

D. KIGGS
Kanab 2000

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: Don Riggs
INTERVIEWER: Jay Haymond
INTERVIEW NUMBER: One of one
DATE OF INTERVIEW: June 13, 2000
PLACE OF INTERVIEW: His home in Kanab, Utah
SUBJECT OF INTERVIEW: His memories of living and working here in Kanab
TRANSCRIBER: Vectra Solutions/LA
DATE: August 13, 2000

JH: How long have you lived here in Kanab?

DR: Seventy-nine years. Except for a short time out working on the dam and the park service at Lake Powell.

JH: Uh huh. So you helped construct the dam at Lake Powell?

DR: I worked on there for five years.

JH: Uh huh. What was your job as a workman out there?

DR: Gravel skinner and truck driver.

JH: Uh huh. Yeah. That was big equipment wasn't it?

DR: The biggest they could get I guess.

JH: Yeah, I bet it was. Tell me about your parents and the family into which you were born. I presume you were born here in Kanab?

DR: Here in Kanab. Nothing to tell, they were just people.

JH: Yeah. What kind of business were they engaged in? How did they keep...

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DR: Livestock and farming.

JH: Sure. What kind of an existence was that here then? Was it like everybody else, it was just sort of subsistence kind of business?

DR: Just barely getting by, especially during the Depression.

JH: Yeah. Did they rely strictly on the livestock, or were there any kind of day jobs that they'd engage in?

DR: Once in a great while he'd take his team out and work for somebody, someone else, dad would.

JH: Did you follow that same pattern when you were growing up and during your working career?

DR: Oh, no I took jobs more than my dad did. Worked every place that, especially during the war, they wouldn't have me in the Army, so I took a lot of jobs that no one else wanted.

JH: Construction?

DR: Mostly livestock at the time and truck driving; hauling livestock and coal to market.

JH: Uh huh. What was the supply source for your coal?

DR: Oh, sometimes Alton, Utah and sometimes up to Salina, Utah.

JH: Salina has pretty well developed into an operating enterprise there. What's happened to

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Alton? It hasn't developed much?

DR: They kind of run out of coal, it was poor quality coal to begin with, soft.

JH: Smokey I'll bet, huh? When you were a truck driver, tell me about that life. You maintained your home here in Kanab, you'd go up and back I presume?

DR: Yeah.

JH: You never did establish a living base any place else?

DR: No. Only out to Page. We bought a home out there and stayed in for oh, maybe three years, and then sold it.

JH: In your opinion, has that dam improved things for this area?

DR: Definitely. Definitely. Especially the older people that wanted to go to the bridge, that's the only way they could get there. One day I got a call, was working up on the marina at Rainbow Bridge, that a woman was down and we went up there and she was dead. She weighed, oh she weighed about 300 to 500 pounds, and her husband said, "Well I guess she died happy because she always did want to see the Rainbow Bridge." She'd seen it and then on the way back she just fell over.

JH: My. So you had some interesting experiences with the public in that way?

DR: Oh yes, yes. Meet all kinds.

JH: As a livestock man, did you ever have to get into the medical or veterinary kind of practice.

Did you have common things to do to maintain the health of the livestock?

DR: Well, except for vaccination and like that, no. I wanted to be a veterinarian when I was just in high school, but couldn't make it. They didn't have enough subjects, like chemistry and like that, even if I could've stayed in high school, which I didn't.

JH: Do you remember the motivation that made you believe you'd like to be a veterinarian? Was it a love of animals?

DR: Oh, I kind of knew animals, especially cows. And I could see things was wrong and there was not vet here in the area. I just wanted to work with animals though.

JH: So it was economic as much as....

DR: ...never even thought about economics at all.

JH: Yeah. Tell me about growing up in Kanab as a young man? You know, I hear about young men facing the future with a lot of fear and trepidation because it's frightening, you know, the way things are going so fast. How was it for you growing up in Kanab?

DR: Well, I always knew what I wanted to do and that was work livestock, so that's what I worked for all my life.

JH: Yeah, you never did feel that apprehension?

DR: I just worked, worked, worked.

JH: Does that mean that you really believe in work, in other words, as long as you worked you

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had a good chance.

DR: Actually I'm not happy unless I am working.

