

## 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 and Suzi Montgomery. 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.

INTERVIEW WITH: Vard Meeks  
INTERVIEW: Jay Haymond  
INTERVIEW NUMBER: One of One  
DATE OF INTERVIEW: June 2, 2001  
PLACE OF INTERVIEW: His home in Kanab, Utah  
SUBJECT OF INTERVIEW: The life he has led here in Kanab and Kane County  
TRANSCRIBER: Vectra Solutions/LA  
DATE: August 12, 2001

JH: As I said, tell me a little bit about the family into which you were born; father, mother, brothers and sisters and where you fit in that grouping.

VM: My father was Wilford Meeks and his father was Heber J. Meeks and they was in the cattle business for many years and I was one of four sons and one daughter that was from the marriage of Wilford and Cora Meeks. And my dad grew up during the depression, as I did, and so work was scarce and so as we grew up we had many professions and we had to work and know how to work at just about anything that would come along and so that's where I acquired most of my knowledge and skills, is working with my father and his brothers and sisters and our friends and relatives.

JH: Besides the livestock business, what other jobs did you hold down?

VM: Well my main profession was a diesel mechanic for Kaibab Lumber Company and I worked for them for 42 years.

JH: Wow. You saw some interesting changes in the motive power of their equipment?

VM: So I seen it from the time, they was here about three years before I joined them in employment there, and I stayed with them and they was in the business here until they shut down the Kaibab for no timber cutting and it was in the process, well I worked for them for 42 years, so they must have been in the business about 45 years that they was

Page 2  
Vard Meeks

here before  
they finally decided to give it up.

JH: So that was full time employment that sounds like?

VM: It was full time.

JH: Yeah, let's see, where were their headquarters, in other words, you commuted between here and there.

VM: Fredonia, Arizona.

JH: So that's not far away?

VM: Seven miles and we commuted every day and the mill and the shops and everything was east of Fredonia and the timber was harvested and brung in off the Kaibab to the mill in Fredonia so there wasn't any buildings or maintenance going on on the Kaibab, only the harvesting of the timber.

JH: Did you ever have to go out and try to get some rig going that broke down on the road or something like that?

VM: Well yes, we worked in the shop most of the time, but if a truck broke down or a cat broke down or anything, that was our responsibility to go out and get it running and bring it back into production.

JH: Sure. I can hear Cummins and Caterpillar coming along. Do you have any feelings particularly about the strength or weaknesses of those two kinds of engines?

Page 3  
Vard Meeks

VM: No we grew up working on Cummins engines all the time, but we had the General Motors diesel engines and Perkins engines, we had them all, International, Cat, so we serviced them all, but most of the trucks had Cummins engines in them, so that was kind of our favorite, I guess, that we grew up with.

JH: Sure. Usually Cummins distributorship is located in some population center, where did you turn when you needed a question or parts or that kind of thing?

VM: We got our parts and information out of Phoenix, Arizona, they was the dealership in Arizona and we was in Arizona, so that's where they acquired their parts and stuff, but the smaller parts and automotive parts and stuff come out of Utah, from Haffer into Salt Lake City. So that's where we acquired the smaller parts, the Cat and stuff come from Phoenix.

JH: I'm well acquainted with Wheeler's in Salt Lake, but they sort of honor a statewide jurisdiction, I think that's the way they do it.

VM: Well they service Kaibab, Wheeler serviced Kaibab because it's in their, it's closer for them to service Arizona, or the Fredonia area because it's three, four hundred miles from Phoenix up here, so it was hard for them to run up here and they had their service trucks that come through here all the time, so that's why Wheeler done a lot of it and they bought a lot of cats from Wheeler.

JH: I was letting my imagination run a little bit wild, lets say a final drive went out of a B-9, how did they fly that up there? (Laughter)

VM: It was shipped up on a truck.

Page 4  
Vard Meeks

JH: Right.

VM: We could almost get part service over night. If we knew a part went or a truck went down or a cat or something and if it was before 5:00 o'clock, we could call and they'd, Phoenix or Salt Lake would have that part here for us in the morning, over night delivery, so that was real nice.

JH: I'll say. Well it pays, if your going to be in business, to give that kind of service.

VM: That's what it takes to keep you in business.

