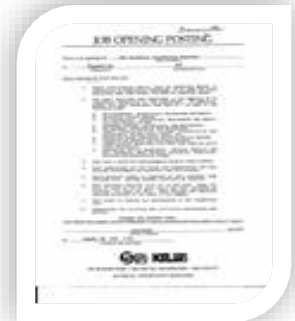


## Chapter 13 Bonneville International – KSL



### JOB OPENING POSTING

#### There is an opening for **KSL Broadcast** **Transmitter Engineer**

#### REQUIREMENTS FOR THE JOB:

- I. *Basic electronics theory, such as associate degree in electronics or electronics technology, or at least two years equivalent post high school, military or technical school. Two years full-time work experience in the capacity of an electronic technician or the equivalent. In addition, prefer one-year experience from each of 5 or more of the Following areas.*
  - a. *AM Transmitter, Installation, Maintenance and Repair.*
  - b. *Electronic circuit design.*
  - c. *FM Transmitter, Installation, Maintenance and Repair, Includes Stereo and SCA.*
  - d. *Microwave Systems, Installation, and Maintenance.*
  - e. *STL Systems, Installation and Maintenance.*
  - f. *Radio Communications Systems Installation and Maintenance; Two-Way Radio, Radar, etc.*
  - g. *Electrical Power Generation and Distribution Systems.*
  - h. *Transmitting Antenna and Grounding Systems.*
  - i. *Communications Experience with both tube type and solid-state electronics.*
  - j. *Mechanical Skills Experience: Welding; Electric and Gas; Carpentry; Metal Working; Janitorial; Electrical; Building and Construction Trades.*
3. *Must have a valid FCC Radiotelephone 1ST Class License.*
4. *Must understand the FCC Rules and Regulations and keep accurate maintenance and operation logs and records.*



5. *Heavy physical labor is required at this isolated, high altitude site. Extreme weather conditions at location.*
6. *Work schedule requires "live in" at the site. Eight (8) days of work at 16 or more hours per day, followed by thirteen (13) days off duty. Some rotation and variation required according to the needs of the company.*
7. *Must share in cooking and housekeeping at the transmitter site.*
8. *Responsible for building and janitorial maintenance and service.*
9. *Other Requirements:*
  - a. *Normal Color Vision*
  - b. *No smoking allowed in the buildings or on the premises indoors. Restricted out of doors.*
  - c. *No use of alcohol or drugs while on duty, or at the job site.*
  - d. *Obtain and maintain a valid First Aid Training Certificate,*
  - e. *Must be in excellent health. Physical examination may be required annually.*
  - f. *Must accept and use company provided transportation Between the business offices and the work site.*
  - g. *Six months working probationary period.*
10. *Must be mature and stable in this isolated, high altitude, work environment.*



*Cloyde Anderton*

I was interviewed by Cloyde Anderton for my qualifications to meet the position requirements. There were great concerns “as I was living in Monroe at the time. Cloyde discussed the coordination cost of getting the Engineers up to the Bonneville transmitting facility on top of the 10,000 Ft. Mountain. If he did hire me, I would be permitted to be late once, but the second time I would be discharged. (I was never late)



He explained that the job requires a special kind of a **mountain man**. Living on top of a mountain is an experience of many hardships, wild animals, wind, snow and ice, and personal survival.



*KSL Bonneville transmitter site,  
Farnsworth Peak in the Oquirrh Mountains  
West of Salt Lake City, Utah*

When I worked for the State of Utah, Vince Clayton was in the *My vision of a mountain man* top echelon with KSL. He was chairman of the Emergency Broadcast Committee which I was the secretary and we worked together closely. I didn't know the position he presently held or if he was still working

for KSL I never tried to look him up or contact me. I didn't want there to be any chance that I got the job because "I knew someone," Like happened with Martin Denver in Colorado and at the Telephone Company in Salt Lake. Another name I didn't mention was Rollow Kimball, another name that was in the upper management with KSL. Rollow and I were very close, working together in the Civil Air Patrol. I did know that Rollow Kimball had retired and possible past on. I remember he or his son that was flying back to Salt Lake and crashed, killing all aboard. Then found that there was "cold box" filled with Dry Ice to keep some cold. They didn't think about the fumes of Dry Ice in a closed Compartment.

