Preface

The amenities that make the modern life what it is today are so easily taken for granted. There are grocery stores where one can effortlessly buy what is needed to feed a family. There are standard eight hour work days, electricity, cars, and, seemingly above all other amenities, there are paved roads. Although it is easy for one to neglect the significance of these amenities, it is, nonetheless, often these unnoticed aspects of existence that are the hallmarks of the modern life style. When taking advantage of the contemporary standard of living, though, one must take into account the hard work and sacrifice that was put in to creating the luxuries that many people feel they could not live without.

Mr. Ray Holyoak is an excellent example of someone who put in the hard work and sacrifices needed to give his children, grandchildren, and their generations the life that they lived. Mr. Holyoak spent his whole life in and around the small town of Moab, Utah. Throughout his life he has been able to watch his small town grow and shrink as Moab has gone from boom to bust. Mr. Holyoak has seen first hand the development of the tools needed to create the modern life and has, himself, contributed to their creation. He spent his share of time working on the roads and bridges that are vital for all those that travel around his small town. In this aspect Mr. Holyoak is able to go into detail about the tools and methods that went into the road work.

Aside from being a great example with regards to the changing amenities of life, Mr. Holyoak is also a testament to the constant necessities of life. Mr. Holyoak shares the need for a strong community and a close family. He talks of the important ways that the increasingly diverse community of Moab worked together to overcome the hardships of the great depression and the tragedies of World War Two. Additionally, Mr. Holyoak serves as a

reminder of the importance of family as he tells how he stayed home from the War to take care of his family and help his neighbors who had their men over seas.

Though Mr. Holyoak is not a national figure nor a man of fame, his story is, nevertheless, worth knowing. He has seen with his own eyes the creation of the amenities that help to define the modern way of life. He has worked with his own hands to help build the tools needed to better that life. And, lastly, he has believed with his own heart in the values that make today's life worth living. This is the story of Mr. Ray Holyoak, as told through his own words in an interview with Daniel Swift and transcribed and edited by Shawn Nelsen.

Mr. Holyoak, while preparing for this interview, was encouraged to speak spontaneously, as there would be the opportunity to go over and correct any errors. Unfortunately, Mr. Holyoak did not have the opportunity to review the written transcript himself, although the text has been edited. The editor has changed a few words for grammatical correctness, reordered some parenthetical phrases to reflect the intent of the narrator, and replaced a few words to clarify meaning. In this light, every effort has been made to preserve the original flavor of the documents. However, in recognition that errors can be made in the process of transcribing and editing, and in strong belief that the recordings hold a strong value in of themselves, The original tapes have been preserved and can be found at the Cal State Fullerton Oral History Department.

Many people have made the production of this book possible and I would like to thank them all, although there are a few that deserve special recognition. I would like to thank Mr. Ray Holyoak for giving us the opportunity to hear and record his story. I would also like to thank Daniel Swift for taking the time to travel to Moab, Utah in order to interview Mr. Holyoak. Thanks are also due to the entire Cal State Fullerton Oral History

Department for preserving the original recorded interview that made this book possible. Finally, special thanks go to Gary L. Shumway for providing the guidance and know how that not only made the original interview possible, but also lead to the successful transcription and completion of this book.

Shawn Nelsen
May, 2006

Interview with Mr. Ray Holyoak

S: This is an interview with Mr. Ray Holyoak at 1012 South Main Street in Moab Utah for the California State University Oral History Program and the Utah State Historical Society. The date is April 15th 1987 and the place is Mr. Holyoak's home in Moab. The interviewer is Denis Swift.

I was wondering if you could give me an overview of your life. Sort of a little bit about your family, your birth place, what it was like growing up, and how this has affected your experience of South Eastern Utah.