JH: You bet. When you talk about a shop operation, tell me a little bit about that shop down in Fredonia which you were working at.

VM: Well, we had a shop superintendent, a shop foreman....(phone rings)

JH: We were talking about the shop where you worked and how it was laid out and how it worked. You said you had a shop foreman.

VM: Had a shop foreman, then we had a day foreman and a night foreman and that's what I done as a mechanic and a shop foreman and then I worked under the superintendent and at different times we had like sixteen mechanics, we covered it all; pickups to cats, anything that run, we serviced it and worked on it, so we'd have up to sixteen mechanics and then as the lumber industry got slack, then they'd lay a few guys off and so we always had at least ten mechanics.

JH: Did you take training in diesel mechanics someplace to qualify you for this position?

VM: Well I learned mechanics as kind of an apprentice, and then after I got further along I went to Cummings school in Phoenix for a month and trained on their engines and then every so often they would send trained personnel up here and give us refresher courses and bring us up to date on the new technology of the engines and stuff like that, so there was always somebody coming up and giving classes and when they give a class they usually took in State Highway Department and all the other logging companies, anybody who had a mechanic that was interested was welcome to come to their class.

JH: Cummins would handle that huh?

VM: Haffers would sponsor, Wheeler would sponsor them and Maxi Brake would sponsor them, so we always was having classes to keep you updated on all of it.

JH: Technology is changing fast, you need it don't you?

VM: Yeah, especially with the new computers and all that, that's after I quit, but the new computers, you've got to go to school all the time to keep up on it, so.

JH: Up in Escalante, I interviewed Doyle Cottam and he's a one time construction worker who had let himself be enamored by diesel pickups, so he's got a three-quarter Dodge with a Cummins Diesel in it, is that right? I may be mis-stating, it might be a Ford with a diesel, anyway he said he put in new chips and so he's got 24 gallons, 24 miles to the gallon and he's got what else amazing? But you know, an incredible tort, said he can get it up to a hundred and a quarter of a mile.

VM: If you want to soup them up, you can soup them up but they, the companies try to keep them under governor so they'll longer, but you can soup them up to get all the horse power you want out of them, but you ruin your warranty because they won't stand behind

them if your going to abuse them. (Laughter)

JH: Yeah, well this man is I think, 86 and so he's just sort of reliving his childhood dream, I think. He took me out for a test drive and he wanted to show me how powerful it really was and set me back in the seat. (Laughter) But that was one, he's a good fellow. The mechanics role is to keep the operation working, did you ever get training from the company about that or was that obvious enough that it never did take management or motivational training or any of that kind of stuff? I wonder what Whitings did in that regard?

VM: Well, we had, the trucking industry had a schedule that you had to maintain. Your truck was to be inspected every twenty thousand miles and it was a preventative maintenance and we really believed in preventive maintenance, so they was checked every night, the log trucks was gone over, the belts, the tires, the springs, the nuts, the bolts, and everything was looked at once a night and that was something that we really stressed, was safety and preventative maintenance because if you can catch it when it's just a little thing, it only takes a little bit to fix it, but if you let it go for two or three days, then you're talking thousands of dollars. So they did stress that.

JH: When they put a truck on the road, what sort of, maybe this is unapplicable to your work, but I was thinking about teaching a truck driver defensive driving and public safety as well as equipment safety. Do you recall if they had anything like that going on?

VM: Yeah, they had a program to train their drivers. When a driver come up and say he started in the logging industry and they'd drive out there for a few years and they'd always put experienced driver with him and taught him how and how to come down a hill and all that and then if he wanted he could advance to the highway and then they put a highway driver with him and he took a program and he was trained and taught how to handle and

observe the equipment and so they was well trained. That was something that they taught all along, when they first went into business until they went out, they always believed in training and their employees.

JH: It paid off I'll bet?

VM: It paid off, we had very few accidents. And we had the reputation of the best maintained fleet of trucks in the western united states for years. And when our trucks went through California inspection stations, they found very little problems with them, if any and so their reputation was pretty high among the trucking industry. If you wanted to drive good equipment you went to work for Kaibab, so.

JH: That kind of warms you heart, doesn't it?

VM: Yeah.

JH: That's good. Makes you feel like you belong to a good outfit.