A note from the History:

27 July 1951 - Rollow Kimball, Cut Miller, and Vince Clayton used **horses** for transportation of materials to survey the area Foxes, porcupines, elk, bears, wild dogs, deer, linx cats,



bobcats, cougars, ferrets, chipmunks, rock chucks, and many other animals were seen in the canyon. We could stumble over sage hens and grouse if we were not careful.

The Oquirrh Mountains lie on the west side of the Salt Lake Valley, extending north and south about thirty miles.

The highest elevation is Lewiston Peak at 10,676 feet. The name Oquirrh (pronounced O-Ker) was taken from the \*Goshute Indian word meaning "wooded mountain." Early visits to

these mountains were undertaken by the Indians, **mountain men**, government explorers, and Mormon pioneers. They encountered heavily forested canyons with large maple trees, scrub oak, and red pine with trunks as large as three feet in diameter.

The first attempt to settle in the Oquirrh occurred in 1848. At that time two Mormon pioneer brothers, Thomas and Sanford Bingham, set up camp at the mouth of Bingham Canyon.

They had been sent to the area by Brigham Young, who had requested that they take a herd of horses and cattle belonging to himself, the Bingham family, and others, up to the high land around the main canyon. For the next year or so, the Bingham brothers spent their time in what became known as Bingham Canyon, herding cattle and, to a limited degree, prospecting for valuable minerals. Some ores were found, but the brothers were advised by Brigham Young not to engage in mining at that time. The ore finds were soon forgotten after 1850 when Bingham left on a mission to settle Weber County. For the next decade, the Oquirrh's continued to be used as a grazing ground as well as a valuable source of timber for the Mormons.

The Johnson's Army marched through Salt Lake City in June 1859 and set up Camp in a Valley on the East Side of the Oquirrh Mountains the Valley provided water, wood, Game and Isolated the Army from View of the Mormons in Salt Lake Valley. The Army was supposed to number 1500 rank and file.

Gen. Robert T. Burton (Nauvoo Legion, on guard in Salt Lake City on June 26<sup>th</sup>, 1858 Journalized "At 10 a.m. troupes commenced passing through until 12:30 when those in the rear halted. At 2 p.m. again commenced to pass through until 5:30 p. m. There are reported to be 600 wagons, 6000 head of animals and 3000 men. They later relocated to Camp Floyd.

Cloyde Anderton didn't scare me off as some who made application for the position. There were still a number of applications for the job. The Lord blessed me, a 49-year man to become another of the "Mountain Men"

My first day of work was 23 October 1979, when the road was closed for we came up in a helicopter. The boss was Cloyde Anderton, who also works on some shifts. The week shift was 24 hours a day for eight days. At that time, there were two or three men on every shift.




We were supposed to get at least 8 hours sleep at night, but most of the times that didn't happen.










Tuesdays were shift change day. You would report to the Studio at 10 AM. You would carry a bag of a change of clothes, fresh vegetables, milk, etc. Each person was required to bring a 5-gallon container of drinking water. Our workday was 16 hours per day for the eight-day shift. We were always busy and had about no free time during the day. During that time, we had to fix our meals and did our dishes and housekeeping. At shift change, Dishes had to be washed and put away, refrigerator cleaned out.

At least one Engineer had to be on duty during the 24-hour day Shift change day, you would do the cleaning of the facility as well as your normal assignments. There was a lot of Square foot of floor in the Transmitter facility. I mopped a lot of floors. It wasn't so bad if no one had been up working on an FM Transmitter or other equipment. KSL equipment was priority. We did work on any of the equipment belong to the individual when requested but we always preferred that the FM station engineer take care of their own equipment.

#### TUESDAY – SHIFT CHANGE DAY

Tuesdays were shift change day. You would report to the Studio at 1000. You would carry a bag of a change of clothes, fresh vegetables, milk, etc. Each person was required to bring a 5 gallon container of drinking water.

