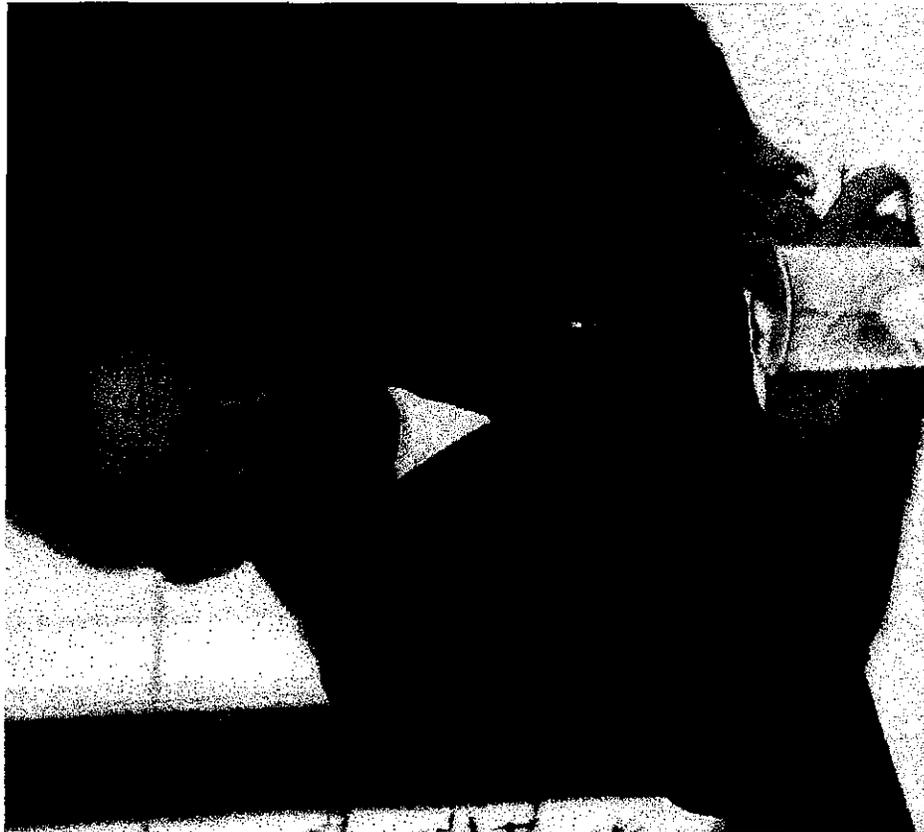


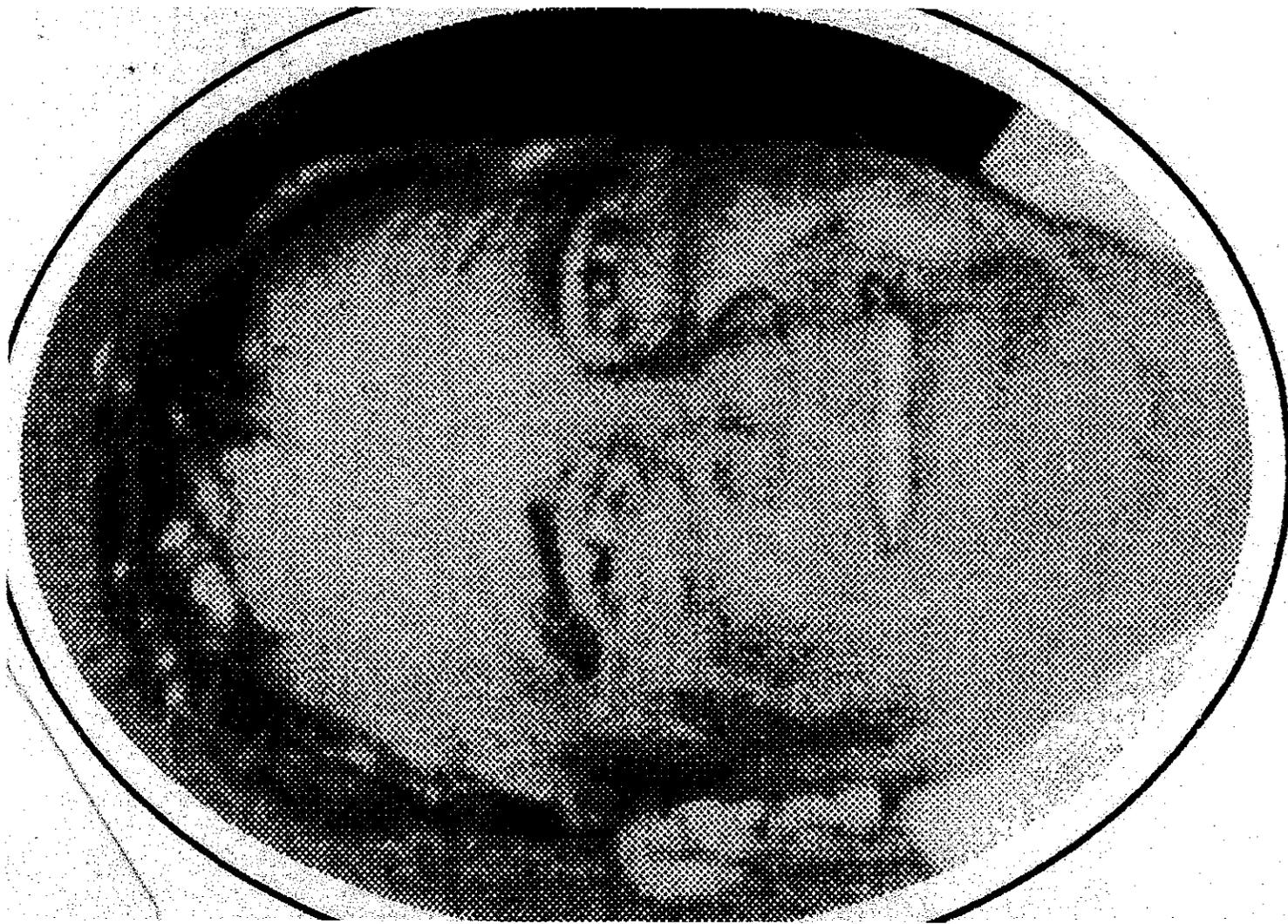
Lincoln LYMAN
Boulder 1997

Southern Utah Oral History Project

The Southern Utah Oral History Project was started in July of 1998. It began with an interest in preserving the cultural history of small towns in southern Utah that border the Grand Staircase-Escalante National Monument. The project was managed by Kent Powell, from the Utah Division of State History, who oversaw the collection of oral histories conducted in Boulder, Escalante, Bryce Valley, Long Valley, Kanab, the Kaibab Paiute Reservation, and Big Water, by Jay Haymond, Suzi Montgomery, Marsha Holland and other volunteers. Also in cooperation with the state was the Bureau of Land Management and the people of Garfield and Kane counties, with support from the Grand Staircase-Escalante National Monument. The goals of the project were first to interview long-time local residents and collect information about the people and the land during the first half of the twentieth century. In addition, the interviews were to be transcribed and copies of the transcripts were to be made available to the public at the Utah State Historical Society and at local repositories. Lastly, to build a relationship with state agencies and the local communities and provide a medium for the local communities to express their interest in preserving their own history and culture in the areas that are now included in the GSENM.

Thank you to everyone who took the time to care and share their memories and stories.





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INTERVIEW WITH: Lincoln Lyman's home, also present in room is Mrs. Alice Lyman (AL)

INTERVIEWER: Jay Haymond/ Grant Johnson

INTERVIEW NUMBER: One of one

DATE OF INTERVIEW: December 3, 1997

PLACE OF INTERVIEW: At his home in Escalante

SUBJECT OF INTERVIEW: Mr. Lyman's experiences with the Cattle Industry and road building in Escalante, Boulder, other places he's worked.

