

Chapter 18 Vehicles owned and assigned

Being Born in 1930 was near the beginning of the modern age of travel. Ford was predominant with his Model T that could be mass produced with his new ideas. That was followed by the Model A series. The Car has been an important part of our lives. This is a record of the cars that we have used in our lifetime. Cars were an important part of about every activity in our lifetime.

The 1930's had seen the Horse and buggy days were about completely gone. The Airplane was here. The first time that I saw a real airplane was when my mother took me out to the Airport in Idaho Falls



to see this new Airplane that was to be so that you could drive a car under its Wings.

Flying was a great interest of mine, but this chapter is about cars.

In my early youth, my Father would repeat, “I rode a bike until I was 27 and you can ride a bike until you are 27”. In my early childhood, even a bike was hard to own. I used some cast-off bikes until my Brother was drafted into the service and I got his real bike. That was really exciting to have a neat bike to ride even though it was just a standard plain bike, but much improved from any I had previously.

My Brothers bike lasted me through age 15. I had been working and paying for needs and wants except my place to live and food at home which were provided by my parents. My parents were training me responsibility and how to be independent.

So, with the end of the War in 1945, I had been working as a projectionist since the age of 13, I had a little income and started looking at cars. My father continually reminded me about that I should ride a bike until I was 27. But I was earning my own way and had my eye on a Model A coupe that had a rumble seat. The owner had made an order for a new car and said that he would sell me his model A after he received his new car. Because of the Auto Shortage, cars were hard to come by and he rented his car to the Telephone Company that he was working for. So that committed the car that I was hoping for and I could see that was not going to be available for me.

A man in my neighborhood by the name of Fred Booth owned a garage a couple of blocks from where I lived. I loved to hang around and watch cars being repaired. He took a lot of interest in me and became a good friend. I think that he was my Aaronic priesthood leader. He found me a 1934

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Ford Coup that I could purchase for \$75.00. But it had no engine, no tires and the inside upholstery was gone. He helped me get the parts needed and over a few weeks into my 16th year, I had a nice little car.

My brother was back from the war and also had purchased an older car. My Brother and I painted our cars at the same time using a vacuum cleaner exhaust. The stop lights, as part of the normal taillight assembly didn't work on my car, Something in the wiring. So, I installed two large lights that said "STOP". When you pressed on the breaks, you could see them for a block away.

Several weeks after finishing the nice little 34 Ford Coupe – with a rumble seat, my brother told me that he could get me a 1938 Ford Coup from his father-in-law for a very low price. He had been up to Cedar City visiting his in-laws (who owned Jones Motor Company) and someone had this car turned in who was new car. It had been in an accident and beat up but was still drivable. So, I purchased the 38 Ford a very reasonable amount. and started rebuilding it.

The Summer between 10th and 11th grade, a close friend, DuWayne Eyre and I took a Auto Mechanics class at Dixie where I rebuilt the 38 Ford, including the Engine and Body.

Later, another friend of mine, Vida Blake had a Boy Friend, Mac Albright that owned a 1939 Business Coupe Desoto. It was the "Hottest" car in town. It would beat any of the supped-up cars, racing them on the old FAA Airport. He contacted me, telling me that he was behind in his payments on the car. He suggested that if I was interested in it, I should contact the Loan Company in Cedar City. I drove up to Cedar City and was told that someone was in St. George looking for the car that day. I ask what I could do to take over the car. I was told that if I would make up the two overdue payments and pay the next month's payment, they would transfer the payments over to me. I wrote them a check and they signed it over to me. Could you imagine a 16-year-old kid doing that today? I had to have a checking account to pay the guys that worked for me at the theatres in St. George. No parents had to sign for me to buy a car.

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The summer between the 11th and 12 Grade, Karl Barton and I decided to take a trip to Salt Lake City. I had a close cousin Evelyn Chase that I thought lived in Evanston Wyoming, so we decided to drive to Evanston to see her. The 39 Desoto had an extra-large trunk that we could both sleep in. We drove to Evanston and couldn't find her. Then the thought came to me that it was Livingston, Montana instead of Evanston. We drove up through Yellowstone Park.



