

INTERVIEW WITH: Othello "Thell" Barney
INTERVIEWER: Jay Haymond
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Utah
SUBJECT OF INTERVIEW: Personal History
Road building and
maintenance
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JH: First of all Othello, talk about the home into which you were born and a little bit about yourself, your birth date and that sort of thing, for the record.

OB: Okay, I was born in Escalante, Utah on a farm approximately one mile north of Escalante and I grew up as a farm boy, sheepherder and cattle raiser all combined. I attended school in Escalante, Escalante as they call it. During the period that I was going to school, the depression of the late twenties was upon us and my father had a heart problem and died in the year of nineteen thirty-two. As a young boy I had to help out with the farm and the sheep and the cattle that we had. And then money was all tied up and there were just no jobs and sale for the livestock. The banks foreclosed and took our sheep, which they owed a little bill of about twenty-seven hundred dollars to the Big Jim Petersen Bank in Richfield and they foreclosed and took my sheep and the permit rights and we still owed approximately three hundred dollars on the sheep and livestock. So it was an uphill road from there on with no jobs. The only job I could ever get was a shepherding job, which paid approximately one dollar a day. Or if you happen to get a few house chores it was

twenty-five cents an hour. So we all had to pitch in and help one another to survive and as a young boy I went to work with the sheep. I went to work wherever I could find a job that would pay anything to help out with the farm and the family. And there was quite a big family of us in which each one of us did the same thing and all together we finally pulled through and saved the land and the farm north of town where I as born and we also had the farm south of Escalante about seven miles. But due to the depression there was nothing that was, you might say worth anything in those days. We couldn't find a job, people were traveling all over the place trying to find work. I went sheep shearing in the spring of the year for different people and that's about all it amounted to until World War II broke out and then about a third of the population moved away and went north to where they could find jobs that began to pay a better wage. A lot went in the coal field, a lot of them went in the steel plants, in construction of any kind. Some went to California and got in the ship building process after World War II was declared. And as time went on I helped take care of the farm, raised a few cows and a few sheep, tried to tie the ends together and help the family and move on. I finally got an opportunity to work for the Garfield County part-time and I solicited different jobs around to make ends meet and eventually it got better as time went on. I spent about thirty-one years with the county and not a very big wage so I had an opportunity to go with the Department of Highways, Utah Department of Highways for a little better wages and I left the county in nineteen seventy-two in the fall of the year and went to work for the state. I stayed with them until I retired. I became a highway technology recorder and a helper on the airplane, what

would you call it, checking and inspecting roads for the state on the B and C roads. In nineteen eighty I retired and came home. I've been a gardener and farmer or whatever ever since.

JH: Sounds like heaven.

OB: That's about the size of my life.

JH: Let's talk about your work with Garfield County in the maintenance of those county roads. Most of the roads in the county are county roads, am I right about that?

OB: Right. County roads, BLM and a few Forest Service roads. When I started with the county in about nineteen forty-one, I started in forty but in forty-one I started doing more work. The roads then were just more or less trails for pack horses and occasionally a wagon, that was their mode. We just kept plugging along, for instance the road from Boulder out into what they call the Circle Cliffs and now known as the Burr Trail was just a cattle trail more or less. With a grader, eventually in nineteen fifty the county got three or four dump trucks and a little loader and we would use that all over the county. I was in the Escalante District and then they had a district in Tropic and one in Panguitch. We'd share that equipment so many days each for a while and then while we were here with the equipment we tried to haul shale on the deep sand from Boulder out into the Circle Cliff to make it passable for a jeep or a motor vehicle of some kind. As time went on we kept improving and on all the roads around. We had the roads down the desert and all around Escalante and in the Henry Mountains. Something like at least two hundred miles of county roads in this district, which of about a hundred of those miles were on the Henry Mountains. With the BLM we would rough them out with a caterpillar and then

we would come along with a blade and a loader and things and try to widen them and improve them as time went on. And that's the way our work project worked all through my career up until the time I quit. We were constantly improving the roads. Then the state comes in and helps us out, like the Boulder Mountain Road for instance. I done that for years and then it got it on there, on a different system where they could draw state funds on it and they begin to improve it. And the state commission made a highway out of there around the east end of Boulder, which is Highway 12 today, connection up with Wayne County.

JH: It really makes a difference doesn't it?