VM: Well, it made you proud to think that you had that kind of reputation, you was one of the better maintained trucking companies and stuff in Utah, Arizona, and Nevada and California. They would pass any, you didn't have to worry about what they call DUT, DOT Inspection, pull you off on the road, side of the road and the cop would go through and check it or when you crossed the state line, you didn't have to worry about them trucks passing, they would pass.

JH: Yeah, those checking stations for some outfits, it's kind of a problem.

VM: Well, they go through there and find out their brakes are wore out and stuff and they just

park them and tell them the truck don't move until they come and repair it, so, we never had any of that stuff.

JH: While you're on brakes, did the, I'm pretty sure I've heard of the Jake Brakes on the Kaibab trucks, did you have any difficulty with those devices, did it do anything particularly to the engines that put them in question?

VM: No, when we started, the first thing that come out was an exhaust brake, and we run exhaust brakes for quite a few years and they wasn't real efficient because you couldn't stop all the leaks and after so many years then they come out with the Jake brake, which turns your engine into a compressor and it switches from power to energy and so when they went to them there was no, we couldn't find anything that wore the engine out any quicker, never give us any problems or any break down from any of that. And then they come out with a, they called it a retarder, hydraulic retarder and they worked on that for a few years and the company come and we worked on it, but they finally started, they changed it to an independent thing and it went into the bale housing of the truck and then it started working better than, it was a separate item and it vibrated and it just wasn't, we kept telling them it had to be in the transmission or bale housing in line and they tried to mount it behind there and it just vibrated and shook and, but since then they've got them developed down now to where they've got them down; one cylinder will work, two cylinders or six, whatever the driver wants, he can apply to come down any grade and so the technology has really advanced since. Used to be when they put the Jake on, you put all six cylinders on and that's what you used, but since then they've figured out ways to put on whatever they want.

JH: Yeah. Sounds like an efficient system.

VM: And they're putting them on the pickups. The pickups are going with a Jake brake and

they've got the exhaust brake, but the exhaust brake on a pickup don't work as good because there's just more leaks and the drivers used to say, oh them exhaust brakes was no good, but when you had to run a day or two without one, well they says, yeah, they helped a little. (Laughter)

JH: Yeah. (Laughter) Well your driving grade is virtually an art. I think, in my little bit of experience in the business, but you have to sort of become one with the equipment in order to make it up and down in good stead.

VM: Well the people that drive trucks from back east out here and then they get in on these mountain grades and stuff, they don't realize they can't stay on them brakes all the way down and stuff, it's a whole new world out here for them and anybody screw up and drove truck here can go back there and never have no problems, but they can't come out here and drive without burning their brakes up or catch fire or, so that was something they had to learn.

JH: Right. When you started into the explanation of your employment, you said that there was a variety of things that you had done and I think we had already mentioned the stock business which you had been part of and the forest harvesting operation of the Kaibab, what else, what other kinds of things have you done that you feel fluent in?

VM: Well, I can do about anything. I'm a pretty good plumber, not too good of electrician, but I'm a pretty good plumber and a good mechanic and I can run farm equipment and handle horses and pack mules and drive wagons, so I can do just about anything that needs to be done and that was just something we learned over the years as we was growing up, if there was job to do, you got in there and learned how to do it.

JH: Yeah. I did an interview with Afton Pollock up in Tropic and he referred to himself as a

"country boy" and so he told me about fighting in World War II and he was in an airplane that got shot down in Burma, and then he started to tell me what this "country boy" did to survive in the jungle in Burma and it was interesting. I'm not sure that he had thought it before, at least verbalized on the subject, but I could tell that he was very sure of himself about being out in the open and thinking about the terrain and what it meant when you were on the terrain and depending on what you know to get you through. He's a shepherd.

VM: Well, if you've been raised in this country, like I say, you know how to survive, what it takes to survive on little water, what to do at night to keep from freezing and when the war broke out, what back in the '40's?

JH: '41.

VM: And the war broke out and they was trying to recruit people to build aircraft and stuff, they really made it a point to come out into Southern Utah and around here and recruit the "country boy" that they took down there and they says, we've got to build an airplane, we haven't got the engineers or the design to do it, we're all going to work together, you get in here and help us figure this thing out. And they says them boys can do it, we've got to have a curve here and we've got to have braces here and there was a whole lot of guys went from here to Lockheed Aircraft down there, from Southern Utah, went down and helped build them and rivet them and figure out how to put the sheet metal on and so they really appreciated the "country boy" that had been raised around and had to figure out his own way to fix a plow or make a car run or whatever, work.

