

## Oral History: Interview Release Form

In view of the historical value of this oral history, I,

Joseph V. Dale  
person being interviewed

knowingly and voluntarily permit Brock Winn  
student interviewer

and Diane Carter the full use of this information for educational purposes.

Signature Joseph V. Dale

Date 4-11-06

Brock- Your full name?

Grandpa- Joseph Verl Dale

Brock- Do you have any nick names?

Grandpa- a just Joe or puff

Brock -do you know how you got those nick names or who gave them to ya?

Grandpa- yeah, they gave me called me Joe puff when I was a kid there and in the grade school area coming up because there was an old trucker in town whose name was Joe puff, so they called me puff. Hahahaha

Brock –um, where did you live when you was young?

Grandpa- Richfield, Utah

Brock-did you live any place other then that?

Grandpa- no, not til I left when I graduated from high school. Then I went into the navy

Brock- alright um!

Grandpa- well lets see, I'd better go back. That I did live during my high school years and Jr high years I lived in the summer over at Monroe, over at uncle Andy's worked on the farm and in the store there.

Brock- who was your parents?

Grandpa- Joseph Regionald Dale and Racheal Young, she was a great- great grand daughter of Parly P. Pratt. My father stood guard for the king of England when he was only 14 years old.

Brock- do you have any brothers and sisters?

Grandpa- yes, one brother Tom and 2 sisters Naomi and Reganna

Brock- have you traveled any far places or something?

Grandpa- no, not while I was growing up and that we just had old cars. Well, we didn't have one my father died when I was two, we didn't have a car, we just had bicycles and ah grandpa young had a car and we'd go to Monroe that was about it. But, I did ride my bicycle from there and it was an old bike and I rode that from there up to fish lake and up to rock candy mountain and I rode that all over where I got to go that's about it growing up. Well later on in high school I took a hundred dollars and went to salt lake and bought me an old 41 ford down that run it around but most of my travels was just in the mountains loved to go to the mountains so it was in the mountains. Furthest we went was to Provo. I used to take friends running around town in my 41. I once took the coil out and hot wired the teachers seat. When the teacher came in and sat down he jumped right back up again. The whole class laughed and the teacher never did find out that it was me. At the base ball games I hot wired my bumper to keep people from sitting on it while I played. Once we wired a phone wire and a old town dog came and lifted its leg on it, ha it ran for 3 blocks before it could put its leg down ha ha ha

Brock- o ha ha ha

Grandpa-Went to Provo one night to a show when I was a jr in high school and back.

That was about as far as I went

Brock-um do you have any stories about when you were younger and stuff you can think of?

Grandpa-aw stories when I was younger well let's see o yeah when I was real young I remember I was probably about 3 years old or something but they got after me cause I was out in the neighbors out with his turkeys chasing the turkeys around I always liked animals I was chasing turkeys here and there and so ah that was one experience there

growing up and I was always oh we just when we was kids growing up uh lots of experiences we just got some old barrels slats and made me some skies one year and tried skiing that and it didn't work real good but we done that or we made hockey sticks had an old steel barring we used for a hockey puck and I got hit between the eyes with that and knocked out one time up on the canal so then we just kind of made our fun and then uh that's where I learned how to swim kids down in the canal haha canal run down there one time we'd go below town there learn to swim in the canal we wasn't suppose too but that was where we learned how to swim. Once we jacked the sheriffs car up while he was in the coffee shop there we left his tires barely off the ground and then went speeding by. He jumped in his car and threw it in gear and just stayed there trying to figure out what was wrong.

Brock- hu we'd go to jail now

Grandpa- and uh we say every chance I got we headed up to the foot hills and went hiking and traveling or chasing rabbits or something.

Brock- hu, Did you go to the navy right out of high school?

Grandpa- yeah I did uh it was the Korean War was going I was getting old enough I knew I was going to be drafted didn't want to go in the army so I graduated from high school at 10:00 in the morning couldn't decide between the navy or the air force so I flipped a coin and it came up navy so I went down at 2:00 in the afternoon and joined the navy and then while I was in boot camp at ah there in California I was in the naval boot camp I applied for naval air force and I got that so I got both of them so I ended up in the naval air force and as an aircraft engine mechanic.