TRANSCRIBER: Vectra Solutions/JN

DATE: April 29, 1999

Tape 1, Side A

LL: (Lyman talking about Max Behunin's homestead at Deer Creek)

There were trees in the washes but that was the only place where there was enough room and that to do anything. Them big washes, that's where the trees was, was in the washes, and we pushed some off the hill and that, but that was his life's ambition. I couldn't tell you how many years he worked on it, getting the paper work done. That was the last homestead, I think, that was taken up in the United States. It was right in the process of when he got the paper work done, that was going out. He was the last one that I know of.

GJ: He sold it all for \$25,000.

LL: It just got to be more than he could handle. It was more than he could do. He couldn't get any help. He got it cut back to what he could take care of and handle cause he and Veda worked down there. They'd do their chores up to the ranch, then they'd come down there where she is now and do their chores. They'd go down to Deer Creek and work all day. Then they'd come back up in the evening and do the same thing all over again

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till the time he got rid of it. He raised quite a bunch of hay down there. They cut and baled hay.

AL: He was the only man I knew who could make water run up hill.

JH: I have heard others say that, too.

LL: But he did a lot of work with it. Him and Veda put the wheel in. I moved the wheel down for them, hauled it down there on a flat bed truck that I had. We put it down onto it after he and Veda had built a platform to come up on and...

JH Did Veda and he do all the work?

LL Veda done a lot. Let me say it this way, her and Max actually done all of the work with the exception of, I'll say, like me, when I moved in there with the big truck, I had the Jimmy truck with poles to get around and get right in, Max and Veda done all that concrete, the whole works. They built the whole works, built the pedestal, everything that it sets on, but they worked hard on it.

JH: My name is Jay Haymond and with me is Grant Johnson and Mrs. Lyman. We're going to be talking with Lincoln Lyman about this stuff in connection with the Boulder Project.

GJ: Where do you come in with the other brothers, are you younger or...

LL: I'm the youngest.

GJ: Are you younger than Dale?

LL: Yes.

GJ: Oh, really?

LL: Dale and I are the two youngest ones. There was twelve of us, six girls and six boys. And there's been two girls die and one boy. But we was all born and raised over there at Boulder and then just kind of scattered from there. But Truman is the oldest of the boys and then there was Conrad and he got killed in the service, there's Ivan and Kirk and Dale and myself. But, you know, getting back to the road that started, I guess I'll have to kind of say as far as roads, I wouldn't say particularly Circle Cliff to where it first started out, actually the first road that was in Circle Cliffs (phone rings). But anyway I'll start with one of the roads that I was first involved in or knowed of any roads really being built was the road into Circle Cliffs when they started prospecting for uranium.

JH: Fifties?

LL: In the fifties. If I'm gonna say, I think the first one actually started in there in the spring or the summer of '49. But I guess I can't really, right now, say who was all involved in building it. I'm going to say Hines Uranium with Garfield County that built the road from Escalante...they always was a road out to the head of the Harris Wash. They built and opened a road down the Harris Wash, up Silver Falls Canyon and into Circle Cliffs and that's where Hines had his camp. From that point on they was other work done, other roads done and in the process of, I'm going to say BLM, ranchers and mining and they just kept working towards Long Canyon and coming back into Boulder and they actually started out with the old wagon road that went from Boulder down into Deer Creek and that and just kept making improvements, each and every year the county done a lot of work, and different people mining. The government put a lot of funding into it and they just kept upgrading the road out of Circle Cliffs into Boulder. And in the meantime, Hunt Oil and the Department of Energy...it wasn't the Department of Energy then, it was Atomic Energy Commission...went in together and built the road up over the Burr Trail. The switchbacks in the Burr Trail and I recall I think that was in...'55. I'm not sure of the

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date but it seems like '55 was the date when they moved in there and they drilled a well at Wagon Box Mesa and that really opened it up. The AEC done a lot of road building, trails, done a lot of work in there for the next ten or twelve years, extensive work in there. And the roads were improved. And in the meantime the Bureau of Land Management and that, decided to close the road through Silver Falls and up the Harris Wash and I can't exactly say the date when they done it but they just finally wouldn't let them use the road any more up and down through Silver Falls and up the Harris Wash. So, it was actually closed off and from that time on the roads was really improved and extensive work was done on it from Boulder into Circle Cliffs to keep improving that road. And trying to keep it maintained. They was just work done continually from the time it was really opened up and started to using up to date and they just continue to really rebuild the road through there. But they was lots of mining roads, Silver Falls and Moodys, around Wagon Box Mesa and down the ridge. They was up into the Mokie tanks and up into the corner flats, all of that, they was roads they built all over for mining purposes and that. And then they just...uranium just kind of had it's ups and downs and the fact that freighting it so far and that, why it just kind of went by the wayside. They was a couple of good mines out there, they was the Rainy Day Mine and they was the Circle Cliffs Uranium, it was up in the corner flats, and Alveys had one out at Stud Horse Peaks and I can't even think right now what name they called their=s and they mined extensively there at Fiddler's Peaks.

JH: Was that the local Alvey family?

LL: No, they was originally from here but it wasn't actually the Alveys right here, they was from Payson and that's actually where they was from and come down here, being acquainted with some of the Alveys that was in the area, but they were from Payson and Spanish Fork, up that way. And they done extensive mining right there at Stud Horse

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Peaks and it just finally kind of...the price of uranium went out and then the Rainy Day got so deep and so far down into so much water they just finally discontinued mining it. It was a good mine and they was mining one percent ore out of it, but it got so deep and running on the incline down in there. If you'll notice how the formation lays, well just the way the vein that they was a following went and it just finally got so deep and so much water coming that they gave up on it.

GJ: So the road that's bulldozed up on that right side of Silver Falls, as you're going up, you know, it's up kind of high...

LL: Okay, I know what you're talking about.

GJ: ...it's all narrow there, that was built in '49.

LL: Well, like I say, let me answer you this way. It was built from '49 up to, I'm going to tell you, even the 60s, into the 60s. They was some building then they would kind of go by the wayside and somebody else would get a pocketful of money and build a little more and build better than that. But I don't know whether you're acquainted with it down enough, Grant, that when you get right up above where left hand Silver Falls and right hand forks, why they was roads back up on all of those benches and that. And that was all done at the time, drilling, they done a lot of drilling and all of those benches they got back up on top of Shinarump and that, and drilled all of that.

GJ: Every one of the Shinarump I find old roads.

LL: That's what I say. And they was...you know, you don't realize it now, it's like I said, I could go down there and say they used to be a road there, I don't know but they probably

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rehabilitated (the land) now `till a lot of them (roads) you couldn't see, but they'd follow right around the face and drill it and then if they found a showing (of mineral), then they'd come back so far and make another row of holes and that's the way a lot of the drilling was done. But, and that's what has improved the road. It's like I said, I can remember when we used to take what we called the old Jeep truck, I wonder if ever you've seen one, the old, old Jeep trucks, when they first come out, just after the little Jeep and Jeep started to making the pickups. Used to go down into Deer Creek. Do you know where Max's cabin is in Deer Creek?

GJ: Sheep Creek?

LL: Sheep Creek, `scuse me. Okay, that was the first road, right where the old wagon road goes down and down into the bottom of the creek and then went right down the creek, clear down the Long Canyon.

GJ: Okay, I thought it was like an old road, you could see....

LL: Well, it was the old wagon, it was the old, old original wagon road. It was out through there. See, there was an old original wagon road up through Long Canyon.

GJ: From Boulder to Circle Cliffs?

