

This was written from notes and personal files of Russell R. Bateman. It is written for family and descendant's and not for public publishing. This book may have many errors and was not professionally edited before printing.

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THE BEST YEARS TO BE ALIVE

Forward

In 1980, Dr. Don Norton BYU Professor interview 40 veterans in the St. George Area. Two those veterans were my Brother and I. My Brother was in the Battle of the Bulge and was given a “Silver Star”.



Don Norton
Bingham Young University



Professor Norton chatted with me for about two hours about my history. He encouraged me to write my history but cautioned me that my history was very unusual, and I needed to document it so that it would be believable. I have been storing letters, pictures, newspaper clipping. Many of my images were taken with a 35 mm camera and had to be converted. Newspaper clipping and letters are hard to read, and I have copied them into a readable font but also included a small image of the item.

I am not a writer. Please excuse the many format mistakes. I write this history at age 89 years old and have lost a lot of my capabilities. The facts are taken from my files.

Following some of the suggestions, I am listing my accomplishments and history events in this forwarded. Experiences of Russell R. Bateman

I am told that you first write down things you can remember that you have done in your life time. Then work to document each of these experiences.

4th of July celebration Washington D. C. Mall - Went to the (1993)

Acropolis Athens, Greece (include the Parthenon) Visited (1952)

Air Scout- 1943

Associated Public Communications Officers - A members of a National Committee -(1968-1965)

Lived on the sea-- (Destroyers- Henley DD762, Meredith DD890 and Ellison DD864) (1951-1952)

American Radio Relay League - (ARRL) long time member

Attacked by gang of about 15 young boys (around 12 -17 years of age)- Palermo, Sicily (Sicilia,) Italy (1952)

Arctic Circle - Visited Arctic Circle in Alaska and Norway (Member of the Royal Order OF Blue Noses)

Bob Hope/ Marylyn Monroe show, Piccadilly Circus - London England Sat on the front row at a USO Type show. (1952)

Boy Scout Tenderfoot, second class, First Class (1942)

Bountiful, Utah - lived there 13 years. (1966 – 1972)

Civil Air Patrol repeater first in the United States - First one to be licensed, installed and operated the US. (1972)

Cape Kennedy Space Center Florida - Senior Escort for Civil Air Patrol Cadets (1975)

Cedar City, Utah lived there 3 years (1941-1945).

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Citizen Band SIAC (State industrial Advisory Committee) national committee member (FCC Sponsored) Setting up the guidelines for the 27 MHz band. (1960?)

Motorola President-flew company airplane from Schaumburg, Illinois to meet with see me in Salt Lake City Utah. Coast Guard National Search and Rescue School, Governor Island, N. Y. Graduated from- 11 July 1970

Colorado River run - River running through the Grand Canyon. (1989)

Coliseum, Roma, Italy Visited (1952)

Convair Consulted Voltee Air Craft - Employee (F-102, F-106, R3Y, T-29, Sea Dart, Pogo Stick, etc) (1954)

Dixie State university -alumni over 72 years attended. Taking three class at age of 86

Big hand Café- St. George Utah-Employee -washed Dishes (about 1946)

Del Mar Mesa Ranch, California -Owned 10-acre ranch (1955)

Eiffel Tower, Paris France - Visited (1951)

Emergency Medical Technician (EMT) # 33420 Certification 29 June 1974

Emergency Landing on Umnack Island, Alaska Navy R5D) (1949)

Tirpitz Battleship - (sister ship to the Bismarck) German. Saw it while capsized in Norwegian Cove (1951) West of Tromso Norway at Bay of Hakobyan 69° 35' 50" N, 18° 48' 26E

Farmer - Idaho Farmer Lived on Farm north of Idaho Falls, Idaho (1930 - 1938)

Fire Arms Dealer License number 87-699

Found lost mail Airplane from the air- the air) a Mail Plane that had been lost for three months (1973?)

FM Broadcast Translator 94.3 MHz Owner & Licensee (1996) St. George Utah

Garland, Utah - Lived there 1 year (1938)

General Dynamics - San Diego - Design Engineer - Supervisor - Atlas Missile Systems (1956?)

High School - Graduated Twice (Woodward High & Dixie High)

High Altitude Chamber Test -Completed Training - Phoenix Az (1973)

Intercept operator. U. S. Navy Security Group (1953)

Japan (28 days) Senior Escort for Civil Air Patrol Cadets (1972)

KSUB Radio Station - worked for - Was Engineer for first broadcast out of St. George (1944)

KSL - TV Station -Senior Broadcast Engineer (Bonneville International) worked for 15 years (1989)

Littleton, Colorado - (Denver) lived in (1962)

LDS Service Missionary - Service missionary - St. George Temple Visitors Center 14 years

LDS Service Missionary - St. George Regional Family History Training Center

LDS Mission - St. George Temple Visitors Center and Historic Sites - Assistant to director

LDS Service Missionary - Cove Fort Historic Site

LDS Morningside 7th Ward Clerk at age of 80 (2010)

London, England - (Navy Department) Stationed out of (1952)

Lost at Sea - feeling when my ship was blown away while I am swimming in the Mediterranean Ocean. For a period of time I could not see the ship or any other people,

Married a beautiful "Red Head" 1954 - Myrna Gaye Barton

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Master M-men - Completed requirements 1953

Master M-men-Gleaner - Elected President - San Diego Area 1953.

Maxwell I Air Force Base -Staff College, Alabama - Graduated

Mobile Communication Center for the State of Utah Designed and built a 29 passengers type bus into a portable communications center.

Meritorious Service Award - U. S. Air Force USAF Aux

Exceptional Service Award - U. S. Air Force USAF Aux.

Mission Coordinators School - Hamilton Air force Base, California - Graduated -Federal Certification

Work in a Ladies Dress shop custodian -1945 Modern Style Store.

Morgan, Utah - Lived in (1938)

Mountain State Telephone - Engineering - Worked for 5 years) Salt Lake City.

Mountain State Telephone - custodian St. George.

Movie Theater Asst Manager - Gaiety Theater St. George, Utah 1948- now called the Electric Theatre

Movie Theater Projectionist Utah, Parks, Gaiety, Wadsworth (St. George) Parks and Utah (Cedar City) - - - and Radio City, Adak, Alaska

National City, California - Lived in.

NASA Space Center, Houston Texas - Senior Escort for Civil Air Patrol Cadets.

NASAR-National Search and Rescue Organization Served as First Secretary (Hal Foss - Washington --- - - was president, Blair Nelson as Vice President.).

National Search and Rescue Conference- First in US. Conference Chairman. -Salt Lake City, Utah.

NEC Broadcast Transmitter School. Tokyo Japan Graduated from 26 June 1987.

Offered a beautiful young girl if I would take her to the United States - Salonika (Thessalonica), Greece. Pistol shooting team -22 & 45 hand guns 1952

President McKay - Was alone with him for about 20 minutes ..16th Street Chapel Washington D. C. Pope, Roma, Italy, was close enough that he offered me his "Ring to kiss" (a Catholic special honor) Queen of Greece - met and talked with her at reception for our Ship at Athens Greece (1952) +Radio Society of Great Britain - member Similar to be a member of ARRL in the US.

Roddy Mc Dowell - Played and associated with- on Cedar Mountain while he was filming "My Friend Flicka" (1944)

Russian Boarder - Few along the Norwegian/Russian Boarder in a Norwegian PBY-5. 1951.

State of Utah - Emergency Services (Civil Defense) - One of seven staff members- 15 years.

San Diego State College – attended.

San Diego Junior college - AA Degree.

State of Utah - Search and Rescue Coordinator - Served as.

State of Utah - Warning Plan - 1970 Wrote first plan, published 1970.

State of Utah - Radio conversion from low band to high band. - Wrote the conversion plan –1971.

Time Square in New York City on New Year's Eve 1951.

Tom Ex- Met with a popular Movie Star in Idaho Falls, Idaho (1935) (he was killed several weeks later.

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Turkey Plant - Cedar City, picked feathers Cedar City Utah

U S Air Force MARS, Region 5 Staff Member (Five States - Utah, Colorado, Wyoming, Idaho, .

UCLA (at San Diego) – attended.

University of Utah – attended.

University of Denver, - attended.

Weber State University of Utah - met requirements for Graduation.

Washington, D. C. - Lived there twice - (while stationed at Cheltenham, MD and the Naval Security Headquarters)

Washington DC Monument - 1951 Claimed up the steps to the top.

Water Boy - 1996 Wagon Train Cove Fort to Cedar City.

www.stgeorgelive.org - webmaster five years- domain owner.

www.sonsofutahpioneers.info webmaster 14 years -owner

www.covefort.com webmaster 15 years domain owner.

www.stgeorgetemplevisitorscenter.org webmaster Domain owner.

www.familyhistorycenter.org web master-owner 5 years - Domain owner .

www.utahsdixie.info - webmaster domain owner.

Worlds' Fair Vancouver, Canada – Visited.

World Fair - London, England 1951 Visited.

Commercial Air Liner- Exited using Evacuation Slides. (FAA Certification Exercise).

Felt Guilty while in Europe of getting the appreciation while so many were killed, served without thanks.

Member of the FCC NIAC (National industry advisory Committee _ creation of Citizens Band. -

(Gene Gobble-Illinois (Motorola-former CEO) committee setup guide lies for 27 MHz operation.

Attacked by gang of about 15 young boys (probably 12 to 16 yrs. of age) while in a horse drawn Taxi
in Palermo Italy.

Dugway proving ground Documentation of Solar Project. Skaggs Engineering.

Worked for Skaggs Engineering on design of Solar at Doug way Proving Grounds .

Repaired Bikes H. M Endsley Cedar City.

Paramount Radio Shop Worked-Cedar City.

Set Bowling Pins Salt Lake Bowling Alley.

NASAR Life member - Started by two LDS State Search and Rescue Coordinators

Chapter 01 Russell Bateman – My Family



Alfred John Bateman
Clara Hess



Peter Van Orden
Ida Philinda Merrill



David Henry Cannon JR
Camilla Ensign Mason



Stephen Alma Barton
Ellen Sophia Lund



Alfred Hess Bateman
Idella Van Orden



Russell Bateman
Myrna Gaye Bateman



Alma Ross Barton
Alice Cannon



Russell Bateman Jr
Julene Nuttal



Randall Bateman
Cheryl Jean Jensen



Nedra Bateman
Alan DeMille



Nesya Bateman
David Callings

My sister Helen inherited my father's intelligence. My brother Orden seems to have a combination between my mother and my father. I inherited the talents of my mother. My IQ was never high, and any education has been very difficult for me. I was never able to get high grades in any of the classes that I took. I never took exams and came out very well. However, I learned to put forth the effort to compete for the goals of my lifetime.

Ancestry

Thomas Hazen Merrill (My Great, Great, Great Grandfather)

At the end of the American War of Independence in 1775, Thomas Hazed Merrill and his wife Sara Ward Merrill lived in Ipswich in the state of Mass. where he and his brother emigrated about 1633. In the year of 1788, they relocated at Fort Lawrence, NB, Canada. They were Loyalist and wanted to live under the British rule. Fort Lawrence was the center of the "14th colony. In the United States, we learn about the 13 colonies that won War. But you must go to Canada to learn about in the American War of Independence, the British won the war in the 14th Colony. In Canada, you also learn about the

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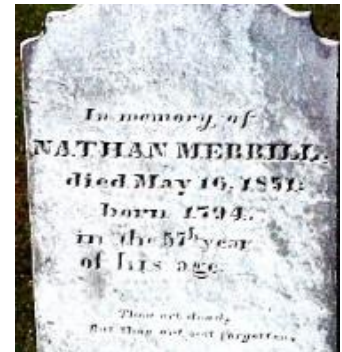
Americans viciously “Sacked” Sackville”. Thomas and Sara moved to Sackville and remain there the rest of his life.

Nathan Merrill (My Great, Great Grandfather)

We would guess that Thomas Merrill chose the New Brunswick area as there was family living there. Nathan Merrill was born 25 September



1794. He married Sarah Ann Reynolds in 1814. We were unable to locate Pictures of them but did find their graves when we were in Sackville July 2001, and found them buried in the Westcock Cemetery, Sackville, NB, Canada.



Marriner Wood Merrill (My Great Grandfather)

My Great Grand Father Marriner Wood Merrill was Born 25 September 1832 in Sackville, Westmorland, New Brunswick, Canada.

Elder Merrill, a native of Canada, came to Utah in 1853. He served as a bishop for 17 years, then as the first president of the Logan Temple from 1884 until his death in 1906. He was called to the Council of the Twelve in 1889. In 1899, he was asked to also serve as the president of the Cache Stake – he was serving concurrently as an apostle, a temple president, and a stake president!

Ida Philinda Merrill and PETER EDMOND VAN ORDEN (My Grandparents)

Peter Edmond Van Orden was the 7th. Child and 5th. Son of Everett Clark Van Orden and Elisabeth Harris Van Orden.

Pete, as everyone called him, was born the 23rd. of January 1868, at Kaysville, Davis County, Utah



On the 1 of Feb. 1888, he married Ida Philinda Merrill (daughter of Marriner Wood Merrill and Cyrene Stanley Merrill), in the Logan Temple with her father performing the ceremony. To them were born 13 children Edmond Merrill — Elbert Clark — Peter Bertrand – Harris Olonso — Merlin Thatcher — Cethel Jay



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— **Idella** (My Mother) — Mazel Wood — Evelyn — Mabel — Velferd Merrill — Alta — Don Merrill. These children all grew to adulthood, got married, and had children.

Ida Philinda Merrill Van Orden who was ever at Peter's side at home and carrying on in his absence, also followed him in death, 9 days later 18, Feb. 1957.

They were survived by 12 of their 13 children, 43 grandchildren, and 53 great grandchildren.

John Wells Hess (My Great Great Grandfather)

JOHN W. HESS. John W. Hess was born to Jacob and Elizabeth Foutz Hess on August 4, 1884, in Franklin County Pennsylvania. In 1832 the family had moved to Richland County, Ohio. He writes:

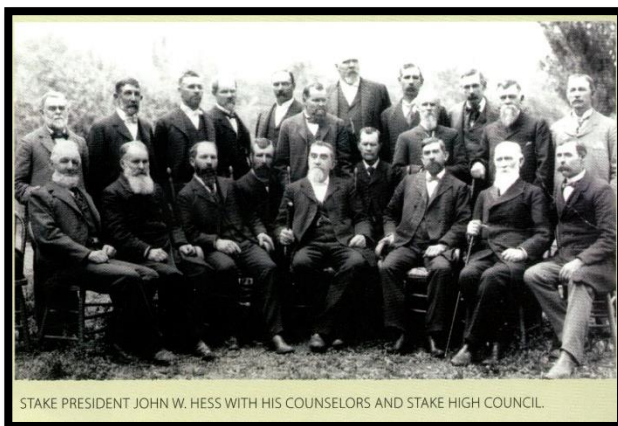


"In March, 1834, my Father, Mother, three eldest sisters and myself, were baptized into the Church of Jesus Christ of Latter Day Saints; previous to this we lived in peace with our neighbors, but soon after we were baptized our neighbors began to speak evil of, and persecute us in various ways.

Eventually settling in Hancock County, Illinois: "I continued to labor with my might until the violence of the mob was so great that we did not feel safe in remaining on our farm longer; so we moved to the City of Nauvoo.