JH: Yeah, that's probably true. I've become acquainted with people who don't really believe in work. You've experienced, so you know from your own experience, but you learned it too, didn't you?

DR: Ever since I was 8-years-old, my dad took over this farm; it was twice as big as it now, and I started working then, throwing dirt out the ditch that I couldn't see out of. And that's the way I've lived the rest of my life. And you talk about people not wanting to work, I needed somebody to help me haul hay one time and I heard this one fellow was kind of pinched, kind of hard up, so I called him up and offered him a job. "Oh, I don't do that kind of work."
(Laughter)

RH: (Laughter) Yeah, that's true. So you've employed people as well as worked for wages?

DR: A little bit. When I moved cows at spring, had a permit down in the Forest, Kanab Creek, and I'd have to have some help then and then when I'd move them back up here and hauling hay the last three years, about the last three years I'd had to have some help. Getting too old to haul a thousand bales myself.

RH: Sounds like real work. Is there a secret to motivating people that work for you? Or do you just pick the people that are motivated to start with?

DR: The last couple of years I've picked this one guy because he's a working fool and I've paid him a lot more than hay hauler's wages, just because he would come to work for me. He's the Water Master here in Kanab and he will work, a good worker.

JH: Eventually it seems like a lot of us decide to get married. Were you acquainted with somebody here in town that was a candidate for being a partner in your life?

DR: No, my wife was from Massachusetts and she'd come here to visit her sister and I was going to her sister's ranch all the time and I met her that way. It was during the war and they wouldn't have me in the Army and I really didn't care about much. I was quite upset because they wouldn't have me and she wanted to get married and I didn't want to, but I thought, "What the hell, she's from the East, she won't stay very long." (Laughter) That was forty-five years ago.

JH: (Laughter) Well those short timers sometimes are good aren't they? Did you think that she'd get tired of living in the West?

DR: No, she was interested in being a big cow person and I wasn't interested in being big. I just wanted to have what I could handle myself. So she didn't get what she wanted.

JH: How did you resolve that conflict? Just proceed and do what you thought you should do or could do with your own operating procedures? How did she get her satisfaction out of it?

DR: She didn't.

JH: (Laughter) I see.

DR: We bought the ranch in 1948 and in '54 and '55 the price went up, cow business, I mean, they dropped like a rock and with the drought on and you couldn't raise any cows, so I finally had to get me a job and I had a job all the time from '56 to '84, of some kind. So I was taking care of the farm and the field, the farm and the ranch. Seven-day-a-week job.

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JH: For me that raises the question about the livestock industry. It's gone passed it's peak in profitability, maybe we should say, that is especially when you're talking about the use of the land. A lot of people are hanging in there simply because they believe that's the only way of life I guess.

DR: Probably the only thing they know; raising livestock and going to die with livestock, I guess even if they go broke.

JH: We were up at Vard Heaton's place yesterday, up north of Alton and, you know, the place is beautiful, but the beauty doesn't really deal with the livestock business at all. It occurred to me yesterday that they whole economy, the whole world has changed in their attitude about what they eat and I'm wondering if that's what's affected the livestock industry. In other words, the livestock men are caught in something that's much bigger than just whether or not they can turn out a good beef on hoof or however. Do you have a reaction to that?

DR: Afraid not. Unless like Vard Heaton, makes more money off his hunting than he does off his cows.

JH: Hunting? Really? I never talked to him about, does he sell hunting as, does he sell, I don't understand how that works?

DR: He's allotted so many permits and he sells the right to hunt on his private ground.

JH: I see.

DR: I've heard as much as \$6,000 a person to get a big elk or something. Guarantees their elk.

JH: Does he go out and tie them up or something?

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DR: Oh, there's so many of them, they know where they are and...

JH: Oh, sure. Well, I didn't realize that business was...

DR: ...it is for him. He's spent his life acquiring ground, more real estate. I guess he's got about eighteen thousand acres now.

JH: Well, that's a new dimension of this country that wasn't as, I didn't understand that. Well, does that kind of make elk livestock?

DR: For him it does. (Laughter) For the Heaton Brothers.

JH: Yeah. (Laughter) My, my. Let's return to your vocational efforts. The idea of driving truck, did you like that life?

DR: Just the pay. I spent three and a half years on a five mile piece of road, making twenty trips a day and if they hadn't paid every Friday, I don't think I could have stuck it out for three and a half years I was hauling gravel to the dam.

