix it. That's the sad truth.

Stacey Baldridge: Now you worked on that road for thirty years you said?

Keith Knorr: Yah I had twenty-seven years and part of that was working at the ferry terminal and the rest was highway maintenance.

Stacey Baldridge: Why did you stick with it so long? What did you like about it?

Keith Knorr: A [] job um, it was excellent pay, there was great benefits cause I'm tier one okay I'm retired and I've got until I'm sixty and then I'll be able to draw SPS as well as PURS and then I will be making, bringing in more money than when I did when I retired [] than when I retired. And now my retirement will have a higher income than when I retire. I also have 100% medical okay and that's huge

Stacey Baldridge: Despite the dangers and the challenges up there?

Keith Knorr: Well you know the dangers when you start the dangers it was scary to go up there when you're naive and young and green about the whole thing because [] when it is twenty-five below and sixty knots of wind when you get out of your truck you better be willing to or dressed well enough that you can travel a mile or two to the twelve mile shop or something or you're going to get it, okay. You have to slow the equipment down or it breaks. When it gets below twenty below [] it all turns into glass almost so there's things you just learn to do and before you learn 'em you're just scared, you're dumb and naive. There's just things that you don't do when you were younger, it's just not worth it. You don't have to have 25 feet of road surface clean and daring yourself with the ditch all the time so you're

running too close to it [] can have the road clean [] the weather's nice and you can go [] and then you do it. Speed doesn't become the number one priority to keep the road open, safety and common sense start taking over. And then your job turns into something that you're not in such a big hurry, you're just kicked back and relaxed and it is less stressful. But the job is very stressful [] to take care of. And that's the number one thing you have to look at. The whole thing that you do up there is safety. It is either safety to the public or safety for your crew. Okay and that's first and foremost on all of it, the rest of it after you've been there for ten years there's nothing that you can't do, you can order parts, you can do the time slips although when I quit none of the guys took my job [] and the amount of work you need. They have a program called Maintenance Management System and it is supposed to put everything into the computer and understand exactly what you did all the time. It's not that, MMS program instead of Maintenance Management with all the foremen became the Mental Masturbation Program so [] to the Park Service and they said hey we tried that program and its garbage and we don't use it anymore, we've got something better. So I called my bosses and said, "Before you lock into this thing talk to the Park Service and look at this problem and look at this outfit they were using." They were already locked into it. Somebody was getting paid off. We have stuff out there and they still use it in the southeast called [] and it's a byproduct of ... what is it salt and anyway this guy comes up from Washington and he says this is the greatest, you put this down on the highway and it will absorb an inch of snow. Okay, if you put it down at one ten gallons per lean mile [] if it is over a mile so you're talking real thin and it's supposed to eat snow, okay what he wouldn't tell me and I argued with him over two times I went down to take these how does this work when you have rapid temperature changes and steep hills because as the temperatures change you have to go from ten gallons a lean mile of [] when it's ten below ninety gallons a lean mile. That's quite a change in how much you put down at four dollars a gallon. So everything about it was not designed for a highway like the Klondike. It's designed for Eagan Drive something right at sea level, steady constant temperatures and I finally got Juneau to understand that [] and chloride years ago. But down on Eagan Drive they'd love it because right back to bare pavement.

Stacey Baldrige: So you use salt on this road?

Keith Knorr: (nodding) we would use salt and calcium in our sand. We unlike the lower forty-eight we would not dump it raw on the road and you see truckloads of it going down in other places. We never do that. Yeah

Stacey Baldrige: What would you say [] maintenance?

Keith Knorr: I was most proud of doing things like getting that Twelve Mile Shop up there. The Twelve Mile Shop started out of a promise that the Canadians were going to build a shop and equipment with the sixty percent. So they bought us a truck and a grater and they paid for a shop and the shop got shipped to Juneau and then it was supposed to be shipped to Juneau and it was supposed to be put up and then shipped back here [] Juneau that they needed more storage so they put the building up behind the state garage in Juneau and we never got a state garage so we went to the railroad and behind the states back and we did some work for them out here on the railroad and we traded them for some railroad tracks. And if you go up there and see the old plywood shop, two racks sitting on their side []

and we welded them all together and then we took these cement guns that drive the nails into cement and we nailed 2x6's into steel with that. Drove them right into the steel okay and then we put the tin on that. So then we had a shop up there so we could get out of the weather and break the wind but we didn't have a door on it. And ah, we'd have other people coming and doing studies [] terrible looking building and you really need a building up there, and we did have one. And I had a commissioner come up here and he was asking me about the old building and I said I told him the whole story and he says oh well we'll work on that right away, we'll get you a building right away. And I said, "Sir, I've been around here twenty years I don't need to be bullshitted, I've had smoke blown up my ass before. [] You'll go back to Juneau just like everybody else and you'll get screamed at for three or four other problems down there and you won't remember ever coming to Skagway." And so I got to him somehow and he went back and he had a Deputy Director whose main job it was to get this building built. So we got it after thirty years, twenty years of living in a snow bank, yah so I was pretty proud of ...