JH: Work, yeah, that's a compliment to the community, really. We're talking about a big change going on in the country, a lot of, one hundred years ago a lot of people worked in agriculture, nationwide it's down to about three percent, it might be a little higher than

that around here, but not much, I think fewer and fewer people are working in agriculture, how are we going to keep the work ethic and the "country boy" attitude alive?

VM: Well I've got a grandson and we're on a farm and the farm don't pay enough to justify him to stay there to work, there's not a living for two people there, so he's going to have to leave the farm to go to work for a company of some kind to make a living, so I don't know how you're going to keep the farm boy back on the farm, it's just going to go to, the little farmer is going to sell out to subdivisions and that's where the farm is going right now, they're just selling the farms off for subdivisions because there's no money in it, you just can't make a living and you can't afford to buy equipment and the price of cows is so low and hay's so low and we can't get help. We raise apples and stuff over there, you can't get apple pickers, you can't get pruners, so we just push out a few more each year and we're down to where us and our grand kids can, we do the whole the thing, we prune and pick and sort and package them and you can just see it's coming to an end. So I don't know what, I guess it's going to be big agriculture that's going to have to take over to do it, but we're losing that way of life. I can see it coming.

JH: Does that leave you with some dismay or are you trying to face it with the realities of the economics?

VM: Well, I'm a facing it and I'm telling my grandson he'd better go get an education of some kind; mechanic or drafting or, he's got to get a different education because he can't make it, there's no way and I don't want to see him try to come back and he's on a mission right now, he's 21-years-old, and when he comes back I'm going to do my best to see that he furthers his education to get an outside job and get off the farm because there's no money in it.

JH: I visited with Calvin Johnson this morning, he was unhappy because his dream of

creating a ranch that would support him and his family was not realized and he's old enough now to where he ought to be thinking about retirement, or at least getting there, but he's still having to fight and struggle.

VM: It's just never been an easy life for them, every year it's, the price goes down, the cost goes up, the wire, fence wiring and everything and there's just, they just won't give up, they don't want to give up, but there comes a point where the bank takes over. I hate to be so negative, but I've just been watching it all my life, each family, as the boys come along and the dad and the brothers work it for a few years and then they realize, well one boys got to go off and get a job and another boy goes off and gets a job and it's just the father and then the boys don't want to take it over because they see there's another way to make a better living and so they never come back to the farm or the ranch.

JH: Maybe there's a mistake believing that there's something more than economics in a farm, although that's what we've been talking about, really. But to become so attached to the non-economic part might be impossible, might, it leaves the economics in a position that it can't support maybe?

VM: Yeah, it leaves it to where you just can't, but our grand kids and kids are a lot more, you can send them out here and do something or go tell them to do something and they're well educated like we was saying about years ago, they can go out there and they know what to do, they know how to go out and fix a fence, they know how to go out and put a cow back in, they know how to pump up a tire or they know how to change a tire and they're just so far educated in the school, the city kids that watch TV all the time that there's no comparison, that it's a better life and we hate to give it up, but when you finally go broke (laughter)...

JH: ...or can't find a job to support it. (Laughter)

Page 13  
Vard Meeks

VM: That's right.

JH: Up in Utah valley, I grew up in Utah valley, they used to say that the guy had a farm but he worked at Geneva for support, or another one was, what would you do if somebody gave you a million dollars? Oh, I'd just keep farming until it was all gone.

End of Tape One, Side One

Begin Tape One, Side Two

VM: Well I usually hear it and so I usually run out and visit with him, but his daddy-in-law (recorder turned off).

JH: You know, speaking of Norman and Val, one of the things as I think over the interview that I did with those two, is how fondly they thought of their stock, especially their horses, and maybe dogs and Norm especially, I think he had a picture if I remember right, he had a picture of him and that horse and he had some nightmare stories about jumping washes and missing and flying hind end over tea kettle and all that stuff (laughter), well for some reason that endeared him to being a horseman and so I asked him why he went into the law and well, he says, I wanted to make sure that my family and my friends got the rides. (Laughter) I thought that was a pretty good answer because I knew he was sincere about it.