JH: Let's see, was there a pit on this side of the dam or the other side?

DR: This side.

JH: And you were hauling the material from the pit over to the dam site. Was that cement aggregate?

DR: Yeah.

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JH: And what were you hauling in? What kind of machinery were you using?

DR: Pulling two thirty-five foot belly dump with a Mack tractor on it. Loading between eighty and ninety tons a trip.

JH: Describe that machine for me? Was it a Cummins engine?

DR: Cummins engine and a Mack truck.

JH: Uh huh. And you had two trailers; you had a semi and ...

DR: Hold on there.

JH: Right. Yeah, I recognize that outfit. Now let's see, how big was that Cummins? Was that a 300?

DR: 380.

JH: 380? I think they had this same model up at the Flaming Gorge Dam, or at least something like that.

DR: I never did see; I never was up there.

JH: Yeah, but it looks familiar from that experience. So you made twenty trips?

DR: Twenty trips a day. Go through fourteen, sixteen gears, forty times a day.

JH: Yeah, wow.

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DR: Took the temperature in the truck in April, Cummins did, or Mack did, 115 degrees inside the truck, in April, so you can imagine what it was in July and August.

JH: Ring you right out.

DR: Cook your foot on the throttle pedal.

JH: Describe a trip, you'd pull into the bin at the plant...

DR: Had a tunnel built, different gates, clear along it, it took less than a minute to load the truck and you'd go back in and less than a minute to dump. Take twenty-two minutes for the trip.

JH: Did you have anything to do with the loading?

DR: No, I just sat in the truck.

JH: You just drove the truck through the tunnel and they loaded you?

DR: Yeah. It had a rope they'd pull and dump a gate and take half a minute and pull up and load the other trailer and take off.

JH: Uh huh. When you got to the dump, would you just go up to the hopper or did you drive over the hopper and trip the gates and it emptied?

DR: Yeah.

JH: Well, that's not a very stimulating kind of employment?

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DR: No, it's not. Like I say, if they hadn't paid good wages every week, I couldn't have stayed there. Noisy and hot.

JH: That's like a lot of truck driving jobs isn't it?

DR: I don't see how these guys stay on the road all the time. I couldn't do it.

JH: Yeah, I know what you mean. These truck drivers sort of have reputation of promoting the idea that they belong to this great brotherhood, this club and they tie themselves together with a citizens band radio, but you didn't have anything like that to keep you entertained on this job?

DR: Nope.

JH: Was there anyone monitoring your performance on this job?

DR: Oh yes. You bet.

JH: Talk about that.

DR: Mack Truck was doing it, Cummins Diesel was doing it, besides about four bosses. The foreman, superintendent.

JH: Did they clock you?

DR: That one foreman did, till they got rid of him.

JH: A jerk?

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DR: Oh, he was young and trying to do his job I guess. Didn't bother me.

JH: What about people that you worked with. Did you have any transaction with the people that were loading, I mean, that's a pretty short time to be in that loading?

DR: None at all.

JH: Anybody on the other end that you'd wave to or?

DR: We knew the dump boss out there, we did, we'd stop and eat lunch with him, but other than that on the whole project I met very few people, it was all in the truck and on my way. I didn't meet very many people.

JH: When you say you'd stop and eat lunch, did the whole operation shut down for lunch break?

DR: Yeah.

JH: I see. I see.

DR: A half hour, then you're on your way again.

JH: They're fairly fussy about cement aggregate. You weren't involved in the testing of that rock or anything?

DR: I just sat in the truck for eight to ten hours a day; that's all we ever did.

JH: Did you, I don't suppose you had a truck? You were working with all kinds of outfits on the string, or did you have the same truck all the time?

DR: When we got on these trucks we all kept the same truck all the time. When I was on excavation, I'd go from a Yuke Belly Dump to a Yukey-Hensfield. Depends on where we was hauling, where we was hauling from.

JH: Load out from under a shovel?

DR: A shovel and drag lines.

JH: Uh huh. What kind of people are they that operate shovels and drag lines?

DR: Most of them are real good people--good at their job. Once in a while you get a young fellow try to show off and one of them, he killed a guy.