"[January 29, 1846] I married Emeline Bigler.... At this time the word went forth among the people that the church would leave Nauvoo in the spring

"We arrived at Council Bluffs about the tenth day of July and found that four companies had been enlisted and organized [in the Mormon Battalion. I concluded to [join one], and was enlisted in Company "E", Captain Daniel C. Davis. My wife, Emeline, also enlisted, as the Government had provided for four women to each company of 100 men to go as laundresses.



STAKE PRESIDENT JOHN W. HESS WITH HIS COUNSELORS AND STAKE HIGH COUNCIL.

"The pioneers reached Salt Lake Valley July 24th, and the [Mormon Battalion] Detachment [was discharged] on the 28th, of July 1847. I feel that the years' service . . . is one of the noblest and grandest acts of my life. I was now in a country that was untried, and one thousand miles from where any supplies could be obtained, with only the outfit of a discharged soldier.

[In 1848] I went north to a place afterwards called Farmington and located there. In March, 1855, I was ordained a Bishop by president Brigham Young, and set apart to preside over the Farmington Ward.

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"In 1858, I was elected to the Utah Legislature; was elected again in 1860 for two years, or two terms."

In 1869 John was called to serve a mission to the place of his birth, Franklin County, Pennsylvania.

"In 1876, I was re-elected to the Utah Legislature. I was Colonel, commanding the Militia of Davis County for many years.

"About this time [1876] President Young called me to a mission with some Laminates located at Washakie, in the northern part of Box Elder County. "March 4, 1894 Today at the Stake Conference in East Bountiful, I was set apart to preside as the President of the Davis Stake of Zion with Joseph Hyrum Grant as my first counselor; set apart by the Apostle Franklin D. Richards and Heber J. Grant. I had presided over the Farmington Ward as its Bishop for twenty-seven successive years and had labored as the First Counselor to [the previous Davis Stake] President W.R. Smith from 1882 to 1894. To accept the responsibility of presiding over the Stake seemed a great responsibility, and so it has proved in every sense of the word. It has caused me to feel very humble ... but through the help of the Lord I have done the best I could.

I pray most earnestly that I may continue to be faithful and humble in the future in my labors among the people.



John W married seven wives and died in Farmington December 16, 1903.

Emeline Hess (My Great Great Grandmother)

I found the Image as shown on the right, in my father's collections. On the back of the picture was the name "Emeline". This would be my Fathers Grandmother. The John W Hess organization has not accepted that is Emeline, but they have no other image of her, but they have all the other wives' images.



John Wells Hess and Emeline Elzada Bigler Hess, Emeline Bigler Hess Emeline's story, we begin in the picturesque land of tulips and windmills. Her great-grandfather, Mark Bigler, came to America from the River Rhine, Holland. He was born about 1705 and died in Pipe Creek, Frederick, Maryland, when about 82 years of age. He had married a girl we know only as Catherine. She had been born about 1712 and lived in Frederick County, Maryland.

About 1752, Jacob was born to Mark and Catherine. Jacob became a farmer in Summerset County, Pennsylvania. He married Hannah Booker and they had ten children. Jacob died in September 1829, at the age of 76. Hanna lived until July 18, 1853. She was 93 at the time of death.

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The sixth child of Jacob and Hannah was named for his father. Jacob Jr. was born June 9, 1793 at Harrison County, Virginia, where his family had lived most of their years. When Jacob grew to manhood, he married Elizabeth Harvey on May 24, 1814. Elisabeth had been born January 10, 1795 at Montgomery County, Maryland, to Basil Harvey and Polly Hall Harvey. Jacob and Elizabeth had five children: Henry William, Polly Hannah, **Emeline**, and Bathsheba. Little Bathsheba was buried when she was but 14 months old.

Jacob and his family moved to Bier Creek, 16 miles from Nauvoo. Once again dark clouds threatened Jacob's world – persecution forced him to move into Nauvoo for the safety of his loved ones.

Emeline loved the City of Nauvoo, especially after she met a tall, dark and handsome Dutchman, named John Wells Hess. Emeline had a genial disposition and a gentleness which attracted people to her. And perhaps there was a sense of fellowship because long ago, Emeline's great-grandfather, Mark Bigler, had called Holland his native land. This lovely, sweet girl was 24 when she married 24-year-old John. On a cool, crisp day, November 2, 1845, they exchanged vows. They were endowed on January 29, 1846.

Emeline and John made their way west to Council Bluffs, Iowa. They stayed a short while, building shelters, securing food and planting crops to be harvested by those who would follow. Another decision faced John and Emeline at Council Bluffs, because on July 1st word came that 500 men were to be enlisted into the United States Army and sent to fight Mexico. John loved his country, even though he and his people had been cruelly treated. He enlisted in the Mormon Battalion. But what of Emeline, who loved her husband devotedly? She learned that with every company, a woman was hired to go as a laundress. Emeline was quick to volunteer so that she and John might stay together. Emeline was strong and courageous - as well she needed to be. The journey of the Mormon Battalion was long and full of many hardships. She was a great source of joy and strength to her husband. History tells us that the women endured the trek better than did some of the men.

John Wells Hess-Mormon-Battalion (My Great Great Grandfather)

So, the Battalion marched out from Council Bluffs to Fort Leavenworth, 200 miles. This was accomplished in ten days. On August 13 they started for Santa Fe, Mexico, 720 miles away. The heat, dust and sunbaked stretches took their toll. Many soldiers



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became ill and disabled. The Battalion was slowing down. When it finally reached Santa Fe, Colonel Phillip St. George Cook, the Commanding Officer, ordered the sick to return to Pueblo, Colorado. All women and children were to return also.

John Hess was very upset. He didn't want to go without Emeline. How could he bear to see his beautiful, young sweetheart march away with a company of sick, heat-deranged men, with none but woman and children to help protect her?



Even though the trek back was severe, John and Emeline were still together, for which they were happy and grateful. But the way was hard and long. Here was a company of women and children, tired and discouraged, traveling those many, many miles, saddled with the care of the sick and disabled men. Food was scarce, so half rations were doled out the first part of the journey, and John made Emeline a home in Salt Lake, but after a short while they moved out to Mill Creek, where John cut timber to earn money. But John still had a pledge to fulfill and on September 9, 1847, he left Emeline with friends and family and returned to Mount Pisgah. He was saddened by the news of his father but brought his mother and his brothers and sisters back to Salt Lake Valley, arriving on July 27, 1848. His joy at seeing his beloved Emeline again was multiplied when he beheld his beautiful son, born on January 6, 1848. Little Jacob was named in honor of Emeline's father.

It's moving time again. Once more John gathered their possessions and with his wife and baby, his mother and her family, journeyed to Farmington. A home was established there. John performed a mission to the Indians and was a Bishop and Patriarch in that area.

Jacob and Elizabeth Hess (Great Grand Parents) Jacob and Elizabeth Hess were poor, humble, hard-working, honest and religious. They arose by candlelight and worked until late at night. They loomed the flax of their fields, made their own clothing, including shoes. The simple log home was furnished with plain furniture, fashioned by Jacob. Education was important to these parents, for the children went to school and were tutored by David Masters, a Methodist minister. The curriculum consisted of the usual three "R's" with a spelling bee "thrown in for fun." Whenever the weather would permit, it was barefoot time. On Sundays the girls would carry their hose and homemade shoes until they almost reached the little church.

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Grand Mother Clara May Hess (and Alfred John Bateman (My Grand Parents)

My father Jacob Hess was born of goodly pioneer parents, John W. Hess and Emeline Bigler on 6 Jan 1849 in Farmington, Davis, Utah. He was the first child of the great Mormon leader and pioneer who served in the Mormon Battalion, colonizer, and statesman serving 3 terms in the legislature of Utah and was a Colonel in charge of defense, as well as serving as Bishop, Councilor to Stake President, and Stake President, and Patriarch until his death.

My father Jacob was a person of honest convictions and personal integrity and goodness of character and very independent, he spent his early years in Farmington keeping busy with gainful occupations. For a while he herded flocks at Promontory, he returned to Farmington and his home. He met Hannah Thornock, a lovely girl who won his heart. He took her away from his brother Jed, who was also in love with her. They were married Feb 1869 in the Endowment House, Salt Lake City, Salt Lake, Utah. They lived in Farmington where their first child, Elzada Emeline was born 17 June 1869.

My grandparents, parents of mother, the John Thornocks, were pioneers in a handcart company coming across the plains. They buried 2 little children who were taken ill from the hardships.

Father accompanied a group of pioneers who were called to settle Georgetown among them were the Thornock family, who later settled in Bloomington, ID. He came back to get his young wife and baby where they made a home in Georgetown. When Elzada was 3 years old and mother was expecting her second child, Mary Ann, father pulled mother and Elzada, a babe in her arms on a hand sleigh a distance of 22 miles on hard-crusted snow from Georgetown to Bloomington so she could be in the home of her parents for her baby's birth because the roads were snow-blocked and could not be traveled by horse and bob sleigh.

Father and mother later moved to Bloomington, a thriving town at that time where father bought a 3-acre plot of ground and built a little home.

Perry and I were born in my dear grandmother Anne Bott Thornock's home. I was born 26 Feb 1876 being the 4th child of Jacob and Hannah Hess Thornock. As a child I lived in a dear little frame home father built. It faced the East and had 2 large rooms, one across the front which was the large one and one across the back. How I loved that home, I'll never forget it. There was a little hill at the back to the West that we girls loved to climb. It was covered with beautiful flowers, buttercups, daisies and cowslips; we loved to pick them in bouquets and bring them home to mother. My sisters were Elzada, Mary Ann, Dora, Lizzie, and Addie and my brothers were Perry, Arthur, Delbert, Acquilla, and Milford.

We were poor and life was a struggle. I would tie my feet up in burlap when I went in the hills to get the cows in the evening. One old bossy wore a cowbell which helped me find her.

Father took pride in having a good garden, he also had a large strawberry bed and raised lots of peas and potatoes. Mother would cream and make such a good supper, but she was always pleasant and sweet; how I loved her.

We lived one block from grandmother Thornock and I would sit on the steps and watch her as mother told me. She was widowed and often did not have a bite to eat.

When we went to the store, there were so many routes to go and I would enjoy deciding which way to go. I liked to do this and also going to Church and school.

My parents were very neat; there was never a straw in our door yard. Mother was immaculate and kept everything scrubbed white.

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Father traded our dear little home for a 4-room log house and 16 acres of farming ground between Paris and Bloomington about 1½ miles from either. We went to school at Bloomington. It was terrible going in the winters. Often, we were caught in the blinding Bear Lake Blizzards. I would be able to keep my way holding on to the fence and following it when my vision was cut off. The snow would drift at times over the fence posts and many times we children would walk to school over the hard-crusted snow piled many feet high. I needed to stop at times to rest.

We always went to Sunday School, afternoon and night meetings. It was a long walk, especially in a blinding storm at night, but I would be determined to go. I would sometimes stay with grandmother Thornock when it got too bad. Poor grandmother could not afford lights and I would study from the light reflected from the crude little stove which opened up in the front. I remember dear grandmother's knitting needles clicking while she knit in the dark.



I remember also how we children would crowd around the round pot-bellied stove to keep warm when we got to school. It stood in the center of the hall and burned big blocks of dogwood. Sometimes my fingers would be so frozen, I could hardly move them as we didn't have many clothes to wear. Grandmother Thornock knit my black wool hose as I never had overshoes.

We had our good times, though. In those early days, we loved to go to the dances in bob sleighs with the bells a jingling as merrily we went. We enjoyed parties, etc. also.

I met John Bateman when he was a shy gangling youth with curly hair. He took me home when he was 12 and managed to be around most of the time to single me out. I would get so mad because he wouldn't learn to dance good as I liked dancing very much. I thought a lot of his sister Marjorie. He Wasn't a very studious scholar. I would catch him drawing horse's heads when he should have been doing arithmetic, he was a good athlete and played on the Bloomington Baseball Team and he played the cornet in Bloomington Band for 5 years.

I went to work when I was 12 years old and milked 18 cows twice a day. I later did housework and had many interesting experiences working with people in Montpelier, Idaho and for polygamists. I loved pretty clothes and was able to buy me some nice dresses and a trousseau of nice things.

I finally decided to marry John Bateman 14 Feb 1894. The snow was very deep, but we had a lovely wedding. Many relatives and friends came to help us celebrate the event at Johns' parents' home, the George Batemans. I was very tired as I helped Marjorie and mother Bateman cook the big dinner. I was very hurt at Johns' mother for telling me not to buy a new wedding dress, (which I obeyed) and put the money into a mattress and bedding, but I guess it was for the best in the long run. We went to the Logan Temple in the Fall, 10 Oct 1894 and were sealed. It was a wonderful sacred day in my life. I will always remember it. We settled in a little frame home in Bloomington, where 2 darling babies, Alfred and George were born. How I loved all my babies; they were the joy of my life. Alfred (my father) was a tiny 2½ lb. baby with long golden hair and his head was small enough for a tea cup to go over. His grandmother Bateman loved him so.

Alfred John Bateman (My Grandfather)

Story of his life told to Lucille B. Johnson, his daughter.

I was born 11 July 1874 to George Bateman and Anna Wilks Bateman in Almy, Uinta, Wyoming, being the second son in the family. I was the first son born in the U.S. My Brother Fred was born in Octendon, Essex, England 13 Aug. 1871, he came with my Parents when they immigrated to this country in 1873.



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They came from Liverpool on a large ship called the Minnesota with many other emigrants leaving their homes to come to Zion where they could be close to the body of the Church of Jesus Christ and worship as they wished. They encountered a rough voyage and were late in their schedule in arriving here 14 of the 16 life boats were washed away.

They rode the steam line from New York to Ogden, Weber, Utah. A cousin of my father, Joshua Jarvis, met my parents at Ogden and hauled them up to Bear Lake at Bloomington, Idaho. My mother said there weren't any floors in the houses or brick Chimneys only pipes through the roofs were used.

After they had lived at Bloomington, Bear Lake, Idaho for a short time--because living and money were so scarce they decided to move to Almy, Wyoming to seek employment in the coal mines where my grandfather Wilks (Mother's father) and grandfather Alfred Bateman both worked in the stables where mules and horses were kept and worked in the coal shafts of the mine. One day the mine exploded and killed 30 men but luckily my relatives escaped injury. Uncle Alfred Bateman hooked 2-4 horse teams on cold mornings at 6 o'clock to bring out big loads of stove coal in two wagons each hooked up with trailer wagons.

My father worked in the mines for a short time to help pay for a farm in Bloomington. My parents, my brother Fred and I moved back to the place they liked so well and my father ran a small farm and freighted 30 to 40 years farm produce to Randolph Rich County, Wyoming and back a distance of 75 miles each way. They brought back coal oil, dried fruit, sugar, etc.

My two granddads, John Wilkes and George Bateman used to freight also and I used to go with them and Fred also. We had lots of fun going with them. One day Fred was batting me around and I knocked the wind out of him after that he left me alone. My mother sometimes used to go to Evanston, Wyoming for the trip to visit the uncles Alfred, James, and Herbert Bateman and their families who were brothers of my father. I liked school fairly well, mostly the school of mathematics, until I passed the 6th grade. I also went to Fielding Academy for a little while riding a horse to Paris about 2½ miles North of Bloomington. I went to church in a meeting house of cheap frame construction. Dad was councilor to Bishop William Hulme for 25 years and they were in charge of building a new meeting house.

Father and granddad, Alfred Bateman and families were converted to the Church of Jesus Christ of Latter-Day Saints by Apostle James Penrose in England. My grandfather was told by a voice to go prepare to meet the servants of the only true church which he did and he was converted as it was the church he had been waiting to join all those years. The message of the young Mormon missionaries touched his heart for he knew it was from the power of God.