H: My parents came to Moab in 1884 from Bluff. I was born and raised right here in Moab on the same ground that they took up as farms when they first came here. I am the eighth son of Henry John Holyoak and Hedley Elizabeth Lutz. We have eight boys and two girls in the family. We have been settled right here in Moab ever since my father first came here. Life in Moab was very hard at the time that they came in; they were mostly Indians around the valley. My parents never had any trouble with the Indians; their theory was that it was cheaper to feed them than it was to fight them. And so my parents got along very well with the Indians. At times there would be as high as a hundred of them that would come and camp overnight. They'd stew up a big kettle of food and the Indians would feed their horses as they would travel from San Juan to Vernal, Uintah County. So we were very closely tied to the Indians. The Indians called my grandfather and father *Puats* and *Puats's Papoose*, and for years afterwards when we were going to school here in Moab they'd come along and see one of us children and they'd holler "*Puats Papooses";* then they'd follow us home.

We had been in the farming and livestock business all our lives right here in Moab and still at the present time run livestock and farm in Moab. When the war came along I was

fortunate, not having to go to the war because I had a wife and two children at the time that the draft board called us in for interviews; so they said that I was needed more here than I was on the front. We worked diligently from one farm to another helping each and every one that had boys in the service get their work done. Keep everything on the home front producing.

In about 1942 or 1943 during the winter months we were slack on the farms, so we went to Green River and worked on the state highway bridge across Green River. The old bridge collapsed and left them without a way of transportation other than what they could boat across the river. And we worked from the starting of the bridge until it was finished and travelable.

About this time the uranium boom came into Moab. Charlie Steen hit what he called the Mi Vida mine out here about 26 miles south of Moab and everything has boomed, most of the farming grounds now are covered with buildings. There was an influx of people that moved in for the uranium boom, and now the mines and its mills have closed down here and most everybody is hard pressed for a job.

My son now is traveling from Moab to Blanding, which is about 58 miles, to work down in the uranium mine [mill?] in Blanding. It's the only one here close that is working. He went to work here at the Atlas mine [mill?] in Moab the day that he graduated from high school and worked out for 27 years and they closed the mill down and left him without work. For about 8 months he job hunted all over and couldn't find any work and he finally got the job down in Blanding. He is now traveling to Blanding every day to get work.

I have stayed on the farm because that is the only work that I know other than manual labor. I went to work out at Green River as a laborer and ended up tying steel on the bridge.

S: For the concrete?

H: Yes. About the time that they got ready to tie the steel the union workers went on strike. Harv Roland and Cook were the contractors. Harv Roland was from Springville and Cook was from Green River. The union workers figured they could stymie the work until they would have to meet the demands, so they came around and wanted to know if any of us knew anything about tying wire and steel and we told them that we had tied a lot of wire, fence wire and what not, but we had never tied any steel, but if they'd show us we'd be willing to learn. So we were furnished tools and got on to work and the union men tried to picket the job and we had to almost fight to stay on the job, but we finally proceeded and finished the bridge.

S: Is that the Highway 70 bridge?

H: Yes, They're now building the new bridge on the new freeway which will be a little lower down on the river.

S: I would like to ask you what you remember about the effects of the Depression in this area. It affected every part of the country differently, but you're basically farming and mining, right? I'm wondering how it affected this area.

H: Well the Depression was really before the mining came in. The Depression hit here in 1930. 1930 to 1936 were really hard years. I worked as high as 12 hours a day pitching hay for fifty cents a day. But we managed to get by, by raising gardens and our own fruit and

vegetables. So when the mining came, then the influx came into Moab and building material and everything went out of sight. Land was out of sight even here in Moab. They sold most of the farming land for building lots. Now if we'd have another depression like we had in 1930, 1932, I think a lot of people would starve to death.

S: Yes and they probably wouldn't even know how to grow their own food.

H: No, most of the children that have grown up during the boom don't even know how to do anything other than mine and mill.

S: Did you ever work with the WPA [Works Progress Administration], or the CCC [Civilian Conservation Corps]?

H: Yes, I worked a little on the W.P.A. that started in 1932.

S: What kind of stuff did you do with them?

H: We worked ten days for forty dollars. That's all you could work was ten days and then they would put a new crew on that was mostly road work.

S: What kind of stuff would you be doing?