		
Chopper 5 taking off from Salt Lake City Air port	Farnsworth Peak Above the Clouds	Farnsworth Peak must be there some where

		
Farnsworth Peak	There it is! Snow is as high as the roof of the Transmitter Building	John is digging out so we can get in and out of the building
		
Here comes my relief	Landing on the top of Snow that is high than the building roof	Taking things in to the building
		
Earl on his way Home	Cloyde was injured in the Farnsworth Peak Helicopter crash	Several weeks in the Summer, we could drive to Farnsworth Peak



Shoving snow was a major assignment for the Mountain men. The five gallons was for drinking and other areas where purified water was required. Other water requirement for things like flushing the toilet, mapping floors, cooling equipment had to be generated. It was too heavy



for the helicopter; roads were too steep to bring up the roads. Water could only be generated in the wintertime where there was snow. Snow would be shoveled into a heated tub for melting and the pumped into large storages buried tanks. The shift notes had to contain the amount of water generated by that shift. The picture shows Ear shoveling snow into the Show melting tank. When the snow level was above the roof level (sometimes 20 ft. deep), a little room under the snow would develop. The picture is of Roy Jones digging into the room.



At 1030, you would drive to where the Helicopter was located. Usually, it was at the Salt Lake International Airport.

It would normally take three hours to make the shift change if the weather was good. However, there were times that it took five days waiting for the weather to clear. If you were on the mountain, your shift would require five days longer to get off. If you were going up, you would wait until dark and then go home and come back at 0800 the following morning. I would go back and spend the night in my Van.

I had customized my Van with a little living center with a bed and port a potty. It was Home away from home.



This was our Farnsworth Peak crew when I started. The shifts would change you working with each member of the crew. Earl Richardson worked up there more than 40 years. He was the one with all the answers and had been involved about everything that happened. He was there at the start and hiked to the top of the mountain on Snowshoes or skis.



Cloyde Anderton

Third person from Left

Earl Richardson      right of Cloyde Anderton

Russ Bateman      left of Cloyde Anderton

Les Newren      forth from the right

Drew Peck      3<sup>rd</sup> from right

Roy Jones      2<sup>nd</sup> from right

Bob Person      on far right

There was a kitchen with a Microwave, a sink and a Refrigerator. A Bathroom with a Shower and two cramped Bedrooms that was hot and noisy. Later they did add/replace the two bedrooms with four additional bedrooms. The building was spread out over the top of the mountain, housing 12 FM Radio Stations and my smaller radio systems including the FBI, Secret Service.

I appreciate my special friend, Earl Richardson giving me access to his “life at the top” diary. Some of the notes in this history are taken from his diary that was kept at Farnsworth Peak.

A copy of this history can be found on my web site [www.russbateman.com](http://www.russbateman.com).





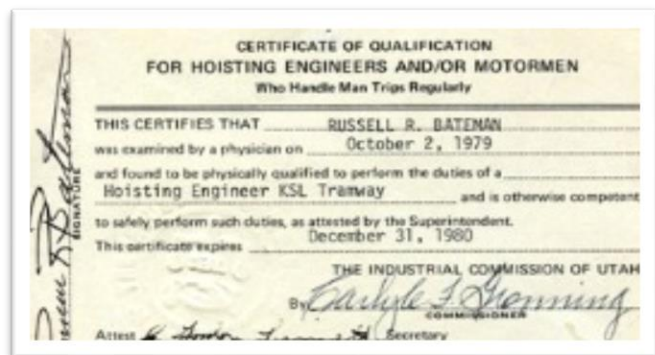
Earl Richardson was the primary Engineer for over 40 years. He was at the Transmitter control for every General Conference for 33 years. On 5 April 1984, was the first time there was general conference that Earl wasn't there. Less, Roy and I were the operating Engineers. Conference ran without a problem.

One-time (before my employment) conference went off the air during Conference, when President Hinckley was speaking, and the Transmitter went off the air for 20 minutes before it could get back on the air again. President Hinckley made the statement. **“KSL will never again go off the air during a General Conference.”** And to my knowledge, it has not ever happened again. To make that happen, we spend many hours of Engineer, installations and insurance planning so that there was back up for every possible thing that could cause an outage.



During the years that I was on duty before conference, I would check all the duplication equipment, backup Generator and transmitter on and running prior to the start of every session. We would take turns to be the person to watch conference with our finger on the button that would immediately shift everything to the backup equipment.