LL: From Boulder to Circle Cliffs, but what should I say, I can't tell you all there is to know about that `cause, hey, I'm going to tell you , it was built probably in the late 20s or early 30s. They took wagons and went out to...well, I could show you where, it's hard to explain, out to the head of White Canyon. They went out there in a couple of places and built reservoirs for stock watering ponds. And they had taken wagons and scrapers and

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that out through Long Canyon. But, for me to remember, I don't and I surmise that it's when the war started and that everybody kinda' left and they just forgot about it 'cause when I first remember the road in Long Canyon, or the trail, it was all washed out. You just kinda' followed the cows or they was a good, you know, pack string trail. And then the same right up the head of Long Canyon, where you went around the blue clay, you used to just go around the blue clay and hit the first hogs back and went right straight down to the bottom.

GJ: I thought it looked like that.

LL: And that's what it was, even when I was out there, the first time I was out there, just a kid, why it was all sloughed off 'till a cow or the pack mules and that, had to go around there one at a time. And then when...well, like I say, it was in the 50s when they started working on that road again and getting it so's them four'wheel drive Jeeps. I seen it when it took us a day to come from the flats there in Horse Canyon, from there to Boulder. Coming up through there and the sand was bad enough that you'd back up and take a run on it and maybe'd you make twenty feet, maybe you'd make a hundred. Then you'd have to back up, you know, and get another run kinda keep breaking the track. And we did, we crawled up right out of there. But, as time went on when they improved the road and then they finally went clear back up on top and went down through the ledges and down there. But if you look you'll see a half a dozen roads.

GJ: Yeah, I have.

LL: That they went down through the ledges and then they'd find a better spot and get a few more dollars and they'd come back and change the road in the other direction and that is how it's been improved.

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GJ: I like figuring out those old ways' a lot of old routes out there....

LL: Well, that's what I say. They just... ever time they got a notion and they could find a little better place and improve it, why they'd go back and they'd improve it and that's how it just kept continually getting better.

GJ: That's what Max told me one time, I think he said the 50s, he went down with his Jeep, it was when they first got the road open with a Jeep and a Cat, I think. Were you there?

LL: Yeah, I can remember it. In fact Eph (Ephraim) Combs, I don't know if you remember Eph Combs? He's an old feller that lived over to Boulder, the BLM had acquired an army surplus CAT, an old D7 CAT. Eph Combs and his boy went out in the gulch, Indian Gulch out there, and brought out that old D7 CAT, wallered it up through Muley Twist Canyon and out the old Emigrant road or the old oil well road that come up the ridge, that come out of left hand Muley Twist and come up the ridge by Wagon Box and up through...they started working on the road coming from Long Canyon and up that way. But the first decent road that they had was the one that went down the Harris Wash and up Silver Falls and that. And they'd had a good road up through there. It was a good road and they was a lot of travel, but it's like I say, in the meantime that was actually the only feasible way to go in when they first started. `Cause I'd went from Boulder when I was just a kid, they was hunting uranium, and they'd take the horses and go out across King Bench and up through Wolverine and met them and then they had the Moody and they come in the other way with the traffic and that. But things like that, why they just kept improving it.

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GJ: Doyle said you used to be able to drive up through the gulch, too. You can see old pieces of road up there.

LL: Oh, yeah, in fact I can't tell you just when it was the last time. Well, why they was mining out there, you could come down the gulch, in fact you could go over in the farm, what we call the farm, go over in the gulch and come down the gulch and you could come back out Egg Box Canyon and out onto the top of them benches or you could come right on down the gulch and down and the other road come into Sheep Creek. And then by that time you had to turn and go back up Sheep Creek to get up until after they got that part of it cut out and then you had to come on down the gulch and up out of the gulch there.

JH: Were they using wagons drills at the time?

LL: (Yes), in fact...well, they had both kinds, but they did, they had the old wagon drill out there that they used when they was doing the uranium. In fact they had...I should say they had both of them, but the wagon drill was the most popular one that they had out there and then they had some regular small core drills and that. But they was a lot of rigs. They was a lot of work done out there. You just don't realize, even now, how much work...I can tell you roads that I don't know that you've been on, and I think you can still travel some of them, was the road that came from Stud Horse Peaks and went right straight down through and come down into Wolverine and all of that and the road there they had out onto Pioneer Mesa. All of them roads like that, they was a lot of time and money spent out there through...I'm going to tell you through the 50s and the 60s and even up into the 70s, they took a spurt out there on the uranium and then finally it just kind of all went dead. But they was just a lot of work that you don't realize. And then the BLM done a lot of a work, what should I say, the Bureau of Reclamation furnished a lot of money and that's where a lot of the work originally started from, was for the Glen

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Canyon Dam. They put out, oh, thousands upon thousands of dollars to build all them ponds and go in there and plug them gullies and that. They was for...I'm going to tell you ten or twelve years and that up to the time that they started backing water up in Lake Powell.

GJ: Why, what was the correlation?

LL: Oh, my gosh! You can't realize it, they was big washes out there that was filled was as wide as this house, was thirty and forty feet deep. You don't notice them now, that's what I say, the reason you don't notice it now is you don't even know where the ponds are, they have actually served their purpose and they have backed up sealed it up and filled in. Well, I don't know how familiar you are with Brinkerhoff Flat?

GJ: I haven't been all the way up in there though. It's washed out again though.

LL: Oh, but it ain't washed out like it was...I can remember back and I've done a lot of work in that. But my gosh, from right where you come over the ridge in the Cedars, come right there to Brinkerhoff Flat, all the way through that, there was no way you could get a horse or anything else across them big deep washes. And they built dams up in there and that's what I'm saying, all over Circle Cliffs.

JH: Silt control.

LL: Silt control is what it was for the Glen Canyon Dam. And like I say, you don't realize it, you take out around the Sinkhole and the Onion Beds and all of that. If you go back up in there you can still see remnants of the ponds. Some of them washed out and some of them didn't.

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GJ: They still have water in them.

LL: ...(yes) and they well served their purpose. That's the same way down in Sheep Flat, have you ever seen them big boulders down to Sheep Flat? Down by the Burr Trail.

GJ: The bottom?

LL: The top, right at the top of Burr Trail, when you first get down off of the hill. The flat. You know, there's a lot of ponds right through there.

GJ: (Yes), I've seen that.

LL: Okay. And that's what it was, just silt control. But there was a lot of money spent out there for that. Down in the Moody, Silver Falls and just all over out there, up towards Pioneer Mesa, and Wolverine and back up through there. They was ponds every place. Horse Canyon, all over.

GJ: That was a good idea.

LL: Well, it paid off. I mean, you know, and it comes back to the fact of even like they say, you know, they say, "Oh, there was never anything done." I look at it in my lifetime and see what was done, it was a godsend that they done all of that work. It truthfully was. And I mean, you can see it in the rehabilitation vegetation'wise and what not. Oh, I can just see all the difference in the world. But it was just like when I was a kid. It's just a vivid memory in my mind. `Cause we was down there in the spring of the year, that's when my brother got killed in the service and wild horses and that, and it was just as bad.

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They say how it was over grazed now, but some of them trails would be that deep (indicating three feet) down in them flats and where they traveled and that, and the wild horses. But anyway, the reason I say it's something that sticks out in my mind was when we got back up towards Peaks and right there in the Corner Flats, why we run into a herd of wild horses and I had to tend the packs while the boys went and laid a haze on the horses as we'd come home. I mean, it's something that stuck out in my mind. But, oh, they was a lot of wild horses out there then.

JH: Just feral horses weren't they? They'd got loose and they'd got wild.