OB: Oh gee, I'll say. It certainly does

JH: I think there's no more beautiful vistas in the world than to look east out on the Henry's from the east Boulder.

OB: Have you traveled it?

JH: Yes.

OB: It's pretty out that Long Canyon out there. I knew every foot of the road.

JH: When you talk about improving roads over this period of time, at what point do you go from simply grading the road surface to starting to build ditches and bringing material up out of the ditch and form the road?

OB: In the county roads business there's about three or four categories. Just a bladed road through the country like you flatten and smooth out an old dirt road would be called an unimproved road. Later on as we progress through there was what they call an improved road, which was a graded and drained road. That had to be a road back headed,

shouldered up, and drainage in the necessary places.

JH: Culverts.

OB: Culvers, yes. And then the other step would be improvement on the surface of that road which would be in many cases shale or gravel. And that would be listed on the map as a graveled road.

JH: Pit run maybe?

OB: Yeah, most generally. And then if we had the opportunity, a place or two why would put black top on. I don't know what category that is, I guess that would be a hard surface road you would call it where you put the black top on it. And that's what we were all striving for is improvements all the time to try to get it passable because they were getting better cars and trucks to travel it and we was trying to meet those needs and it was very difficult with the amount of money that the county had to spend on those roads and the size of the county and pay our wages and everything like that. That was one reason why I was kind of forced to quit the county. I had my years in but the wages weren't enough to make a good retirement. So I left them and went to work for the state, which is just about like burning my house and leaving.

JH: (Laughs)

OB: That's the way I had felt about it because I had spent, you might say my entire life doing that, for thirty-one years and I missed it. I really did. But after I went to work for the state my wage improved quite a little bit and I climbed up the ladder real fast and got different grades. I enjoyed the people I was working with, we were just like one big happy family and I could do just about anything and if I needed or wanted something they would see

that I got. They were real good people. While I was with the state it was educating. We had to meet with all the county officials on the boards, all the town officials. There's about twenty-nine counties in the state and approximately three hundred or better municipalities and we had to meet with all those people. All the roads that were established and on the map, each year we would check them out with the airplane because they were already built and what we were checking for was the road surface and the maintenance of those roads. And that dates them, see? We would run into a new road that was built since the last time we were over then we would have to take the car and come and compass them and put that road on the map and on their system which was very educating and interesting. So all in all I really enjoyed my life doing that.

JH: Sure. A moment ago you said it was awful hard to move from Escalante and leave the county and leave this job. Do you think that your feelings about the job were related to a sense of ownership of the roads themselves and the work that you put into them all those years?

OB: Not ownership but a love of the people. I had all the people behind me and that meant more to me than anything to know that I had good friends wherever I went and the Boulder people especially were outstanding. I love people and I love doing things for people. That encouraged me because I took more interest and I just was more or less, I felt I had to do it for the people so I would put myself out you might say, and put in longer hours to get that road just right. I had a lot of interest in it because a lot of people was counting on me. That gave me a big push to continue on because I didn't feel alone and I had a lot of people throughout my term that worked for me and everyone of them is

my friend right today. I don't know that I've got a bad enemy anywhere, which means a lot to me. Of course it was just a sentimental thing, I guess in a way because it was my life doing that and I know I was helping other people at the same time.

JH: I remember the name Ursel Ott.

OB: Right, I worked with him from over to Tropic.

JH: I worked with him when we worked on that road through town. I was working on that construction.

OB: Oh, was you? What did you say your name was?

JH: Haymond.

OB: Haymond. Whiting and Haymond Construction. I worked for them too. Let's see when was that?

JH: Who was it?

OB: Whiting and Haymond. In the Upper Valley on that road. Some of those workers stayed right here in my daddy-in-law's lot.

JH: Is that right?

OB: Bird and, I can't remember the other guy's name.

JH: They had trailer houses?

OB: Yeah. If I'm not mistaken, they were probably the foreman. Was you related to a Griffin here? Ernest Griffin's wife was a sister or something to one of Whiting and Haymond's foreman. And on the end of that job in the Upper Valley it was gravel surfaced but the blade had pulled out and Doug Swapp was the engineer. They were having a little bit of trouble with settling in that piece of road so they come and got me to red-head it and cut

the shoulders and get rid of the rock off that stretch of road. I remember that very well.