After a couple of days visiting with her and family, we headed back, driving down Highway 91 thru Idaho. Not long after leaving the Yellowstone Park, the engine quite on us. Having been hot shot mechanics, it only took a short time to analyze that it was the fuel Pump that was bad. As we were working on the problem, one of the tires went flat.

Karl was working on the changing the tire and I headed for the next town I didn't think would be very far. I started walking down the road. Walking and walking, there was nothing. Getting tired, I started trying to "thumb" a ride; no one would stop for me. So, then I was inspired to hold up the bad fuel pump instead of my thumb. It worked and I got a ride to the next town. The driver told me that if I hadn't held up the fuel pump and had seen the disabled car a few miles back, he would not have stopped for me.

I found an Auto Parts Store who had the pump in stock. I started to purchase the pump, writing a check. They wouldn't take a check from a 16-year-old kid and using the money I had in my wallet and the coins in my pocket, I had just enough to pay for the pump. With the new fuel pump in hand, I had no problem in getting a ride back to the Car.

Heading down the Highway, we stopped for fuel; my check again was refused so we purchasing as much gas as Karl had money. We hadn't eaten since we left Livingston and were very hungry. No one would take this 16-year Old's check. I told Karl that I had an aunt in Pocatello and thought we had enough gas to get there. Arriving in Pocatello, I only remembered my aunt's first name and didn't know where she lived. I knew that she had a beauty shop somewhere in the downtown area.

We walked all around the town looking for the beauty shop. We said a prayer that we could find my Aunt's shop, as we were very hungry. As I looked down one street, I saw a woman waving at me. It was my Mother. I didn't know that she was traveling anywhere and that she was not still in St.

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George. She had no idea where I was and was very surprised to see me in Pocatello. Our prayers were answered by our heavenly Father. After going without food for a couple of days, we finally got something to eat. My Aunt finally cashed a check from this 16-year-old kid, and we had money now for gas and food on our trip back to St. George.

I had a friend that opened up a new car dealership. He felt that it would be good advertising if I was driving one of his brand cars with my mobile audio Advertising Business. St. George only had a weekly newspaper and no Radio at that time. Working with my friends in Cedar City, they provided me with a public-Address system. It was the only P. A. System south of Cedar City. I would advertise events by driving up and down the Streets of St. George. I told my friend what I could afford a monthly payment after trading the Desoto in.

He sold the lower cost model called the Kaiser but had none in stock. The one that he had in stock was an upper class model the Frazer. The agreement was going for the Frazer. The Contract was signed by a 17-year-old kid---me. No parental approval evolved. Everything was going well until the first payment came due and it was double what we had talked about.

I went back and had a talk with the Dealership owner, and he accepted the misunderstandings and took the car back. The problem was that the 39 Desoto had been sold, so he reimbursed what they got out of selling the 39 Desoto and we parted still friends. Now, I was without a car.

For the first time, Dad let me use his Buick, but only when I had an advertising job.



About a block from home, a new Studebaker Auto dealership was developed, and the new Red Champion 4 door Studebaker was placed in the Show Room. The Studebaker was about half the price of the Frazer and somehow, I got to the head of the waiting list and was able to purchase the Studebaker.

I really loved this little Studebaker Champion I was able to make the payments and really enjoyed the use of the car. After I graduated from High School, there were no jobs in St. George that had any future, so I decided to go to Salt Lake and find a job. Jobs were hard to find, but with letters of recommendation, I was hired by Sears and Roebuck to work in the tire shop.

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After being in Salt Lake for about three months I decided that the tire shop was not a future job for me and wanted to get some education. I had no way of supporting myself going to school and talked to a friendly Navy recruiter who promised a lot of training and I Joined the Navy. No one encouraged me to go on a mission and I honestly thought that missions were to reform wayward friends of mine that went on missions. I was not real active but other than not attending church regularly or paying tithing, I felt that I didn't need reforming. Maybe, this was just rationalizing as I didn't feel that there were funds to support me on a mission. My Father was still in the nod that I needed to support myself.