VM: Yeah, he went into law, but that's what I'm saying, they're just fading out the ranches.

JH: Right, you're exactly right. Well speaking of things that help people go out of business, the current round of land management effort, especially by the BLM, seems to be in that regard. We did some interviews with Quinn and DeLayne Griffin up in Garfield County and then we watched the shut-out by the BLM of them off the Fifty Mile Mountain, so

that process seems to be continuing.

VM: They're trying to get us off, the BLM are trying to get us off the land and I can't see their thinking. Government is for the people by the people and for the people, something like that? BLM are against the people as far as everybody around here is concerned.

JH: Yeah, a lot of sentiment like that.

VM: And they don't want this and they don't want that and they don't want you out there on the ground and land and getting into these monuments and stuff. I don't even want to get talking about that. (Laughter)

JH: Okay. (Laughter) Maybe we could do an oblique question and that is and maybe you've already answered it, said you didn't know what they were thinking, but I was wondering why they want to get people off the land, do you have any insight to there?

VM: I don't know why they want the people off the land, the people you talk to that is working for the BLM feel like that's their own private, this is the feeling that we get, it's their own private ground and we're just infringing on their playground. They don't want us out there, they give the guns to pack and the badge and to us they're harassing us. They're not out there to, yeah, you ought to go down here and see this big beautiful point down here and look off there and do you need some help or do you need some advise, that's what they ought to be there for, but they're not, so, and that's what everybody, that's just the feeling.

JH: Yeah, did you go to the public hearing with Chris Cannon last night?

VM: No. I thought it would be in the paper today, but I didn't see nothing in the paper today

about it. It might be in there, but I haven't had time to read it.

JH: I went over a bit with Cal Johnson and he's pretty happy with what Representative Cannon is saying, but from others I hear that Cannon is pretty much, in other words, he says or believes that the political side of that monument is so sensitive that he doesn't think that the monument will ever be changed, that is, it won't ever be reversed. I talked to Worth Brown the other night and his goal is to get that monument eliminated.

VM: Well that's the feeling of everybody. They'd like to see it eliminated or reduced in size and just take in what's necessary, but they just took in a wild figure and there's places that's beautiful out there and there's places that don't need to be in there. It wasn't done right. They didn't go in and they didn't ask the people, they didn't get what they wanted to set aside out here, that's what that law was for was to kind of to go in and preserve a certain little thing of acreage, but they just drew a circle, let's take all that in and then they missed some out here, and so they went out there and three or four months later and took in that.

JH: Yeah. Now I've heard they've also gone south and over to the west.

VM: Yeah, they've done a big one out there and there's place out there that are pretty and probably need to be preserved, but there's a lot in there that don't. And that's what every bodies upset about.

JH: Sure. Threaten their way of life.

VM: You drive out there in your pickup and they'll turn a red light on you and ask you, what you doing out here? You know, are you out here tearing up the country, are you out here, they want to know what you're doing, they're just down your neck all the time, so.

JH: I was thinking that a response would be, I'm an American, this is my land, you know, some witty thing like that, but I don't know. The country goes through a variety of cycles, some that are climatic, some that are economic and of course political. One of the things that's always impressed me about studying about this part of the state especially, is their ability to adapt and you can read back, you know, time after time, whether it was drought or whether it was economic depression or a new form of the BLM or just what it was, there is a pattern of adaptability and it's impressive, that means to me at least that there's a willingness to struggle and to survive. You'll hear discouraging words here and there and I don't like it.

VM: Well, if it was drought and stuff, you'll buckle down and try harder, but when the government's against you, and passing laws and stuff to handicap you so you can't adapt, then that's different.

JH: Yeah, yeah it is, it's serious.

VM: But if it's just a drought or something, you know, you know you can weather that and you'll do whatever it takes, pull your cows back, sell them off, get you a job until the rains come back and then you go back in and start over, but when the government takes you off the land, then it's discouraging. So that's the big thing around here, the government telling you can't do this and you can't do that.