JH: So the job that you went to when you went for the state was more like Don's job because you were inspecting and making recommendations.

OB: We didn't make any recommendations other than this. We'd tell the county commissioners that we wouldn't go directly to the operators. We'd tell the county commissioners what they expected of their maintenance people to keep it passable and graded if it was listed a certain kind of road it would be that kind of road or else, which we did in some places. We upgraded the road and in several places we downgraded it because it went through a graveled area see, a gravel bed shear and it was gravel more or less on that road. They had it listed as a gravel road but it was still and unimproved road. It hadn't been pitted so we upgraded some and down graded others. [When] new roads were being built we would do the planning and put it on paper and that would go in to the drafting office and then it would be put on the permanent maps, the road maps and on the county maps and all that. It was a very interesting job because we seen the outline of the country and then along towards the last I got a big boost on it too. It's what we called a photo-logging machine. We had a three quarter [ton] Ford van with a thirty-five millimeter camera and it was a big one mounted right in the windshield, right in the center of the windshield of that van. Over here to the side we had one of those great big old compasses. A gyro-compass that they have on the ships in the ocean. You can drive and turn anywhere and it'll give you your directions. Then they had the little computer sitting there, they would fix it on the dash. We would put the names of our roads in. And one roll of film, great big old cusses, would do about sixty miles of road. We could set

that computer, like if we were doing Escalante here, going through Main Street, where the highway goes through, we would set that at twenty-seven and a half feet. It would take a picture every twenty-seven and half feet and they were all colored ones, beautiful. You could put a grid over the screen when you played your film and get the width of the roads and the bridges and everything. It was really neat. They had it put together in Canada. They got the bid up there and that darn thing did everything but talk. If you run a red light it showed it, which we almost did one day up in Salt Lake City. When we as out on the highway we would set that at fifty-seven feet and you could drive seventy miles per hour which it would record that on that film. Every picture you would look down at they bottom and it would tell the speed you was going and the direction you was going and you know, it was a real outfit. You had to keep a watch on it real close so you didn't run out of film or something. I enjoyed that thing. Then I had to opportunity to go with my, I had three bosses and the one guy that worked in the field and he was also the pilot. We generally worked together, we flew together and I recorded a lot from the air. And then we had this, it was just like a TV set, {that} we played the film on. We would take that to all the different counties playing these films to them. We got a lot of interesting stuff on that film. I remember going from Tropic to Flaming Gorge and we were into Wyoming. We were heading up through there a while, we were doing the speed limit. And all of a sudden here come them antelope out on to the road. We got beautiful pictures of them. And then coming down off the mountain into Vernal from up on, I think it was [unintelligible]. We were coming down, it's steep coming down off there in to Vernal and you could see some black marks on the road. A truck, double black marks and

in a little bit it began to show up. There was a truck down there with all its wheels turned up on a big turn there you know. We got several pictures of that right when it was happening, pictures of the cops coming to the scene, the whole bit. It was very interesting. This is through Escalante and over to Boulder and back. We do the Highways both ways, over and then back. They can get all the culture on these sites. It was just beautiful.

JH: You said you also flew the, I suppose your looking at alignment as well as road conditions. What kind of an airplane did you fly in?

OB: Most generally it was a little one-eighty or a two-ten depending on the weather. If the weather was a little bad or something we would take the two-ten out. And for a long while they leased their plane from different private companies up there. Along towards the last they bought their own plane. It was a little one-eighty, Cessna.

JH: Better visibility with the high wing.

OB: Yeah, and of course the wings were always on the top so we could see good. What we did, the county has, they make these maps up for the counties and all those roads are on that map. And all the culture along that road is on there. They had symbols for all the culture, you know. Like if there was a church or a state shed they had their symbols for those kind of things, a gate or a bridge, they had their symbols for them. In flying we would try to pin-point those things and that would keep us right on, we knew right where we were all the time and we were flying low enough to get the surface of the road and the condition of it. You could even see the washboards in it, we would come down low enough. There again, I enjoyed that too because this Ron Theobald, the pilot, we would

be going along doing the roads and he was just a real outdoorsman, a sportsman you know, and if a bunch of antelope or deer or a mountain sheep would pop up, two or three times I thought he had throwed me out of the plane he turned so fast.

JH: Cranked her around, huh?