During my first interview with Cloyde Anderton, He told me that I would have to understand that KSL Channel 5 would be on the air during assigned hours and there would be no interruption or to go off the air during that time. During my 15 years, while I was on shift, there was only one time that the Channel 5 was interrupted during my shift. I will write about that later. Each of the Mountain Man Engineers were required know how to operate the KSL Tran. The ski lift type Tram was built to transport personnel and equipment



up the mountain to Farnsworth Peak. The State required us to certify and be licensed for this requirement.

We called it the KSL Tram. Our tram only had one car and a Tram building on each end.



The Control of the Tram Car was from the top Tram Building on Farnsworth Peak. I am surprised that I cannot find pictures of the KSL Tram. The KSL Tram was an era before my time. I only road in it once and never was the controlling operator.

The Pictures are not of our Tram Car, but similar. Our Tram car was not as fancy as those shown. There were a lot of problems with the Tram. One time the Tram Car cable broke and the car fell to the ground. Two of our Engineers were injured. The Tram Cables stayed up (but not in service) until 10 October 1984.

1 April 1980 –Shift Change Helicopter brought up the shift change up to Farnsworth Peak and shutdown the engine to unload the two men and their supplies. After loading up the shift going down, The Hosking’s helicopter wouldn't start. We took some generator batteries out and helped the pilot start it.

July 1980 - A FLOOD WASHED OUR ROAD AWAY.

28 Feb. 1981 - Jim Dirker, The KSL “Chopper 5 pilot picked Earl in his sports car. We drove to the airport, rolled out Chopper 5, flew to Farnsworth Peak and picked up John Griffin who had been injured. We flew him to the hospital



22 June 1981 - During a bright orange sunset, lightning hit the windsock pole and wiped out the Ham repeater. It started a fire near Farnsworth Peak. County fire trucks came in the canyon about 1:00 a.m. They wanted us to get Chopper 5 to check it out. They said the fire was just below us. They could see it from the boat harbor. Kennecott guards let the fire trucks in the canyon, and they put it out.

A Rattlesnake 39.5 inches long with 11 rattles was found by the weather station

19 Sept. 1981 - We had a party with 55 guests on Farnsworth Peak. Earl and Carolyn, Roy and Joan, Sam and Brian of Ted's crew greeted the guests and helped them into the two helicopters at the lower tram terminal. This was on the west side of the Oquirrh Mountains. We answered any questions on the tram or the operations and sent them on their way to the top. Jim, Ted, and Bruce helped unload at the top. Cloyde met the guests and took their pictures. Les, Bob, John, and **Russ** tended the equipment and organized the tours. Dale, Louise, Nancy, Rheumamah, **Gaye**, and Helen prepared the food.

All comments by our guests were positive. The number one comment was on how clean we *kept the place*. *Second was the fact that it was larger than they had expected.*

21 May 1981 - FCC Inspector Dane Erickson cited KSTU-TV for a dozen things. KSTU-TV Channel 20 is in our building. The inspector informed us that KSL-TV was "Squeaky Clean".

I did have a conflict with John (one of the replacement Engineers) about if the Holocaust really happened. John was a former member of a Bishopric, and only college graduate (Utah State) in the Mountain crew. He maintained that the Jewish Holocaust never happened and that it was all political. I guess it was a little touchy with me, but I was finally able to let it go. He was anti-military and felt things would be better if we didn't have a military.



minutes the next night evening news.

Another time, I was on the TV news was one of the series



on KSL called "Places you can't go." This was a series of places that were open to the public or places that the public just couldn't get to.



In a temple recommend interview with a Stake President, I was questioned as to the kind of literature that we had up on the mountain. He had been a military officer and it was common to have bad magazines at remote sites. I was able to tell him that I had never seem any such type literature on Farnsworth peak and I felt that all the engineers were recommend holder. I wasn't aware of any of this type material to be brought up by visiting people.

21 June 1982 - Kent Norton KSL's top Anchor newsman and Jay Fisher came up to give the weather news live from our patio on Farnsworth Peak.