Brock-hu uh how long did yeah do that?

Grandpa-I was active for 4 years and then inactive for 2 so I was tied up for 6 years I was quit proud to serve the country I didn't mind it in there along hitch but I had a lot of experiences in there.

Brock-uh well you've told me a lot of those experiences. But can you think things you didn't want anybody to know?

Grandpa-yeah basically yeah well there in boot camp uh I went through there I know I sprained an ankle but I didn't say anything cause I didn't want to stay any longer in boot camp so I just hobbled along and got through boot camp and then went back to Memphis Tennessee is where they had the air air man school went through that and learned the mechanics and everything on the air craft back there and then uh had some experiences there I got my first rides in jets and stuff went up with the them and that went to Florida went through the low pressure chamber and the check out we had to go through a low pressure chamber the ejection seat check out there before we could go up in the jets because of the high altitude and speed and uh while we were there is what they would do it would make yeah wonder on the ejection seat check out there they just had this seat with a cylinder that they sat down and they put a 30 caliber canon shell under that seat and sat the cylinder down in there and then you sat in the seat and fired it off and it would throw you about 80 feet in the air up a track that stopped you you didn't know about the ride up cause it was just so fast but they said when you ejected you had to be ridged or you'd break a neck or something as you went out but so you had to check that out cause that was quit a ride.

Brock-hahaha Gee

Grandpa-And then you had to uh then we had to jump out over a swimming pool had to jump out of the rafters there with a Para shoot harness on us and practice you know we'd hit the end of the harness we'd have to practice getting out of the harness before you went into the water if you had to bale out over water because you didn't want that Para shoot to tangle as you went down so we went through that and in the low pressure chamber they just took you up to altitude and that and you just kind of faded you didn't really know anything and when they turned it back on well gosh it's just like turning the lights on because you got ta know the affects with going without the oxygen and that so you know when to plug that in the aircraft in the jets flew in there they had a oxygen tank in the seat cushions of your Para shoot when you are sitting in the planes so if you had to bale out at 40.000 feet you'd need oxygen to get you down lower and so you had an oxygen tank that went right out with yeah so you had your oxygen up there if you had to go out at altitude and uh that was the experiences there on the land then if you want more experiences as I went through the navy

Brock-ya that would be good

Grandpa- then from there I went too I got assigned too VA95 which is an air station there in Alameda California then we'd go out to sea for 7 months then we'd come in and train and do bombing and gunnery ranges up at Fallon Nevada and while we was out up sea we had to take care of everything there on the aircraft and work on them there and what we would do is we'd the catapults would sent them off and we had one experience with the pilot when there ready to go off the catapult they would fire the engines they turn their engines up get air speed to get their engines at an air speed there and then they would salute the flight deck officers to shoot them off the flight deck and then that would shoot

them off and that would be air born but this one pilot he saluted and when he saluted his aircraft flamed out but he'd already saluted so they fired the catapult and just by habit he laid on his brakes and all there was was two smoking tires going down the flight deck and shooting on the end didn't slow him down a bit til he hit the water out there and then we picked him up and we called him angel we always had helicopter flying when we done flight operations on the ship because he got out on the wing and we picked him up that was one experience and then we had a few more experience where we had air craft come in and crash on the flight deck and that really creates problems we had people in air craft tight and that up there we lost 16 people on the flight deck just through accidents and stuff and then one night one experiences which was kind of scary and different we got in the edge of a typhoon out there at sea and we had waves the flight deck was about 80 ft above water and we had waves coming up over that and we had to make sure that the air craft didn't get loose break loose up there on the flight deck and cause a bunch of damage so we would go out 3 of us at a time and tie a rope between us and go out there on the flight deck to check all the tie downs and when the waves come up and hit you it would knock you down and sweep you off but with the rope between us it would always catch on the landing gear of the air craft and keep you from going over board, that was a long night we would go out there every hour and check the air craft that way tied together and let the waves just throw you around.

Brock- Holy Cow, that's scary!