OB: Yeah, to see what it was. And we would chase them around and go back and pick up where we left off. He was just a real fun guy. It was the same way out on the Henry Mountains. We were doing them from the ground. That was when they first planted those buffalo out there you know and we would chase them every once in a while.

JH: Was there a time of day you would do that more than another in order to get the shadow or anything like that?

OB: No not really, about any time of day that was daylight enough to see it. A lot of times when we were working down this area we would go out to the airport, leave there about six o'clock in the morning and by eight we would be down here on Boulder Mountain flying the Forest Service roads or over on the Henry's doing the county roads. You can see real well up there. And we had a good pilot. He could get down pretty well where you could see the drainage and everything. You could see whether it washboard or see whether it was washed across the road or anything. We reported quite a few incidents where after a storm maybe more water had come down than a culvert would hold. It would wash over the road, we'd report that to them for safety sake.

End of Side A, Begin Side B

(Mr. Haymond is speaking as the audio begins)

JH: Roadwork is public works and you've already expressed yourself and how you felt about

being part that of the public works effort. As you went around with job, which you just described, I sense that you didn't find that it was universally shared that it was a public works project. Some people thought it was a just a job I'll bet and they were just doing sort of the minimum, is that true? In other words, did they keep to the standards pretty well, the local maintainers?

OB: With me it was a standard maintenance with the improvements wherever I could see fit to do and time to do. I never done a road in my life but what, well there was a big turnout hill was unnecessary when I could go through and I wanted shut out that and make it a shorter route and improve that blind turn or something like that. I always had that in mind in my maintenance, I was always doing something like that. Like I say, I knew the people depended on that road and they depended on me to keep it up to where they could travel it. And it was the same in the winter time when the snow was on it. I tried to get that off of there so they could travel to and from their stock in the lower country. And when I first started out the county was about the only people that had any heavy equipment. Later on, as time went why then individuals began to invest in equipment to odd jobs with. But when I first started out, like local people here in town or they had a farm out here, it snowed deep, it wasn't even a county road or something, the commissioner would say you've got to help them out. You know I could go blade the snow off the road or fix a washout or something like that and we would just help one another all the time. I guess one reason I fell in love with that job, I was always helping people and I always had people with me that I felt good about. They would do most anything for me that I asked them to. We would just get along great. I never as a young boy up until my later life I

never was without a job. I would always find something to do if I was laying around, for instance maybe back when I was about fifteen years old the state was coming in and improving what we call the Main Canyon Road that used to go over the summit there over in to old Widstoe Town. They weren't paying very much money but we had a team over on the farm and we could use any money that we could get and I took a hayrack with a load of hay on it to feed the horses and went up to that camp and my mother she got a way about her, pleading and pouting and the contractor told her I wasn't old enough in the first place but, I think I was fifteen, supposed to be sixteen. And when she got through with him he hired me and that team anyway to go up there. That's one instance I never will forget in my life. We got up there and all ready to go to work the next morning and his name was Hall. He said, "I've got a job out here that I want to put you on and another man here has got a team and I want to put you together." He said, "I want to put you on a four-up." I didn't know what a four-up was or anything. But he took us out there and all it was was just a big scraper. It was big enough it took four horses to pull it. I figured we'll have one team ahead of the other like the old [unintelligible] a string of horses. Instead of that it was four abreast and I'd never seen that hooked up. I'd seen teams hooked together all right. Anyway the old guy that I was out there with, he was a lot older than me, a married man had kids of his own my age but he knew all about them and so he coached me. I was a teamster. I wouldn't have been any prouder it I'd been driving a Cadillac (Laughs). I think we only got two weeks work but in that two weeks they had he and I cutting the shoulders and prettying up on top, smoothing it up. In a way road building had really been in my life ever since I was a small boy. But I was proud of

that. I earned a little bit of money to help the family and that made me prouder than ever.

But that was one instance that I'll never forget.

JH: It was a pretty nice road up there even then.

OB: Yeah, I've bladed that a lot for the county and took care of and improved it. Back then when that project was on they built drainage out of logs. They didn't have the money to buy the steel culvers. As the county supervisor and all why, I went through there with a bunch of good men and we replaced all those old wooden bridges with culverts, steel pipe because they were breaking and rotting and falling in and becoming dangerous. We spent a lot of time and money on that. I've always enjoyed going out and camping with a bunch of men like that, enjoyed the company and everything. I've never went out that I know of that ever had trouble with any of the men or ever had anybody that was quarrelsome or anything like that. It's always been fun.