H: Hand drilling, shooting rocks along rolling ledges and widening roads, working with a team and scrapers. We did some plow work wherever it was feasible, when it was dirt.

S: Were there mostly men from this area that were working there or were there people that were from out of state that were in this area?

H: Mostly right here, home town people. When they brought the CCC in, why then it was all New York and New Jersey and Ohio, places like that.

S: How did they get along with the people in this area?

H: They did fine. They got along very good in Moab. In fact a lot of them are still here. They married local girls, made their homes right here in Moab.

S: Were there very many Indians at that time working with the WPA or the CCC?

H: No. They put the Indians onto the reservation. The government was paying them their salary, so much a month to keep them on the reservation. When Polk and Posey, two renegade Indian chiefs, left the reservation and came out to do their depredations, stealing, or as they called it, taking what they figured was rightfully theirs, they'd stay at my folks' home. They'd feed their horses and camp maybe a couple of days, rest up their horses, and they'd travel on. My parents got along very good with the Indians and there was never the least bit of trouble. My grandparents and parents always said it was more often white men dressed in Indian clothes [causing trouble] then it was Indians. Polk and Posey and maybe ten other renegades left the reservation and went on a wild spree, but they were about the only

ones that weren't peaceful. They got real mean with some of the people, forced their way with them.

S: I was reading about Posey and I remember that he was finally shot down.

H: Yes

S: Died by himself up in a cave somewhere.

H: Back in a cave.

S: Are there many people around here that still remember that?

H: Very few. There are very few of the old timers that are left in Moab.

S: No one tells it to the youngsters anymore?

H: Well, yes, I have three other brothers that still are living here in Moab. And then there are a couple of the other families; The Larsons and the Johnsons. There are still some of the old timers of them left here, but other that that most of the people came to Moab since the uranium boom.

S: This is such a beautiful area around here, and I'm sure that you guys that live here know it, I'm wondering what are the effects of such a beautiful place. I mean you look around and

your in God's country when you're here. Do the people that live here realize that, or do they just take it for granted, or what do you feel about that?

H: Well, we took it that the land shouldn't be closed up, The land should be multiple use so that everybody can utilize it. It shouldn't just be a park that you have to pay for to go in and see. Its something that nature provided and I feel that it should be equal to everybody that comes along. We've always got along good with the tourists. The tourists have always been welcome.

We ran the cattle out on the same range, they grazed and that's how we've made our living, by what little we could farm and what livestock we could graze and sell until the B.L.M. [Bureau of Land Management] and the forest service came in and took over. They got so independent that most of the livestockers had to sell out and quit. So that's why I said if we had another depression like 1930 to 1932 I think that there'd be a lot of people that would either have to leave or they would starve here in Moab cause the farming grounds are mostly all taken up in homes now. And its good ground. Since the B.L.M. has the sale of all the range land it's just hard to make a living.

Well I think we're better of than the people in the city at that. Cause as long as we have a place that we can raise a garden, well we're going to raise enough to eat.

S: I was just thinking that when you're in big cities there's pollution, there's crime, and there's gangs and stuff and I'm wondering if you have the same sort of thing here? It's such a clean environment, it's so beautiful.

H: Well we've had a little trouble at that here, especially drugs.

S: Oh yeah?

H: The uranium boom brought in people that were not LDS. They lived all together different then the settlers that the LDS sent out to settle these towns. They were different in what they believed and how they lived and it has made it rough, but we're pretty well isolated here. There's only one road coming in and one going out so the police and the sheriff can pretty well patrol it. There's a few slips in, it's beginning to show up in our schools now, people are starting to get concerned, signing petitions, and what not, to get rid of the transients that peddle dope to our young people.

S: Yes, I read about that in the news paper, that they have a large problem with drugs in this area and I just thought that doesn't sound normal.

H: Yes, it's starting up. We had trouble during the thirties with the alcohol, liquor. Outsiders came in here and it was a rough county, they could go out and find themself a spring, set up their stills in this rough country and if they weren't picked up until they'd begun to peddle more than what they should. I'd say they got the time to make a rifle out it, by then they would hunt them down. Other than that, this has been a very friendly little community. Everybody knew everybody and helped one another out and that's the way that they were able to exist here.