Grandpa-that's what we had to do but we came out all right, is why we got caught on the edge, we didn't get out soon enough we had a plane go out that had pilot radio mayday and he had to bale out and we was searching for him until the last minute never did find

him but then we got caught in it in the ship it tossed us around it was pretty rough a most the time on the flight deck we was quite high and dry but we had destroyer escorts out there escorting us around if there were any problems but see we'd be up there high and dry on the flight deck wandering around and they would be down in those little escort they go over one wave and under the next one so they were under water as much as they were above water

Brock-were they planes?

Grandpa- no, they were ships, they were smaller ships they had a bunch of heavy gun power fire and everything like that they were the protector for the carrier if we couldn't get our planes off we were at war so but a yeah that was some experiences

Brock- what did you do after the Navy?

Grandpa- after the navy we got out I went up and worked in Salt Lake for a while on construction on some roads and highways up there and then I ah went to school the GI bill I went to school and got me a degree in big game management wild life management then I went to work for the fish and game department.

Brock- where did you live at that time?

Grandpa- well doing the summers at school I worked on summer range inventory worked all over the state and then when I graduated from there I got appointed conservation officer down here in Ferron that's what brought me down here to Ferron

Brock – lets see

Grandpa- and then after 8 years there it got political so I decided so I got out and went to the mines that's where I finished out with a retirement in the mines after about 3 cave ins and bunch of operations there.



Brock- how long did you work in the mines?

Grandpa- 17 years

Brock- what mines did you work at?

Grandpa- Des bee dove and a wilburg that's the only 2 mines I worked at I worked at the tipple most of the time at des bee dove

Brock- um how about when you were first married what was you doing at that time?

Grandpa- well when I was 1<sup>st</sup> married I was there at Memphis with the air group there I Married Caroline Shanks. We had 4 children 3 girls and 1 boy, Joy, Marcie, Reggie, and Cheryl and then when my wife was 29 she died, Cheryl was just a tiny baby at the time. I remarried shortly after to VeRee Childs Cox who had lost a husband. She had a son Bill. We had 2 more children together your mother Valerie and Shayne. That gave us a family of 7 children to raise together. We raised the family here and that's where we are now. Most of the children are around here with Bill in Logan and Cheryl in Ogden the rest are here in Emery County. I coal mined most of them years.

Brock- um

Grandpa – the air craft carrier I was on was ty condonroga which is cba in class york town class carrier it during the 2<sup>nd</sup> world war it was there we had area in the decks where you see where they had to weld everything up and that where some kamikaze planes 3 of them had dove into the carrier made holes in the decks and that so they patched up

Brock- when was that?

Grandpa- that was the 2<sup>nd</sup> world war when with the Japanese when they had those kamikaze divers

Brock- uh ha

Grandpa- they would fly there plane into it but we didn't take any fire when we was there some of our planes got hit sometimes and came back with holes in them that we would send out

Brock-what countries did you get to see?

Grandpa-we cruised I got to see Japan, and hung on Philippines we was in all them down the Philippines we was out there a lot of times we was out there at sea a lot of times out there at sea if we seen the dolphins if it was calm sometimes we would lower our nets of the side of the carrier and climb down the nets and go swimming a while but if the dolphins or porpoise left we would come back on board because the sharks wouldn't come around them

Brock- oh really?

Grandpa- but down in the philipiens we were stationed there for a while getting supplies and went out swimming out there in the bay one of our air craft who took of from the beach he was flying around out there and he came back in and started buzzing and started diving at us and we couldn't figure out what he was doing we was all woundering what he was doing that to us for and when he came back around he was pointing as he came over and we looked out there and there was a whole school of sharks coming toward us I learned how to swim pretty fast we headed for the beach a bunch of us out there so we had a lot of experiences

Brock- them sharks were right by the shore?

Grandpa- yea they was moving right in the bay where we was they was coming in from out there but he had seen them from the air so he came back down to warn us but a we had a a lot of them experiences a lot of them was good experience you know we learned

to and got a long there a lot there but lost a lot of friends and pilot and that who would go down you would send them out and they wouldn't come back

Brock- can you think of any other experiences that you had through your life?