LL: Right, right, and they'd just...nobody'd cared for them and I would have to say probably, and I could stand to be corrected, but they must have been 250 head of horses out there. (Whistle) Oh, they was a lot of horses. You bet they was.

JH: Boy, they ate a lot of feed.

LL: And that's what I said. Them old trails out there was that deep where they'd trail around.

GJ: That helped the erosion, too, probably.

LL: Oh, yeah, that made the erosion. And that's what I said, and that's the reason I say in my lifetime I could just see all the difference in the world out there.

GJ: Yeah, there's a lot of that crested wheat, a lot of reseeded stuff.

LL: But, a lot of...well all of the Onion Beds, Brinkerhoff Flat, all of that where you go over into The Gulch, had been reseeded. And back down around what we call the old oil well,

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lots of ponds down that way. They done a lot of work in all of that. In fact, where the road forks and goes back down towards Moody, all of that and you'll still a lot of remnants of ponds and there's still ponds in there, clear back into the head of Moody.

GJ: Didn't know there was much to wash out there, seems like the north end of the cliffs was the good soil and the more...the dirt.

LL: You know, though, I'm going to have to say it this way, when you talk about Silver Cliffs or talk about this country, when I was younger, we had a lot more weather. I mean summer rains, oh my gosh, we had a lot of summer rains. It was nothing to see these old gully washers and that, and we haven't seen any for twenty-five or thirty years.

GJ: Wasn't this summer something else?

LL: This summer, now to me, this summer was like a lot of summers I remember when I was younger. `Cause it was nothing like Horse Canyon. Oh, I seen them old canyons. Yes, roll one hell of a stream of water. Yup, and up in the Corner Flats and all that, but we've never seen floods like that during the last few years. But that's kind of a history of Circle Cliffs. And I guess you guys is as well acquainted with the controversy we've had in the last fifteen or twenty years, and that, that has went on out there. But, all in all, with all the roads, what has been done around here, I guess I would have to say has been through exploration and government. Now, government was behind...and when I say "government" I'm speaking of the BLM as much as anybody. Industry and that moved in here and take an interest, but they was any way that the government could put some funding with it or help out, why, they was anxious in seeing the country opened up, seeing some trails and roads built, so when it was all said and done, everybody that was around here, to a certain extent, showed interest, even the livestock people, the BLM and industry and that, everybody just kind of chipped in and put some funding into seeing

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some roads built. Now, it was just like the road they was building out here where they're at now, drilling that well, sort of down here. I think it was '53 when we started the road into Reese Canyon Number One, and that was up through Collins and out on top.

GJ: Is that the Croaten road?

LL: (Yes), that's the Croaten road. Now, that road originally just went to the first Bird oil well, it was just kind of, what should I say, a lonesome road. Then the uranium boom and, for the lack of all the names, Claron Barney had a big hand in it. But they went from right below where you go past that one oil well down under the hill and all the roads fork... And it goes down towards Burning Hills? Okay, that was Claron Barney and his uranium people, they was, oh gosh, two or three or several different outfits. They went on down and pushed that road off down in Croaten, on across what we call Croaten Little Red Valley, and up on to Grand Bench. Now, they done an extensive lot of work, uranium prospecting, out on Grand Bench.

GJ: Just looking?

LL: Just looking, drilling. They had drills out there. (Yes) but then it was just like everything else, it's too far away. But one thing added to another and then come back and the next trip that really went in there, went in there to work for Pure Oil. Pure Oil was seismographing and they was in there for a little over two years, but that's when we built all of these other trails. We went around what they call the "Sit Down" benches and back around the Last Chance, and then from Last Chance went clear around the points and then back around Gunsight and back over into what was then, Glen Canyon City, and that's right when they were just starting, that's before they ever backed any water up. And, but in between that we came off of the hill, down what they call Reese Canyon,

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down into Last Chance and down Last Chance. Then we turned around and we come up Last Chance, up to where they cross. And then they decided they wanted another trail so we come clear back up to Langston Cabin out there and started that road and went clear down around and down Last Chance, down across the Smokey Mountain and off and down into Glen Canyon City. And that was just kind of the beginning. That was Pure Oiling. We had roads up Paradise Canyon, Horse Mountain. We had just trails all over that country so they could seismograph.

JH: These are dozer trails?

LL: (Yes), but each and every thing added to it. Well, in the meantime, while we was down there for Pure Oil seismographing, the coal took a hold. That's when they had access in there and got to look at all the coal and everything. Well, it just kind of snowballed when the Pure Oil kind of give up, why then all of these others, Richfield Oil, Peabody Coal and all them come back in there and picked up prospecting leases, they was another road went this way and one went that way and around, and I mean, that is actually the way it continued. I look down there, I'm just trying to think when they finally "called the dog" (a figure of speech referring to the company deciding to quit and go home). I'm going to tell you it was... '73, '74, right along in there. They was doing an awful lot of work. I was doing a lot of work there was that, what we call the Resource Company, it was formed at Arizona Public Service, California Edison, San Diego Gas and Electric. There was five of these big companies in there and they called it the Resource Company. That's when they proposed to build that big Kaiparowits power plant.

GJ: I remember that.

End of Side One, Tape One.

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Begin Side Two, Tape One.

JH: Okay, say you're going down to Cottonwood...

LL: (Yes), and that's the Cottonwood Road that went down...

GJ: You tied into that road

LL: Oh, (yes), we was all over that country. We seismographed all that back in towards Kanab, all that around Church Wells and south of Church Wells down to the Arizona line, down the old Paria. All of that country. We seismographed all of that and had roads and trails, all the way, what I mean, they could take these drill rigs, we had to pull them with the CAT sometimes and like that. All of that, Nipple Bench and even coming back over what they call Four Mile, down below Cannonville, the Wahweap, Round Valley, Butler Valley. All of them, we seismographed and built trails through all of that country.

GJ: Are they still there?

LL: I would answer you this way, yeah, they're still there and some of it is still useable but then nobody has had an occasion to use it. So, I'm going to say there's a lot of them that isn't there but if you wanted to get right down to it and say yes, I'm sure they are. But see, I made two foundation studies for Kaiser Engineers and that 'cause Kaiser Engineers was going to build a plant for this...these electric companies, this Resource Company, and I'd done all the foundation work down on Nipple Bench, that was the number one site, and they was having a controversy there so they said we've got to have number two site, and that's when they come clear and back up around, come up to Wahweap and up onto what they call Four Mile Bench, and I went out there and done a foundation site test.

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JH: When you say test site, you go out and dig down to see how firm the soil was to support a foundation?

LL: That's right, we had to dig...in fact I'll say both of them, I had to dig a trench 140 foot long, it was about fifty foot wide and we went as deep as we could go with the crawler tractor ripping and a'rooting.

JH: Was that a D-8?

LL: D-9.

JH: D-9, that's a lot of power.

LL: And that's what they done, in fact I'm going to say that the pits that we ripped, the two main pits, were probably about sixteen foot deep. And then they come in there and drilled and done all of their foundations studies off of that. But we did have them two projects. And it's just kind of went from there on and there's been oil exploration, all of that. I mean, it's just kind of been a continual thing up until, I'm going to say it this way, up until wilderness come in and when wilderness come in there in '75, that just kind of changed the complexion of everything. It really changed the complexion. 'Cause it got to where you couldn't go here and do anything 'cause that was proposed wilderness or it was in the wilderness study, so its just kind of all went dead and that's even the way it stands today. Is where it's. But there is, I mean, truthfully, there is roads just about anyplace you want to look out there. Like down the top of Collins, and I don't know whether you been down to Collins, you'll go down there and you'll see a road a'going across here and the main road goes a little further and then here's another cross.