So up-to-date I had owned five vehicles. Going into the service I could not take the Studebaker with me and sold it to a friend of my brother's so for the few years basically I let the Navy provide my transportation needs.

Personal cars were not permitted while station in Alaska. If you had a car, where would you drive? I didn't have a need for my personal transportation until I was Stationed just outside of Washington D. C. at the Intelligence School. After two months of school was behind me, and four more months left, I wanted freedom to see and go where I wanted and not be tied down with the public transportation.

A friend of a ward member had a Cushman motor scooter for sale and so I purchased the unit. I received permission to park the motor scooter in the garage at the apartment on Sheridan Street. I rode the motor scooter from where I purchased it to the apartment and parked it in the garage. I was looking forward to the next weekend when I can get it out and just drive around the city and see a lot of things it was hard to access from the bus.

A couple of days later at the Navy school that I was attending, one of the instructors was talking to me about being in London the next day and what I needed to do in London. I told him he had gotten me mixed up with somebody else; I still had another four months of school. He was surprised nobody had talked to me and told me that I was being immediately transferred to London and would replace a man that was reassigned on a priority assignment. They said that they felt that I was the only one that was train enough to be sent. (See chapter 07)

So, I bought a motor scooter and only drove it to the garage at the apartment and then I disappeared. I had no idea how to contact the other people at the apartment that I was being reassigned. I had no

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telephone number, no address to write to, etc. It really caught me off guard and no way to contact anyone to tell them where I had gone. As the next day I was in London.

Near the end of my European assignment and corresponding with my brother I pre-purchased a new 1951 De Soto through his Father-in-law and was scheduled to pick it up at Detroit when I returned to the United States.

It would be nice to have a car as I visited many places in Europe, but the Navy said there was no place for me to keep my car on the ship. There is no place to keep any car on a Destroyer. I did a lot of walking or using local transportation. Upon returning to the United States I immediately flew up to Detroit picked up my new 1951 DeSoto two door.

I did find my Motor scooter had been moved to a member's garage and I was able to sell it.

The DeSoto served us well including when I was married. We then turned the Desoto in on a 1954 Metropolitan which was a very, very small car but thought it would be less expensive to drive. And then we found the need for two cars, and we also bought a little miniature Crosley pickup. The pickup didn't look very good, so Gaye repainted it.



On a trip to visit the family in St. George we had overheating of the Metropolitan. The Metropolitan had no heat gauge and we had no idea that it was overheating. With the car overheating it had warped the engine and the car was never acceptable after that even though they tried to replace parts.

We decided we wanted a larger car, and we started to purchase a new 1956 Plymouth station wagon. But while the paperwork was in process we got a chance to buy The Delmar Mesa 10-acre Ranch property and therefore knew that we couldn't handle payments on a new car in addition to the obligations on the Delmar Mesa property, we canceled the purchase of the Plymouth Wagon.

We then purchased a 1950 NASH four-door sedan this car served us for several years.

Along with purchasing the ranch, it included a 1931 model A 1-ton truck, which was on the Ranch. This truck had 1000-gallon water tank on back which we used for hauling water when we first moved to the ranch. The truck had nine speeds forward and three in reverse but no breaks. It was exciting

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when you had the tank filled with water and you had to completely control the truck up and down some of the hills by using the gear shifts.

Along with the purchase of the Ranch, it included a 1930 Fordson tractor. This was a very heavy tractor with two large wheels on the rear that had spikes around the wheels. We were told that this was a very dangerous vehicle because if whatever it was pulling got caught the tractor would come right over on top of you. So, I always needed my foot near the clutch. To start the tractor, you had to crank it. Quite difficult each time you started the tractor. We also purchased a 1948 Chevy pickup, and it helped us with having two cars living out on an Isolated Ranch.

Because of the troubles we were having with the 1948 Chevy pickup we replaced it with a used 1950 Studebaker pickup and a short time after purchased a 1948 Studebaker 1-ton stake bed truck to put the water tank on.