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Stacey Baldrige: Okay go ahead

Keith Knorr: Okay. I don't take the credit for this next one because it had to do with a lot of guys in DOT other foremen in other stations telling the bosses that their procurement methods were terrible, quit buying low bid equipment. So we did finally get them to buy caterpillar equipment and stronger and tougher equipment and it lasts a lot longer, and bigger equipment and so I guess the thanks goes to everybody pushing for that one. Yah there are things out there that made it a better, smoother and made it on the other side and there is still lots up there that I could do to make it better yet so it wasn't completed but I went a long ways.

Stacey Baldrige: You mentioned earlier the study about snow fences and I meant to ask you back then, whatever happened did they put snow fences in?

Keith Knorr: (ha ha) This guy did a five year study, he had to do, Ed Cavanero a really neat guy I'll tell you a story afterwards, he had to do a five year study up there and this would give him a grant for snow fences. And that poor guy was up there in just as bad weather as us, and like I told you it was his video camera taking pictures that night. And we found out that that video camera can see better than us. In the middle of the night when it was eighty, sixty below and a hundred twenty knot winds, he held the camera up and I could see the entire grater instead of just the tail lights so the video camera works so anyway Ed Cavanero went on trying to get these millions of dollars trying to put up snow fences. And my boss didn't like him down there. He was one of the engineers and my boss was head of Maintenance. And a year three and a half [] he would no longer allow Cavanero do his study. The guy had it licked and Jim Marrow just threw it away, okay. It was all a political thing or a personal thing. So yah it never happened.

Stacey Baldrige: Do you think snow fences would have made a difference?

Keith Knorr: Absolutely! In certain areas.

Stacey Baldridge: And how do they work?

Keith Knorr: They ... snow comes to a fence and instead of blowing over it fifty or sixty miles an hour it goes on top okay and that leaves a dead space underneath and the snow falls out right there and then the wind goes on to the highway. And so the snow fences are a certain distance from the highway and it pulls all the snow out and you don't to plow it or remove it because it's no longer on the highway it's fifty or so feet from the highway, okay. That's the method of snow fences. In Colorado and Wyoming okay they have lots of them that work. Here's a story about Ed Cavanero. He's coming up all the time, he's doing this all these stories, he put these weather stations up all by himself, with just a couple guys helping once in a while and busting his butt, and he was up there one day and he's looking all around. And I say what' you looking for? And he's like well I don't want to tell you. I say well why. And he says because if you find it you'll keep it. And I say I'll give it back to you, what the hell is it? He says well I took a gold course and I made a gold watch, he says I put gold all around the circle and I put gold half way down the band he said so I had a lot of money in that and I've lost the watch and I said okay Ed if I find the watch I'll get it to you. He says okay. And I say let's wait till spring when it's thaws and the layers goes away and I'll be able to come up and it will show up on the top of the snow with the dirt and trash and whatever else got thrown out. And that's exactly what I did, and as the snow was melting I kept find all these pieces and I found it in five pieces. They found the two side pieces first and I found the bottom piece third and so there was four pieces and I found the watch last. And every time I found another part I called him and I said hey I found another chunk of your watch. And I took a sandwich bag and I put it on the peg board and I'd put these pieces in the peg board and so I called him up on that last piece and I said, hey I've got some good news and some bad news. And he said what's the good news? And I said I found your watch and it still works. And he said what's the bad news? I said finders keepers, losers weepers and he thought I was going to keep it, and it got really silent and he just knew I was going to take his watch and I started laughing and I said, Hey go down to Wings this afternoon and it will be there. So I sent it all down to him in an envelope and he had it all put it back together. And he said what do I owe you? And I said well come up and visit us and you can buy us a hamburger because we all looked for it. But he came up and he bought me a hamburger. But it didn't matter, he got his watch back and you know he earned it for us. He was a really nice guy. He went way beyond doing what he did. And it was sad that our boss shot him down. Yah, we had the state of Alaska had hired people, experts from the lower 48 and they would come up and make recommendations like you guys need to put up some snow fences and you need to have bigger equipment and number one you need to have a shop up there because you spend way too much time and effort plugging those things in outside and trying to keep them warm. And the state would never do anything about it. It was very sad that some of the people that you worked with just wouldn't get off their butt.