JH: Uh. Nightmare. When you say they're good at their job, does that translate for you someone who is not only conscientious, but he's careful, and that sort of thing?

DR: As far as I could see they were, the older people. Had one operator there that, especially that he'd been operating there since they used steam for their, he used to call them steam shovels, he'd been operating there that long.

JH: That's quite a while. Having characterized these good operators, are there livestock men that sort of were in that same category? In other words, they are what we think of maybe as wise and careful operators? Did you run into those kinds of people as a livestock operator?

DR: Most of the people that I run onto was kind of greedy. They'd overstock the range, and try to feed you out. I've had that trouble ever since I took over the ranch.

JH: So a small operator was sort of a prey for the larger ones huh?

DR: Just bad neighbors is all. I still have them. The ranches around me have changed hands numerous times and every one of them has tried to run my operation for me.

JH: That might be the human condition. (Laughter) What do you think motivates them? You said greed. Does that mean that they wanted your operation?

DR: I felt that way numerous times and the Riggs family, the whole works, they're a little unhappy because I got the place and I paid good money for it at that time. We did, my wife and me.

JH: Well it's taken some skill to keep hold of it, then if I hear you right? What does it really take, just vigilance?

DR: Well, when I was working with my cows all the time, I'd have maybe 90 head of calving cows, and when I was with them all the time I could tell, I could remember when the calf left, what kind of calf they had and how good of calvers they was. But after I went out jobbing, why I couldn't pay that much attention to them so, and you used to think, well a lot of people still do, the more cows you got, the better off you are, whether you could feed them or not, and I was that way for quite awhile. I finally cut down my herd. Me and the BLM did anyway. And I could raise more calf weight in a period of three years for thirty head then I could with ninety head. 350 pound calf used to be a big calf, now sometimes they go as high as 700. 700 pounds cows, calf and cows, now they go 1500.

JH: Better stock.

DR: Just didn't overgraze and that kept, they had better feed, they was in better shape all the time.

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JH: When I was talking with Vard about that a bit yesterday, he said something interesting about how the people who came in there and used the range, especially sheep men, he was referring to sheep men specifically, that they had not been careful with the land use and that the over use or abuse of the land was still being dealt with in those big deep gullies that had eroded after the range was overgrazed. Do you see any of that still happening?

DR: Not as much now. The BLM's getting more control over it...

End of Side One, Tape One

Begin Side Two, Tape One

... beat up the range because that's all they used to have was just sheep, till they went into the cow business. In my area up there, they'd have goats and sheep and mustangs in the winter and all that, plus cows in the summer and they really had it beat up.

JH: From your experience, that land really doesn't produce that much does it? I mean you can't over use it and survive very long?

DR: You're not going to make cows if you overgraze it, it just won't work. Vard knows that.

JH: Uh huh. He seemed to when we talked yesterday. You had private land. Did you have permits too, in addition to your private?

DR: Yeah, I run BLM ground range.

JH: What was it like dealing with the BLM? That's another supervisor kind of.

DR: Oh, I got along with them very well. They cut my permit from 648 AUMs for six months

down to 98 AUMs for three months. It didn't hurt me a bit.

JH: Yeah, that's when it improved your situation?

DR: Uh huh.

JH: Well there were a lot of people that took offense in position of their way of doing things.

DR: Yes, I know. About everybody did but me. (Laughter) I could see what was happening, what was going on, wasn't making anything, having poor cows all the time, just wasn't happy with the way it was operating until we got our private allotments and then you could handle it the way you wanted to, before, why everybody run together and you'd take one cow off, somebody but two on. Everybody run over permit, but me and my cousin.

JH: Would you say that that's greed operating again or was something else motivating them to do that?

DR: Oh, a lot of them just spent their time looking over the fence, I guess, wondering what you have. One of my neighbors up there spent a lot of time spreading his cows in other people's allotments and borrowing the other fellar's bulls. He's still alive. You could talk to him I guess. He's older than I am.

JH: Maybe I ought to, what's his name?

DR: Ronald Mace.

JH: Oh yeah. Where's the livestock industry headed now. It's land use is sort of pushed in the direction of recreation more than livestock.

DR: Yeah, they, the people from the city gotta have a place to play and so they're taking over. Make a living in the "asphalt jungle" and then come out here and tear up our ground where we make our living. Real unhappy because they run into private property. A lot of people think there's not supposed to be any private property.