Grandpa- yeah I had a few experiences a lot in the outdoors and that one time up Monroe canyon I was running trying to beat some guys back to camp we was at a scout camp so I took a short cut running in the dark and I ran off a 30 ft., ledge and got banged up a little bit there come down so I learned that you don't do that when you cant see and then a I had a lot of experiences with the cars we had on old model a ford of my friends that we drove up to fish lake the bearings and rods went out on that so we used to have the bacon and it had that old heavy bacon grease or that had bacon rin around the bacon and that the old heavy bacon rin so we took that off and wrapped the crank shaft with that bacon rind as a bearing and put it back together and he drove that thing for about 4 months on that old bacon grease before he had to fix it so a lot of thing like that

Brock- well when you was in the forest service

Grandpa- fish and game

Brock-yea didn't you do a lot of stuff with elk and other wildlife?

Grandpa- yeah, yeah when I was there with the fish and game I got in on we trapped elk there on the Manti mountain you may have seen them here several years ago that had these collars on them we put green collars on trail mountain and white in the muddy red on out on the horn and then we could follow the migration yeah we trapped them we get oh any where right about 75 usually in the trap we made big wings and brought with a helicopters and then the elk the thing about them they would just kind a sulk when you had them trapped we would climb right in there and put collars and that on them they

didn't bother us that much but then I got in on trapping buffalo down on the Henney mountains we had to trap them for that brucellouosis test you didn't get in the pen with them we had some of them we had one old bull that went in there we had 4 by 12 timbers on 6 ft centers on the posts and that old bull broke through that fence

Brock- holy cow!

Grandpa- they are powerful animals but yeah then them bulls with the buffalo they would get in there and they would start fighting other animals and everything so we had to tranquilize them right off the bat down there with tranquilizer guns yeah we trapped them and done that and then the antelope that are down here on the san Rafael right now we went over I went with a group we went over to Dutch john on the Utah side we trapped a bunch of them antelope and we had a got them in a rope tied corral so they wouldn't hurt themselves and we had to just get in there and bull dog them to load them we didn't have a ramp or anything

Brock- by hand

Grandpa- yes they anit very big but they can sure kick we had bruises but yeah so that's where they came from we brought them back and planted them over by price and down here from over there at Dutch john so I got in on that trapping

Brock- where's Dutch john?

Grandpa- its over there by vernal

Brock- oh

Grandpa- over there by the Colorado state line and I done that and I trapped deer with deer they would fight you to the finish there so with deer we would have to just bait them into small corrals and collapsible rope corrals so we could handle them that way that's

how we had to work with them one time when I was there with the department we had over there by Orangeville up there on that diversion canal there's these cement ramps that goes down through into those siphons we had a 4 point buck get into there so I had to go up I got 2 fellows we went up there and we had to rope it and pull it up out of there and we cut the rope because nobody would go take it off it was ready to fight but a so we done that and then I had to do a lot of nights of herding deer out of the fields and stuff and then one thing we would do that I got in a lot is we go up with air plane and do our winter counting of elk and that moving around there and check things out from the air craft

Brock- what about the mines, do you have any stories from when you worked there?

Grandpa- working in the mines I didn't mind it I was doing roof bolting I did get caved on 3 times one time I got the hand about took off they put that back on and leg and that but a I healed up I got a good artificial knee out of it but most of the time it was a different type of world underneath there but it wasn't bad I got to where I didn't mind it you just had to pay attention and be alert it was a different working aspect than it was with the fish and game or a board the ship and that

Brock- how many kids did you have?

Grandpa- well we had 7 kids and one thing that worked out at the mine is I had to take disability early because of the knee and that when the had to replace this and that so then after that I did end up working 6 years over at the temple over at Manti so I guess that's one benefit out of getting mashed I had to take an early retirement I have no regrets I enjoy life and enjoyed going there one other experience on the ship we was working in such close quarters and when the air craft would come in the tail hook would have to