Stacey Baldridge: So you did it yourself and built that shop up there.

Keith Knorr: Un-huh and ah, the boss in Juneau that did know about he had retired but he got in trouble investigating it and so did my brother because it was \$3000 worth of roofing and that is what we skinned the building with. And that was beyond my brother's purchasing authority, and beyond Dick...hmm Dick Hamilton was his name.

Stacey Baldrige: Was there anything else you know about growing up here in Skagway? You were here after the military in World War Two had been here, right? Was there any...

Keith Knorr: There were still pieces of what the military had left behind, when the military came in they did a whole lot of filling in the town because the tide used to come up all the way to the Bank of Alaska, okay on Sixth Avenue and pretty much everything south of Fourth Avenue was on piling okay so the military did a lot of filling in on that, okay and when the Ferry Terminal was built and they dredged the whole water front for the Ferry terminal and the ore terminal they took the rest of that away. In the sixties the White Pass did the Ore Terminal and really exploded as far as extended their ability to go after Ore further up in the Yukon. And there was old buildings down on the beach and there were boat houses, and I remember as a kid we were shooting crows and seagulls and ah sometimes they would fly off with our arrows. We had this crow that we stole out of a nest and we took him home and he was just a little baby. So we fed him dog food, canned dog food and left him out in the garage and his name was Squawky. It got to be where he got to be a part of the family and the animals too. He would play with the cat and the dog too. He was very close with the dog um, he would get up on the table and he'd walk around very nicely and he'd walk around all the stuff on the dinner table and he'd take like the corn one kernel off of your the plate and eat and he was just, and my Uncle Duncan came down one time and fed him hot buttered rums and got him drunk and he was staggering all over the living room. And he would play with the cats and the cats would stalk him and their butts would wiggle and they'd pounce for him and it was like he had eyes in the back of his head. He would fly up in the air and they'd hit nothing. Had this squawking laughter kind of thing that he'd do with the cats. He would ride around on the dog's back. And we turned him loose in town and he'd fly around and come back for his meals and stuff and I remember my grandmother going over to vote and she's walking to the City Hall and Squawky lands on her shoulder and a couple tourist I guess got pretty excited about that and she said oh don't worry about it he's just a family pet. And he stayed on her shoulder when she went in to vote and started squawking when she pulled the little curtain behind the booth and so when she opened the curtain he shut up again and everybody in the voting place was giving her a bad time and she said well he didn't like the way I voted. But Squawky was a special pet. We had an otter that we got from down by the waterfront, very special pet, very nice animal, very smart, smarter [] than the dog tricks faster than the dogs, very clean always wants to wash. Highly recommend an otter for a pet any time.

Stacey Baldrige: How did you keep them so they had water around?

Keith Knorr: Um, you treat them like the family they can drink out of the dog dish you know?

Stacey Baldrige: They didn't have to have a little tank or tub to float around?

Keith Knorr: Oh we did that too, oh the bathtub at least once a day someone would put some water in the tub and let him bathe himself [] um he was injured and dragging his hind legs. I think some kids had stoned him or something when we got him and he was pretty close to starved and it didn't take three days of feeding him bits of salmon and he perked right up and I think within ten- twelve days he was walking on them legs again, yah [] when you'd find a pet like that you just wouldn't say nothing about it. Cause if Fish and Game got it they'd try to make something bad of it and fine you.

Stacey Baldridge: Well it sounds like you had a fun childhood and growing up in Skagway and living here has been a good thing.

Keith Knorr: Yah, I would relate some of our actions and behaviors to like Tom Sawyer and Huck Finn. We pulled all the shit we could and got away with it. And it was fun. Yah, I remember we used to get fire crackers for the fourth of July and our good friends that lived out back were the ones that bought them and the kids were kind of like brothers and sisters, the Polk kids and they had these round balls that you'd slam down and make a bang and they had half inch ones and one inch ones, okay. And I remember this kid Ronnie that we didn't like, we were sitting, we were sitting down [] but it was right across from the Hardware it might be the Purple Moose or something, we're sitting up on that awning watching the parade and here comes Ronnie underneath the awning and so when he comes out the other end we slam one of these things down and hit him on the top of the head with it and it goes bang and a whole lot of hair goes with it. And he's jumping around just like in the cartoons one of them black and white comedies' that we were always pulling stuff that we should have been sent to reform school for.

Stacey Baldridge: But you weren't?

Keith Knorr: No.

Stacey Baldridge: Why not?

Keith Knorr: Well, probably because we were one of the biggest families in town you know how ... immunity stuff.