Father was a great scriptorium, and about knew the Bible by heart. Mother was a great cook, her favorite dishes were beef steak, roast goose and potatoes cooked all different ways. All kinds of cakes and pies. She could surely get up a good meal for thanksgiving.

She always kept her home beautiful and in order. Most of her floors were carpeted in rich colors and she loved to collect little Knick knacks of beauty such as figurines for the home. Thelma resembled her in looks. She had a family of 7: girls, Marjery, Lizzie (Elizabeth) and Lucy, and Fred, I (John), William and Steve.

Dad's farm was about 30-40 acres of hay land. My parents bought a nice home next to the church and planted many shrubs and flowers. My father was a trained gardener as he was head of a large vegetable and grain farm in England. He hooked 3 horses in tandem when they took produce to market and would walk with the lead horse. The former owner wouldn't let a hired man ride.

My Father, Alfred H Bateman

My Father was a schoolteacher in Idaho Falls teaching agriculture at the Idaho Falls High school, so they were a little better off than most people at that time but in that area, Money was still tight

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Autobiography of Alfred Hess Bateman April 1965 (My Father)

I was born December 2, 1895 in Bloomington, Idaho in a framed four roomed house located near the northeast corner of the Public Square. I was told that I was a very tiny baby when I was born. I weighed less than three pounds and could be put under a bowl. As a baby, I had a sad face and was not too strong physically. It seemed that I was born with a fear of the future and that stayed with me through life.



I remember that during the early period of Father's and Mother's married life they were very poor. It seemed that it was hard for them to get enough food for their family. We as children went bare-footed. Dad was an easygoing and happy-go-lucky fellow during the early days of marriage. Dad used to visit over the fence with Alfred A. Hart.¹ This perennial visiting caused mother to become emotionally upset, as she was of the opinion that Dad should not be wasting his time and should be working to furnish his family with the physical necessities of life.² Mother was an excellent house keeper who kept her house clean as a pin and she also kept her children clean.

I remember Dad as a handsome young man six feet tall, dark curly hair and dressed in fine clothes. I recall that Dad's brothers Uncle Fred, William and Steve were handsome proud English-men who dressed well on Sundays or when they went courting. Their sisters, Aunt Margery, Lizzie and Lucy also were people of fine appearance who groomed and dressed themselves well. My mother and her sisters, Aunt Mary, Zada, Lizzie and Addie were fine girls. They were all deeply religious and their greatest desire was that their children would grow up to be good citizens. Our dear mother lived for her children and her greatest reward was to know that each one lived up to the standards of our Church, even before professional success. The first thing she taught us was to kneel down and pray each night before we went to sleep. We were encouraged to attend Primary, Sunday School and other Church services. Mother also taught us thrift and how to save while we lived in Bloomington.

I remember as a tot that my favorite activity was picking up stray cats on the Public Square and bringing them home only to be told that I could not keep them. I remember going to school in Bloomington during the first and second grades. While going to school I went with a group of young children on an apple stealing expedition. We were caught, given a good scolding, but we were allowed to keep the apples. This was my first lesson in honesty. While in Bloomington, I remember my Grandmother Bateman (Anna Wilks) who made me welcome. After dinner she taught me how to wipe the dishes while she washed them. I recall her neat little home, which at a later date was destroyed by fire.

¹ Alfred A. Hart later occupied the responsible positions of Bishop of the Bloomington Ward, President of the Bear Lake Stake and the County Superintendent of Schools.

² Mother's ancestors were of Pennsylvania Dutch ancestry--a hardworking people.

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My Grandfather Bateman (George)

was a fine English Gentleman who along with his wife and my Great-Grand Father Alfred³ were converts to the church and emigrated first to Evanston, Wyoming and later moved to Bloomington. My Grandfather was a blacksmith and also freighted between Bear Lake County and Ogden.⁴ On one occasion he was held up by bandits who relieved him of his entire load which consisted of dressed beef. While we lived in Bloomington, George M. (Monnie) was also born in the little frame house. It was the custom those days to let the children grow long braids. It was during this time that George had long brown braids in his hair that I cut them all off and put them in the trash can. My mother was very upset and I received a good switching. On one occasion we went to Sacrament Meeting in Bloomington, Dad was asked to open the meeting with prayer. I recall that poor Dad went upon the stand, his face turned white and he could not say a word so he sat down. ⁵ I realize now that I inherited some of his fear.

While we lived in Bloomington father bought about a hundred acres of wild hay land East of Paris, Idaho in the low lands. During the year 1905 father purchased 16 acres of alfalfa land which was located about one mile south of Paris. We lived here for several years. We had fine facilities for ice skating. We would skate for miles and ride a sleigh down the mountain sides. I recall that the three of us, George M., LeRoy and myself, rode a white horse daily to the public schools in Paris. Our Mother's parents, Jacob and Hannah (Thornock) Hess lived a short distance North on the Highway. My Grandfather Hess was a hard-working farmer. He maintained an excellent dairy herd efficiently operated a medium sized farm. Grandfather Hess was the oldest of 64 children. He was the son of John W. Hess, a member of the original Mormon Battalion, and a Prominent Utah Pioneer who, with his seven wives, was prosperous and helped build the thriving community of Farmington, Utah. John W. held church offices of Bishop and Stake President for many years.

While we lived on the farm, Milfoand and Acquilla Hess were our playmates. They were our uncles but were about the same age as George M. and me. Our yellow dog, Toby, died on the farm when he was 12 years old. He was a faithful companion. I also remember that I had some beautiful white rabbits and raised ducks. My riding horse was named Kit. I also owned a mare by the name of Nell.

Being country boys, the city boys had a dislike for us and would run us out of town right after school was dismissed. We would run from them like deer. One boy, a tall Dutchman by the name of Earnest Jausu, was the leader of this mob. I later had the satisfaction in giving him a good whipping before a large crowd. I later defeated the town bully, Cyiel Sutton, in a bloody fight. After these fights I was able to pursue a more happy and peaceful life without being constantly attacked by town hoodlums. This did not occur until after we had lived in Paris for several years. Dad had made me a present of a pair of boxing gloves. I secretly trained for a couple of years which finally paid off. After we moved into Paris, Dad purchased a home east of the

³ (From Dr. Harold C. Bateman:) According to my records, the grandparents first arrived at Ogden, Utah where they were met by relatives (Jarvises) and then were taken to Bloomington, Idaho. Finding no work there, they were compelled to move to Almy, Uinta County, Wyoming just a mile north of Evanston where they found work in the Union Pacific coal mines. Father was born in Almy.

⁴ (Note from Dr. Harold C. Bateman:) Also Grandfather freighted between Evanston, Wyoming and Bear Lake rather than Ogden.

⁵ My Grandfather Bateman was Counselor to Bishop Findley.

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highway across the street from Bishop Edwa Sutton. The W. W. Richards family lived immediately to the North. Mr. Richards was first Counselor to Joseph R. Shepherd, President of the Bear Lake Stake. Russ Richards, son of W. W. Richards, became a close and almost constant companion during the time I lived in Paris. O'Neal Rich became a close companion to George M., Spencer Rich a companion to Roy and Reed Rich was Harold's companion. George M. and Harold became Doctor of Philosophy and the three Rich brothers became medical doctors. Roy chose Railroadng as his vocation.⁶

After a year or two, Dads purchased a home with acreage up on Canyon Road. The Paris Creek meandered through a luxuriant meadow grass pasture. Another branch of the stream also flowed through the corral to supply the livestock with all the water they could drink. There was a large barn on the place. By this time Father had acuminated several fine draft and buggy horses. He would stay out in the barn for hours caring for those horses, feeding them hay and grain and grooming and currying them. He also kept his harnesses oiled and cleaned up. Tassels and rosettes were part of the harnesses. He loved to drive fractions teams in a white topped buggy or a black topped surrey. Many a time we went in this fashion to the Bear Lake to have a picnic and to spend the day swimming and boating.

On canyon road we lived in the old house for a while, but Dad built a new house. The big front window and the door to the Parlor were made of plate glass. Mother was very proud of the house. We lived in the kitchen and on Sundays a fire was made in the Parlor. Mother had the idea that she wanted me to be a pianist, so they bought a nice piano. I drove Tillie Price to St. Charles in our little surrey which was pulled by a white horse. This was the way that I paid for my lessons. I never did develop into a finished pianist.

Harold was born into the family at the O'Neil home. He was a distinguished looking young man. He was more like a prince, so I called him Prince Austie Bamclaim of the Austrian Throne. My favorite little baby brother was Russell. He always sat near the front window and came running and put his arms around my neck. His sudden death brought deep sorrow to us all. Our own son Russell was like my little brother Russell in being affectionate.



Uncle Russell Bateman
who I was named after,

Dad had become a successful horseman. He sold a number of stallions in Bear Lake County and in Star Valley. He was in partnership with Gideon Alvoof Logan, Utah. The offspring of these fine horses were sold by Dad and H.P. Zimmermann in Riverside, California for work in the orange groves. He also bought horses for the United States Cavalry. He was making a better living than the average. After gasoline automobiles became available he was one of the first to purchase a Ford car.

While going to elementary and high school at Fielding Academy. I milked ten cows' night and morning. George M. fed and cared for about as many horses. We hauled Yellow pine wood from the mountains and sawed and split it up for fire wood during the winter. During the summer we worked on our farm. We had Saturday afternoon off so we would go to the old swimming hole for a plunge. After the swim we would fish for trout and fresh water chubs. I spent one summer working for Sim Rich. I also spent a summer working for Uncle Joseph Linford in Afton, Wyoming. The schedule for the day was to start milking, by hand, thirty cows at 4:30 AM. By 6:30 or 7 AM, we began to work in the field for the hay harvest and the field work was completed by sundown and the evenings milking was usually completed by 11 P.M. I offered my services for

⁶ I remember the affection Dad had for his sons. After he began to make money in the fall of the year, he would buy all of us a fine suit. I remember his desire to wear fine Stetson hats.

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\$1.00 a day and board and room. When I left, Uncle Joe gave me \$1.25 and board. A dollar was worth a lot in those days.

Lucille and Thelma, two pretty sisters, came along. I used to tease Lucille. I posed as Uncle Alexander. We had fun. Our youthful days were the best. Othel and Rayo came after I left home.

In High School I took part in the Operetta and Oratorical contests. During two summers, immediately preceding World War 1, I worked on the Hydraulic Dredge on the North end of Bear Lake. My title was "flunky" assisting the cook. I also worked as a rigger to move heavy pieces of machinery. George M. was working as an assistant electrician. It was during this period that I accompanied Lyman Rich to Salt Lake City and joined the 145th FA Utah National Guard on August 2, 1917. We camped for a month on the same ground where the National Guard armory now is located. Here we received preliminary training. We were transported by train to Camp Kerney near San Diego, California, for basic training. In Camp Kerney we usually had the week ends off. I would usually go into San Diego and attended a dance on Saturday night and attend Sunday Service. Abraham Tueller who was stationed with the 21st Infantry was the Branch chorister. I enjoyed my trips to LaJolla, California where I was adopted into the Seymour family as "almost a son." The family consisted of Grayce Seymore, her Mother and her brother and a sister. I was invited to stay at the house. They arranged picnics to Torrey Pines and on the beach at the cove where we also went swimming. I was a member for the 145th Field Artillery Band. We gave concerts in San Diego and on the base. The 145th was part of the 65th Brigade, 40th Sunshine Division. Brigadier General Richard R. Young was commanding General of the 65th Field Artillery and Colonel William C. Webb was our Regimental commander. Lieutenant Clarence J. Hawkins was our Band Director. One of the most memorable occasions was an invitation to the home of Madame Schuman Heink which was located at Coronado. Mrs. Schuman Heink, who was a world-renowned singer, was a friend of Clarence Hawkins. He had taken music lessons from her at the Boston Conservatory School of Music. She had four sons in the German Army and four sons in the U.S. Army.



During August of 1918 we left Camp Kearney for New York by train. On our way we stopped in Tucson, Arizona and took a swim. I remember the shacks that the Negroes lived in on our way East. We were first stationed at Camp Upton, New York on Long Island. After staying at Camp Upton for about two weeks we embarked on a War ship sailing out of Hoboken, New York bound for England. On the voyage overseas, we sang many songs such as "Good Bye Broadway Hello France", "Pretty Katie", "Keep Your Shades Down Mary Ann"!'. We finally arrived at Liverpool. England. After descending on land, the 145th Field Artillery Band played the Stars and Stripes Forever. This gave us a thrill. After staying at Knotty Ash Barracks in Liverpool we crossed the Channel to La Harve, France. From there we traveled south and were quartered in a little town near Bordeaux, France.



Women washed their clothes in the streams. They pressed grapes with their feet to make wine. Later we were assigned to Camp De Sue, a flu infected camp, located 20 miles from Bordeaux. This was a training camp for regiments who used the French 75 artillery piece. Due to infestation of flees we lived out in pup tents. During the winter many soldiers died from the flu. After the Armistice was signed, we sailed for New York City arriving in January. On January 28, 1919 we were mustered out of the Army.

I went home for a short time and then went to Salt Lake City and got a job cleaning coaches for the Union Pacific Railroad. My brother LeRoy joined me, and we rented a room together and worked together. We had a room just North of the Temple. In the fall I quit and attended Utah State Agricultural College at Logan, Utah. During the summer time I inspected fields of sugar beets for nematodes. After graduating with a

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bachelor's degree in agriculture I continued my employment with the Amalgamated Sugar Company and finished a master's degree with a theses entitled "Field Studies of the sugar beet Nematode".

It was while I was in a field looking for Sugar Beet Nematodes that I met my future wife, Idella Van Orden. On March 14, 1923 I was married to Idella in the Logan Temple. I purchased a home in Logan near the Fair Grounds on 3rd West. My wife was a great help with the calculations for my research for my master's degree. She also was an excellent housekeeper and cook. She was thrifty and did a fine job of canning meat, fruit and vegetables. I had worked for the Sugar Beet Company for two summers and two full years. I graduated from Utah State College with a Master of Arts degree. During May of 1924 I was offered the position of Vocational Agriculture Instructor at Midway High School, Lewisville, Idaho. I purchased a new Model T Ford car for \$645.00 and drove the car to my new job during the last part of June. Idella remained in Logan for a while until our first child; Alfred Van Orden Bateman was born on August 11, 1924 in the Cache Valley Hospital. After Idella and my son, whom we called Orden, joined me we lived in the L. A. Thomas home and later in the William Walker home. While in the Lewisville Ward I taught in the Sunday School and Mutual. Our next child who was Helen Grayce⁷ who was born in the Cache Valley Hospital, Logan, Utah April 3, 1926. H. K. Merrill was the Doctor in charge.

We moved to Ashton, Idaho where I taught school from July 1, 1926 to July 1, 1929. While in Ashton I was ordained a Seventy on September 2, 1927 and also set apart as one of the Seven Presidents. I was also the Stake Superintendent of Religion Classes of the Yellowstone Stake, with Idella as secretary, and I was also the Second Councilor in the Ashton Ward Bishopric. I was ordained a High Priest January 13, 1929. Believe it or not I was also a Scoutmaster.

While in Ashton, many exhibits of Ashton produce such as potatoes, grains etc. were prepared, under my direction, for competition. Ashton was awarded 1st place and many ribbons for four years at the Idaho Spud Show held annually at Shelly Idaho. One year the high school was awarded 15 cups in competition. Much credit was due to my wife Idella who helped me and backed me 100 percent in these activities. I also conducted evening classes in Seed Potato production. During Christmas of 1927 the Ashton Seed Growers presented me with a 21 jeweled Hamilton gold watch. The Agriculture students also presented me with a nice desk set.