Year 1983

21 Jan. 1983 - The temperature is 32 degrees below zero

10 Mar. 1983 - Took pictures from Chopper 5 at high altitude from Rock Springs, Wyoming.  
New remote distance record



10 May 1983 - There was an explosion in the propane converter room. The roof lifted about two feet and came back down in place

.The heavy snow pressure on the operations building has caused most of the doors to bind until they can be cleared off; A contractor was hired to bring men up to shovel the heavy snow of the roof of the building. Snow depth was over 20 ft.

3 Aug. 1983 – Lightning took out our power lines and also struck our 450 KVA Caterpillar generator and shorted a wire out in the exciter. We tried to run the main transmitter TT-15 on the 95 KVA Buda. It damages from the lightening and wouldn't run so we ran the TT-10 standby transmitter on it. The generator kept overheating and Russ sprinkled water on the radiator every few minutes for five hours to keep it going. We lost 20 minutes airtime during the twenty-four-hour lightning storm where lightening was continually sparking everywhere, inside and out.

This was a terrible lightning Storm; worst one that I can remember. It pounded us for about



18 hours. The heavy bolts of lightning hitting the building made loud banging for hours. It took out the main power line and we started up the main generator. Then it took out our main generator. I tried to run the secondary generator, but there was too much load on it, so I changed over to the

backup transmitter, as it took a lot less power. The backup-backup generator got hot and shut down. I shut off everything I could, including all the FM radio Stations, I got some water and kept poured it over the radiator and was able to start it again and get Channel 5 back on the air. *For hours* I was running to work on other things and back to put more water on the generator.

I don't remember who the other Engineer was, but I know he was busy during those many hours. At times, we were helping each other and other times we had to go it along. We had no time to eat or sleep for the 18 hours. I was told when I started '**at KSL, you do not go off the air** '. As soon as the weather cleared, Utah Power and Light got our commercial power





back on. In the investigation showed that we were off the air for 20 minutes. I really felt bad and was very concerned what management would say. The Station pressure for not being dark (off the air) was always stressed. I was concerned that I might be fired. Cloyde came back from the management review meeting and told me that I

was promoted to Senior Broadcast Engineer, as monument appreciation of my performance during this major Lightening storm. The other Engineer was already held the Senior Broadcast Engineer and he was given some appreciation of his efforts.

28 Oct. 1983 - We saw black smoke just north of us and called the fire department. We found out it was a helicopter that crashed and burned. The pilot, Kent Walker, had three or four passengers with him. One was injured. They all hiked to Kessler Peak where another helicopter pilot, Dave Whittaker in a Jet Ranger, took the injured man to the hospital. Life Flight landed here for directions to the crash site

5 April 1985 **LDS Conference** went OK. Less, Roy, and Russ worked this shift. This is the first Conference in the 33 years that Earl has been at KSL that he has not worked.

We lost 11 minutes and 10 seconds total airtime out of 8538 hours this last period

May 1983 - END OF THE FIRST-CLASS RADIO TELEPHONE LICENSE. Now it is a General Radio Telephone License issued for a lifetime. The end of another good era. A first-class Radio Telephone License was required to work at Radio or TV station. It always paid better when you had a first-Class license. Now no License is requiring at Broadcast Stations.

21 Mar. 1986 We saw lots of porcupines around.

29 Apr. 1986 - We set off a number of avalanches by throwing snowballs. They made lots of noise. The whole mountain side is ripe for avalanches. The east side of the mountain looks like a large waterfall



Randy Finch, John Dehnel, and Gordan Smith of Utah VHF Amateur Radio Club came up

23 Aug. 1986 - We had a party on Farnsworth Peak. Everyone was present. We had 34 people there. We served hamburgers, hot dogs, salads, drinks, and cake. Louise Newren and Gaye Bateman stayed until Tuesday.

26 Aug. 1986 - Earl and Jim escorted the Confederate Air Force men and the wrecked airplane out of Coon's Canyon

17 Sept. 1986 - Bonneville Engineering

Management came up. They were Cloyde Anderton, Earl Richardson, Talmage Ball, Barbara Nakano Robinson, Noell Clark and Bob Alleson from KSL-TV. John Dehnel, Randy Finch and Morgan Smith of KSL Radio came up as well as Francis Boyer of Bonneville LDS Church. Delynn Holt, and Russ Williams from BMC Salt Lake Tabernacle and Gary Robinson of Bonneville Engineering also made the trip up.