catch it on a cable across the deck which was on tension wheels to stop the air craft when it came in because it didn't have room to use the brakes or that so that's what we would stop it with we had one come in and one of them cables broke and there was so much force on the cable the flight deck officer was standing up there directing traffic and a the cable came over took his legs it took both his legs off but there was so much pressure and so fast that it took both legs off below the knees and just dropped him down on the stumps it didn't even knock him down it just took them off so fast with the pressure coming from that cable and those reels we did have accidents there one thing is with the carrier too in order to land if a air craft was out there if he had extra fuel he had to dump his fuel they had to eject there fuel because we didn't want to land on the carrier deck with a full tank of fuel in case of problems or accidents because we didn't have any place to run if the ship caught on fire and a so then they would have enough fuel left for 3 passes and sometimes the hydraulics wouldn't be off the tail they couldn't grab the tail hook well then they either had to fly in to the crash barrier or they had to just take the air craft up and bale out and let the air craft go because they was out of fuel and we couldn't catch them on the deck but the crash barrier is just a big barrier with the jets would just raise 2 cables would just come out of the deck on big cables these big cables would have nylon straps about 2 feet apart going up and down and they would just come in with the jets and aim the nose between one of them spaces and they a the nylon would just grab the wings and usually peel the wings off but it would stop them they could come in that way there wasn't we only had a couple that done that most of them went out and bailed out but then the old prod jobs we had some propeller jobs on there is what they had on them is just raised the cable up which would just grab the landing gear and just trip them

put them over on there nose so we didn't have many of them that wanted to come in neither on the crash barriers we did loose some air craft because they ran out of fuel because it was too much of a hazard to leave to fuel in them and if they couldn't catch a cable on t he flight deck well there was no way they could stop

Brock- oh

Grandpa-just go right on off the deck

Brock- how big was the flight deck?

Grandpa- it was about the size of a foot ball field we had 3000 people on the ship so it was just a little floating city but the ship company took care of the ship we just took care of the aircrafts and that we had an elevator we took them down to the deck that's where we did all the repair on them all the work, it was close quarters some of the accidents the 16 people we lost there on the flight deck was just people from ships coming didn't really know what was going on they would come up there nosing around looking to see what was going on there we had an experience one of them came up and on of the jets was turning up there and the suction of the intake suck his hat off so him no thinking he went over to look in to see where his hat went and it sucked him in there so just things like that and you never walk behind them jets you never know when they are going to kick in there after burners and their average tail pipes about 650 degrees cenagrade

Brock- oh

Grandpa- and if you come up the flight deck and stick your head up one of them and it kicks in an after burner well its going to fry you right there so and you always had to watch on the flight deck because you know if you get knocked down or that like I got knocked down once when your back in the pack checking things you not supposed to turn

any thing up but I got knocked down by and air craft and blew under a prop of another one I hugged the floor pretty tight until I could grab and landing gear to stop me from moving its just tight quarters and had to pay attention

Brock- ha how long did you go out on the ship at a time?

Grandpa- you mean well we would go out on 7 month cruises but the air craft could go out for a couple hours and this and that but then they had to use had a lot of technology because you know you get out there at sea you. But anyway, more experiences there at sea we would send out we would tow targets out there for the air craft to come in and bomb with the miniature bombs or shoot the aircraft there and then we also for a lot of our practice out there we would send out drowns from ship we would control them there from the ship a drown out there and then the air craft would come in a shoot it down we didn't use the regular rockets to shoot these drowns down because a they were heat sensors and if they picked up a heat trail of another air craft they would fly right up the tailpipe the had there heat sensors on the head and they would just guide their selves and let you fire them so a but a yeah we had all them experiences and that's what we would do a with the landing on the flight deck the air craft the ship looked about like a postage stamp floating in a glass of water floating back and forth and up and down and your trying to land and air craft on it we'd only make 36 landings and then we'd change all the tires on the air craft because it would work on them so much we was always working and taking care of that

Brock- were all your supplies to fix it and stuff on the ship or did they bring them in with the air craft?



Grandpa- we would go into port and stock up, we had rooms cooler and that we could haul enough on that ship for about a 6 month cruise without going in or without more supplies or that but the air craft would go out and bring the mail into us they'd bring mail in we'd get that about once a week they'd come in, the longest we was out with out seeing land is about 45 days

Brock- that's quit a long time

Grandpa – yeah, but you'd get there and then we had to go down once it what was well we had to go down and sit down 1 degree off the equator when they was having a problem down there we went down and sat about 1 degree off the equator there for 30 days and it was so blooming hot that we would go up on the air craft deck and we would start the propeller planes and run them get behind them as fans.