JH: Let's change the slant on the reminiscences and talk about some of the other things that you've done in the communities. You've talked about enjoying working with a lot of people. What else have you done in the communities in the way of public service or even church service for that matter?

OB: I was in the town board for eleven years. We resurfaced, rebuilt [roads]and I would do this through the county. Like I said when we first started out they wasn't any private contractors around this country and they depended on the county for a lot of their work. Of course I was over the county and I pulled for the town quite a lot too. I'd ask the commissioners if we could do so and so or do this or do that and I'd get the dump trucks and things, the loader and we would raise a street and gravel it and fix it like we want it

and then when we could afford it we would put hard top on it, blacktop, asphalt you know. So I have worked I guess nearly every street in town and rebuilt them and when I quit had quite a few of them oiled and blacktopped. There again the people were all behind me and with me. I just seemed to fit in on everything we done. Then another thing we did, every spring, and of course the county done this for most all the little towns, we would have a cleanup day. We'd advertise it and tell the people to get their trash and garbage and limbs and rocks or whatever out on the street and the county would come along with the loader and the dump trucks and haul it off. And I might say that while I was working for the county we had, in three of four occasions where the Historical Society came down here. I remember once they had three busses, they had these old, big tour busses. We took them down the desert as far as we could go. I think we had two of them we took down to the desert. One of them we got clear down to the place where there was a Boy Scout killed. And then we hauled them in dump trucks over to the Hole-in-the-Rock. We got to the little gulch there and let them out. So I worked with the Historical Society and I've worked with the Forest Service, the BLM, every government agency around. The Park Service, I rebuilt the road even clear through Wayne County down to the Hole-in-the-Rock and that was way back in the mid-fifties when we were doing that. We improved it right to the Hole-in-the-Rock. I remember there was a Park Service man there and road cap and shale or anything like that were hard to find down there and we were within the boundaries of the park and I went to this park ranger one day and I said that I have located what appears to be a good source of capping for this sand. You know that old sand is deep down there, old yellow sand. I took him out and showed him what I

wanted up on top of this bench. It was kind of a 'gyp' stuff out on there and he looked it over and it was way out of the way and believe he said, "Yeah, that looks like that would be permissible, we could go along with you on that." And then he turned around and looked towards the east, the north east there quite a long bench and he said, "Gosh that looks like there might even be room for a landing strip right here." (Laughs) And I said, "You tell me where you want it, and I'll just do that for this stuff that you're giving me." That's the way we worked, you know, help one another. That was great. At the time I had a new fifty-nine Oldsmobile, Delta Eighty-Eight. And after we finished that road I drove that thing right down to the Hole-in-the-Rock.

JH: My!

OB: And you could go, well damn near all the way without changing gears. We really improved but then I don't know. One crew would take over and the next crew would take over. Kane County was always good to turn it over to them for a while and when we got it in shape then they would want it back. (Laughs) They had a little problem there. But there again we enjoyed it. And I was proud, gosh to think that I had done that for the people. And it was the same way when this uranium started out in the Circle Cliffs. There was an old guy going to drill a well out there, drill for oil you know. They wanted to go down through Harris Wash and up through Silver Falls. So me and another guy that had leased a 'seven cat' from some woman here proceeded to build that road, and we did. We went through that Harris Wash and then the county cooperated with him and we had those trucks down there and Art wasn't with us this time but that Shakespear, he brought a loader from Cannonville. He was hauling the shale and Norm Christiansen over here,

and we capped all those sandy bars you know and stabilized the crossings and built that road right on up clear to the head of Silver Falls, a good road. Well we done this during the winter months and it come April, Easter time and I guess it was pretty well advertised by the time we got through with it. But anyway we talk to different people and the whole town turned out, got together, and decided to have their Easter and their ball game down on the Escalante trail and that's a beautiful drive. Well, that made me feel like I was ten feet tall, you know. (Laughs) Just things like that have encouraged me along through life. They had a ball, they went up into where the old Heinz [?] uranium camp was. So that's about the size of my life I guess.