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This was all through coal and oil or I'm going to say seismographing, but I could truthfully say to you, I think B and I could show you roads out there B but I think there is not a section out there that hasn't got one or more holes drilled on for coal. I don't think there's any place out there. (Yes,) I'm not kidding you. It hasn't got one or more holes drilled on it. In the whole place out there. You take from the Burning Hills back to Nipple Bench, Smokey Mountain and all of them. Yep.

GJ: Where is the old coal mine? Where did they put that fire out?

LL: Down Missing Canyon, do you know...well, it's hard for me to explain. I can more or less say it this way: about halfway down the Smokey Mountain (road) you would go off on the west side and down into Missing Canyon, but back up and say coming from the other end, as you come around Bull Point out of Glen Canyon City and around then you come to Warm Creek, okay, you could go right up Warm Creek and start up through, that's the way we went, up Warm Creek and what they call Missing Canyon...

GJ: Mokie Hollow?

LL: Mokie Hollow, that's where the mine is, that's where the mine is. Okay they was that one. But I kind of got a head of myself to the fact that after Don Kelly and I worked for Pure Oil and that and the coal people finally come back in, this Resource Company asked Don Kelly if they was any way that he could get a road off of the lower end of Smokey Mountain. That's how the Kelly Grade got there.

GJ: I wanted to ask you about that.

LL: That's actually how it was. Now Don Kelly and Claron Barney, I'm going to say the two of them worked together down there one summer to get the first trail pushed off. Just the

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first trail and that's all it was, was a good trail. They could get the 4-wheel drive pickup down and up it.

JH: Who paid for that?

LL: I think it was the Resource Company, I'm not sure of who did it but it was the coal people that paid for it. And then it's been improved, oh, everybody that's done anything, I've spent a couple of different summers on it, you know, working on it. And you will see, even if you go down there now, you'll see where Kelly and them made the first mistake, they went way around on them shelves, way back in there and got to where they couldn't go any further. Then they had to come clear back out and come around in below and around again.

GJ: Was it an old horse trail? Or how did they know, they just guessed it?

LL: They just went down there and looked. Now, I'm not aware of it, I'm going to be honest and say, I'm not aware of it being a horse trail. Now there's a horse trail or two or three trails off of the other side, and there's half a dozen trails off to the west. Now, I don't recall of there ever being a trail down through there. I truthfully don't. But I wouldn't say that there wasn't a trail. But I don't think there was.

JH: One of those eyeball jobs?

LL: And that's what they was. Them guys just walked and started building roads. There was no, what should I say, engineering, you know, or getting...they just looked at her and said, "We can go here and we can go there and we can do this." And if I'm not mistaken

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when I tell you, and I could be telling you a story here, I think they offered Don Kelly \$15,000 if he could build a road and a trail off of the end of the Smokey Mountain.

GJ: What a pioneering effort that was!

LL: It was and I don't know, like I said, you could say it wasn't even a trail, but they could get around and up and down it with the one four-wheel drive pickup he had. And then from that day on every coal company that come in there, anybody that even had a few dollars to spend, and you had the machine, why they went and done some work on it. Peabody Coal spent a lot of money on it. Peabody spent a lot of money on that Kelly Grade. I done work for them for two different years and then they had Atchison Construction out of Aztec, New Mexico, that was in there and done a lot of work.

GJ: Were there deviations, different routes?

LL: (Yes), and that's what I say, if you really look at it, you'll see where we improved it and then we'd come back and change it onto another shelf, you know, or widen it out, widen them turns. I'm not a'kidding you, for the first two or three years, why, you wanted to hang on if you went off there in a four-wheel drive pickup, cause it just didn't seem that safe. And I'm going to say if you... Have you been down it?

GJ: Oh, yeah.

LL: Well, you know after you get down around, clear down around there half a dozen hollers and then you go clear around that long ledge, I can remember when that even bothered me to drive around that son-of-a-bitch. It wasn't wide enough to be safe, I'm not kidding you.

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JH: Were they hauling loads off that?

LL: No, no.

JH: Just transportation and that for workers.

LL: It was transportation and that. Now, I moved the CAT up and down a couple of times, but I always unloaded down at the bottom of that steep hill and walked it up to the top, you know where you come up around them switchbacks and you get up on top and it kind of levels out and then you went along that long ledge. I load it back there and I could go. But, it was really never... I shouldn't say it wasn't used, yes, it was used. A good two-ton truck and that, you know, but you picked your load and what not. But as far as heavy loads and moving stuff, went up Missing Canyon and that, Smokey Hollow.

GJ: So that was a better route.

LL: Oh, by far the better route. Now, you've been through it all the way through and up on top of Smokey haven't you?

GJ: No, I haven't been to Smokey Hollow.

LL: No, but I mean up on Smokey... You haven't been that way at all.

GJ: No, I've been off the Kelly Grade a bunch of times...

LL: And that's it?

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GJ: Yeah. And Croaten. Croaten Road.

LL: Okay, there's hardly any need of me saying, but do you know where the old sheep corral is on the Smokey Mountain?

GJ: No, I haven't been there.

LL Well, do you know where the airport was on Smokey Mountain?

GJ: Yeah, I remember seeing it.

LL: Okay, but just back this side of the airport on Smokey Mountain you took a right hand turn and went right over and dropped off the Smokey Mountain...

GJ: That's it.

LL: (Yes).

GJ: Is that still a better route?

LL: Let me answer you this way when I tell you, the county kind of took over Kelly Grade so they maintain that a little bit. As far as I'm concerned today, I haven't been back down there, but any time I ever went down there I would say it was a much better route. It was a quicker route than it was going down across the Smokey. But everybody that ever went down there had to see the Kelly Grade. Don't care who it was. That's what you went down there for.

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GJ: I think the Kelly Grade's better than Croaten Road.

LL: Oh, it is by far. Yeah, the Croaten Road's just about the same caliber as Kelly Grade only you got, what, two or three hundred yards down off of there that's mean and rotten and then your down and out. But good Lord, Kelly Grade's an hour and a half to get down around Kelly Grade and down off the hill. That's just the way of it. They have improved it though, like I said. It's a drop, but that was back to Grand Bench. See and they drilled an oil well over in Rock Creek, they moved a rig in and...

GJ: How'd they get down into Rock Creek?

LL: They had a road. They went up around the neck of Grand Bench and around into the grove and right on down around the Rock Creek and right down in there. There is an airport down in there.

GJ: Really?

LL: Yes sir.

GJ: I thought the road ended after the neck.

LL: No, it didn't, no, no, it went clear around and wound around and down in Rock Creek. This Dale Wilson, do you know Dale Wilson?

GJ: No.

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LL: He used to have an airplane and go down in there and land. And that's what they done to haul their crews in and out of there.

JH: Wasn't a helicopter, either, huh?

LL: Nope, nope. It was three small planes.

GJ: Wow! Didn't I hear that Kelly died in the airplane?

LL: (Yes), he died over here to Bryce Canyon, he got killed in a plane wreck. Him and one of the head company men for Kennecott and this John Droubay that owned the motel up here above down, the old Alvey Motel, Circle D. That's like I say, when you sit and consider it all and that, there was a lot of activity and has been a lot of activity until wilderness took a hold. And that's even been what the fight is, I'm going to say to you, really what the fight has been over even the Monument and still the environmental groups say, "Oh, it's wilderness, it's never been disturbed." and as far as that, that area down there has probably been disturbed as much or more than anything, but it has rehabilitated too, you know, and re-vegetated, and they got a lot different working policies today. When I was first doing work, the BLM may bring you out a little sack of seed and say, Well , if you feel like it throw a little seed there but other than that you never worried about cleaning up or doing anything, you just went ahead and said to hell with it and that's just kind of what it amounted to. But then laws and everything was changed and its made quite a difference. But, you see, we seismographed down in the desert and that's even down in the desert, now I will tell you this and you can't tell it today, we ran a double line down the desert, clear to Hole in the Rock. When I say a double line, we used the road for work, we'd get off the side of the road and we had to be at least a

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hundred feet and not more than two hundred feet and we ran another line all the way down the road from there down to Hole in the Rock.