JH: You feel pretty satisfied with the idea of the land being yours, don't you?

DR: It's what I worked for all my life.

JH: When those people come and use the land, how do you feel about them being here in your neighborhood so to speak?

DR: What they do on federal ground is none of my business, but when they come over across my fence, then I get a little, real upset. Didn't used to lock my place up. I come up to my gate one time and met six motor bikes from Vegas, just coming out of my place in there, tearing it up. I was unhappy. I started locking things up. That and people coming and stealing stuff and digging in caves that have Indians ruins in it, really tearing things up, so I locked it up.

JH: What about these ruins? What's the, I notice this rug, or this wall hanging on your wall. Are those Kachina's?

DR: No, it's just a Navajo rug.

JH: What do those ruins that you know about, I presume they're on your property, what do you know about that stuff? Are they valuable to you?

DR: Well they are for people that comes after me, I think. I try to preserve them so that they'll be the same when I leave as they was when I come and don't appreciate people going in there

and taking souvenirs and tearing it up. They're really not valuable to me. BLM was going to trade me out of this one place one time and they didn't like the trade I made so they didn't and later on they decided it was good thing they didn't open it up to the public after they'd seen what had happened to other places that they built trails into and people go in there and just tear them up.

JH: Well that gets us back maybe to the idea of land ownership, private ownership verses public ownership. From your perspective, does it appear that people who don't own the land don't respect the land?

DR: Oh, I don't know how you'd put it. They're kind of selfish I think, they go in and do what they want to do and they don't think of what they're leaving for the next person. Me, I want to leave everything better than I found it.

JH: Yeah. Good. Do you think you accomplished, I've already asked you this question in another form, but do you think you've accomplished this goal of leaving things better than you've found it?

DR: I know I have.

JH: By your work on the dam?

DR: No, just my own private property and the BLM. It's a lot better than it was when I took it over. Private property, did a lot of improvements on it, saved water and raised more, that's been one of my objects was to raise another mouth full of cow feed.

JH: What I was thinking about in that question on the dam, you know, we agreed that the dam has really done a lot for this country and you helped build it, therefore you have

accomplished your...

DR: It was just a job to me, that's all it was. And when I was up to Rainbow for two five-year sessions, when I was up there I tried to keep things the way they were and in a little better shape, even saved the park service money but they didn't care about that. For them you were supposed to find ways to spend more money.

JH: There are those who kind of resent that lake because it took away Glen Canyon, so to speak. But the number of people that get pleasure out of that lake is greater, I think, than the number that would get pleasure out of Glen Canyon, would that be a ...

DR: ... besides the non-polluting electricity that goes from Nevada, California, Utah, Arizona, clear up through the northwest. They talk about the pollution, they don't like dams. Only about one of the two that'll make electricity without pollution.

JH: I wonder if they'd like to live in a place like Kanab if there wasn't any electricity?

DR: Of course not. When they shut down, build another dam on the Colorado River, one fellar has a bumper sticker on his..."Environmentalist, I hope you sons of bitches freeze to death and die in the dark". (Laughter)

JH: (Laughter) Oh boy. Pithy. Do you have children?

DR: I had two boys and one died. One's from California. Just moved from Texas to California for a \$20,000-a-year raise.

JH: What business is he involved in?

DR: Electronics Engineer. Been putting guidance systems on military aircraft and servicing them.

JH: Did you encourage him to get a degree in Electronic Engineering?

DR: We both encouraged him to go to college. His mother tried to tell him what to do and after his first year of college he joined the Navy, he wasn't sure what he wanted to do and his mother kind of kept him upset. After he got back out he had to take an extra year. He changed majors. Even after he went back to college he changed majors, so he had to go five years. In fact it was ten years from the time he left high school until he got his degree.

JH: Well he's apparently happy now with the choices that he's made.

DR: Just talked to him yesterday, apparently he's good at his job and he's good at what he does and seems to be quite happy with it. And I had nothing to do with what he chose to do, all I did was encourage him to go to school and he really didn't need that encouragement.

JH: But it must be satisfying to see him succeed.

DR: Great. Great. Said he was going to come back here and retire and live at the ranch, but I don't think so, he spends his whole life around a bunch of people, I don't think he could live by himself. He won't marry.