Our next car was a 1954 Goliath German built. It had a motorcycle engine in it and sounded just like a motorcycle when you drove it. It had no power and we had too much trouble with it and in getting rid of it and we purchased a 1956 station wagon from our neighbors Morris and Merle Black. This was a good car and serviced us well.

We replaced our second car with the 1956 Ford pickup. When we owned a business in St. George and required additional pickups, so we purchased an additional 1954 pickup and in 1952 pickup truck to be used in the business.

When we terminated our business, we sold two of the pickups and took one pickup to Littleton Colorado when I was working for Martin Denver. We moved in February which is extremely cold month to be moving. Gaye drove the station wagon that was equipped with a heater, but the pickup truck I was driving had no heat whatsoever and it was very difficult to keep the ice off the windshield and it was a cold trip.

After about six months we moved back to Utah living in Salt Lake a short time and then moved to Rose Park. At that time, we bought in 1958 Volkswagen Van. Then adding to that, we bought a 1964 Volkswagen bug. The cars were replaced by a 1967 Plymouth station wagon. The Plymouth Wagon was rolled in an accident trying to miss a weaving trailer. The damage to the Plymouth Wagon was never repaired successfully so we turned that in on a 1964 Plymouth four-door sedan.

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This car was given to Nedra and Alan when they got married, as Alan was in the Army, and they were stationed in Colorado and then Washington D.C.

The next car was a 1972 Vega two door sedan which was later given to our oldest son, Russell. Not long after that we were given a 1969 Chrysler two-door sedan for our younger son, Randy for his use.

Our next vehicle was in 1972 Ford 4 Wheel Drive. The F-100 pickup that had an enclosed cab. The next car was a 1978 Subaru station wagon which provided us a lot of good mileage and when we gave it to Nedra and Alan it had about 150,000 miles on and we were told that it continued running to over 400,000 miles before it quit running.

My parents bought a new Buick and gave us their old 1973 Buick four-door sedan this latter was given to Randy.

We purchased a 1967 Chevy 4 door Belfair Bisque, then a 1970 Chevy impala which was later given to Nesya and David. Our next purchase was a 1947 Farmall 200 Tractor for use on our five acres at Austin, Utah Property.

It took my interest reading about Vans that had modified with sleeping and eating facilities. We purchased a new 1983 Diesel Business panel Van that only included the driver seat and Driver Seat. I installed a bed, port-a-potty for computing to work to Salt Lake City.

My parents gave us a 1979 Monty Carlo, 2 door Sedan, which was later given to Nesya and David.

After moving to St. George, we Traded out Farmall Tractor for a 1983 Extended cab F-150 Pickup.

We purchased a F-250 Diesel pickup along with a 29 Ft 5th wheel RV. The pickup was found to be under powered, pulling the heavy 5th wheel RV. We installed a Supper Charge unit and later a two-speed differential, but never got the power that we needed for the RV Trailer.

We purchased a 1983 Diesel Oldsmobile from my Brother. And replaced the "Olds" with a 1986 Ford Ranger 4- wheel drive pickup.

Wanting to travel more, we purchased a 1986 Self Contained Camper Dodge Family Wagon.

We purchased a 1992 Mercury 4 door Sedan Topaz.

We purchased a 1991 Chevy Sports Van and replaced that with a New 1997 Custom Van.

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We purchased a new 1999 Yukon SUV.









Pulling and setting up an RV Trailer became harder due to our age, so we purchased a 1998 Ford RV 350 Van. The purchase of a New 2006 Subaru outback we thought that it would be our last Vehicle. However, after that, we purchased a 206 Ford 450 30 ft Motor home and a new 2012 Chevy Equinox in 2013

Summary:












The following is a chart shows that we purchased new Vehicles. 31 of our 38 vehicle's that we owned had Clean Titles. The Chart shows 20 of the vehicles are pictures of the actual vehicle and the images or similar to the vehicles that we owned.