GJ: All the way from here?

LL: Yes. And then you go down in the desert, it's like out in the Early Weed, I'd seismograph. They went out that way and seismographed, out east of the forties and all of those, and out Chimney Rock. That's when a lot of those roads is seismographed.

GJ: But east of the forties its just sand it must have been rough.

LL: I know it is, (yes, yes) but that's what... and you take down the forties and then you get on down each one of them rigs down there that was the light rig, go just as far east and west and then you'd work up against the mountain.

GJ: They never found anything though, did they?

LL: Well, you know I guess I don't know how to answer you when you say they didn't find anything. I'm going to say for what little bit of work that I done with Pure, but what I mean work, what they explained to me, they could never find the closure in all the seismograph work that they done. Now that was they're contention when they finally give up, they can never find the closure.

GJ: What's that mean?

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LL: Well, I guess if I understand it right, you got these inclines and synclines and that's up and down but they always claimed they had them through but they was always a break in them so that the oil had escaped. Now you got these people, Conoco is in here now, saying, "Oh, yeah, there's a lot of closures around, we just got to find them." So it's hard to say what... I'm not a geologist though, I just... I can't even speak intelligently on it.

GJ: Well, what do you know about when they drilled out in Spencer's Flat, Big Spencer's Flat?

LL: Oh, they drilled two or three out there.

GJ: Yeah, you can still use those roads and out there.

LL: No, you can't use all them roads. They won't let you use them roads. See, they had...and the reason I said that, have you used that road from the head of the Harris clear back out in there? Clear out on them points?

GJ: Yeah but its pretty washed out now, its pretty hard.

LL: Well, you're not supposed to be using it. You don't read the signs then. The BLM has had that closed for quite a while. Do you know where it takes off down in the Harris Wash? Right there at the fence, and goes around back out there and clear and down on that point where you can look off into Harris. They had one or two wells out there. I'll say it this way, they's been so many wells that I can't even tell where they're all at right now.

GJ: And all of them are dry?

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LL: To the extent, yes, I'm going to say dry. No they wasn't all dry, but as far as they were concerned they're dry. Now, I can recall they done quite, not an extensive lot, but I can remember when they tested them and got oil and that out of them, but it wasn't an amount that they went in and done any more with it. But there's one, two, three, I think there's four out there that I can think of that they drilled out in Spencer Flat.

GJ: I think I can drive to two of the pads where they have the pipes sticking.

LL: Yeah, the dry hole marker. And see and then they had...well they drilled one down in the desert down here that you can say was actually an oil well, that was the one down there on...where they drilled to. I just as well back up, they drilled to. They drilled the one down there at Forty Mile Ridge and then they drilled the one down at Hole in the Rock and then Charlie Steen drilled one down to Dance Hall Rock. Like I say, when I stop to think, they was quite a few of them drilled around.

GJ: Why did Charlie drill at Dance Hall Rock? That's Entrada?

LL: They're getting uranium down there, 3700 feet.

GJ: Thirty-seven hundred. Why would it be worth that?

LL: Charlie Steen had one of them big dreams. (Laughter) He truly did. Oh, yeah, he promoted that Escalante Desert 'cause he says it comes across the river from over on the other side.

GJ: From Red Canyon or something?

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LL: (Yes), that was his theory and that's what he was promoting all along. And you'd be surprised how many of them picked it up, Gulf Minerals was in here. Exxon Minerals was in here. They done a lot of drilling down in the desert, and I don't mean not in the oil well type, but they drilled a lot of two and three thousand foot four inch holes. Oh, yeah, Exxon and Gulf and them, I spent a lot of time with them.

JH: Were they buying into Steen's theory?

LL: (Yes). See, in fact the last time when they finally give up and quit with, what should I say, uranium just kind of went to hell, the price of it, but Gulf Minerals, I was right down in Rogers Canyon, we was down in Rogers Canyon, drilled all of Rogers Canyon and that, and that's when they was going to have me come back here on the head of Collinston and got out around and in what they call No Man's Land, and build a road all the way down the top of the Fifty. And see, I done all that work down there where the Old Man's Cave was. I done all of them roads back up there and all them down on the bench and they drilled all of that. That was Exxon that done that.

GJ: What do you know about the Sooner and the Willow Fly Road?

LL: Well, I was just a kid when they first started on that, but Rex Whittaker built the road up. Willow Tank Slide, built the road all the way down and slid off down the super slide. And that's as much as it amounts to start with. Willow Tank was the better part of the road.

GJ: Boy it isn't now.

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LL: No, no, but he...we went and cut posts up there. He got to pull thousands of posts off of there. But that's where he went up, we built it. That's where I first actually started out, really, driving CAT was for Whitaker and built it right over the Willow Tank slide and down the bench and off. In the meantime since then the BLM had a CAT or two out there and the BLM was the one that did build a decent road up the Sooner slide and that's when the livestock men stopped them from going out on the Fifty Mile Mountain. They didn't want a road out on the Fifty. So that's how come you never got a road on the Fifty.

GJ: Why didn't they want it?

LL: They didn't want a road out there, they wanted it left like it was so they was the ones that fought the BLM and everybody else to a standstill.

GJ: Gail Baily?

LL: Cook Liston, all of those that ran cattle and that up there, had anything to do with it. They was actually the ones that stopped the road from going onto Fifty Mile Mountain.

GJ: What was their reason?

LL: Just didn't want a road out there, they didn't want access out there. They was satisfied with riding the horses and taking a pack out there. So they just said no, we don't want a road out there. And that is what stopped the road. So that's the reason it just got as far as the bench. Up over the Sooner Slide. Yup.

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JH: Let's talk about equipment for just a minute. That was a D7 you were talking about, cable control?

LL: (Yes).

JH: Did it have a rod over the top?

LL: (Yes). Had the old Le Tourneau control unit on the back and the tube that run over the top and down the front. Had the La Plant strait dozer on it.

JH: Wasn't adjustable either?

LL: No, no.

JH: Wasn't an angle dozer?

LL: It was an angle dozer but all's you could do was just swing it around and.... (Yes). Always carried the 12-pound sledge hammer.

JH: Right, hit yourself on the head for getting into this business.

LL: (Yes) Oh, you know it's amazing how machinery has changed in that length of time. `Cause its like the first...well, I just want to say it this way, most of the crawler tractors that came into this country to start with were (army) surplus machines.

JH: World War II.

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LL: (Yes), the Soil Conservation had the ability to pick up a couple or three and the BLM picked them up, you know, and things like that. And they was, well, the BLM had three or four surplus CATs in here, they had some old D8s, that was army surplus, that's how they done a lot of the riling that was done originally out on top of Colliston and that, was they had two old D8s, couple of old D7s.

JH: What were they dragging in between those CATs?

LL: Those two big anchor chains, big 90 pound anchor chains. But, yeah, they was quite a bunch of them. And then the BLM done a lot of riling. They had some riling contracts, that's how it was done up from Alvey Wash, from there on across to the head of _____[23.7].

GJ: Seen it all _____[23.8].

LL: Okay, that was BLM contracts, part of it was BLM contracts, I shouldn't say it was all BLM, I think, if I recall, at one time they had a six thousand acre riling project at one time and then it seems to me they had another, it was around fifty-five hundred acres, and then Langstons, they was the two brothers, Verl and Bob, they picked up and done a lot of riling on the state sections. Now, that's the reason you say in between and around out there of the state's sections. They had the grazing rights on them so they went in and riled the state sections and reseeded it. But there's been a lot of that done through there.