Other than that, the first miners that came in here told us stockmen that we were riding over millions and millions of dollars and didn't know it and we still don't know it. We stayed with out profession and let them run their profession till the B.L.M. squeezed us out.

S: So I imagine that there are a lot of ill feelings toward the B.L.M. and the Federal Park Services.

H: Well, some of the employees are well educated and know that things have to go, but then you hit others that get a little foot hold, and it goes to their head and they get greedy and don't want to work with anybody. All they want to do is have it their own way. But other than that, we just decided to leave them alone and they could just leave us alone. So that way we got along.

S: The Atlas mill is that big one when you come out of the canyon right here when you cross the river. When did that close down? I was curious how bad did that affect the city? I imagine there were a lot of people employed there.

H: Oh, they were employing around four to five hundred millers and now there's only, I think, twelve working out there and they're just police, guardsmen, they're in hops that they can get where they can open it back up, but we have people that have moved into Moab now that are afraid of it. The people that have been born and raised right around here have worked in [milling] all their lives and we've never had any ill effects that we know of. I had two sons that went to work the day that they graduated from high school and they've worked there for twenty seven years. Now ones gone to Blanding and the other ones set up a welding shop right here.

S: So a lot of people were probably hurt then?

H: Yes, they were in Moab, definitely. In Moab we went from 1200 people; that was the population when the uranium boom started. From that we went to 10,000, and now I think that we're down to less than 5,000. So Moab is hard pressed, hit real hard because there isn't the farming to go to and there is very little labor going. The ones that own their own ground, they work what they can work and that's about all that comes out of it.

S: Or you have to move out.

H: A lot of them had to move out.

S: The next question I had to ask you was about World War Two. I know that you didn't serve in it, but still it was such a big event that no matter what, whether you served or not, it affected everyone in this country. I'm wondering how did it affect you here in Moab? How was your daily life affected and what were some of your feelings at the time?

H: We have always been a community of live and let live. That's why we still set up a camp here in Moab for some of the first Japanese. They brought a lot of the Japanese in to help on the farms and the gardens. Even though we didn't agree with the way that they bombed Pearl Harbor, when they did it, we got along fine with them, being friendly. I have some Japanese friends that were almost like brothers to me. We helped them out while they were having a hard time with it and they appreciated it. They weren't hostile to start off with. In fact, some of them had been in the United States long enough to become citizens, but they hadn't taken out citizenship so they were rounded up and put in what they called a concentration camp.

They did very well here in Moab. In fact, they helped the community to a big extent on raising garden produce that the white people wouldn't get down on their hands and knees and weed to raise. Stuff like, like spinach, lettuce, radish, fine garden onions, and stuff like that that was a big help as far as food supplies were concerned.

There's one woman that is still here in Moab that's Japanese. She came here during the concentration and stayed. She's a cook down here in one of the restaurants. A very good friend of mine; we helped them out on their ditch work and irrigation work. We turned it around so that the water turns came more often so that they could have water for gardening because a lot of the big farms only got water on about every eleven to fourteen days. We worked so that they could have it at least every seven days and that worked so that they could raise a garden and we could stretch ours out a little longer and still get by. So that way I think we helped the war situation out a great deal because it put produce on the market that wouldn't have been otherwise. Other than that we didn't suffer too heavy during the war. As long as we could keep the roads in shape to where they could transport flour and clothes and stuff like that that had to be manufactured outside of the area. That was our big concern, was keeping the roads open.

S: What kind of News did you guys receive here in Moab about the war? I mean no television, what about radio and newspapers? What kind of news did you get about the fronts in Europe and Japan?

H: Mostly it was just letters from boys in Moab that would write there parents. So we didn't get too much.

That's about all that I think I have unless you have something else.

S: Yes I have quite a few more questions. The roads, I was talking to another guy that he worked, his father did a lot of the road building in here and he said that actually during World War Two there was actually less work done on the roads than before and not very many new roads at all were built and some of the older ones were deteriorated. Did you find that to be true?