JH: I wanted to return to your employment at the dam and the part, I'm interested in equipment and tools and that sort of thing, and those Uke end dumps were huge, I presume that they were those.

DR: The end spills weighed twenty-four ton and they hauled twenty-four ton. And the others, they hauled twenty-seven yards of dirt.

JH: That's the bottom dump?

DR: Yeah, the belly dumps.

JH: Talk about a round trip with an end dump and the same with a belly dump?

DR: Actually there was no round trip, we hauled from excavation up on the Coffer Dam, that's the dam they built in front, the concrete dam while they was on the excavation, go from down in there up about three hundred feet on top of that and back down with a shovel or a drag line.

JH: Were they powered by a Detroit diesel?

DR: No, Cummins 335. All of them.

JH: I see. What about the belly dump, what kind of trip did you have there?

DR: Same kind, they'd use them for different kinds of jobs. Going up on Coffer Dam at night, looked like a blowtorch coming out of the smoke stack.

JH: Uh huh, a lot of heat.

DR: I was the last Uke skinner down the excavation and clean up before they started pouring cement.

JH: Did they come to you and offer you a job on the gravel haul, or did you apply for that work.

DR: Oh, we just gravitated to it naturally I guess, just went from the Ukes to the Macks.

JH: Was the Mack gravel haul less interesting but better paying?

DR: They all paid the same. Less interesting, that's for sure, back and fourth on a five mile stretch of road. Ukes, why you changed around a little bit. Especially I did, they'd have a special job, they'd come and get me to drive Uke on special job, clean up or something some place.

JH: What different skills did you use on the Uke that you didn't have to have or they were just different on the Mack haul?'

DR: Had to be able to get under the shovel or drag on just right, so they could load you quicker. Apparently I was pretty good at that because all, I get a special job, all the operators, everyone of they asked for me when they had to go out on a special job.

JH: How did you gage the distance where you should set your outfit so they could reach you?

DR: (Laughter) I don't know. Just look. I had two big mirrors. Got really out of line, why they'd bang you with their shovel. (Laughter)

JH: (Laughter) Were they five-yard shovels?

DR: Seven yards.

JH: Sounds like they could load it in what, four passes?

DR: Yeah. All gung ho job, just kept your foot on the fuel pump the whole time.

JH: Did you ever aspire to driving a bigger truck or aspire to be an operator?

DR: Nope. Or a foreman. I wouldn't of had a foreman job. I was doing a good job where I was, satisfied with it.

JH: I was back east in Pennsylvania in one of those open pit mines and they had a twenty-five yard drag line and a fifty ton Uke and I mean, it was a big deal to try and climb up into that cab, but those guys were sort of real specialists, you know. You heard of that Monigan Walker thing where it picks up and sets down a tub...

DR: I've seen pictures of it.

JH: Well, what I was doing was just visiting to see the equipment work and it's a whole different idea than what you've been describing working on the dam.

DR: Yeah, too close of quarters here for them to have that big equipment, even if they had it at the time, I don't think they even had that kind of equipment at the time.

JH: No, a whole different kind of thing. You can go down to the coal mine at the Navajo Reservation and see these big drags or in Wyoming they've got a couple of open pit operations where they have those big machines, or Kennecott of course. Well, equipment is interesting and our relationship to equipment is interesting and has changed over the years, it seems to me. A lot of things have become easier and more automatic so to speak. They put air conditioning in these big trucks now so that 115 degrees you were talking about might be a thing of the past.

DR: I guess.

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JH: We hope. Well, I've enjoyed talking with you this morning. Is there something I should have asked that I failed to ask?

DR: Nothing that I can think of.

JH: Good. I thank you for the time you've given me this morning.

DR: Okay.

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, Don Riggs
please print or type your name

knowingly and voluntarily donate to the Utah Division of State History the audio tapes, any transcription, as well as any and all copyrights and other rights, title and interest that might exist. I also permit the Utah Division of State History full use of this document for whatever purposes they may have.

Interview Description

Date of Interview June 13, 2000

Primary Subject Truck Driving & equipment / Running livestock

Other Topics BLM/landuse/family

Number of Tapes 1

X Signature Don B. Riggs
X Address 1218 S 175 E

X Date 11-11-2000
X Phone 644-5992