Vehicles purchased new:	12
Vehicles sold before they had a clear title:	3
Vehicles with a clear title	<u>45</u>
Total vehicles own	59












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List of Autos owned by Russ & Gaye Bateman							C L E A R T I T L E	
	YEAR Own ed	YEAR OF VEHIC LE	MAKE OF	MAKE OF VEHICLE 7 REMARKS	COLOR	N E W	xx indicates that the picture is of the unit that we owned Image	
1 1 1 1	1946	1934	Ford	2 Door Sedan with rumble seat	lt blue/dark blue	x		
2 2 2 2	1946	1938	Ford	2 Door Coupe	Blue	x		
3 3 3 3	1947	1939	Desoto	2 Door business Coupe	White	xx		
4 4 4 4	1947	1947	Frazer	4 Door Sedan	White	x		
5 5 5 5	1948	1948	Studibaker	4 Door Sedan	Red	xx		
6 6 6 6	1950	1948	Cushman	Motor Scooter (wash D. C.)	Green	x		
7 7 7 7	1951	1951	Desoto	2 Door Sedan	Black	x xx		
8 8 8 8	1954	1954	Metropolitan	Door Sedan - Sub-compact	Blue/white	x xx		

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9 9 9 9	1955	1949	Crosley	Pickup - Sub-compacted	Lt Blue	xx	
1 0 1 0	1956	1956	Plymouth	Station Wagon	Brown	x	
1 1 1 1	1959	1950	Nash	4 Door Sedan	White	x	
1 3 1 3	1959	1930	Fordson	Tractor		xx	
1 4 1 4	1958	1948	Chev	Pickup	Green?	x	
1 5 1 5	1956	1932	Ford	Model A 1 1/2 ton Truck (9 speed fwd, 3 rev)	Black	xx	
1 7 1 7	1956	1950	Studibaker	Pickup	Green	x	
1 8 1 8	1957	1948	Studibaker	Truck - one ton Stake Bed	Green	xx	
1 9 1 9	1960	1954	Goliath	4 Door Sedan (German)(two cylinder engine)	Dark Green	x	
2 0 2 0	1961	1956	Chev	Station Wagon	Black/White xx	x	
2 1 2 1	1961	1956	Ford	Pickup	White	x	

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2 2 2 2	1961	1950	Ford	Pickup	White	x	
2 3 2 3	1961	1952	Ford	Pickup	White	x	
2 4 2 4	1961	1958	Volkswagen	Van	Blue	x	
2 5 2 5	1961	1964	Volkswagen	Bug	Cream	x	
2 6 2 6	1962	1967	Plymouth	Station Wagon	White	x	
2 7 2 7	1970	1964	Plymouth	4 Door Sedan	White	x	
2 8 2 8	1975	1972	Vega (Chev)	2 Door Sedan	Red	x	
2 9 2 9		1969	Crysler	2 Door Sedan	Black	x	
3 0 3 0		1972	Ford	4 Wheel Drive F100 Pickup	Blue & White xx	xx	
3 2 3 2	1985	1978	Subaru	Station Wagon	Tan xx	x xx	
3 3 3 3	1985	1973	Buick	4 Door Sedan	Dark Blue	x	

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Owned Vehicles assigned or controlled by me

I had a few vehicles assigned to me or was under my control. My original State vehicle was assigned to me was shown in the adjacent picture. I used several other State Vehicles, checking them out as I needed transpiration. When I was assigned this vehicle, I could



install radios and other equipment.

At one time, I had seven radios and they called this car “porcupine.” I had this car longer than any other



during my 15 years that I was employed in the State of Utah Emergency Service. This was the State car I was assigned for the

last 4 years.