H: That's true.

S: We were trying to figure out when did the largest amount of road work come in. Was it because of the movie making that they did here in the thirties, or was it the war, or was it the Atomic Energy Commission, or was it the tourism?

H: No, it was the mining, when they started to find the mines, then they brought big bulldozers and road equipment in and made roads everywhere. But what we mostly worked on were county roads and the state road. People had the travel back and forth out in the county and to Moab for school and in the winter. They also had to get flower, clothes, machinery, and stuff that had to be manufactured in other places and brought into Moab.

So some of the Roads deteriorated completely, or completely out, and now they are deteriorating even more. A lot of the roads that used to be travelable by car are getting washed out by the rains, floods, and stuff like that and they're not being built back. So right now there is less road work going on. I think there are two men, here in Moab, on the state highway, that do the maintenance work. Of course they have all kinds of machinery now that does the work that used to have to be done by hand.

S: Getting back to the war, did many men or women leave Moab to either serve in the armed forces or to go work in a big city for the industries?

H: Not too many went to work, Moab furnished its flow quota and a little more, I think, in sending boys to the front. I don't know of any women that went from Moab. There were a few that went from Moab into California to work in the ammunition, defense pants; airplanes and things like that. But as far as serving in the service, I don't know of any women that went to my recollection. That's what we told Gary when he called us on the phone and he wanted to know if we had any lieutenants; no WACs [Women's Army Corps] or WAVES [Women Accepted for Volunteer Emergency Service]; there were a few that left from the big cities, but very few left towns like Moab and Green River.

S: Is there any reason why that would be? Was it that the women were not needed, or could it be the Mormon background?

H: Mormon background, I think.

S: I was just curious about that because some places had a lot of women leave.

H: Mormons have always figured that it is the man's place to make the living and it is the woman's place to take care of the home. That's the way that Moab was up until the boom when we got all of the, well some would call them, riffraff. They were undesirables, you might say, that didn't believe or live the way that Moab was used to.

S: Different breed.

H: Different breed.

S: Did other people come to Moab during the war time to take the place of some of the guys that left? Was there a big influx of people here or not?

H: Not other than the CCCs and the Japanese concentration camp. They were the only to work forces that were brought in. All of those folks made up most of the WPA [Works Progress Administration (later Works Projects Administration)] work, other than what the government did on flood control and big projects where they brought in some big machinery that did work that couldn't be done by common laborers.

S: In your opinion was this good or bad? Was WWII good for Moab or bad for Moab? Since you lived here for so long, what do you think?

H: Well I would say that it did not hurt Moab too much, but it wasn't really good either because it did bring in undesirables.

S: It changed the character of the town.

H: Yes. And there were a few fist fights and what not with the CCC boys down at the dances. Some of them were harder to control according to law enforcement and they didn't believe in respecting other people's rights and things like that.

S: The last set of questions that I have are concerned with what you know about road working around the area and working on the bridges, and your opinions. In all your years here in the area, I was wondering if roads have ever been an important issue to the residence, or a minor one? Has there been a good clamor for good roads, do you remember?

H: Yes, when the automobile came in. Most of the roads were just sandy and muddy, mud when it rained and sandy and soft when it was dry. They would get stuck and you used to have to go to the farmers and get there teams to get pulled out. So Moab went quite heavy for roads when the first CCCs came in. They hauled shale on a lot of the sandy stretches so that it would pack and the automobile could run and there was transportation. That was one of the first big projects, building roads for the CCCs, because they came in with big dump trucks.

S: About what time was this, what we're talking about?

H: This all the way from about 1930 to the year 1940; about ten years.

S: So before that the roads were pretty bad. It was an adventure just to get to Blanding? That's what I was told by a couple people.

H: Yes. It used to take as high as a week to go with team and wagon from Moab to Blanding.

S: Can you remember any election issues on roads, people clamoring for their politicians, saying “we want better roads, we want more roads, we want a bigger road” and that kind of thing.