GJ: Yeah, it looks like it made a big difference.

LL: Oh, it made all the difference in the world. Its really made a range land out of it, when you look at it from the standpoint of livestock and that. Well, even for the game, the deer and everything like that, its made one tremendous difference in it.

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JH: What did it do to the water when they took those trees off there?

LL: I'm going to answer you this way, it enhanced the water. They made ponds out there, it was just like some of this other, they've made stock watering ponds and they drilled a couple of shallow holes out there and there have always been a few springs or seeps here and there that they went in and cleaned up so... On the other hand they have to use, too, at different times of the year. Now, you take Big Sage and the Oil Well Point and all them this summer have just been tremendous 'cause they've had water every place, oh them old cows are pretty. It's rolling fat. But then, on the other hand, I've seen it when it's been dry and the water's dried up and they had to haul water to feed just to take care of the livestock, yup. But all of that, I mean, I spent, well out there with the coal and with the uranium and with the oil and that, I spent, God, I've been all over that Kanab country. Skutumpah, all of that in there. Worked all of that country for the coal and the oil and stuff like that. They was just a lot of work done in there. But then when it come around, like I say, along at '75, that was kind of the turning of anything and I guess its in the eyes of the beholder as to whether its good, bad or indifferent. But, its there and there's just still a lot of roads.

GJ: With that many roads, I'm surprised they could say it was wilderness.

LL: Well, let me answer you this way, would you go out there and refute it? Nobody went out there, nobody cared about going out there to dispute and when the BLM took it upon their selves and said that's what it is and they'll still argue with you. You can argue with it too, if you don't go out and see it, you'd say, "Hell no, there ain't nothing out there." And that's where it's been, truthfully it is. But you can just drive anyplace you want to out there, if you know where you're going. In fact down east of Navajo and the Vernon

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Hills, you can drive in all the little canyons and back down into the Rogers, you can just go anyplace out there.

GJ: When you get into the Rogers can you go up it anyways or down?

LL: (Yes), we went all the way up the Rogers and out the upper end. Built it up through there.

GJ: That's out, and tied back into the _____[27.5]?

LL (Yes), no, we came up the Rogers from, you know where we poked water out of the Rogers? Where the one road goes off into Rogers Canyon.

GJ: I'm not sure.

LL: Well, we went right straight off into Rogers Canyon, turned and come up the Rogers Canyon and then we turned and went down the Rogers Canyon as far as we could until we got down to them high shelves and it was more money than they wanted to spend and tear up down in there so we didn't go all the way down to the lower end, but we did come up around.

GJ: Can you still drive down in there?

LL: Nope. Roads washed out. I'll have to show you. Where is all them pictures, can you remember the pictures where we had the CATs all tied onto the drill rigs, where Arthur planted all them seedlings.

AL: I remember that time.

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LL: I don't know.

AL: They're in your office I think. Or they're down here in this box.

LL: But, you know, things like that, they'd like Rogers Canyon. That was clear back in '54 when we built the first road into Rogers Canyon and that's where we had the water pump for the first wells that were drilled out was down there. But it was steep off in there and into the bottom.

AL: And ride down those slides.

GJ: Is that right where the _____ [28.9] Road, where they fork?

LL: Where all the roads fork. Okay, you take the center and go down there eleven miles and then take another left hand road and go right over and down the hill and down that big flat, look right off into Rogers Canyon.

GJ: But you can't get down in there anymore?

LL: Well, not with a vehicle, it's washed out. You can get down with horses and that but I think a 4-wheel, but no, you couldn't get down there, I don't think in a pickup any more. It was all a 4-wheel drive pickup could do to get up out of there, I just as well tell you. We had it graded up and shaped up where you could get up out of there pretty handy, but other than that, no. And when we brought them drillers, we had some of them 2000 Mayhews, it'd take two and three CATs to get them up out of there.

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JH: What kind of CATs?

LL: D7s. I got pictures, I don't know where they're at. I had pictures when we had them tied together and you could see from standing there that...stand on one leg and this other leg was right up under your chin and just watching them pull them up out of there.

JH: Ten percent, huh?

LL: Oh, ten! It was something like thirty-five. It was just right up.

AL: Thirty-five percent grade. It was just like walking up a wall almost.

LL: That's where we had that trip in there. But you know, and that's what I say, with me, I have to kind of keep a'talking and a'going, 'cause there has been so much of it went on and I've been involved but I get to talking about one and then as I kind of go along I remember all the others that I worked on and what I helped do and that. But there's been a lot of it. Well, like I said, Paradise Canyon, Four Mile and all of that, we tied all the roads together and turned back across the Wahweap out at Grosvenor's Arch, out on Brigham Plains. You go up or down in Cottonwood Canyon and turn and go back down on Bingham Plains, out on there. We was all over. But that pretty well was three of the roads is what they was down in there. And I wasn't really the only one, I was involved in just about everything that went on, this way or that way, but they was lots of, what should I say, other small contractors, they was other crawler tractor people in there and what not that was working at the same time I was. And they was a lot of work going on. El Paso Natural Gas, Peabody Coal, Richfield Oil. All of them was a'going. Exxon was in there. They really took a holt that one time and, what should I say, from about '63 up until

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about '78, then that's when it finally, you know, it just finally dried up and petered out then.

JH: I think we're talking about the price of uranium, aren't we? That mostly let the floor go out in the market.

LL: It did, it did, and that was the same thing, I guess you can kind of tie it in with what they had done over here at the Henry Mountains, you know. Look at all the uranium they found over there and what there is to do, but then the market, the price of uranium and that just went to where they couldn't afford to mine it and its still that way, I think, right today, its coming back some but...

End of Side Two, Tape One.

Begin Tape Two, Side One.

LL: And I had guys a'working for me, I had twenty-seven men at one time. And, I'm going to say its just like up here in the oil field. At one time you could just slip back and forth through the oil field and go this way or that way, if you knew where you was going, and truthfully, it's been that way in all. I just about seen all of the country south of Richfield in one way or another. I've been there and caused work to be done or done it myself, 'cause, well, I've put in time out around Price, put in time out here on the Fish Lake (National Forest), up Hogan and all of that country around. I've spent five years or had two machines out to Fry Canyon, Red Canyon, Bears Ears for five years.

GJ: What machines?

LL: I had two crawler tractors out there. I had a camp there at Price Canyon for five years.

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GJ: What years was that?

LL: Well, I'm going to answer you this way, that was along from about '76 'till about '84-'85, in there.

GJ: Oh, really?

JH: This while the mine was operating?

LL: Oh, yeah, that's why they was a'mining over there and that's when Utah Power and Light was bought out all that acreage over there and was trying to get it opened up so they could get them a nuclear plant a'going.

JH: Happy Jack?

LL: (Yes). All of them.

GJ: I saw Jimmy Taylor's dad over there...

LL: Arden.

GJ: Arden Taylor.

LL: Yes, I worked with Arden. Arden was over there.

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GJ: They was mining Fry Canyon in, I think '77 or 8. They was mining up at the Hillside Mine.

LL: Lane Liston was out there for me, Arthur was out there, I had both him and his brother Mark. We had quite a crew out there at different times.

GJ: Is that where you know Jim Buck from?

LL: (Yes). He was working just down from Fry Canyon there on the hill.

GJ: Happy Jack?

LL: (Yes). And we went clear and around, we was up on the Bears Ears and all of that country back in there at the Hideout.

GJ: Pioneering roads?

LL: (Yes). Drilling and building roads and paths to drill it. Oh, Utah Power and Light had an extensive program there for, hell, ten years.