From July 1, 1929 to July 1, 1938 we lived in Idaho Falls where I taught as Instructor of Vocational Agriculture. Our final child, Russell Rulon Bateman, was born on February 11, 1930 in the Idaho Falls Hospital.⁸ Our three children, while they were growing up, never gave us any worry. They were a pride and joy. They attended Primary, Mutual, Sunday school, etc. Perhaps we did not give them the full attention that they deserved. It seemed that I was under much stress and pressure on my job. A teacher was not sure that he would have a job the next year as they were hired from year to year.

While there I served as Superintendent of the 3rd Ward Sunday School of the Idaho Falls Stake of Zion. I was also First Counselor in the Lincoln Ward Bishopric. There were a number of highlights while we were in Idaho Falls. We won first place and second place at the Eastern Idaho Fair for school and community exhibits. One boy, Claude Johnson, was elected to the American Farmer Degree. Our Livestock Fair held in

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Idaho Falls annually brought favorable attention. I taught a number of successful classes for adults and out of school future farmers.

From July 24 to November 30, 1938, I worked as assistant Supervisor to the Farm Home Administration In Logan and Garland, Utah. On December 1, 1938 I accepted a position as Assistant Agronomist at Morgan, Utah with the Soil Conservation Service. In the Fall of 1939 we moved to St. George. While in St. George and in Cedar City I worked as an Assistant District Conservationist, District Conservationist, Soil Conservationist and Area Agronomist. My job was mainly farm and ranch Planning.

While in St. George I was a member of the Rotary Club serving as Secretary for a short time. I served as Instructor and Group Leader in the High Priests Group. I served as instructor in Cedar City Third Ward High Priest Group. I served the SCS headquarters in Cedar City for about three years from the spring of 1942 to the summer of 1945. I Worked out of Cedar City in 13 Soil Conservation Districts.

Orden joined the Army after graduating from Cedar City High School during World War II. He went through a number of battles but returned safe.

It was in 1949 That we purchased the Liberty Drug Store⁹ in St. George. This venture was due to my wife's ambitious desire to go into business. In the management of the store she has applied herself wholeheartedly which has resulted in the building up a prosperous business. It is now located in a new building south of Dick's Cafe and is considered one of the most up to date drug stores for its size in Utah or in the U.S.A. for that matter. Due to allergies and other things that cause sickness she has not been able to take an active roll in the business that she previously took. So she is now living in Henderson, Nevada where she purchased our home for retirement and old age. Orden is taking the responsibility for most of the active management while Idella is handling the bookkeeping.

While we lived in St. George our three children got married. Orden married Afton Jones of Cedar City and later completed his studies at the U of U School of Pharmacy in the first graduating class. They have two girls and a boy.

Helen Grayce married Glen Kenworthy of St. George. They live in Henderson, Nevada and have four girls and two boys.

Russell served several years in the Navy and after discharge married Myrna Gaye Barton of St. George. He works as a Design Engineer in San Diego, California for Convair Astronautics. He is working hard for a degree at San Diego State College. They have two girls and two boys.

I now work at Fillmore, Utah since 1952 as a Soil Conservationist; my main duties are ranch and farm planning. I have enjoyed this work and association with farmers and the staff that I work with in the Soil Conservation Service. All these people have been very friendly which in itself is compensation for the efforts applied.

I am now in the dusk of life as far as my work is concerned. In a year or two I expect to accept a new way of life in retirement. I will catch up on my reading of history. I expect to do some swimming. Most of all I would

9 We renamed the drug store the Bateman Pharmacy.

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like to visit my own Children, my Grandchildren and become better acquainted with my wife.

ADDENDUM

The years of 1967 and 1968 were years of trial. During 1967 Idella lost her Mother and Father. We loved to take our children and visit with them often. They loved to have us come. Her bother Harris and Sister Evelyn also passed away in 1967. These were the brother and sister that we most enjoyed visiting. The passing of my mother was also a great shock to add to our sadness. Mother passed away March 1, 1958. In 1938 I had the privilege of living with the folks. This experience I treasure as I had the opportunity to relive my boyhood again. After Mother's death Dad had a major operation which left him helpless and frustrated. His daughters at this date are caring for him even though it is a trial to try to please him.

Idella Van Orden, (My Mother)

My Mother has many great stories about things that happened in her life. However, she refused to document in writing. Any type of Audio recording device was large and bulky, and she would watch when we would try to record her History, she would get upset.



In those days, it was customary that the oldest daughter was sometimes called the “throw a way child.” My mother was told from birth of her roll and she was taken out of school in the eighth grade and assigned to help raise the family. It was hard for her to see her 9 brothers and 3 sisters permitted to complete school and have a lot of privileges while she was restricted. My mother, Idella was the oldest girl in a family of 13. Thus, she was only permitted to attend school through the eighth grade and after that was required to stay home and help with the family, this was an early custom. It was hard on my mother to see her sisters and brothers able to go through high school and many of them receiving advanced degrees. The oldest girl in those days was kind of a throwaway type assignment. However, in later years my parents purchased Liberty Pharmacy and mother developed it into the nicest pharmacy (Bateman Pharmacy) in the State of Utah. She did this to prove to her family that she did have intelligence and abilities.

She was not able to do much dating, but one special boy in her teen life was Reginald Beales. Reginald was a talented artist and painted Mother several nice pictures which we presented in our homes when I was growing up. Reginald's parents were upset and concerned with the relationship between Reginald and Idella. A lot of it was the “Oldest daughter syndrome.” And didn’t feel they

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wanted their son marrying an uneducated girl in this category. They broke up the relationship by moving to the Salt Lake City area.

(I met Reginald's son, National Guard Captain Landon Beales by accident. While working for the State of Utah, my office was in the basement for the Utah National Guard headquarters, Landon Beales came down to see the Communications Center. He was active in Amateur Radio (K7OIO). And we became good friends. Dr. Landon Beales became our family doctor.)

Although, my Mother's family responsibilities did not permit her to continue going to school, she continued to seek learning and became an excellent seamstress and other homemaking skills.



Peter and Ida Van Orden Family. My Mother was the second woman from the left

Mother's Father, Peter was a hard task master and a little fanatic in his church beliefs. He served two missions, leaving the farm work to his teen age children and to support him while on his missions. Mother's oldest brother Edmond, had the responsibility of the family support became a little bitter about the church and left the church,

marrying a non-member and raising his son not to have anything to do with the church. I spent a couple of months with Uncle Ed and Aunt Ada Marie one summer when my parents went back East. Uncle Ed completed his College Degree and taught in the local High School. We became good friends, but there were no discussions about the Church. (After Uncle Ed died, his son and his wife had moved back East. They were converted and become members of the LDS Church. Aunt Ada Marie went to live with them and was also converted and became a member.)

The other brothers except for her youngest Brother Don remained active in the Church and held leadership positions. Uncle Don was a Marine and had some heavy language. For years I felt that he and his family would not be the best to associate with and I didn't feel that I wanted to contact them. After we returned from our five-month trip back East, we posted our experience on one of my web sites. One of Uncle Don's sons, Cleave Merrill Van Orden, contacted me from a search on the web. He was a sealer in the Chicago temple. He noted that his father



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Don and his family were all very active in the church. That really taught me a lesson of assuming things.

I don't know much about Mother's three sisters, but Mother was the only daughter that didn't have a divorce or two in their marriage.

Mother and I were very close. She was a disciplinarian and I learned from my Brother's experience with the leather paddle, I didn't question a directive. Mother had a difficult time with my sister when she was a teenager and always regretted it and felt guilty and tried to make up for it.

Mother was always active in various activities. Mother got a chance to purchase the "Run Down" Liberty Drug Store. There were several members of her family that were involved with Drug Store activity. Mother changed the Name to "Bateman Pharmacy" and immediately promoted a better image in St. George. She served as the "druggist" until the new laws and restrictions were enacted, and she hired a Pharmacist. After my brother returned from WWII, he entered the first Pharmacist Class at the University of Utah and after graduating with his degree, became the Pharmacist for Mother's Store. Bateman Pharmacy was noted as one of the outstanding Drug Stores in the State winning several awards.

Mother proved to her family that she wasn't just a dumpy throw away girl. My Brother gradually took over the management of the Bateman Pharmacy and continued with the Standards that Mother Set.

My Mother felt that she also had to prove herself to my Father's Parents. My Grandmother Bateman felt the need of her children's Education. The Granddaughter of John W. Hess married Alfred John Bateman. They were "dirt Poor" and she set her goal for the Education of her children to become PHD's or Doctors, important people in Society. That goal was impressed daily on her children.

My Father worked hard for that goal, working jobs wherever he could find them. Dad served in France during WWI and returned to continue with his education. My Father was highly intelligent but lacked people skills and didn't date. At the age of 27, he met my mother while she was out in her parent's field working. As they started dating, Grandmother Bateman was furious. As in her teen age boyfriend, Reginald Beals, Grandmother took a strong opposition to Mother as she was the uneducated "through-a way child" and not what she wanted dad to marry. Grandmother Bateman

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blamed Mother for preventing Dad from obtaining his PHD. This created strong lifetime resentment between Mother and Dad's mother, and we were never close to Grand Dad and Grandmother Bateman. My Cousins have a completely different view of Grand Mother and Dad Bateman and all the fun times they had.

Dad's next two brothers did get their PHD and married highly educated women, but the family PHD education goals faded away with the younger children.

When Dad was an Agriculture Teacher, he had problems with relating to his students. Looking back, I feel that Dad really wanted to better relate with his children, but with many highly intelligent people, couldn't get it to work. He was one of the head administrators of the American Legion "Boys State program" held each summer at the Utah State University. Dad held many leadership positions in the American Legion and LDS Church Wards.

ALFRED VAN ORDEN BATEMAN (My Brother)

I was born to Alfred Hess and Idella Van Orden Bateman on Monday, August 11, 1924 at Logan, Cache County, Utah. My Parents Named me Alfred Van Orden Bateman. My mother called me "Orden" because she did not want a "Big Alfred" and a "Little Alfred." Her brothers were all called "Van" so this name was not an option. Thus, this is the name I have answered to when used by my parents and friends. When someone asked for "Alfred" or calls for "Al," I then knew that they did not know me very well.



We moved from Logan to Idaho where my father had accepted a job teaching Vocational Agriculture at the Midway High School. He taught here for one school year. We then moved to Ashton, ID where he taught the same subject at this high school. Any recollections of the time spent at Ashton are not clear. We moved to Idaho Falls when I was about five years old. Dad accepted a teaching post at the Idaho Falls High School. Here he taught for the next ten years.

We lived in three different houses in Idaho Falls, before moving five miles north on old highway 91 at Beeches' Corner. The first house in Idaho Falls was located on Fifteenth Street. Here I began the first grade in the fall of 1930 at the Central Elementary School. We moved to a house on H Street and I then went to the Westside Elementary School for the second grade and third grade. We moved back to the East side of town, on sixteenth Street, and then attended the Eastside Elementary, where I had to take the third grade over. From there we moved to the farm. I remember the walk between high drifts of snow on either side when I followed our cows all the way from town to the farm. While living on the farm, I attended the Emerson Elementary School and the Idaho Falls Junior High School. The farm was five miles from town and Helen and I rode to school each day with Father. I remember listening to Dad sing, many old WWI songs, on the way to school in town.

Heating was accomplished by coal and wood burning stoves. I don't remember any outdoor plumbing. I do remember that when we were bathed that Mother heated water on the stove. The hot water was poured into a large laundry tub in the middle of the kitchen. At the farm we had indoor plumbing with hot water running from the taps, a toilet and all of the thing that we have come to expect. Childhood at Beeches Corner brings

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memories of making the fire in the kitchen (my job each morning) on cold winter mornings, weeding the garden, milking the cows at night (Dad milked them in the Morning). We had all of the farms out buildings to play in, the potato cellar to ski down in the winter. In summer I helped with the haying by riding the derrick horse. This horse went back and forth all day long pulling up a loaded fork which lifted the hay from the wagon. The hay had to be placed high on the hay stack, then back up to repeat the process again. I thinned sugar beets, hoed weeds and other chores needed on the farm.

Dad taught Vocational Agriculture for fourteen years before deciding to go to work for the Soil Conservation Department of the U S Department of Agriculture. He took an interim job (three months) with the Farm Security Administration at Tremonton, UT. Here we lived in the back of a hotel for the three months. We had several rooms to live in. We moved to Morgan Utah and lived in a house with central heating (a furnace in the basement.) I had to clean out the ashes and clinkers from the furnace. Morgan was our home for about nine months.

Dad was transferred to St. George, Utah in the Fall of 1939. Mother left Morgan before the transfer date so that she could register "all of us kids" in school. We stayed a short period of time in some small apartments that were about the size of a large motel room for the first few days. We then move to the house that is just south of the Brigham Young Home. This house was owned by Jed Fawcett. We had the upstairs and the Fawcett's lived in the basement. The Mitchells lived in the Brigham Young home and I did go into the kitchen with Jed Mitchell who lived there at that time. It was much later that this house became part of the Utah State Park System and then later became part of the LDS Temple Visitors Center

When we moved to St. George there were only three wards. We met in the then new elementary school on Tabernacle and 1st West. Entertainment consisted of having wiener roasts on the red hill behind the sugar loaf (the big red rock to the north that has "Dixie" painted on the side, school dances and after MIA all three wards would meet and dance in the "Rec Hall - Now gone". We lived in St. George for three years, attended the Woodward school and Dixie High before moving to Cedar City where dad had been transferred. I stayed in St. George to finished the rest of the school year (1941-1942) before going on to Cedar City. My folks were living on the top floor of the Eden Apartments when I arrived in Cedar. That summer I worked at the North Rim of Grand Canyon. Here I lived in a four-bed dorm room behind the cafeteria. I returned to Cedar City after this employment to graduate from Cedar City High School.

Schools (Elementary-High School College)

I began grade school (1930) in Idaho where Dad taught Vocational Agriculture at the Idaho Falls High School. Here Helen and I began to play band instruments. Helen the flute and I took up the clarinet. I can remember walking from the Emerson Elementary and the Junior High School where we played in the band. I have vague recollection of how tall the Jr and Sr Hi kids were and all I could see was their legs. I completed one year in the Idaho Falls Jr. High School before we moved to Tremonton. I began the eighth grade there. By the end of October or the first of November we moved to Morgan where I finished the eighth grade.

Dad was transferred to St. George Utah in the fall of 1939. Mother loaded up the three of us and headed for St. George. I remember that there were lots of miles of the road were still gravel. Mother attempted to let me drive on some lonely stretches of highway South of Nephi, my sister and brother, Helen and Russell raised a big howl each time that she let me drive the car. I had been playing the clarinet in the band in Idaho and continued in the band wherever we were living. Everyone at the Morgan School played in the band. Morgan high school had a large band. All grade levels above the sixth were members of the band. The band traveled quite a lot to band contests and to the Utah State Fair. All summer the band gave a concert at Como Springs. Here was a park to relax, have a picnic, swim, or whatever. The high school band members could swim free for playing at Como. I took full advantage of this and was in the pool every week day all summer long

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I had one severe bacterial infection (Staph) at Morgan. After an evening of sleigh riding down the snowy road from the highway down to the rail road under pass., I crashed the sled. I had a scrap on the side of my leg. The sulfa drugs were new and the doctor gave me a new treatment for the infection, that helped a lot.