H: Yes, in Moab there was Bish Taylor. Sam, his son, runs the Times Independent, which Bish had run all of his life. Bish used the instigation approach; he brought a lot of finances in Moab, state and federal funds that helped to build the roads up to where they are. It was the same way when the firs park was built out here, the media, the paper, instigated the CCC camp into making the roads into the arches. Bish Taylor and Dr. Williams were two of the main instigators of all of the roads into the scenic parts of the country. In fact, Sam is still working on getting down into the Needles area and down here into what they call “the island in the sky”. They’re out there paving the road right now. It’s been too sandy for people to travel by auto mobile. That’s what has brought the tourists into Moab. In fact the tourists are about the only money flow that comes into Moab now. Most of the livestock men had to sell out, there are very few of them left, there are very few farmers left.

S: So what do you think that most of the townspeople are feeling about the tourists? Are they glad that they are coming in, or do they kind of resent them?

H: No, they’re trying to entice them in. They’ve started these boat tours, jeep tours, all these four wheel drive trips, and what not, to bring them in and show them the country. It was all

started by horseback first. First people had to be taken out on horseback or by foot. I took several horse groups out into the arches before they were made into a park. Dr. Williams brought 8-10 people from back east into here. Beach Wilson, who we took back here and showed all these arches, natural bridges by horse back first. Then we finally got level dirt roads made and four wheel drives taking trips in, after that they brought the CCCs in and made a good road. Now you can travel all the way through and back on all those roads. People really appreciate being able to drive around and see things like that. And that is what has kept Moab alive. All your tourists bring so much into the stores, restaurants and stuff like that, that they would have to close down if it wasn't for them. There just wouldn't be enough.

S: The roads around here seem to be pretty excellent. I've been driving on them; there are not too many holes in them or anything, and I know that this wasn't always the case. So what happens to change that, in when did that happen to your knowledge? Who or what was the thing that got them to change? I mean these are good roads and I've been to some parts of Utah where they are not very good roads.

H: It was the mining. Mining and Milling.

S: That brought the money in here to get those roads.

H: That brought the money and the equipment too. That is what has made the good roads so that they could transport the ore to the mills and so that they could transport the workers out to the mines.

S: What about the railroads? I know that we have the Rio Grande that comes down into here now. I don't know if it runs any more, but how important were rail roads ever in this area?

H: Railroads were very important when they first came in up until the time that they made the highways. The highways have probably been part of the trouble of the railroad having to slow down because everything had to come in by rail to Thompson. Then they would freight it from Thompson to Moab with a team of wagons.

S: When was the railway to Thompson put in? Do you remember?

H: Off hand I couldn't say exactly.

S: How about giving me a close date because I don't know at all when they came in. Was it before the war?

H: Oh yes.

S: Probably the 1890's, 1900's?

H: I would say anywhere from 1914 on. I should know, I've heard when the railroad went through too, but it has slipped my mind right at the present.

S: Oh, how about the river. I know that the Moab Garage Company, is that what they're called? They used to do some running up and down the river, barges and stuff. How important was going up and down the river? Was it just minor or was it major?

H: It was, I would say, minor. Mostly it was to take equipment down to oil wells when they first started drilling in here for oil. They used these big barges. In fact the first drill rig that they took down the river, they took down with twenty four head of horses on the ice, on a sleigh.

S: When the river was frozen?

H: When the river was frozen.

S: Wow, that would be pretty scary.

H: Scary!

S: OK, you already answered one question I had on whether or not WWII had much impact on the roads in the area; it didn't. The bridges, you worked on the one at Green River and that's the one that is still there out on the Hwy 70 Bridge that you go over and I went over that one. How large of an undertaking were they? In other words, was it big time, was there just a lot of people, were there civil engineers involved, were there all these standards, all these plans, or did you just do it as it came?

H: No, the first bridges were metal overhead up to Dewy. There is one up there that's on a cable, a swinging bridge.

S: I wanted to see that one, but I haven't gotten there yet.