Brock- ha ha

Grandpa-try to keep you cool because it was warm but one too if we had an air craft that got out and had any mechanical problems or that there is was close enough where you could fly to a landing place on a beach someplace we'd always send him there rather than bring the emergency on the ship because we did get one air craft come in a caught on fire and we had fire down between the bulk heads between a lot of our ammunition places and so we, we was ready to abandon ship but we finally got the fire under control before we got any problems there, like I said your on the ship there isn't anyplace to run ha ha just from one end of the ship to another

Brock- yeah

Grandpa-but that was the experiences we had there

Brock- that's pretty neat

Grandpa- yeah

Brock- in your hobbies oh well you said that you liked the outdoors and spent a lot of time there so do you have any hunting stories and that kind of stuff?

Grandpa-well when we started out hunting we only had a single shot, shot gun and so we had to learn to aim the first shot we didn't have any backup like this and we didn't have a lot of money for bullets so we tried to make them all count but I started out with an old single shot 12 gauge gun but uncle Parley used to be Grandpa Young he had given me stated out with that but the firing pin broke so I cut down a pitch fork tine used a pitch fork tine put it in for a firing pin so that worked and we got that going and then 22 started out with single shot but then we finally got pumps when I was growing up and that with 22s we hunted a lot of rabbits and uh when I was out on the farm a few experiences I've had I know I like to hunt the top of the ridges and shoot the deer because I'm above them and they don't see ya too well that far but then after a crew got over to help me carry a few back up the ridge they wouldn't let me hunt the edges of the ridge any more I had to hunt the center so I couldn't shoot them down at the bottom because we had to bring them up a long ways there. There was a lot of deer you could almost pick the ones you want. I wouldn't take anything less than a 4 point. And a you could pick em if you went. we had a lot of experiences there. I walked a lot, I used to try where I used to want to hunt I wanted to get away from the crowds. So I would go back in the back country, back away from where all the roads or any thing was. Our cars wasn't that modern anyway. The first car I got was a well I was too young to drive but I got me a old model A convertible, 1929 model A. it had a rumble seat in the back to sit and that but I got that fixed up and got that running. And when I got a little newer outfit them old model A's

they were just 4 cylinders and I had to coax them along a lot well then I sold it for a 50 dollars. I wish I had it now because it would be worth probably about 20 thousand right now for an antique. But anyway that's what we started and we used to use them me and my friends they had some model A's too and there was a pond down there that would freeze in the winter and we would get heading down there down a little road way to that pond. When we would hit the ice then we would hit the breaks and turn the steering wheel and go spinning out across this pond we done that quite a bit til one time my one friend Gaylon in his model A tipped over on the top and we couldn't find him. he was just my age and finally we found him he was under the model A so we had to pick that up and get him out but it wasn't heavy and that he said he was ok but then you could take your fingers and push them in the side of his head and we new he had fractures so we took him in but that ended that kind of fun we decided that wasn't too good because you can roll over but we would ah do that but then my one scout master had a old model A and we wanted to get into these lakes but it didn't really have the power so we took and we put one transmission between the other transmission so we had two transmissions in it one behind the other and it give us, we had 5 reverses and we had 8 forward gears on it and it would just draw a snails pace but it would go up them hills. it didn't need a lot of power cuz we had it geared down. Well, I always liked mechanics and I puttered around a lot with mechanics and that so that's what we'd do with cars we would get old ones and that. My brother Tom he got a old ford well its an old little ford car that had its gear shift up on top of the steering column and I didn't like it over on the right I wanted to shift it on the left and I went on and I tipped the gear shift over so it just reversed all the gears and that he finally got upset and made me put it back but we was always puttering that