9 Mar. 1987 - We received a remote from Chopper 5 from Paradise Valley it was a good picture from the high altitude.

31 Mar.-7 Apr. 1987 - Takoh Endoh, Shigeru Furukawa, and Jim Butts of NEC came up. They were impressed with the place and with the beautiful drawings Russ did for them.

I did the documentation drawings for our Farnsworth Peak Facilities. NEC (Tokyo Japan) needed information for fabricating a new TV transmitting System to be made for our Facility. I did the documentation drawings that they required.



Even though KSL had an Art department, the studio engineering people preferred for me to do their Technical drawing. I did a lot of the drawings that were used in many high-level Management Meetings, including meeting with the first presidency of the LDS church who were the directing the ownership of Bonneville International. Drawings and diagrams helped explain the technical operations,



17 Sept. 1986 - Bonneville Engineering Management came up. They were Cloyde Anderton, Earl Richardson, Talmage Ball, Barbara Nakano Robinson, Noel Clark and Bob Alleson from KSL-TV. John Dehnel, Randy Finch and Morgan Smith of KSL Radio came up as well as Francis Boyer of Bonneville LDS Church. Delynn Holt, and Russ Williams from BMC Salt Lake Tabernacle and Gary Robinson of Bonneville Engineering also made the trip up.

9 Mar. 1987 - We received a remote from Chopper 5 from Paradise Valley. It was a good picture from the high altitude.

13 June 1987 - Stansbury LDS Ward came up. Eighteen people and the bishop hiked up Pole Canyon. It was a three-hour hike to make it to the top.



When the KSL Transmitter was first was located on Farnsworth Peak, it was an eight-hour hike to the top using snowshoes and Skis. For months, in the wintertime, that was the only way up and down.

I read the histories of some of these early mountain men Engineers and the experiences and different ways they tried to make it to the top of the mountain. The problem is with Snow Mobiles and Snow Cats are that the roads disappear and there is no road for them to travel and only a step wall that is just about vertical. Several scary experiences happened in the early days. I only remember in going down in a Snow Cat only once in the 15 years I was a Mountain Man.

19 June 1987 - Earl drove Cloyde, Les, Bob, and Russ to the airport and saw them off to the NEC school in Tokyo, Japan



KSL sent us to Tokyo for two weeks training on the new transmitter. In the above left Picture were: Les, Bob, Cloyde and me. We stayed in one Tokyo finest hotels and we were able to do some sight-seeing. The training helped us to understand the new TV Transmitter.



On the news this morning, a pirate station near Long Island, New York went on the air with hard rock music. The station was on a Japanese fishing ship that had been purchased for \$100,000.00. This may have had something to do with the interference. On the same frequency as KSL

Darrell Davis, a horseback rider, asked us to call Life Flight for a man named Harry Remick whose horse had fallen on him when he was going up a steep grade. His leg was torn up badly. We called Life Flight at 2:38 p.m. and they arrived here at 3:30 p.m. We gave them directions to get to him and they flew him to Holy Cross Hospital.

3 Nov.1987 - RUSS IS IN THE HOSPITAL FOR PROSTATE SURGERY

14 Dec. 1987 - The temperature is 21 degrees below zero

5 July 1988 - A pesky porcupine came in the building and rattled the waste baskets and then ate rat poison. We must keep the doors shut.

15-22 Nov. 1988 - A twin engine Cessna 421 crashed Wednesday morning in the Oquirrh south of us. It was coming from St. George

This is the earliest the water tanks have been filled. Previously, they were full on 24 Mar. 1986, 7 Mar. 1987, 15 Mar. 1988, 14 Jan. 1989, and 29 Jan. 1991.

30 May 1989 - WE HAD A GOING AWAY PARTY FOR CLOYDE ANDERTON. The crew and their wives Cloyde and Dale Anderton, Earl and Carolyn Richardson, Les and Louise Newren. Bob and Nancy Pearson, Russ and Gaye Bateman. Jim and Helen Kemp, Drew and Ramona Peck, as well as Vince and Nyoma Clayton, Elliot and Alice Anderson, Tom and Susan Anderson, Ted and Sherrie Sessions, and Bob Thompson attended. Dale made pies and we had Kentucky Fried Chicken, soft drinks and ice cream.