JH: I wanted to ask you about the uranium boom time. There were lots of outfits out here, some of them were kind of 'hair-and-scare' and I mean they would leave Salt Lake more or less with a sandwich in their pocket and a Geiger counter and that was it.

OB: They figured all they had to do was run down here and stake a claim and they would be rich.

JH: Did you have any experiences with some of those people?

OB: Yes, in this way. Most of those guys that came down here and had taken up a claim and had any showing at all, they had to build a road to them most generally see. They of course had an old cat or something or they would get somebody within the field that did have one, rough a road in there then they would come to me, or the county I should say, for help with a blade to smooth the roads up. So I was connected with all of them, all those guys that had a claim. I might say this, I just couldn't get 'hepped up' over it. There was one that encouraged me to go stake a claim. My brother was in there, oh, he went

wild over it. He had a lot of claims. One day he said, "You tell me you haven't even got a claim down here?" And I said, "No", and he said, "I'm going to stake you one." So he did and I never even went and got it recorded. (Laughs) But I was enjoying building the roads to them. Like you said, a lot of those poor guys, they would sell their home and everything else and come out here and all they'd come in here with, as you say is a sandwich. Just like the gold rush.

JH: Yeah, same thing exactly.

OB: A lot of them made a little money on it. The wise ones, when they got a claim that tested pretty good, those that sold right there on the spot and made a little money. But after they began to drill it and all, why then it was pretty light and the veins wore out in there. But there was a lot of money made out in that son-of-a-gun. They haul ore from out there clear out the other way to Colorado and I think they hauled quite a lot there to Moab to that place that they had there on the river.

JH: Even Blanding.

OB: Blanding, yes. Blanding and Moab. Moab had the mill. Blanding, they finally got a mill down there, yeah, uh huh.

JH: Well, that's an interesting phenomenon to observe when that happens, like it sweeps through the population and I've heard that there was \$19 spent for every \$1 made.

OB: Yeah, that's about true I think. Yeah, all those guys, the main guys that went out there and leased a lot of property and hired a few men and all, I've worked with them and a lot of those guys that I got acquainted with in this way just through the maintenance of the roads and digging them out in the winter time out of the snow or something like that, you

know. I run into a lot of them and some of them was kind of sad cases. Surprising what a person will do when they think there's ore or something, a fortune ahead of them. They just go through heck to try to prove their self.

JH: Yeah, that's really the case. Turning another corner here, I wanted to ask you about some of the people that I knew that may have worked for the county. One was Smith Alvey?

OB: An old buddy of mine, yep. We lost him here not too many years ago. Very good guy. I used to have him hired and he worked with me, him and his brother Eriel. Both of those guys.

JH: Good workers.

OB: You bet. I think Smith was working for me when he left and went to work for this construction company and I believe it was L. A. Young or Wonder, it was one of them, I don't know, one of the big companies. Yeah, if they lived around here I'd know them. Yeah, old Smith, he had a brother that got typhoid pneumonia and died. He and I were real good friends. I imagine they was three or four years apart and I was good friends with Smith too. He was really a good guy. Camped out with him and everything else.

JH: You might know Leland Griffin too from over in Henry Town?

OB: I certainly do. That man was raised and born right here in Escalante. Worked with him, he was commissioner when I left the county. Yeah, and he just begged me to stay.

JH: Good worker.

OB: Yeah, oh Leland, all them boys was, his brothers and all, yeah and he was comical to be around. Big tall guy, spread his knees and laugh, he go right off in the fog. I liked old

Leland, yeah. Anyone else you know around?

JH: Well, I've gotten better acquainted with Jerry Roundy.

OB: Yeah, Jerry built him a big home over here on the hill. Yeah, he was born and raised here too. Yeah. I knew his dad and worked with him and everything.

JH: There was one legendary person that I didn't know very well, but my father knew her, Dina Christensen.

OB: Donna Christensen?

JH: Dina.

OB: Oh, Dina, oh yeah, a little Oriental. Yeah. Omar went over there in the islands to work during the war I guess and met her, married her and brought her home. Yeah. I do, she used to be a great cook years ago. As she got older she kind of got out of the habit, but she would make it a point to throw a big party, you know, and invite all of the friends to it back then to her house and I was good friends with them, you bet.

JH: I went there and stayed at the motel one time and I told her who I was and she identified my father as the one that had been in and he had been a chiseler, she called him, because he tried to bargain and negotiate in her rocks, she owned those pretty rocks.