way trying to get things going. And then as far as hunting and that I was a lot of times pretty lucky we went to a Johnson reservoir with Tom John R and some of them they was going to fish it was the middle of the day said they couldn't hunt and I walked over there and saw a deer track headed up into the heavy pines and so I took my rifle and told them that I was going to go up there and shoot this deer and they just laughed at me but I snuck up through the trees and got up there and there was some ledges up there in the center of the trees I came out on the ledges and the deer was asleep right under the ledges and I leaned off the ledge and shot him and it was a nice 5 point so after that they when I started shooting they grabbed their guns and came running up but I had already scared all the deer out of there. I had experiences like that. Like I said I creep around like that on my own and that's how I got most of my bigger deer was just off like that on my own, just milling around and looking but a yeah we'd go up there it wouldn't be uncommon to go 3 or 4 of us up there and we'd all get a nice buck. Seems like there was a lot more than there is now and conditions were different than they are now. And then I know we a I was just a young kid we was going out hunting some geese, we seen some geese out there in the field they was Canadian honkers but, we started sneaking up to them they didn't fly so we got right up to them about the time we ran out in there to shoot some well the farmer came out and they were some tame ones he had in his field so we didn't get them. We used to go down the Sevier river when we was kids there was a lot of carp in the Sevier river so we'd go there and wade through the river and with pitch forks and spear carps so that's how we'd get them we'd take pitch forks down there. Well we didn't have a lot see my dad died when I was only two so I grew up without a dad but we didn't have a lot but we just kind of made our own fun. We just went out and done things

we always had fun doing them. I worked there and with equipment I always liked that so if anyone had equipment I'd putter around and try to fix that I thought I could fix everything but I found out that there was some things I couldn't. and the old farms too when I was working with uncle Andy down there on the farm we just had a pitch fork we'd fork the hay onto the wagon and just tromp the hay. When I was young I'd be the tromper they throw it up in these piles on the wagon and I'd tromp it and they bring it to the stack where they had a derrick with a big fork and team on that and a cable and hook that on the hay and pull it up to the stack. It would swing over and someone would be up on the stack and dump it and that's how we used to stack it and go from there. Thought I was pretty good when I got to drive the horse who was pulling the hay up and down and then the first tractor we got was an old john deer it just had one cylinder and one wheel on the front that was quite an improvement on the farm in those days

Brock- I bet

Grandpa- and then as we went into high school we used to go out they had a few potato patches out there and we go out we had a belt on with hooks and we'd go out and hook sacks on and drag them between our legs and pick up potatoes that's pretty boring so I felt pretty good when I got strong enough that I could throw the potatoes. When I was 15 I was bucking potatoes we would load sacks on an old truck it wasn't licensed it couldn't get licensed it didn't have brakes or anything we'd load that and haul them into the pit, I had quite a few experiences with that old outfit but yeah we used to just do with what we had and go for it. Anything else you want to go into?

Brock-what did you do in high school?

Grandpa- well in high school I played basket ball and base ball I played a lot our basketball our jr varsity team we won the regional championship thought that was pretty good then the year I made the high school team a rock rolled of the hay stack and broke my big toe so I was out didn't get to play that year. But in base ball I done a lot of pitching and played short stop and 3<sup>rd</sup> base a lot. That's what we'd do and then after school was out we'd just go nail a board or a rim on a telephone pole that was our basket and we'd play out in the roads it was usually just gravel it would get pretty rough but that was our basketball goals until they came down and make us take them off the pole and then we let it cool down and then we'd go nail it on another pole. But anyway that's what we used to do. Fishing I used to like to walk into lakes on boulder mountain we walk in and get away from the people in the most remote areas and that's where we'd go fishing. I had experiences where I was with uncle Parly we knocked the battery out of the car it was an old chev. It had the battery down by the floor boards we went over a bump and smashed the battery so we walked off there in the middle of the night got home about four in the morning. Just things like that we didn't have any cell phones to call anybody if we broke down we just started walking and that's where we headed

Brock- in high school or after didn't you do pole vaulting?

Grandpa- yeah in track for a while I held the Jr High record in pole vaulting at 10 ft. we didn't have football teams then but we done track base ball basket ball and whatever else we could think of that's what we done. I kind of done a lot of coasting in school I didn't think studying was important when I finally got out and went into the navy I came out of the navy I decided to go to collage and I found out I should of done better in high school because the 1<sup>st</sup> thing I had to take in collage was dumb bell English to get caught up and

then I went up to Utah State and got a degree in wildlife management. That's when I started into the fish and game

Brock- that's pretty neat, thank you!