H: If you get time I'd go up to Dewy and go across to get to the cable bridge, its just a one lane bridge. The first bridge to cross here in Moab was a one lane bridge. It was an all metal frame, bolted overhead with a plank floor. It stayed there until, oh, 1936. Then they built the build that's across the river there now.

S: Did a lot of people from town work on those?

H: Oh yes!

S: Do you remember, was it real dangerous work? Was there any one killed or any bad accidents?

H: No. I had one mishap over at Green River when they were first putting, what they called, the cat planks down. They were stretching the cable, then they put the planks over so far with a cat walk and one man fell off a plank. He went down through the ice, but he wet strait down and came strait up the same. When he hit bottom it broke his ankle. He hit so suddenly that when he hit the bottom he came strait back up and when he came back through the ice he threw down his hands like that. He would have broken a whole big enough for his whole body to go through, but when he came back up he put down his arms and they were

able to get ropes on him and drug him in. But other than that, that was the only mishap that we had out there.

S: Where did the concrete supplies come from for pouring the pillars and the road bed?

H: From Provo.

S: Did they have a long trip from Provo.

H: They came in on the rail road. It was unloaded at Green River and hauled out by truck to the road site where it was being built. Sand and gravel was all brought out of the river.

S: Did you have to divert the river at all to pour those pylons?

H: No, they couldn't divert it. They dug down inside of the bank on each side and set the pilling. They drove metal pilling down inside where they excavated with these big cranes and poured each side. Then they fastened the cables from the embankments on each side out and that's the way that they brought everything out. Steel and everything was taken out on this cable, on cat walks.

They caught when it was low in the middle. The river used to run in two channels and they went out on the ice and dug the middle embankment; it was a sand bar you might say. It was a sand bar out in the middle of the river. And they put these steel beams from one embankment to the other embankment with cranes. The middle deck was all poured piece by piece from the embankment work to the middle from both banks. It was all wheeled

by hand with what they called dump-buggies. They weren't wheelbarrows; they were about three times as big as a wheelbarrow.

S: What were they called again?

H: Dump-buggies.

S: Dump-buggies, OK.

H: They were two wheeled carts with handles kind of like the old carts that they crossed the plains with, only they were metal on two car wheels. What they were, were Model T Ford wheels with this axial in the middle. You had to hang on these handles and push them, then when you got out you would just let the handle go and it would dump itself because half of it, you might say, was hanging out over the front wheels. You'd just slush that cement out. That was the hardest work I believe we ever did, running around with one of those dump-buggies.

S: How much does one of those things weigh? Do you have any idea?

H: They figured they would hold about three wheelbarrows full of cement, now I don't know just how much weight goes in a wheelbarrow.

S: That really heavy. I can imagine if one of those thing started going down a hill just a little bit, it would pull you right along behind it.

H: It pulled you right along. The bridge was built on an incline to the middle or you couldn't have pushed them. They were just all you could push empty back. There was just a slight incline, not enough that you could hardly see it, but when you were full it would go right along. It didn't take to much pushing. It made things bounce.

S: What about the people that worked on the bridges and the roads. What kind of people were they? Did you get many outsiders, many Indians, many Mexicans, or were they mainly just locals?

H: Mostly all local people. The state survey crew was the only outside people other than Harv Roland, he was from just out side of Provo. I told you a while ago and now it slipped me.

S: The name of the city? Ogdon, or Orem?

H: No.

S: I'm not that familiar with… Logan?

H: Is it Pleasantview or…

S: Isn't there a Pleasanton?

H: I think that's where he was from.

S: So you didn't have many blacks working in here or coming through here?

H: None. No, it was pretty well controlled by the people of Green River. One contractor was a Green River man. He lived right there in Green River. He ran that geyser that erupts out there ever so far. Cook, Don Cook, he and Harv Roland were the two contractors. Most of the laborers were from Green River. There were three of us from Moab that went out there and worked.

S: There weren't any Indians then, I'm assuming.

H: No.