I began the ninth grade at the Woodward School. In N R Frei's class, I watched the Germans and the British move back and forth in North Africa. I played in the Woodward Band and in the Dixie Jr. College band. The college band was made up of students from the Jr. High, High School and the Jr. College. I went to school at Woodward for two years (9th & 10th grades.) I completed one year (1941-1942) at the Dixie High School. Dad was transferred to Cedar City and I attended Cedar City High School my senior year where I graduated in 1943.

Military Service Upon graduation from Cedar City High School I entered the US Army on June 20, 1943, at Fort Douglas, Utah, on the bench above Salt Lake City. I had taken an examination while still in high school. I was instructed to present the results of the examination to the inducting officer upon entering the service. In high school I had spent each afternoon in studying radio and code. I could understand Morse code at about eight words a minute when I left school that spring. I thought that I would go to the signal corp. with that much radio training. When I presented the results upon joining the Army all, other options closed as I was to be sent to Camp Roberts CA. For infantry basic training before entering the Army Specialized Training Program. The training battalion was to be filled with ASTP candidates. This took all summer and we did not finish the required training until November.



*PFC Alfred Van Orden
Bateman*

After Basic training the members of the battalion were sent to Syracuse University at Syracuse, NY. Syracuse University was full. We marched all the way back to the train Station. Here we were placed on a train heading to we knew not where. About three hours later an officer came into the railway car and informed us that we were to go to Alfred University at Alfred, NY. Imagine my address (Alfred V. Bateman, Alfred University, Alfred, NY). We studied hard and on weekends I went into Hornell, NY to roller skate on Saturday nights. Alfred, NY was a Seventh day Adventist town. Everything was closed on Saturday and one Sunday everything, banks, store and the Post Office were open.

Midway through the elementary portion of the schooling I was transferred to City College of New York (CCNY). While in New York I rode the subway, tried ice skating at Rockefeller Center, roller skated at Columbus Circle.

Near the end of the elementary portion of the schooling the program was discontinued and at Easter time in 1944 those of us who attended CCNY were sent to Camp Polk, La. We had been assigned to the 75th Infantry Division which was on maneuvers in the swamps around Camp Polk, LA. We moved out of the dormitory at the college and into pup tents in the field. I was assigned to company H, 290th infantry, 75th Infantry Division, as a machine gunner. This was because I had qualified an expert on the machine gun at basic training back at Camp Roberts, CA. After three weeks of maneuvers in the Louisiana swamps the Division was sent to Fort Breckinridge, Ky.

When we arrived at Breckinridge the military determined that those of us who had been transferred in have not had a furlough in the past year. We were all sent home for two weeks. We were greeted on our return by empty barracks. All of the privates had been shipped out as replacements. The division began training all of the newer arrivals for all of the empty slots made available with the transfer of the "old" privates. I became the first gunner in a machine gun squad. All the new privates were sent to driver's school in addition of the normal assignments that they had. At the end of driver's school, I was invited to stay in the motor pool as Jeep driver. I elected to stay with the vehicles as there should be less walking. I felt that

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drivers would be required to do less walking than the other squad members. We all knew that we were to go overseas. I hoped that we would go to Europe and that our division would be shipped intact. After a summer of training we were shipped to the European for Operations.

We left from New York harbor on the S. S. Brazil in November of 1944. We arrived via a sea convoy at the Welch port of Swansea after eleven stormy days. The battalion was sent to an old castle near Port Talbot. All but the Headquarters and the Cooks were billeted in a large building called the Orangeries.

The Division Headquarters and the Artillery came on a later ship. I was sent on detached service to division headquarters at Tenby, Wales, a pretty little vacation village on the Southwest Welch Coast. I remained there for a couple of weeks when I was again sent with the advance party of the Artillery to barracks near Cardiff to await the arrival of the Division Artillery. When the Artillery arrived, I was sent back to the company at Port Talbot.

Several days after I arrived back at my duty station the Division was sent to France. I did not have a jeep issued to me in Wales and had to wait until we arrived in France. The motor pool left Southampton on LST's and the rest of the division was transferred via freighters. The crossing of the English Channel was really rough, with the flat-bottomed LST pitching all the way. The next morning, we entered the Seine River and most of the day was spent on deck looking at the burned-out vehicles along the river bank. We disembarked at Rouen, France. We then were transferred a short distance to bivouac in a muddy field in our pup tents. Straw, belonging to a Frenchman, was taken from a nearby stack and placed on top of the mud where we had to place our sleeping bags. Here, I was issued a Jeep with a good motor and chassis and a body that was full of bullet holes.

Our stay in the field near Rouen was short and we were to go north into Belgium to join the Ninth Army. On the third morning, (we were now in Belgium) after leaving the muddy field we were told that our orders had been changed and that we would now join the first Army. The battalion had been assigned a bivouac area. That area could be in German hands and we would "have to fight" for our assigned area that night.

I should say something about the trip North from Rouen. I mentioned the muddy field and the time of year was mid-December. As the convoy proceeded north, it was so foggy that we were allowed to use our blackout lights on the jeep during the day. We needed the blackout lights for markers during the day. The roads that we traveled on were lined with trees and even at high noon only the trees on the right-hand side of the road were visible as just shadows in the mist. To the left you could see nothing but mist, no trees. I was about fifteen feet behind the Jeep in front of me. About all that I could see were the four small slits of light before me, no Jeep was visible.

On the third day the fog lifted and it was a bright sunny day. Mid-morning, we stopped and put into place, a text book road block. I stopped the jeep and parked under a tree. From this vantage point I could see that there were waves of B-17s in the sky. You could see the attack in the sky, most was below the aircraft, but once in a while you could see a burst in the formation. Several planes would fall from the sky. Sometimes there were parachutes and sometimes there was nothing other than the falling airplane.

After several hours we left this location and moved to a wooded area about one mile from Soy, Belgium. We spent about one week in these woods. The snow was deep. We could hear small arms and artillery fire. The rounds from the artillery landed in the open field between our woods and the village of Soy. Before New Year's Day we were moved into Soy and a house with a hay loft. We enjoyed sleeping in the hay because it was soft and warm and out of the weather. I stood guard from 10:00 P.M. to midnight (for the Jeeps and the troops) on New Year's Eve. As I returned to the sleeping area, our artillery fired three rounds in the direction of the Germans. Nothing happened for three or four minutes then the Germans returned our

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New Year's greetings. I dove into the stable where we were sleeping. The soldiers who were sleeping in the loft all came down the Ladder and one GI Climbed down, sleeping bag and all.

After the New Year began we began to move forward pushing the Germans back. The Bulge was shrinking. My division ended at Veshlam, Belgium. The major recollections of the Belgium Bulge were the depth of the snow and the number of GI who were killed. I remember driving along roads in that area and seeing the bodies piled like cord wood along the road waiting to be sent somewhere else.

With the Germans retreating back to the line where they had begun the offensive in December we were transferred to the French First Army in the Alsace Area near Colmar, France. Here the 75th with two other American divisions pushed the Germans back beyond the Rhine River. Not much has been said in the U.S. History, but when we were riding along through the same area on a Cosmos tour in 1986 the guide commented about how the Americans were instrumental in taking the area from the Germans. This offensive lasted about three weeks. The 75th

Division earned another battle star for this action. The City of Colmar, France awarded the Americans a citation, but the army did not authorize our wearing of the award.

We were then sent to the Ninth Army in Holland. This was where we were to be sent when we first arrived on the continent. The division replaced a British Unit in a small town in the Netherlands on the Maas River. The British had been driving at night with one headlight. We could not use blackout lights on any vehicle and made our way in total darkness. I probably drove 20,000 miles in the dark with only the light from the sky to see my way. The Canadians were across the Maas coming south between the Maas and the Rheine and the Americans coming north when we relieved the British. We had only been there a few days when the western side of the Rheine was captured and we moved to a position on the Rheine. It was through our Regimental area that the 9th Army crossed the river. I still remember the Aircraft over head the day before the crossing was made. These airplanes sounded like a bunch of bumble bees all day long. The Artillery began firing about midnight.

In Holland and Germany, I had a job at regimental headquarters (in addition to the regular message center that had been setup by the Army) The regimental Commander took one officer and one Jeep and driver to be his personal liaison between his HQ and that of the battalion Commander. I was assigned to that duty and I had to make three or more trips from regimental HQ to the battalion HQ each day. At this time, I stayed at the regimental HQ. I was driving someone somewhere most of the time. Once in a while I would drive the Regimental Commander on these trips. This assignment lasted until we were placed on occupation duty near Hagan, Germany. The 75th Infantry received three battle stars, one for the bulge, one for the Kolmar pocket and one for the battle of the Ruhr Valley.

Just a note about the places that I lived during my time in the Army. In the US we lived in barracks where the beds were arranged with the head and foot alternating down each side of the room. There was a communal bathroom at the end of the building. In the Field we slept in pup tents where one soldier carried one-half and another the other half. GI sleeping bags consisted of a woolen bag in a canvas cover. Usually you could get extra woolen blankets if they were needed. The time in NYC was spent in an orphanage where we slept in bunks as in the barracks but the other thing like wash basins and drinking fountains were only tall enough for the small children we have displaced.

Wedding and Married Live

I returned to St. George after discharge from the Army in February of 1949. I worked in a drug store all summers until college began in the fall. I married Afton Jones of Cedar City, Utah on May 21, 1946 in the St. George Temple. We lived in an apartment in a large house where the county and state have offices now. Upon completion of one year at Dixie Junior college I attend the new College of Pharmacy at the

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University of Utah. I graduated with a BS in 1950. Afton and I then returned to St. George and a new career in Pharmacy.

Nearing my retirement, Orden and Aton became very close to Gaye and I. We did a lot of RV Traveling together and activities in the Sons of the Utah Pioneers activities. We experience a lot of great memories.



Helen Grayce Bateman, Kenworthy, Glines (My Sister)

Helen Grace was a very Beautiful Girl, very talented and popular. She liked to use the name Grace. She was also being head strong, she inherited Dad's high level of intelligence but very little of Mother's "Horse sense."

She had a boyfriend in her last couple of years in High school that was killed in an Airplane crash. It was very hard on her and she seemed to change and didn't seem to care about anything after that.

We were excited when she married Glen Kenworthy and had started her family. Glen was a super nice guy and we really liked him. After a divorce and remarriage, Helen insisted that they move to Hawaii. Glen was unable to find good work in



Hawaii and they ended up with another divorce. Later she married Herb Glines who was in the military and several more children arrived. Herb was 14 years younger than Helen, a member of the Church and had gone through the temple for his own endowments, but this was his only marriage. Then had moved to Washington after Herb's retirement from the military. They became active in the church, but we had little contact with her. We had only met Herb a couple of times, so didn't really get to know him.

I was surprised when we lived in Bountiful to receive a call from my sister, asking me to go with her to the Salt Lake Temple for her own endowments. I questioned why Herb was not with her. She told me that sometime she wanted to be sealed to her High School Sweetheart and not to Herb. We lost contact with her for a number of years when I finally was able to make a telephone contact with her. Orden, Afton, Gaye and I were able to visit her on our trip to the Van Cover Worlds Fair.

When Dad died, Helen came back to St. George, but she wasn't very friendly. Things changed by the time that Mother passed away and it seemed that we had good relations.

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With the lower cost of long Distance telephone calls. Helen and I had a good chat about once a month. Helen felt that her health was failing and she wanted me to organize her history and pictures, noting that she would organize them and send everything to me. However, she passed away before that happened. I was able to contact some of her family and ask for her information, noting that I would copy the material and return it to them. I was never able to get any of



Mo & Erik Rowland. One of Helen's beautiful Grand Daughters

her history/pictures and I lost all contact with any of her kids. We did maintain contact with several of her grandkids and helped support one of her Grandsons on a Mission. He inheirated Dad's intelligence and Mothers Horse sense and after his mission he married and went on to become a Militry Doctor and later his own practace. We stayed in contact with him for a while but with their moving around and our moving, we lost contact with them. We were able to attend two of his sisters Temple Weddings.



Helen Grayce Alfred Van Orden
Alfred Hess Russell R Idella



50th Wedding Anniversary

50th Wedding Anniversary

Chapter 02 LDS Church membership



I was borne of goodly parents who taught me right from wrong. I started my life living on a Farm, north of Idaho Falls. We attended church in a rural church-school located in a community that was called Lincoln where dad served in the Bishopric. The Farm Boys at church were different from the City Kids that I went to school within the Idaho Falls Elementary School.

My Father was first Counsellor in the Lincoln Ward Bishopric. The population of Lincoln was 500 people in 1930. Lincoln was located east of the city of Idaho Falls. The Lincoln Ward was part of the Idaho Falls stake. Our farm which was located on Highway 91 was located five miles northeast of Idaho Falls in an area called Beaches Corner. The LDS church members who lived on farms in our area attended church at the Lincoln Ward. I remember that the Lincoln Ward meetings were held in the old small rural schoolhouse which was first built in 1899 by people living in the Lincoln area.

I remember going to the Idaho Falls Stake Center for my baptism and shortly after moving to Garland, Utah. I don't remember much about the church or facilities in Garland or later when we moved to Morgan Utah.

We moved to St. George Utah in 1939 and I was nine years of age. We lived in three different homes in the northwest area of St. George and the St. George elementary school served as our Chapel-meeting place for church. I remember in the fifth and sixth grade I could say I sat in the same seat six days a week and that was because my priesthood class also met in the same room that I was using for school. During these years I was active in the various activities of the ward and attended church regularly.

I remember the Sunday that Pearl Harbour was bombed, I was at church when we heard the news and church was dismissed early. It was difficult to get news during this time as the only newspaper available was the weekly Washington County news.

In the daytime, there were no radio stations that we could pick up on our radios. In the evening, we could pick up Los Angeles California station



Washington County news 1939

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and a Denver station and I don't remember but possibly a Salt Lake station. I don't know how we received the news about Pearl Harbour except it was brought up and announced during church on Sunday. The news had to come in by telephone to St. George.

No one ever encouraged or even talked to me about going on a mission. I honestly felt the boys were sent on a mission to reform them. Many of the boys that were 19 were called on missions and from what Shortly after the start of World War II my father was transferred to Cedar city. We lived in the Eden Apartments; we belonged to the Cedar City Third Ward where my father was the Group Leader



OLD ROCK CHAPEL

in the High Priests Group. When we lived in the apartment on Main Street, we were members of the Cedar First Ward, the chapel was in the North-West part of Cedar city. When we moved from the Eden Apartments to the apartment above Mullet Jewellery store on Main Street, we changed to attend church at the famous “Old Rock Chapel.”

Returning to St. George we again attended church in the old St. George Elementary School.

A few months before I reach the age of 16 (1946) a man by the name of Fred Booth who owned a repair garage befriended me. Although I didn't realize it at the time, I later found that he was a member of the Ward and made a project to encourage me and my activity in the church.

I expressed an interest in having a car when I become 16. He found A 34 Ford that didn't have an engine, any upholstery or tires and I was able to purchase it for \$75. Working with me we acquired a rebuilt engine tires and other things and he help me restore this two-door coupe. (see chapter on my cars) He spent a lot of time on me and later I wondered if I had really expressed my appreciation for all that he had done for me. Many years later, his son Dr. Booth was speaking at a meeting that I attended, and I was able to relate to him how much I appreciated what his father did for me.