26 Feb. 1989 - We saw another wild dog on the patio.

14 Mar. 1989 - ROY JONES' LAST SHIFT.

Roy pressured me for several months to join with him going to work in the Maritime Service as Radio Officers. I had a Radio Telegraph License, experience in operating on the 500 KCS Maritime frequencies in the Navy. The pay was more than triple of our KSL salary. You would be a Ships Officer, and have you own Radio room and Bed room. I would have to leave my family and get to see them several times a year. That wasn't for me'

2 May 1989 - We got new snowshoes

21 Oct. 1989 - Glenn Worthington. Larry Etherton. and Rick Seyboldt installed the Amateur Radio Repeater on two meters on Farnsworth Peak (close friends of mine years before when we put up the first Amateur Radio Repeater) The water lines froze again where they enter the building,

7 Mar. 1990 - The morning after Bob Pearson came up to work and just after he ate breakfast, he turned red and broke out all over. His throat started to swell up and he had a hard time breathing. He was afraid he would choke to death.

It looked like a bad storm was coming and he wouldn't be able to get help. We called for KSL Chopper 5. They said it was in the shop for repairs. We called around and found no helicopters available. They hurried and put Chopper 5 together and we rushed Bob to the hospital. They operated on his throat. We really miss Cloyde to keep things organized.

12 June 1990 - THIS WAS THE FIRST ONE MAN ON DUTY SHIFT. 19 June 1990

Since Cloyde retired and we had new management, there were rumors of personnel cuts on the mountain. I had started developing a business in St. George because I was one of the older age wise and had worked for KSL less years than several of the others. (See Chapter 14) five of the Mountain Engineers were lay off and I was one of the three that was kept on. I and many others had great concern for the workload and safety of the Duty Engineer working alone.

10 Apr. 1991 - The snow cat broke down in zero visibility weather on its way up to Little Farnsworth Peak. A Cellular phone man started to walk up but lost his way. He called me on his hand-held phone to get directions to Ch-14. He arrived just after dark

26 Mar. 1991 - The Aurora Borealis (Northern Lights) are visible again tonight

14 July 1991 - Fire burned 1600 acres on the south end of Antelope Island.

There was much lightning today. It took the computer out. Ted saw a bobcat at the corral in Coon's Canyon

5 Aug. 1991 - There was a fire in the canyon by Lagoon. A 200 lb. rock missed firefighter Lee Childs and hit another fire fighter and broke his leg. Life Flight picked them up.

18 Sept. 1991 - President Bush is in town. Our Secret radio service equipment on Farnsworth Peak is busy again.

An F-16 crashed on the west side of Great Salt Lake killing Capt. Arnold Clark and another pilot. The wreckage was spread out over a mile.

Classic Helicopters came up with the engine cowling flapping in the wind. It came close to hitting the rotor

**11 Dec. 1991 - I was accidentally locked out of the building when the locked door blew shut.** I had been outside shoveling snow when a gust of wind suddenly came up. Security was stressed and the site was kept secure. I didn't have access to any radio or telephone to call for help. I was probably the only one on the mountain. The temperature was 22 below 0. There was no place that open that I could have to for protection from the weather that wasn't locked. The Lord stepped in and I was able to break in to one of the building. Once inside, you had access to all the buildings through tunnels.

1 Jan. 1992 - It's New Year's Day. We started the year out right. The valley was all fogged in and all valley helicopters were grounded. No helicopters were available at Snowbird so arrangements for me to fly from Park West to Farnsworth Peak.

4 Feb. 1992 - A county sheriff that is going to came up with us today. Dan showed him what the helicopter could do. When we arrived at the top, we had some bad updrafts. We had to make three landing passes to land.

17 Mar. 1992 I flew to the mountain this morning and the clouds closed in, so we landed near Tooele and waited until it cleared. We started Chopper 5 and flew up, arriving at 3:30 p.m.

7 April 1992 – I lived in St. George. I drove up to Salt Lake to come to work but started having bad chest pains, so they took me to LDS Hospital. It looked like a heart attack. Earl stayed in my place on the mountain until Thursday when Jim came in and took over. It turned out to be a gall bladder problem. They ran tests on me, and my doctor let me come to work the following Tuesday. The lord was with me as the incident happened before I got on the mountain and would not have any one to get help for me.