After being transferred to Richfield, I was assigned a newer State car, which was a big improvement. It was after the implement of the 1972



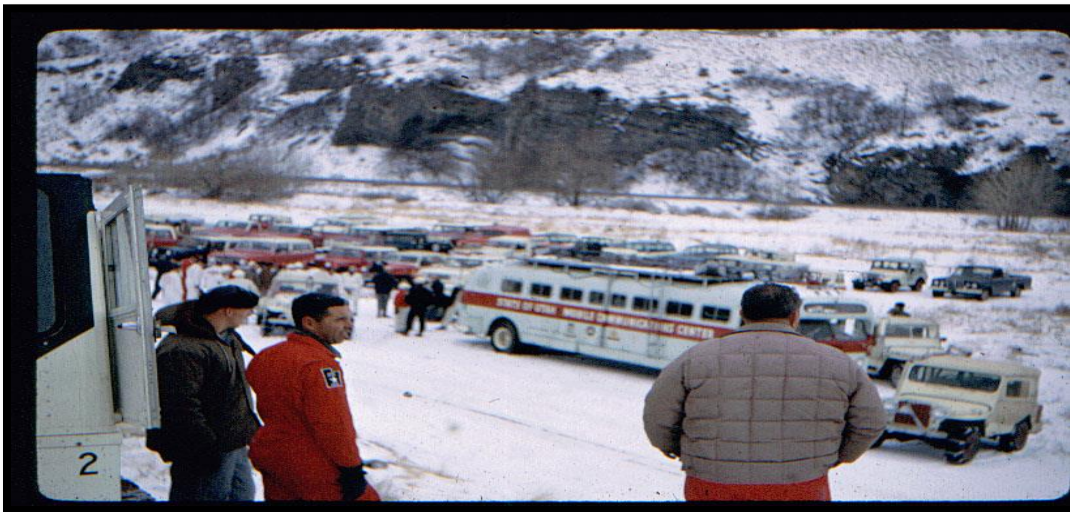
Telecommunication plan went in to affect which allowed one radio that I could communicate with the various

State and Local Government contacts. The picture shows my assigned State Car when I was working with the National Guard on an assignment.



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At one time I was assigned to work with City and County Fire Departments. We would obtain Surplus trucks from the military and search for large water tanks surplus or otherwise. Working with the State of Utah Forestry and Fire Control, Prisoners' the State Penitentiary rebuild the equipment making the units available for smaller entities to be able to have better fire protection. The rebuilding of these trucks we added water pumps, hoses and other items such as tools needed to fight fires.



Other surplus trucks were modified to support other programs. Working with was able to assist in providing several conversion trucks to various entities.

One of the Trucks was an enclosed truck for Sevier County Sherriff's Jeep Posse.



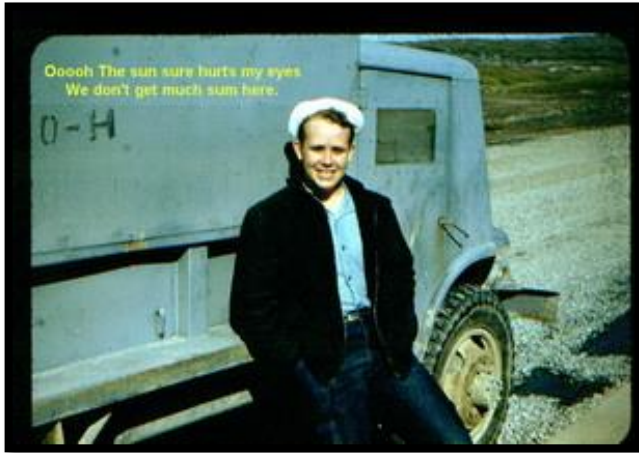
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The State of Utah has a large area of areas of limited access. Surplus military equipment really enhanced the Utah Counties for Search and Rescue. I worked with a few Counties to obtain Surplus vehicles.

One of my major projects was designing and building the “Blue

Goose” The surplus 29 passenger Bus was rebuilt at the Utah State Mobile Communications Center. It was equipment with Public Safety, Civil Air Patrol, Aircraft Radio and Amateur Radio services.



While in the Navy, we used modified Army Vehicles. I drove this Personnel vehicle going to and from duty communications sites, was assigned to me when I had the watch duty. For a few months I was assigned as driver-operator for the NOB Adak communications truck.

While I was Utah Deputy Wing Commander, I was assigned a Staff Vehicle. We also developed and “On Scene Commander” with the help of the Air National Guard 130th EIS.

However later the State of Utah cancelled our vehicle tax exempt status and we could no longer have vehicles in the Utah Wing, Civil Air Patrol