OB: Yeah, yeah, the petrified wood especially. They had a lot of it. Yeah, her husband hired the kids to go here in the hills and haul them rocks out. (Laughter)

JH: Well my father loved to tease and so he'd tease her because he knew it would kind of rile her a little bit on the negotiations and so she referred to him as a chiseler. (Laughter)

OB: Yeah, yeah, I'll bet. I had quite a time making out sometimes what she said, but she was quite a gal. If you ever crossed her and got her mad at you, look out. (Laughter) Yeah, I

knew them real well.

JH: Let me think of some more people that I knew well. Well, the Shakespeare boys over in Tropic.

OB: Yeah, I worked with Orin and Preston. Had them over on the Henry Mountains with me. Malen Mecham was a foreman like I was there and an operator for a long time. He's a good guy. He's a good guy. Yeah, right today we meet and throw our arms around one another. He always introduces me as his best friend. We really got close when we were doing the roads, especially out on the Henry's.

JH: Did you get involved at all with that Cottonwood Road? He mentioned that he had had a part in that Cottonwood road.

OB: He did. I think he was the foreman over there when that took place. They built that down through there and yes, I took part on that road and helped. In this area the two districts went together, you know, and I think Malen was the foreman and then Laurel Barton was an operator on the motor grader and we graded those roads several times down in there, clear through to Glen City. Yeah.

JH: What I was thinking about I guess, was the road or the attempt to build a road up onto the 'Fifty'. Do you know anything about that decision? Or decision not to build?

OB: I do. Well there again, the environmentalists stopped that. The BLM was the people that was building the road and they done a good job on it too. I was maintaining and improving the roads down there at the time they were doing that and they got it up on the bench and they was already to start that switchback onto the main mountain when they called it off on them. I don't know what took place. I don't know if there was a hearing

on that or not. That happened just about like the road from Bullfrog over to the Escalante desert and down to Kanab, or down to Big Water, as it is now. That was, they had got the money, it was all in the same package as that road from North Wash, I think it's either 176 or 276 that goes down to Bullfrog to the park from North Wash up there in Wayne County. Money for that and the money for this road to cross over onto the desert would have come out at the Forty Mile Ridge and then on down around Fifty Mile Mountain and come out into Big Water and then on over to Kanab, connecting into 89, see, which at that time, I'm sure you've heard about it, the Golden Loop, and that happened, they got that one pretty well completed, but about that time is when Kennedy and the Vietnam conflict came out and when that did, they just cut that package half in two, so we didn't get this part of it, see. And they had hearing after hearing on that thing. I've got a log book down in there, the state was really good to me, I got in with the engineers and all this, Wally Stevenson, all those guys down there and they was really good to me, helped me when I was supervisor over the streets here in town, you know, gave me some big boosts on the oil end of it and one thing and another. And I've got the log down there in the basement. I've never read all of it, but it's interesting, the people that took part in that. But they couldn't persuade them to let them build it, which would have been oh, out of this world. Really been a beautiful route. They'd come across right there to Steven's Arch. I took the county cat, 'course the county commissioners notified me that all these state business people and dignitaries wanted to come down and look that over and the county had a little six cat and it was in the winter time, everything was in my favor and I took that and a man or two with me and went down on Forty Mile Ridge

and got that little old cat out and went over and down a sand hill, which would have been impossible if it had been dry, you know, because the sand, there's no bottom to it, but it was froze, it was just like hard surface and went down through there and then I walked it out and found a shelf or two that I could follow around with the cat and maybe knock a few flat rock out of the way and one thing or another and went around into where they could just get out of their Jeeps and 4-wheel drives or whatever they was in and stand right there and take pictures of the parts on the river where they wanted to cross the river with a bridge, you know. And there must have been 100 people down there that day.

And I remember old Phil Buckley, the road patrolman, he said, You mean to tell me you made this road? (Laughter) He said, "It's amazing."

JH: Didn't believe it, huh?

OB: Yeah, I don't know, I just followed my nose. (Laughter)

JH: Well that works well sometimes.

OB: He was a guy over the B& C funds, that's when that had the collector system too. I had him in with me in the county Jeep and

End of Tape One, Side Two

End of Interview (Tape runs out)