12 May 1992 - I came back to work after mygall bladder operation.



9 June 1992 - This was Earl's 40th year at the KSL-TV transmitter. He left the studio and started work on the KSL-TV transmitter on the Union Pacific building on 9 June 1952

16 June 1992 - I made it up to Ch-13 in the GMC and could go no further due to the Snow and Ice. We used the toboggan to bring our things in and out to the truck

1 July 1992 - There was an accident on Kessler Peak just north of Farnsworth Peak. Two men flew in to do maintenance. One man got across some high voltage while working on a transmitter. It was lucky for him there was someone there to save him

12 Aug. 1992 - There were rainbows, lightning and wind this afternoon. Four deer have been sleeping under the tram building the last few nights to stay out of the storm

29 Aug. 1992 - The tornado and bad snowstorm closed in everything.

Nov. 17, 1992 - Russ comes up to relieve me today in Chopper 5. Winter is really here.

(note in the log by Earl Richardson) Things have really changed from hiking into work on snowshoes taking many hard hours to get up here to flying up in 15 minutes in Chopper 5 - weather permitting, of course. We have also gone from using some makeshift equipment, some even our own design to the state-of-the-art equipment we have today. It's been exciting, challenging, and sometimes very difficult, but making things work under any and all conditions and trying from this department of television to make KSL the best station has been fun and satisfying. This has been not only my job up here, but my second home. Of the 40-1/2 years I have worked here, I have spent almost 15 full years up here away from my "other home" and family. That part has not always been so easy.

This was the last Entry in the Log. Earl retired after 40 years. There was no one after that kept up the log.

I retired from Bonneville February 1994. It was one year earlier than I had planned to retire at the age of 65. I was having problems with my legs. Trying to keep with my obligation for melting Snow to make water, working in the cold wet Snow made it difficult to keep up the other workload. Even when we had two or three Engineer it was taxing to create enough

water. There was no problem in getting a replacement due to my retirement. A large number of applicants summited for the position. Other than my concerns for safety and the many nights of not being able to get sleep at night due to the maintenance calls during the night and very heavy workload, I still liked my job.

A number of years later, I was invited as an honored guest to attend the ceremony of shutting down the old AM TV transmitter. I have been in contact with Cloyde over the years, but living in St. George, I had lost track of the other “KSL Mountain Men”. I arrived at the Studio and found a lot of things going on. There were a lot of people getting on the transpiration list. The road was opening, and four-wheel vehicles were transporting people to Farnsworth Peak.

Cloyde Anderton turning the AM TV Transmitter off. Cloyde turned on the original AM KSL AM Transmitter



*The News Department videoing Cloud turning off the AM transmitter*



*Russ posing, turning off the AM transmitter*



*Cloyde, Russ and Jim. Jim was still working at KSL. Cloyde and I were honored Guest*



*About 50 guests were at Farnsworth Peak that day*



*VIP guests touring the Site*



**Farnsworth Peak** Farnsworth Peak is located approximately 18 miles southwest of downtown Salt Lake City, Utah, near the northern end of the Oquirrh Mountain range (pronounced "Oh-Kerr") The name "Farnsworth Peak" actually refers to at least **three** separate sites in close proximity to each other along the ridge.

The so-called "Big" Farnsworth site is the highest, northernmost and oldest of the sites. This is the site of KSL-TV

(Channel 5) and KUWB (Channel 30), some low-power TV stations, the digital TV transmitters that are currently on-air, **and** the majority of the Salt Lake area FM broadcast stations. Immediately south of "Big" Farnsworth is the KSTU (Channel 13) site. A bit farther down the ridge is the so-called "Little Farnsworth" site, home of KJZZ-TV (Channel 14) and several low-power TV stations, and a myriad of land-mobile services.

This site is named after Philo T. Farnsworth, one of the inventors of Television. (Follow the link to The Farnsworth Chronicles, the fascinating story of Mr. Farnsworth, the inventor of **electronic** television.) (Born in Beaver, Utah)



*KSL Chopper 5 usually flew us to and from Farnsworth Peak*