GJ: I remember that.

JH: Are these D7s again?

LL: (Yes). D7, D6.

GJ: Do you know Calvin Black?

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LL: (Yes).

GJ: Did you ever work over towards Red Canyon?

LL: Yes, done a lot of work out in Red Canyon. Yes, old Cal was one of my favorite friends. I knew Cal real well. Yup. We done a lot of work all through there, like I say the Bears Ears, all of that.

GJ: That=s some of my favorite. I worked on that road off of Clay Hill Divide, you know. It sloughed off and some woman got killed rolling her car and the road was all cracked up. We spent nine months moving a million yards of dirt on a 400 foot fill.

LL: But, like I said, I have either been involved or caused to be involved, `cause at one time I had six crawler tractors a`working and, like I say, out there, Arizona and Nevada, down here, just wherever, at the time I was just kind of moving this way, that way and wherever. I had enough men to work and good competent men working so we could take care of it.

GJ: Were you south of Red Canyon at all? In Mancos Mesa? Did you go up on Millcreek?

LL: (Yes), we done all of that. Oh, yeah, we was all over it. Red Canyon, all of that Red Canyon and that out in there. Heavens yes, and then clear down around and back in. Yes. We done a lot of work. Now, when I say we, I=m going to say Lane and Afton and them guys. They was working for me out there and we had to camp but they was all over. Every once in a while I`d have to slip out and move one this way or that way, you know, in and out and around, but, we walked right out of the tracks up in Red Canyon,

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we had to change the under carriage on one up in there. You know, things like that, we was just all over. And that's the same way with this, that's what I say, you're a.... As we go along I can tell you where I built oil roads and just things that comes back to me but we was busy and a'going. Just through there and everywheres.

JH: Did you get a hold of maintenance people out of Salt Lake to come and lets say change the under carriage on the tractor. You did it all yourself?

LL: (Yes). Now I won't say that I done it all but something like that, let me answer you, nothing was really technical. Now some of the technical stuff, yes. I had Wheeler Machinery, and them, Case Equipment, worked with all of them. Yes.

JH: Did you work with equipment other than Caterpillar, in other words, did you have AC or International?

LL: I had a horse of every color. International, Case, Allis Chalmers. All of them. Still have.

JH: Were you happy with those non-yellow brands?

LL: They done me a tremendous job. As far as I'm concerned, they done me as good a job as the yellow CAT did. The only difference in the CAT and them was the color of the paint. No, I had Internationals, like I said, the Allis Chalmers. All of them, yep, I had real good luck with them. There's still one or two of the old tractors around. I see when I was down towards the Vernon Hills, and I don't know if you've been down there, you ever seen that old set of CAT tracks down there? Old set of CAT tracks down the Vernon Hills, that's where I walked out of them down there once.

GJ: Oh, they're yours?

Lincoln Lyman

LL: (Yes), an old D6. You know, and, I look back on things like this, the thing that really changes my mind today is you don't find anybody that works like we used to work. And I'm not going to say hard work, I never, ever remember saying, "Oh, tremendously hard work!" But, gad, we'd throw in a grub box and the bed roll and you'd go out there for a week or ten days and you didn't worry about getting back into town or what am I going to do. You went out there and done your work and I'm going to say enjoyed it. And its been that way for a lifetime with me. But you take and try and get somebody to go out there and camp overnight now and they look at you like your crazy.

JH: Did you take barrels of fuel in the back of your truck to keep going?

LL: (Yes), when I worked for Pure Oil we was out on the neck of Grand Bench, in fact we started building the road from the back side up through the grove on the Fifty Mile mountain. I had an old half-ton Chevrolet truck and Don Kelly that I was working with that I had just bought. I believe it was a 1958, Ford four-wheel drive, one of the first ones that come out. But we was out there far enough and the road was in this kind of shape that we'd get up in the morning and leave at six o'clock to come home, we'd work ten and four and it would take us ten hours to come from there clear home. That was...they would give us one day to travel on and we'd take our three days off here and then we had to go back the fourth day on our own and it'd take us a full ten hours to get back out there. But it was just that the roads hadn't been improved, they were just CAT trails, you know, and you just had to take your time and bounce along this way and that way and being out in the wash or something like that, you know. But that's the way we went. And like I said, it's still big country, but oh, my gosh, it was big in them days. It was big. And it still is. Yep.

Lincoln Lyman

GJ: Yeah, I tried to go drive out in Grand Bench last year....

LL: Couldn't get up along little Red Valley, could you?

GJ: Couldn't cross that canyon by that cow camp. I could have got down it but...

LL: Yeah, but you wouldn't get back out. That was always the stickler, is that one right on this side as you jumped over, went down, then you went clear down around and just before you got up out on the other side is the stickler. But somebody just told me, oh, I'm going to tell you just three weeks or a month ago, it was down and I believe they told me they did get up over it with their four-wheelers and they'd went out there, out on next Grand Bench. But we was the ones that built the road around the next Grand Bench and then the oil company went in there afterwards. But there is a road that goes clear around.

GJ: Isn't the grove up in Kaiparowits more up in fifty mile?

LL: (Yes), it runs right up into fifty mile, we went up on to Grand Bench and started up through there and tipped the drill rig over and that was the end of that.

GJ: You didn't get a road.

LL: Never got up through there, it was wet up in the grove and that old blue clay, we started up in there and they went up in there to drill and was a'going up there and the whole thing slid away, tipped the rig over and they said, "The end", so we quit there.

JH Did they go gather up the pieces?

Lincoln Lyman

LL: Oh, (yes, yes). They tipped it back up and two or three weeks had her back and a'going again.

GJ: Do you know the story of that drill rig in the Circle Cliffs? Someone drove off a cliff?

LL: Insurance. Yeah, there's a lot of that went on.

GJ: I went in there and grabbed the transmission out of it, it had a five-speed in it.

LL (Yes), it laid there, in fact it laid there for quite a few years before anybody started to salvage it. And then all of a sudden it went. I seen them hauling a bunch of junk out of Circle Cliffs here the other day. They gathered up the axles out of an old 6x6 and that, and I think they came from down there in Wolverine. But I seen the BLM come hauling them in the other day.

GJ: Oh, they're cleaning up the Reef?

LL: Oh, they're cleaning up everything around. They been doing that for quite a while.

GJ: Up around Shitemarie there's a bunch...there's an old CAT, a really small one and some old trucks. That's on those bridges between Shitemarie and going east toward Hansen Creek. Did you ever work in any of that?

LL: (Yes), I been down there and done quite a little bit of CAT work for the Wayne County Livestock Association. When they run cattle out there. In fact that was before they brought the road down into Bullfrog. Down to the recreation place. And we still had to go across Bullfrog Creek across and up over the stairs and down in that way.

Lincoln Lyman

GJ: Through Eggnog and that.

LL: Well, like I said, you know, looking back, I spent a lot of time, I was always out a'working and I had some good operators that I didn't have to chase and we'd meet in here and get our groceries or get lined out, go for a week and if I wasn't around why I didn't have to worry about them being around, you know, they knew where they was a'going and what they had to do and it really worked out swell. Yup.

JH: Were these local operators you knew and trusted?

LL (Yes, yes).

JH: When you said you were doing that foundation testing work, you said you had D9s, did you lease or purchase those machines specifically for those jobs?

LL: Leased the D9 to do the work. Yeah, it was the only machine that was big enough to adequately do what they wanted to do. So I did, yes, we leased the D9 and done the foundation study. And that was the one that had the big ripper and that on that they felt like when it got down to where it could not rip and take it out that they had got down and seen the foundation and what they wanted to work with.

GJ: That blue clay?

LL: Oh, it's right down on the rock.

GJ: On the sandstone?