S: Because one guy I was talking to, they built this road between here and Monticello. It's actually right on the grade right before you get to Hole In The Rock before it goes down. He said that they used a couple of Indians that drove the dozers and the Kats and stuff because they were real good, but you didn't have any working with you?

H: No.

S: OK, the final thing on the roads is did you work on any of the road gangs or did you just work on the bridge?

H: I just worked on the bridge. I worked on a county road crew here.

S: What were the standards that they used? Were there pretty strict standards, or were they pretty loose? In other words, the contractor could pretty much do what he wanted as long as he got the job done.

H: Pretty much that way, yea. Most of my work was done with team scrapers.

S: Could you explain how one of those worked? I've only seen the big motorized scrapers; I've never seen a team scraper.

H: You've never seen what they call Fresno?

S: I think what I've seen has two wheels in the back and has a big scraper belly.

H: No.

S: OK, then I haven't seen one of those.

H: Well it had what they called the two-ups and the four-ups. A two-up was, I would say, about four feet long and had two angled shoes on each end and had a big Johnson bar that came out of the back that you lifted to make it scoop dirt, or pull down to make it slide. It slid on the bottom of three shoes. The two ups were pulled with two horses and the four ups used four horses. Four horses abreast. You'd lift on the Johnson Bar to make it dig and fill,

then pull down to make it slide. Then you'd carry it to where you wanted to dump it, then you'd lift and grab on these shoes and dump.

S: Granted that was really hard work.

H: That was real hard work. The Johnson Bar was something that you had to really hang on to and watch or it'd break your ribs. It could hit a rock or something and flip from one end to the other because the horses pull in front and if you ever let it get away from you it could pick you up and throw you right up over the horses.

I've still got one out here if you'd like to see it.

S: Yes, I'd like to take a picture of it when I'm done.

My grandfather was telling me how he used to ride a fresno when he lived out in Texas. I never knew what it was.

To close thing up here, as a life long resident of Moab, how do you view the changes that have occurred here during the last forty years? Let's say the changes that have occurred here since World War Two. What do you think about all this?

H: Well, I think that it's been a good thing. It has stabilized the community, it's brought in new adventures, it has brought in money that has built up the community, it has brought in a first class roadway where all roads/highways are oiled, and it has brought transportation and all different types of people together; the miners, the farmers, the livestock men, they all work together to make it for the good of the community. We have a few undesirables and a

few trades that we don't patronize, but other than that we get along fine. All in all I'd say it was for the best.

S: Well, that's about it. Are there any comments that you'd like to add, or anything that you'd like to say to close?

H: No, I've told you about all that's taken place in my lifetime. I have 72 years, born and raised right here and depend on staying here the rest of my life. I'm pretty well rooted down.

S: That's saying something that's hard for a lot of people to think about, staying in one place all their life. The place that I live, I've lived there all my life, which isn't very long, but my dad built the house and I'm living in it and I'd like to stay there to the rest of my life. The rest of my family doesn't understand that; they all want to move out and get away, but I kind of like the place. You know, you start getting roots and you can feel the bones of the place.

H: Well that's one thing with the LDS church. Brigham Young brought people from the East, from everywhere, to Salt Lake, then distributed them from Salt Lake to every one of these communities which has been started by the LDS. And the LDS has always been taught to help one another and to get along. You can do things together that no one person can start out and do individually. We've come in here and bought ground and kept on enlarging, and enlarging, tell we got to where we could make a living. Now I want to see that my grandkids have something when I'm gone. Because if I don't keep the land and stuff that I have acquired during my life time, there'd be no way that they would get money enough to buy it

back. I'm in the hopes that my grandchildren will pick up when I leave off, and keep the ball rolling.

S: Keep the family farm.

H: Keep the family farm. There are very few of them left anymore.

S: My dad's uncles live back in Kansas and they've got a family farm that's been with them for three generations, it'd be nice, I'd like that.

O.K., on the behalf of Cal State Fullerton, its oral history program, and the Utah State Historical Society, I would thank you very much for the interview, it has been a pleasure.

H: You are entirely welcome.

S: Thank you.

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