My last two years in high school I was managing the projection booths in the two St. George theaters, working as a custodian at the telephone company, and working at several other jobs, made it difficult



*Apostle Joseph F
Merrill*

for me to attend my meetings. Sunday morning was the only time I could find to service the projection equipment in both theaters. My mother was very upset due to my inactivity in the church. I did live my religion other than that, except I hadn't been converted to pay tithing.

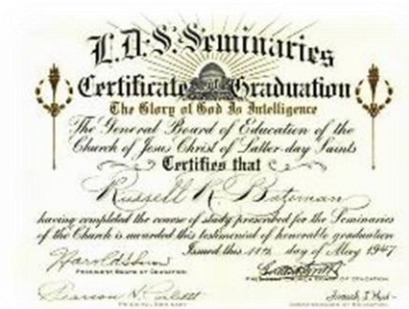
THE BEST YEARS TO BE ALIVE

I remember my Mother was very excited that her uncle was coming to visit. I didn't understand as we had relatives come to visit us on occasions. I remember meeting my mother's uncle but again I was busy rushing off to work and didn't stay to visit. My mother's uncle's name was Apostle Joseph F. Merrill who was the visiting general authority at the conference held in the St. George tabernacle. I think that he only visited a couple of times. (My mother asked me to stop by and see her uncle when I was passing through Salt Lake when I was headed over seas. I walked into the main church office entry area and asked the receptionist if I could see Joseph F. Merrill. I was asked if I had an appointment and I said no. She said sorry you must have an appointment to see Elder Merrill so I asked if I could leave a message for him and she said yes, I'll take the message, tell him that I stopped by and I am a son of Idella Van Orden Bateman. She said wait just a moment and I'll check. And it did not take long for uncle Joseph to come out and invite me into his office. As soon as we were seated in his office he reached back and got the Merrill history book and he said let's see, do you know what page you are on. I had a nice visit with Uncle Joseph, and it was quite an experience to meet an Apostle in his office.)

My last two years of high school, I was only attending my church meetings occasionally. I was working at three jobs and had very little time to do anything but work. I have been ordained as a deacon, teacher and a priest as the normal age as set by the church.

I knew of their lives it was an effort to reform them. Although I was not attending meetings as I should or paying tithing, I still felt that I didn't need to be reformed.

In my last year of high school, I was engaged to Ora Larson, but we were not planning a temple marriage. We were both somewhat active in the church but did not have the testimony of the truthfulness of the church and Temple Marriage. Both of our parents had been married in the Temple, there was no moral problems, but we did not have the testimony of paying tithing.



We both attended seminary and in my last year of seminary and she kept up my notebook so that I could go to work and not attend class. I did not realize at that time that I missed one of the greatest opportunities as my instructor was Brother Corbett a very special person. We both graduated from seminary.

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One of the church assignments I did enjoy when I was called to work on the New St. George West Ward Chapel building. This was to be the second LDS chapel in St. George at the time. The other Chapel was called the South Ward Chapel and it was located just over two blocks south of the tabernacle.

Ora broke our engagement after I moved to Salt Lake. This was very hard on me as she had been my High school' sweetheart. The move to Salt Lake was at the suggestion of her aunt who felt that Ora's dominating mother would limit a successful marriage. I lost any interest in getting married for the next six years.

Living in Salt Lake I did attend church with my brother and his wife. I attended dances and other activities.

I realized the need for additional education and working in the Sears and Roebuck tire shop was not the level of work that I wanted. I had no money to continue to college or go on a mission. I investigated the military to see if I can find the education that I needed.

A Navy recruiter promised me the education and electronics that I was seeking, and I enlisted in July of 1948.



While in boot camp in San Diego we were required to attend church of our faith. At that time in my life, religions seemed not to be very important to me and I think I may have been opened to about anything. The first time I was permitted to leave the base, I remember getting off the bus at the foot of Broadway not having any idea where I was going or what I was going to do. While standing on the street another sailor came up to me and told me he was from Salt Lake City. It seemed good to be able to talk to someone from Utah. He encouraged me to go with him to the reception center that was located near that location.

After arriving at this reception center, he told me he had to go somewhere and wait there, and he would be back shortly. He did not return and later I realized he was not from Salt Lake City but was conning me to get me up into this reception center. A young male in a suit, carrying a Bible, came in and headed directly for me. This was his first words to me, "you are going to hell unless you are re-baptized". He told me that no matter what I had done in my life, lied, stole, murdered, I could be baptized -- born-again and I would be saved. What he preached to me was certainly different than

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anything I had ever heard in my lifetime. After being preached to for a couple hours I was happy to leave and get back on the bus to go back to the base.

Back in boot camp I was being constantly asked questions about the Mormon Church. I will never forget the time I was asked do you believe in the “Joe Smith story?” I said that I had never heard the Joe Smith story. I guess I was a little dense, but it took me a while to realize they were talking about the Joseph Smith story. The questions on my belief seemed to never quit. And I even started asking myself what I believed.



I don't remember being impressed with the LDS meetings held on the base that I felt I needed to get contact with the church. Looking for a chapel telephone number in the telephone book or maybe somebody told me about an LDS serviceman's home. The next time I was permitted to leave the base I headed for the address of the LDS serviceman's home. I was able to meet some very special LDS military members, some of them were return missionaries.

This was the time of my true conversion to the principles of the LDS Church and the next few months I was very active with the LDS group and attended LDS dances. By the time I had completed my basic training and the Naval Radio School I had a strong testimony of the Church.

Bishop Paul Robert Chessman ordained me an Elder in the Melchizedek Priesthood. I had met Navy Lt. Chaplin Chessman through my church activities in the San Diego Area and we became good friends. He had a lot to do with my testimony. He encouraged me to be ready to be ordained an Elder and gain a strong testimony. I was surprised that he moved to St. George and became a Bishop in a Ward that we in the same Stake of my membership. As I recall, he was about 30 years of age at that time and knew the procedure to get authorization for my ordination. My St. George home ward was where my records were kept, and the procedure had to be approved by my home ward bishop and stake president.

Paul Robert Cheesman was not just an ordinary Bishop or Navy Chaplin. Cheesman was born in Brigham City, Utah and was a member of The Church of Jesus Christ of Latter-day Saints (LDS Church). His parents died while he was still young, and he oversaw his own education. He received a degree in education from San Diego State University. In California, he was



Paul R. and Millie Cheesman, wrote and produced two films used in LDS visitors centers: "Ancient America Speaks" and "Before Columbus."

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also a public school teacher, and he later worked as a seminary teacher for the LDS Church.^[1] During the WWII War, he served as a chaplain in the United States military. In 1944, he married Millie Foster, with whom he had six children. Cheesman taught in BYU's Department of Religious Education from 1963 to 1986. He received his master's degree in 1965 and doctorate in 1967, both in Religious Education at BYU. For a time, he served as director of scripture studies and director of Book of Mormon studies in BYU's Religious Studies Center. Cheesman was known for research of correlations between the Book of Mormon and pre-Columbian American discoveries.

**People From St. George,
Utah: Asia Carrera,
Jeffrey R. Holland, Paul R.
Cheesman, Bruce C. Hafen,
Bruce Hurst, Jay Don
Blake, Anthony W. Ivins**

Books LLC

Cheesman served in various callings in the LDS Church. He served as a Bishop, District president, twice as Stake president, and as president of the Louisiana Baton Rouge Mission from 1980 to 1983. After retiring from BYU, he was director of the church's New York Visitors Center. In New York, Cheesman suffered a massive heart attack and returned to Utah for surgery, when he died in 1991.

We maintained contact with Paul and his wife, Millie over the years and visited at their home in St. George a number of times. They lived less than two blocks from where we lived in St. George.

Cheesman was heavily involved in Central America, where he developed a collection and strong interest in pre-Columbian archaeology.

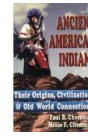
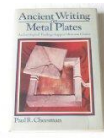
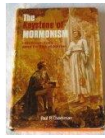
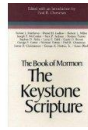
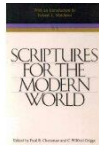
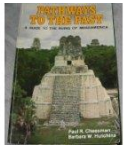


Paul wrote over 20 books, many Illustration manuals and Paul Cheesman's legacy remains not only in his family, but also in his publications and contributions to the academic fields he loved.

Cheesman's life was a constant quest for truth. This journey took him through various research related experiences that allowed him to use both his temporal and spiritual knowledge. As a devout Latter-day Saint, the spiritual side of Dr. Cheesman consistently remained in the forefront of his work. The temporal evidence supplied by archaeological records complimented his religious convictions. By popularizing the study of scriptural archaeology, Cheesman's work opened the doors for a number of foundations and organizations to maintain the groundwork he laboriously laid throughout his scholarly life. He will forever be remembered as an early pioneer and "popularizer" of Book of Mormon

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archaeology, a scholar, teacher and true missionary of the Lord. His collection of writings is stored in the Harold B. Lee Library.



I have a great appreciation for Paul Robert Cheesman for what he did for me.

I was going steady Virginia Headlund, a very beautiful Blonde. We never talked about engagement or marriage or anything of a serious nature. I knew that I would transfer somewhere after my Navy schooling. She was a special friend and very active in the Church, she went on to marry David Martin, who later became owner of Martin door and a Stake President.



My overseas duty station was Adak Alaska which was in the Aleutian Islands. After arriving I could only find very few members of the church stationed on Adak Island. A roster of the church members was requested and forwarded to the Church headquarters in Salt Lake City. I was appointed as the LDS group leaders as I was the only one ordained as an Elder, the others were Priests. I wrote to the church military LDS serviceman coordinator's office and they sent me material and assigned me as official LDS group leader for the island of Adak.

It is very difficult on Adak to organize a regular meeting schedule due to the limited transportation available from the various Navy facilities on Adak. We were able to get the group together occasionally to hold a meeting. I was the assigned as the group serviceman's coordinator for the two years that I was on Adak. I didn't feel very comfortable due to the remote assignments of the personnel on the island.

As an example, I was stationed at the Great Sitkin Navy base (see my Adak History, Chapter 7) an island about 20 miles by sea from Adak. Another time I was assigned at Radio City which is on the other side of the island and made it very difficult to try to commute to the main base. I was not comfortable with trying to be the LDS Servicemen's Group leader when I was limited in my ability to

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set up meetings. By time I spent my six months at radio city, the group was disbanded, and we lost track of each other.

I was given 30 days leave, When I arrived back in the lower 48. I went to the St. George temple for my own endowments



After leaving Adak I was still an LDS Military Group Leader but had no opportunity to function in that capacity while attending school at Cheltenham, Md., which was only a few miles out of Washington DC. Washington DC and was a great place to be active in the LDS church. One of my greatest experiences was when I arrived at the Washington DC 16th St., Chapel (sometimes called “The Washington Chapel”), about an hour early due to available transportation. I was in uniform and waiting in the entryway to the chapel before the meeting started. I was startled to see several other men that had arrived early and one of the men came over to talk to me. I recognized him immediately as being Pres. David O McKay. We chatted for somewhere between 20 minutes to 30 minutes with no one else involved in the chat. This was a very special experience that I have always remembered.

The Washington, D.C. Chapel: Sometimes called the Washington Ward, and the 16th street chapel. It was one of “the most visited chapel in 20th century Mormondom”.

Amidst opposition from Protestant ministers, the land for the Washington Chapel was purchased from Mrs. John B. Henderson and the deed was sold to President Heber J. Grant (as trustee for the church) on April 9, 1924. Building commenced in 1931 under the direction of two Mormon architects: Don Carlos Young, a grandson of Brigham Young, and Norwegian immigrant Ramm Hansen. The construction strongly echoes the design of the temple at Salt Lake City with a single spire terminating in a ball on which stood the figure of the angel Moroni. The ten-foot-tall Moroni, fashioned by Torlief Knaphus, and covered in gold leaf, was a replica of the angel atop the Salt Lake City temple, making it the only chapel in the Church ever to have a statue of the Angel Moroni on top.

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President of the Washington Branch at that time was Edgar B. Brossard, a member of the U. S. Tariff



Commission. Music was under the direction of Edward P. Kimball, senior organist of the Salt Lake City Tabernacle, who had been sent to Washington to become organist of the new chapel. Until his untimely death in 1937, Kimball gave free organ recitals in the church six nights a week, a custom continued by his successors, one of whom was Alexander Schreiner, until 1949.

In 1940, the branch became the Washington Ward. During World War II, the church sponsored Saturday night dances in the cultural hall. It was still the case when I was there in 1951 where our LDS group attended the weekly dances.

About the first Sunday that I came in to attend church at the 16th Street, Chapel (as it was called then) and met several other members most of been somewhat older than I. I was invited to spend my weekends with them, leave my Civil



Sheridan street

Cloths, and I would have a place to sleep on weekends. I was able to be active in various church activities. They lived in a large four-story apartment that was called the Sheridan embassy. That was because it was located on Sheridan Avenue.

There were about sixteen male members living in that facility and they had a couple of extra empty bedrooms and invited me to stay there on weekends. The “house mother” was J Moyle Anderson. He made the assignments as to who fixed the meals, washed the dishes, cleaned house, etc. and also the room assignments. Most of these male members were employed in the Washington D. C. Area. J Moyle Anderson was a Department of Agriculture employee. Some others worked for the FBI, CIA and other government agencies. They were all between the ages of 20 and 31 years old.

It was a special opportunity to be a member of the 16th Street active LDS group. This group including female members were very active in the church but were busy with their occupations and the average marrying age was over the age of 30.

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It was neat to be there at the Christmas season and our group of about 30 members sang Christmas Carols in various areas of Washington DC. I was invited to make the annual trek to New York for the



Time Square in 1951

big New Year's Eve celebration at times square. There was a group of LDS girls that had two large apartments in the New York area. Our group of guys from the Sheridan Embassy in Washington DC would drive up to New York City parking the car on the outskirts of town then take the railway or buses into where the LKS girls had their two apartments near

the middle of New York. The girls would leave the upper apartment for us to use and they would all get together in the lower apartment. These apartments are in the Times Square area so as a group we would go out for the big celebration at times square.



I was assigned to the U. S. Navy Department, London, England and served on three Destroyers in the European area. I could not find another member on any of those three ships that I served on.



London Mission Home was damaged in WWII

When I arrived in London, I had a two-week layover waiting for my ship to reach the British Isles. I was able to work with the missionaries and accompany them on some of their visits. I enjoyed spending time at Hyde Park with the missionaries we'd stand on the box and proselyte to those passing in the park.

I met Margaret Singer, a member of the local ward in London. I also spent time with her mother and her brother learning a little more about London. Her mother had been waiting months for some surgery which was required for her to regain her health and was bedridden most of the time. She was a member of the British health system and had waited months to get this medical health.



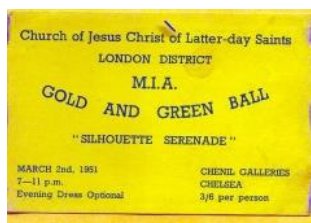
Margaret would always get on the “tube” to return home after church and church activities. I offered several times to accompany her and she was very reluctant to accept the offer. However, one time she agreed, and we got on the tube. The tube is British Underground Railroad and we got to her apartment

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arriving about 9 PM. We had hardly got there when she started encouraging me to start heading back to my hotel which was located near marble arch in Downtown London. I felt she was just trying to get rid of me. However, I found out why she was so concerned about me getting on my way. I had to transfer two different train routes. When I arrived at one of my first point of changing trains there was a conductor waving to me to hurry to get on the train. When I arrived at the next transfer point the agent told me “sorry Laddie, there is no more trains tonight”. As I left the underground train station, they closed the metal gate behind me. Arriving up on the main level thought I would look for a bus or taxi to get me back to my Hotel-Park House. It was nearing 11 PM London time and the streets were empty I couldn’t see any buses or taxis available. So, using a map that I had, I started walking through the dim lighted streets on the way to my hotel. Her concerns were real, and I had no idea that London would close up at 11 PM. It took two or three hours for me to walk the distance to get back to my hotel.