JH: I've never been under the thumb, necessarily, of the a land management agency, but I've been impressed what little experience I've had with the ability of the land user or some person who's involved with it to figure out a way to negotiate with it, whether it's working with an advocacy group or, I'm thinking of the cattlemen, or water users or probably a mining association or even a cultural resource organization, because the BLM

is as responsible for the grazing, as responsible for the cultural resources, that is the history, as they are for the grazing, at least that's the way it reads in the law and so I've been, you know, passing on what might be a pipe dream, but I'd like to see groups try it.

VM: Well, I think we've got to work together. We can't just be saying, "Well they can't do this and we can't do that." It's got to come to an agreement on a lot of things, everybody has got to give and take a little, but the way it's been, it's been take, all the time, lately. But the farmer goes out there and builds all these reservoirs and stock ponds, develops the springs in areas where they've finally kicked them off, and the farmer, the rancher quit maintaining that, they lost all their wildlife, because the ponds dried up and this area, there's no live water, and so somebody's got to build ponds and maintain it and if the ponds go dry, there goes your deer and all the stuff that they're trying to save, so you've got to work together.

JH: It seems odd that they can't see that and at least that's the way it's sounding. That they are ignoring what that part of the culture has done.

VM: Yeah, you've got to have both. I mean, if they wanted a little say in, well they still ought to be able to give a little and see, but they can't see it yet. I think they've had quite a wakening here just this last little while about no dams and no power and no power plants and I think like you're saying, we're starting into another cycle, but where we've got to build plants and all this.

JH: That's a nightmare in California.

VM: Yeah, maybe they don't have to smoke as bad as they do, but you now, it's got to take some technology and people's got to pay to produce that kind of a plant.

JH: Well I think that the, we were talking with Louise Liston the other night, and her fond hope is that we can find what she calls "balance" and what she means is that this working together that you're referring to can be achieved before the thing sort of flops over on it's head from over indulgence on whatever we're talking about, over use of government, or whatever it is. That sure sounds like a desirable goal, that is balance.

VM: That's what it's got to come to, is the balance and we'll do it this way and they talk about Kaparowitz coal mine and stuff, they wanted twenty acres out there is all they wanted, twenty acres isn't sitting up there on a point. You couldn't pick out twenty acres. I'll bet you couldn't find ten or a thousand people that look down in that sage brush flat and could tell you where that was and a few more years down the road, that coal, we'll come out with more technology. We won't even need it, but for now we need it. But they don't need to go out there and strip-mine it either. I can see back east where they abused their authority back there when they strip-mined and then they left it, but now there's money put aside to reclaim it and the guys that I've talked to from back there say the land is better than it ever was back there because they've put it back like it was and reclaimed it and restored it. We have quite a few dudes and people that come from back that way that we visit with and sit down and talk around the fire about these problems and they can see the problems they had, but they can see the benefits now, they learned from their mistakes.

JH: Yeah. Have you been down on the Navajo Reservation where they're stripping that coal out of that big pit?

VM: Yes.

JH: And then restoring the land?

Page 19  
Vard Meeks

VM: Yeah, I've been there.

JH: Kind of makes you believe that that's possible. That country is just about like this in terms of climatic conditions. It takes some pretty careful planning.

VM: Well if it's done right it can be done.

JH: Well I don't have anything more, unless you have something you'd particularly like to say that I haven't asked about or touched on. Do you have anything you'd like to add?

VM: No, about all I've got to say, I got a lot of faith in my younger kids coming up and I think we'll make it some way and I've got faith that they will be able to do it, but why does it have to be so hard? (Laughter) Like I say, in seventy-two, seventy-three years, I've seen a lot of changes and realized a lot of things and stuff. I think looking back you realize a lot of things more than you do when you're looking into the future, we ought to do this and do that and you look back and see well maybe we should have done it different.

JH: Well good. Thanks very much for sitting down and talking with me. I appreciate the time and you're sharing.

End of Tape One, Side Two  
End of Interview

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Interview Agreement and Deed of Gift

In view of the historical value of this oral history interview and my interest in Utah history,

I. Vard Meeks  
please print or type your name

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Interview Description

Date of Interview June 2/01

Primary Subject \_\_\_\_\_

Other Topics \_\_\_\_\_

Number of Tapes 2 Mini DV

Signature Georgia Blagrod Rides

Date JUNE 2/01

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