Stacey Baldridge: How long did your family run the Golden North?

Keith Knorr: I think from 1949 to '65, '67 in there they sold it to a guy by the name of Kneisel. He sold it to Whiteheads. Whiteheads I think sold it to Dennis Carrington got it from there; there might have been one more person there.

Stacey Baldridge: Why did it eventually go out of business?

Keith Knorr: [] city council on some stuff he wanted to do and he just said to hell with it. Dennis also pulled a little deal I don't know if you know about this, he tried to claim that he found a gold pouch and a gold mining claim when he was tearing the downstairs apart turning it into a bar and he went and claimed all this [] TV okay. So he had his little pouch of nuggets right there and it had like 1899 on it okay. I think the gold mine had 1899 on it. And I meet him in the grocery store and I say Dennis when you pull a flim-flam you better read up your history because it's all bull shit and he said what are you talking about? The building [] and I explained to him that they moved the building down there with a horse and block and tackle and stuff. And sure enough the lady that had sold him the gold claim and she had sold him that six or so years before and she catches that on statewide TV and oh I used to own that little piece of paper and so she turned him in and he had to go apologize to everybody. But he looked me right in the face and said [] and I found it and I said well only in your eyes and I was absolutely right.

Stacey Baldrige: So that building had been moved huh?

Keith Knorr: Yes it was over um; do you know where city garage is?

Stacey Baldrige: Yes

Keith Knorr: Well it was sitting right there.

Stacey Baldrige: It is like Fourth and Alaska

Keith Knorr: Yah, across the street from the Presbyterian Church and what they would do to move it [] or big chunks of wood in the ground at an angle and then they would attach all these ropes and tackle and then they would pull on it with a donkey or something, a horse. And they would move it real slow until they got it down there and then they jacked it two stories in the air and built that third one under it.

Stacey Baldrige: Hmm

Keith Knorr: Yah

Stacey Baldrige: You know what is now Jeff Smith's parlor down there on Second Place?

Keith Knorr: [] no

Stacey Baldrige: Where was it before?

Keith Knorr: Right behind the Elks Lodge.

Stacey Baldrige: When you were growing up how was that building being used, or was it used?

Keith Knorr: Behind the Elks Lodge I think it was a fire hall. I think it had a tower behind it for a hose tower and then George Rapuzzi moved it down there and turned it into a tourist trap.

Stacey Baldrige: Where it is now?

Keith Knorr: Yes [] around there. And it was pretty neat because it was steel posts and they had these handles on it and that's how you'd drive these posts in, slamming it down on it, okay, and he hired this kid that was 25-27 for the day and the kid wasn't really a very nice kid. He kept knocking George and telling him that he was just an old goat and George was like 75 [] okay. So, George and this kid hammered in all the posts and I was hanging the wire and the come along and going back and stretching it and wire all to the posts okay. So my job really was non-stressful; they were pounding away all day and George stayed up with him all day. And the kid picked on him all day, okay. So at the end of the day he says [] double your wages for the day. I'll break arms for your wages. So they get at a table inside there, in a bar, do you know where the Soapy Smith's guy statue was and they break arms (shows arm wrestling) there and George whipped his ass, at 75 and he said now get the hell out of here. I'm tired of your bullshit you gave me all day. Yah and I was there. I watched the whole thing.

Stacey Baldrige: Do you know about what year it was when he moved that?

Keith Knorr: I'm going to say '64, '65 in that area.

Stacey Baldrige: And he kept it as a tourist thing for a while?

Keith Knorr: Yah he made it into a tourist thing, he had the moose with the locked horns in the back and then he had a whole bunch of artifacts in there