I was in downtown London at the time the British government terminated the restrictions on advertising and other downtown store lighting. Streetlights, dimly lighted streetlights. There was a lot of excitement for this event but when they turned them on. I could hardly see a neon light or any other type of advertisement. I realized that the citizens had not seen lighted signs or streetlights for the previous 10 or 12 years due to the blackouts.

I was able to attend the Golden green ball in London at that time. And then probably due to divine intervention this ship that I was assigned to, arrived at Glasgow Scotland so that I could attend the golden green ball in Glasgow and then again, the Ellison DD864 pulled into Hull, England and I was able to attend of that Golden Green Ball.



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At the Golden Green Ball in Glasgow, I met Helen Eleanor Junor. She was a member of the very dedicated LDS family. I took several days leave and came back to Glasgow to see Helen, work on the refurbishment of the Glasgow Mission Office and attend Area Conference. I slept in the same bed that George Albert Smith slept in several months before when he was visiting Glasgow.

It was interesting, the different dialects, in just a small area of that mission. Helen could identify just where people were from by listening to their accent. Helen was a very special, talented girl. She had her papers filed to immigrate to the United States, sponsored by her Aunt in Salt Lake City.

I wanted her to be a special friend as Margaret in London was a special friend. Helen lived a very sheltered life; she had never had a boyfriend there were very few LDS boys in England or Scotland. And I'm afraid that she read too much into our friendship as we never talked about engagement or marriage. I really feel bad about the possible hurt that I may have caused her. I was only able to see her once after she moved to the United States. My Navy obligations limited my access to Salt Lake. Another major restriction was that I was in naval intelligence and we were not permitted to marry a noncitizen.

England and Scotland were the only places I had contacts with members of the church. In Bergen, Norway, I found the Chapel in downtown Bergen's but when I got there the doors are open but there was nobody there. The Chapel and offices were located above a store. The facilities appeared to have no classrooms so I was curious how they would run the church program with only a Chapel and a couple of other rooms.

When I couldn't find any church activity or members, I would look for ham radio operators and I did find a few of those in various countries.

I was in Portland England's when my replacement came aboard. I left the ship as soon as I could and returned by railroad to London and reported into the Navy Department. I didn't even get a chance to stay overnight or visit any of the friends I'd made before I caught a flight returning to the United States.

For the next two months I was stationed at the naval security station in downtown Washington DC. I had picked up the new 1951 DeSoto so I had plenty of transportation and got a chance to get back into the LDS communities. (See Chapter 18)

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Because of what they called a hardship duty being on the ships I was asked my choice of duty stations that I'd like to be transferred to. Because of the really great time I had with the church group in the San Diego area, I requested to be assigned to the naval security station at Imperial Beach California which was just south of San Diego.

I attended church in Chula Vista, and I was asked if I would come early to where they held church and help clean up the rented building beer bottles and other stuff from the night before. The Ward rented space to hold their meetings in what was kind of a pool hall environment.

I don't remember why I attended Ward just north of Chula Vista Called the National City Ward. I seem to really fit in and really liked Bishop Vincent Willardson. I enjoyed attending meetings. Most every Sunday I was invited to attend dinner at the bishop's home along with several other servicemen.



I love to go the dances in the LDS activities in the San Diego area. It was a little difficult getting a date with the LDS girls, partly because I was in the military. Some of my friends encouraged me to run for the elected the M-men & Gleaner San Diego area president. I can't remember the name of my campaign manager, but she was a good friend and gave me some good

guidance for the campaign. At the meeting where they elected the next years president and M-men and the Gleaner represent, my campaign manager wrote up a few suggestions that I should say when I gave the speech before the group and after my speech I went over to the table and sat down and there was something about getting ready to go to work. The gimmick I had was some kind of a pencil that held water and we put some dry ice in this pencil, and it was smoked, and I guess I was quite impressive but some way I was elected president for the coming year.

A friend of mine, Dean Stokes was elected M-men Representative and a girl that I didn't know was elected Gleaner Representative.

My bishop, Vincent Willardson, called me into his Office. He told me that I was at an age that I should be planning to be married. My failed engagement six years previous was noted as the reason I still wasn't interested in marriage. I total him I was having too much fun to be married and I wasn't in any hurry to marry and hadn't found the girl that I wanted to marry. He asked me what I wanted in a

THE BEST YEARS TO BE ALIVE

girl that I would marry. I answered that I wanted a girl from a small town with a strong pioneer background that was beautiful, highly intelligent, talented, and would make a good mother.

He kind of indicated with a question whether I had the qualifications for such a girl. He challenged me to earnestly pray for a girl that would be a good wife. And I followed and did a lot of praying as suggested by my bishop.



A short time later, I was up visiting my Mother and there she was. Everything that I had ask for packaged into a bright red headed girl. She sang at a talent program. This was too good to be true, but the Lord blessed me.

About a year later, just before I was discharged, we were married on 20 March 1954 in the Saint George Temple.

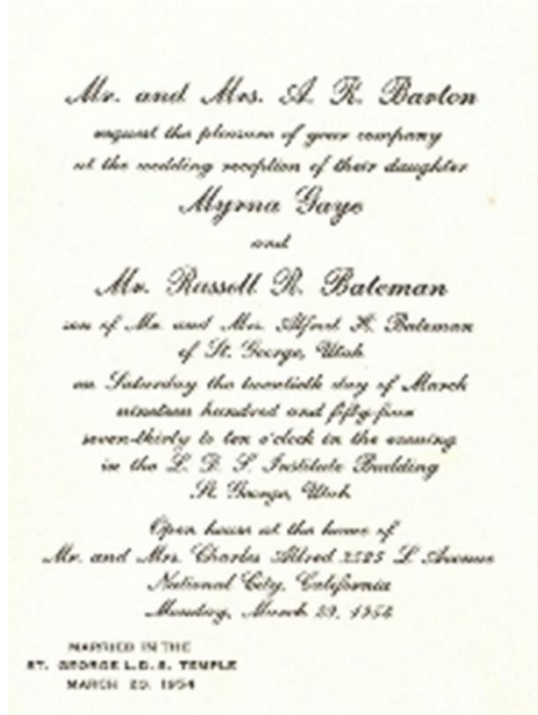


Bro. and Sis. Russel Bateman were married in the St. George Temple on March 20, 1954. Sister Bateman was the former Myrna Gay Barton of St. George, Utah. They will reside in National City Ward.

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High school best friend Karl Barton, best Friend from San Diego- Lloyd Ellsworth, My parents Alfred and Idella Bateman, Russ & Gaye (Myrna Gaye Barton) Bateman, Gaye's Parents Alice & Ross Barton, Gaye's Sister MarGenne (Barton) Rowley, Carol Jean Stocks(Lundberg), Rita Rae Haywood (Webb), Betty Seegmiller, Carol Terry (Formaster), Shirley Larkin (Schmutz) Jeanenne Cox (Jones). In the front are Rebeca and LuWen Kenworthy my Sister's Daughters.



Miss Myrna Gaye Barton Weds Russell R. Bateman

Miss Myrna Gaye Barton, charming daughter of Mr. and Mrs. A. R. Barton, became the bride of Russell R. Bateman, son of Mr. and Mrs. Alfred H. Bateman, in rites solemnized in the St. George LDS temple Saturday, March 25.

The impressive ceremony was read by President Harold S. Snow in the presence of family members and a few close friends.

Following the wedding, the bridal party went to the home of the bride's parents where they enjoyed lunch together.

In the evening the newlyweds were honored at a reception at the institute building where many friends and relatives came to wish them well.

Greeting the guests at the door were Mr. and Mrs. Alfred V. Bateman with Mrs. Helen Grace Kenworthy in charge of the guest book.

Attending the young couple were MarGenne Barton, Carol Jean Lundberg, Carol Foremaster, Rita Rae Webb, Shirley Schmutz, Jeanenne Cox, Betty Rasmussen, Karl Barton and Lloyd Ellsworth. The little flower girls were Rebeca and LuWen Kenworthy.

Pouring were Louise Wadsworth and Evelyn Barton, while Lorraine Mortensen, Margaret Snow, Laurille Leany and Mary Alice Foremaster did the serving and Rosalind Cannon, Emily Foremaster, Carolyn and Marilyn Foremaster were in the kitchen.

In the gift room were Rula Bonadure, Rayda Barton, Karen Cameron, and Judith Kay Barton. Mrs. Ada Cannon, aunt of the bride, was at the organ. Helen Grace Kenworthy, sister of the groom, sang several solos, accompanied by Wanda Baker. Evelyn Barton played a number of piano selections.

For the occasion the lovely bride wore a floor-length gown of chiffon falls with a fitted bodice and full skirt of nylon tulle and chantilly lace and a veil of bride's illusion held in place by a halo-cup of seed pearls and lace. The gown was designed by the bride and made by her mother.

After a short honeymoon in northern Utah and southern Idaho, the young couple will be home in National City, Calif. where he has employment at the Convair Aircraft company.

Here from out of town for the wedding were Mr. and Mrs. Bryce A. Barton and daughter of Salt Lake City; Mr. and Mrs. Wayne Barton and two children of Orem; Mr. and Mrs. Glen Kenworthy and three children of Henderson, Nev.; Mr. and Mrs. Martin H. Jones and children of Crest Line, Nev.; MarGenne Barton of Delta, W. Idaho; Rowley of Deseret; Mr. and Mrs. H. O. VanOrden of Beaver; Charles VanOrden and Mr. and Mrs. Sylvan VanOrden of Idaho Falls and Mr. Alfred H. Bateman of Fillmore.

Barton-Bateman Rites Read in LDS Temple Here

Popular St. George couple recently married in a beautiful LDS temple wedding were Myrna Gaye Barton, daughter of Mr. and Mrs. A. R. Barton, and Russell Rulon Bateman, son of Mr. and Mrs. Alfred H. Bateman, all of St. George.

The wedding was performed by President of the LDS Temple, Harold S. Snow, in the presence of the immediate family and close friends of the couple.

The bride was lovely in an original creation of a floor length wedding dress of chiffon faille with long fitted bodice and very full skirt of nylon tulle and chantilly lace. A finger tip veil of bride's illusion was caught in a halo of seed pearls and lace.

Following the wedding a dinner in honor of the couple was held at the Barton home and a reception at the LDS Institute was held in their honor in the evening.

Bridesmaids and attending matrons of the bride were MarGenne Barton, Carol Jean Lundberg, Carol Foremaster, Rita Rae Webb, Shirley Schmutz, Jeanenne Cox and Betty Rasmussen. Duties of the best man were performed by Lloyd Ellsworth of San Diego and Karl Barton of St. George. Flower girls were Rebeca and LuWen Kenworthy.

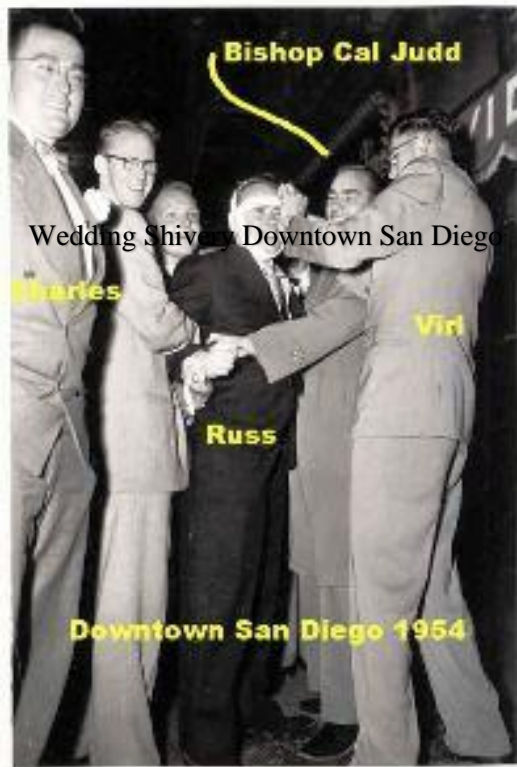
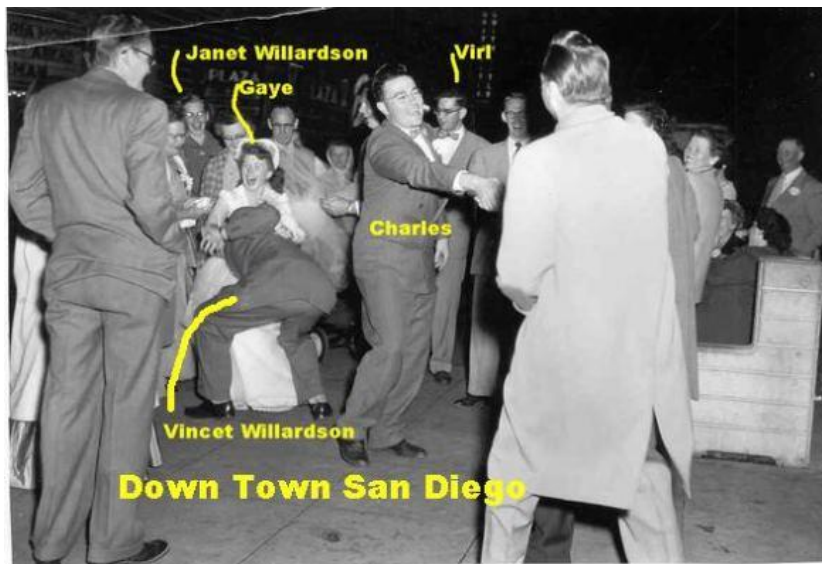
Guests were greeted by Mr. and Mrs. Alfred V. Bateman. In charge of the guest book was Helen Grace Kenworthy and assisting in the gift rooms were Rula Bonadure, Rayda Barton, Karen Cameron and Judith Kay Barton.

Louise Wadsworth and Evelyn poured with Lorraine Mortensen, Margaret Snow, Laurille Leany, Mary Alice Foremaster, Rosalind Cannon, Emily Foremaster, Carolyn and Marilyn Foremaster serving.

A lovely program was planned for the couple with Mrs. Ada Cannon, Helen G. Kenworthy, Wanda Baker and Evelyn Barton contributing the musical selections.

After a short honeymoon in Northern Utah and Southern Idaho the newly weds will reside in National City, California where Mr. Bateman is employed at the Convair Aircraft Company.

THE BEST YEARS TO BE ALIVE



Our “Honeymoon” was traveling up north to see family and temples as we travel to Salt Lake Logan and up to Idaho Falls Temple. In Logan my uncle Merlin Van Orden who is in a supervisory position took us on a tour through the complete Logan Temple.

The memberships were in the national city Ward, but we had rented a small very small house in National City. My church calling was teaching teenage members and we had such limited classroom space that sometimes we had to teach the class sitting out in a car or on the lawn. Shortly after we

THE BEST YEARS TO BE ALIVE

remodeled the Chapel and in this is something done by the members and I spent a lot of time in construction the additional classrooms. We purchased a new home and lived in National City when our first son was born.

We purchase the Delmar Mesa Ranch which is located south east of Delmar about 4 ½ miles from the ocean. My calling was clerk at that time at the San Dieguito Branch. The San Dieguito Branch covered a large area starting from where the San Diego Temple is presently located running North to The Marine Corps Base, Camp Pendleton and West to Escondido.