Stacey Baldrige: Oh okay

Keith Knorr: And then he had this statue of Soapy that when you [] he picked up his drink and did that you know. George was a collector of artifacts; he would go to the garbage dump all the time and go through everybody's garbage. And he would get madder than hell at Chris Rolf because Chris Rolf would go down there and burn everything. Okay and then after George died Phyllis hired Chris Rolf to clean the basement out and I said oh my god George is rolling over in his grave. One of the days when George was up there when they had just bought that new building across from the fire hall, that was George's junk store where he stored everything, I was in there helping George get that old street car back out through the floor he had parked it and it had broke through the floor and it was sitting on the axles okay. And so he was trying to jack the thing up with screw jacks, and I'm joking here, but it was like a thousand threads per inch you know and he's not coming up very fast, at his age he's whooping his ass, so I stopped with my Chevy and I put two handyman's under that thing and I get it up in the air really fast. And then we take a whole bunch of wood that George had in there that he was saving for something and we filled up the hole in the floor and we beefed up the rest of the hole and he sets it back down on it. So he takes me down to his house and he shows me the basement. There was a million items in that basement. Every space in that basement there was there was something hanging on it. Where the floor joists were there were special boxes that would pull down that were full of stuff and there was stuff everywhere. I took photographs of that and I have it at the home a copy of it and I did it for Phyllis later on. But George takes me through his whole house and he shows me all this stuff and then [] wife makes some tea and she has Alzheimer's really bad so she's cooking a pot of air until she burnt the pot up and we decided we weren't going to have tea then. But anyway from that time on when we were in the grocery store and George was in the grocery store, when I'd go to leave there'd be a bag of candy for the kids and there was usually things [] you'd suck on. And always there'd be a bag of candy for the kids. And I felt really bad because George had done a lot of gold mining in his younger years and poor kid I can't think of his name is it Mable, yes I think it's Mable she was a school teacher and she financed at least three gold hunting trips that he went on and he spent the entire family collection three times on trying to find gold and he told me that story. And he said that the last time he went he was told that if he went again it was divorce time you're not going to waste money. So he waited until winter time was almost going to bury him and he dropped everything and hiked back over the mountains because he was over in the Alan area. He went through this valley, he was kind of on a trot getting home because of the weather and he stopped along this creek to get a drink and he says there's nuggets that you can pick up. You can see the bottom. He said he thought he found the mother-load almost and so he picks up some of the nuggets and he spends an extra hour there giving it ... I'm going to recognize this peak and

that peak and find this place again and he wanted to go for an airplane ride and go find that valley by just flying around. And I promised him that we'd take a nice sunny day and we'd go do that and he wanted to do it in two trips where he found it and where we come back and get his wife and show her because he was still trying to redeem himself with this wife. And I really felt bad that he croaked before he got to do that, yah.

Stacey Baldridge: Well this has been great; you've taken up a lot of your afternoon.

Keith Knorr: Sorry.

Stacey Baldridge: No, no you're busy it's been great fun for us. Karen did you have more questions?

Keith Knorr: When you guys come back if you do, look me up again because there's a lot of things that the railroad did that is first, there was the first container system in the world.

Stacey Baldridge: Uh-huh

Keith Knorr: You knew that?

Stacey Baldridge: Uh-huh

Keith Knorr: The low-boys where they have the bulldozers on them. My dad built those first ones and they did that just to get those cats on and off easier, okay. There's a lot of firsts in the White Pass okay?

Stacey Baldridge: Okay.

Keith Knorr: So I can show you pictures of that. This guy right across the street Carl Mulvihill...

Stacey Baldridge: Yah we interviewed him.

Keith Knorr: Did you know about his photographs?

Stacey Baldridge: Yah

Keith Knorr: So you know he has a hundred-fifty thousand photographs in that house?

Stacey Baldridge: Well, I know that he has big collection of material.

Keith Knorr: A hundred-fifty thousand, yah.

Stacey Baldridge: That's amazing, amazing

Keith Knorr: Yah I helped him measure up a bunch of cars, he makes models, he makes models out of them.

Stacey Baldridge: Cool

Keith Knorr: Yah, I made him some tools, like you know a big tri-square that you'd lay on a big piece of plywood draw a line on it.

Stacey Baldridge: Uh-huh

Keith Knorr: Okay well I took that and I took another piece of aluminum and I made a -- what do they call them damn things [] you could go up to a cup and you could slide it and you would know ...

Stacey Baldridge: Oh like calipers?

Keith Knorr: Calipers, huge calipers, four foot calipers so when he was making steam engines he could know how big the dome was instead of trying to guess you know it's about this wide you can be really accurate. Carl was really funny too. He'd have tantrums. I don't know if you know Carl's tantrums.

Stacey Baldridge: No

Keith Knorr: Up at old customs they used to have holes in the wall so that you have a picture down here and then they'd have a picture over there. They were all over and they were all about this high (shows fist from hitting level) (ha ha) he'd punch holes in the wall and we were up on top of a [] car and he drops his pencil and he's mad and then he drops his pen and then he's even madder yet. So he bends over to get one of them and the ruler falls out of his clipboard and then he has fit [] and he throws his hammers and whatever else he has. And I'm handing him his Nikon camera and I'm laughing and I say go for it, (ha ha) throw that down on the ground! But yah, I helped him do some of that it was kind of fun.

Stacey Baldridge: Cool, alright.

Keith Knorr: I have lots of pictures that you need to go through to maybe I need to get with Carl to do that.

Stacey Baldridge: Yah, you do.

Notations:

[] indicates gap in replay

*** indicates the recording was garbled