We purchased a new home in the Claremont area of San Diego and most my church callings of the time were in a program called the Adult Aaronic Priesthood program. This program was finding inactive members and working with them to get them active in the church again. This program was very successful as we activated many members of the church back into activity.

I was also active on the construction of two ward chapels back in the time where members built their Ward chapels.

When we moved back to St. George, I was called the as a home teacher supervisor in the St. George 7th Ward.

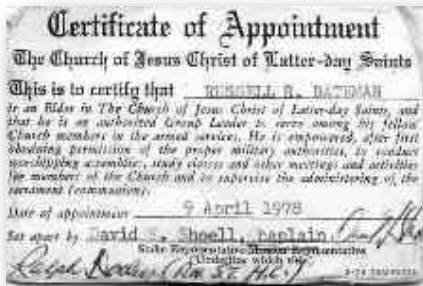
I don't remember that I had a church assignment other than home teacher when we lived in Littleton Colorado, we lived a long distance away from the closest Chapel and I know it was somewhat over an hour drive to that location.

My assignments while living in Salt Lake, Rose Park area and then Bountiful were working with the youth. I was called to be the priesthood advisor of the boys in the teachers Quorum. They were having a hard time finding an interest for these boys to keep them active in the church. As an activity for these boys I started to give them training classes to pass their amateur radio license. They all passed the FCC requirements for a general class amateur radio license and we got them active in various amateur radio activities one of the major activities was putting together the State of Utah Emergency operating communication center which is in the basement of the Jackling Hall National Guard Armory in Salt Lake.

All the eight boys received their individual awards and went on to be very productive citizens. Several went on to get their FCC commercial licenses and remained active in the communication

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field. One of them enlisted in the military in the communication field. I was a member in the Air National Guard 130th insulation squadron and was the squadrons LDS group leader. Our National Guard drilled two days a month and was part of the Salt Lake International guard unit which had facilities of the Salt Lake City airport. For several years, I would conduct a meeting before normal



working hours at the National Guard base. The base chaplain required me to be re-set apart for this assignment via my High Councilman from the Stake that this facility was located.

When I was transferred to the Richfield area, I was still serving in the Air National Guard unit and conducting meetings as an LDS group leader for our squadron

We were members of the Monroe 4th Ward. I was called to serve as a high councilman in the Monroe Utah Stake under President Hyrum Ipson. I was assigned to the Joseph Ward. Our stake had a Stake center located in Monroe Utah. It was an older building but considerably better than any of the chapels in the Monroe Stake. All the other buildings in the Monroe stake area were old structures with a limited classroom capability.



The church identified these buildings as inadequate for the existing church program and that they all needed to be replaced. However, these were specified to combine wards into one building, and this created some major problems with many of the old-time members. Some of the members in the Joseph Ward said they would refuse to drive to the new Chapel to be located in a community near them called Elsinore.



Some older members wrote letters to the President of the church threatening to leave the church and offering to purchase the old chapel. I don't know of any Joseph Ward members that did leave the church. It took a while, but the members of the Joseph Ward were successfully relocated to share the new Chapel that was located in Elsinore.

At the time I served as a high Councilman in the Monroe Stake, we would have Sunday school and priesthood in the morning and return in the afternoon for sacrament meeting. The church guidance

THE BEST YEARS TO BE ALIVE

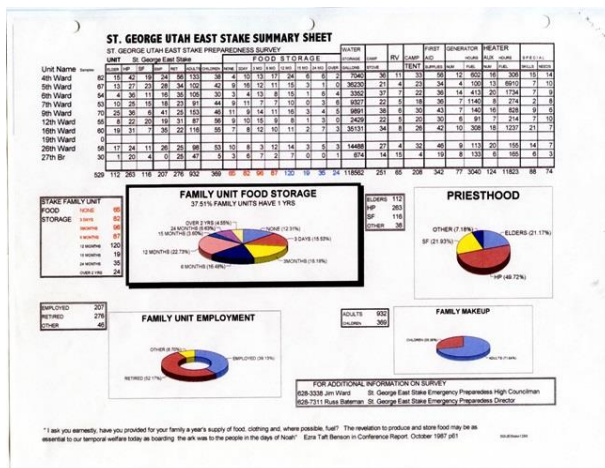
was that the sacrament meeting should last one and a half hours. I remember one Sunday when I was the high Council speaker in the Elsinore Ward, the meeting was scheduled to start at 4 PM and it 10 minutes after 4 pm, sacrament had been passed and everything was completed and the time was turned over to me to speak. To meet the guidance, I would've had to speak for one hour and 20 minutes. We had a very short meeting that Sunday.

In 1996 our RV Club was asked to participate in the Utah Centennial Wagon Train, celebrating the celebration of Utah's 100 statehood birthday and the Saints wagon trains that settled Utah. The wagon train started in (Logan) Cash County Utah and traveled to Iron County (Cedar City). I



thought I could be of help in organizing my experience. My assignment was to be a Water Boy. I was assigned Cove Fort to Cedar City. We drove to Cove Fort to be there when the Wagon Train arrived.

A State of Utah truck pulling a large National Guard water trailer was turned over to me. It was my assignment to drive to designated locations where the wagon trains would stop. I need to arrive in time to set out the watering troughs for the horses and fill them with water. My wife, Gaye would follow me driving our station wagon which we lived in while supporting the wagon train for several days until we reached Cedar City.

St. George Utah East Stake
Emergency Preparedness Book

St George East Stake President

Randy Wilkinson called me to work

under High Councilman Dan McArthur. Dan was the current mayor of St. George and I was asked to help him with some of his church assignments. The main project was to create The East Stake Emergency Preparedness plan as directed by President Earl C. Tingey, Utah South Area Presidency. Later In preparing this plan, Dan McArthur was released, and I was assigned to work with

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Dale Larkin, Second Counselor in the Stake Presidency, in developing this plan. We did several studies developing the plan so that we knew the needs of the members. Dale Larkin went on to be President of the St. George Temple. President Larkin requested that I develop a Manual to be used by the Stake. I was given the Title of St. George East Stake Emergency Service Director, an assignment that I held for several years. Later, I was also assigned to work under High Councilman Jim Ward.

We had our own “EBS” radio station K232CY 94.3 FM and our own Amateur Radio repeater-K7SG 145.49 located on Scrub Peak South West of St. George. I owned these facilities and could dedicate them to the East Stake Emergency Service plan.

In 1994 wife Gaye was working at the Temple typing names until the procedure changed and she became a guide. When I retired from Bonneville International, I started doing some shifts as a guide to fit the same schedule that she had. It wasn't long before we were recruited as temple ordinance workers working two shifts a week. I was very reluctant in this assignment because I had such a difficult time memorizing and to be a temple ordinance worker there's a lot of memorizing required. When I was set apart, I was given the blessing that I would be able to do this memorization that would be required. The blessing worked as I was able to learn short time memorize all the Information that I needed to know. I served in about every position that ordinance workers accomplished. I also served as assistant supervisor.



RUSS BATEMAN
ASSISTANT TRAINER

RUSS BATEMAN
ASSISTANT SUPERVISOR

THE BEST YEARS TO BE ALIVE



As we completed our four years, we were set to go on a full-time mission at the Temple visitor center. I was offered the full supervisors' position which is a year assignment, but we had already agreed to serve a full time Mission at the St. George Temple Visitors' Center.

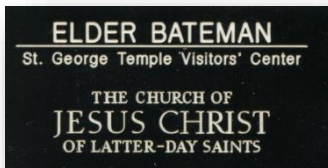
St. George Temple Visitors Center Mission

My wife and I, started work at the visitor center under Elder Thomas. He was replaced by Elder William Critchlow, III. I served as an Assistant to Elder Critchlow for over seven months which gave us some additional experiences. This mission gave a lot of varied experiences and opportunities. It was neat to study each of the Historic Sites and learn the history behind them. Our study gave us the opportunity of traveling to many of the locations where there were special things that happened in the building of Southern Utah. We could feel the Joys, hardship and dedication that those pioneers experienced in those early days.



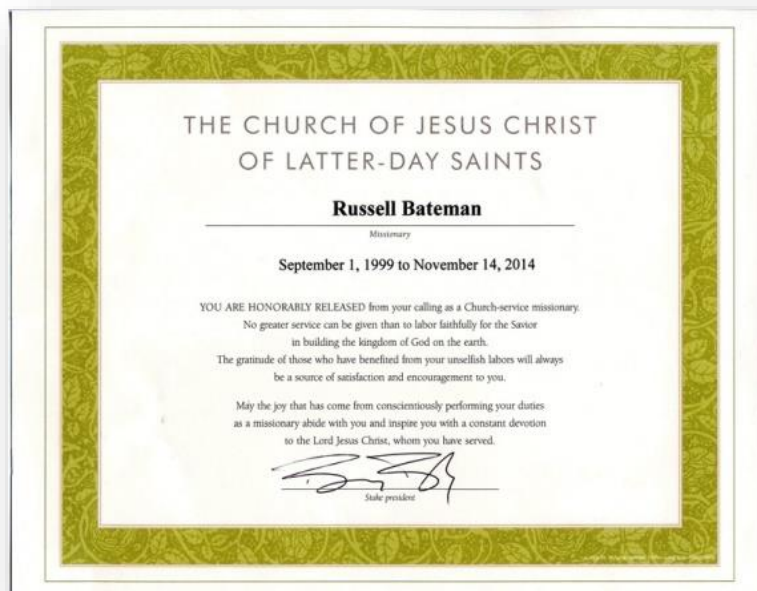
I collected a lot of information and combined it into a mission book. The book was use as a missionary manual for several yeas and a copy of the manual at placed at each of the historic site for the missionaries to expand their knowledge of the history. I also so developed a book for each sight for those who couldn't climb the stair to be able to see the information on the upper floor. (see "App-01 LDS Church of this History Book.)

THE BEST YEARS TO BE ALIVE



It was special to work with those exceptional missionary couples and feel of their spirit. They have taught us so much. They are such dedicated, loving and willing to be giving of their time to the Lord. It will take us some time to get used to not running to a schedule to see where we will be today and who we get to serve with. We serviced under two great director couples. Our farewell party was attended with all the Senior 54 Missionaries that were serving at that Mission. They had many good things to say that we're sure far exceeded what we have done. What we have accomplished we are grateful to our Heavenly Father for the opportunity and his trust in us. My wife Gaye and I have felt of his love all the way and are so thankful for having served.

We completed our 15-month mission and were released. Shortly after being released, I was called by Elder Critchlow to meet with him. He told me that Salt Lake advised him that we needed a website. He extended a call to me to be the webmaster as a service missionary. I told him that I knew nothing about coding websites. He put his hand on my shoulder and said that's you're new calling. Again because of the blessing I received so I could do that assignment I was able to in a short time learn the coding of the websites.



Not long after that I was also assigned as a service missionary to do the Cove Fort website concurrently with my existing assignment. And then later I was called to do the St. George family history website in addition to current Assignments. So, for several years, I was serving three Service Missions at the same time.

The St. George Temple visitor website and Cove Fort website I served as a Service Missionary until 14th of November 2014. My Mission release covers 14 years continuous service. I continue as

THE BEST YEARS TO BE ALIVE

webmaster for the www.covefort.info and www.stgeorgetemplevisitorscenter.info., however, they are no long official LDS web sites.

A St. George City program to publicize the historic sites in St. George. This program is supported by LDS members role-playing various parts of early pioneers in the various historic sites such as the tabernacle and the Brigham Young home. My assignment was role-playing for Erastus Snow as shown in the picture are my wife and I in the St. George tabernacle. We participated in this program for several years and one year I was the day captain for Erastus Snow part of historic St. George life. I also did their web site for a couple of years.



Senior sampler

St. George Cedar & Mesquite Friday, July
3, 2009 Vol 21 issues 27

SUP Holds Dinner Meeting by Charles Summerhays.



Russ Bateman
was presented
with modern
Pioneer Awards

Modern Pioneer Awards Given

SUP Holds Dinner Meeting

By Charles Summerhays

The June dinner meeting of the Cotton Mission Chapter of the Sons of Utah Pioneers was held at Stahl's in Washington on June 16, 2009.

At the meeting Russ Goodman and Eldon Hafen were presented with Modern Pioneer Awards. The tribute to Russ was presented by William Crichtlow, former Director of the Visitors Center and Historic Sites. Eldon's tribute was presented by his daughter Shanna Oliver. The tributes to these men outlined their years of service, accomplishment and integrity that exemplified the examples of the early pioneers.



Those attending the dances also enjoyed entertainment provided by Valerie Whitwright. She sang three operatic songs.



THE BEST YEARS TO BE ALIVE

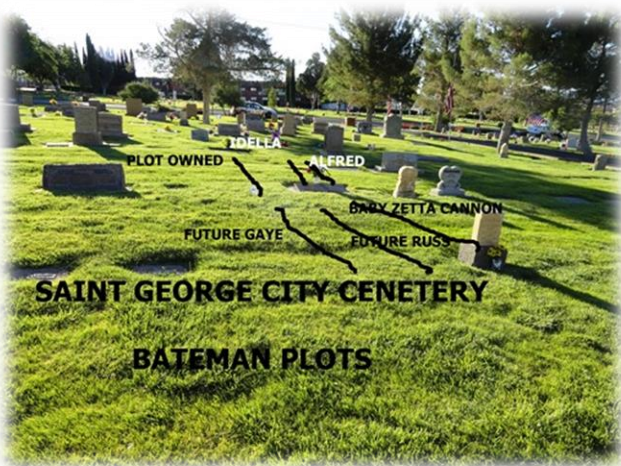


The June meeting at the Cotton Mission Chapter of the sons of Utah Pioneers was held at Staheli's in Washington on June 16, 2009. At the meeting Russ Bateman was presented with modern-day pioneer awards. The tribute to Russ was presented by William Critchlow, the former director of the Temple Vista centers and historic sites mission. Attributes Russ outlined his years of service, accomplishment and integrity that amplified examples of the early pioneers

My Brother recruited us into the cotton mission chapter of the sons of Utah Pioneers shortly after we moved back to St. George. We were both active many years in the chapter. I have served on the board for over 14 years and presently I am this time the technical director for the chapter. This is an organization that my wife can participate in with me and we have traveled on many treks with the chapter. One time we traveled back east for one of the national encampments and with the Critchlow's, toured many of the historic sites throughout the Eastern states.

In 2011, I was called to be the Ward clerk and served in that position for two years. Due to my hearing abilities and not being able to understand what was said in meetings to take notes I was changed to be an assistant clerk and assigned to keep the Ward history.

At age 88, I have been released from all my church assignments except for Home Teaching. I am at the dusk of my life's work. My wife and I will be buried in the old Section in the St. George Cemetery next to my parents.



Chapter 03 Where I-We have lived-owned

Route 1, (5 miles North) Idaho Falls

My family was living on a Farm which was at that time was five miles north of Idaho Falls. The Address was given as “The Farm Just North of Beaches Corner”. “**Beaches Corner** was an unincorporated community in Bonneville County, Idaho, United States. Beaches Corner is located at the junction of U.S. Route 26 and Idaho State Highway 43, 5 miles (8.0 km) northeast of Idaho Falls.” Today, Highway 91 going through that part of Idaho is now called I-15. In the early days it was just called the Yellowstone Highway. Beaches Corner is a populated place located in Bonneville County at latitude 43.542 and longitude -111.964. The elevation is 4,790 feet.

Beaches Corner had a gas station and convenience Store. We never had any money and I don't remember of ever even going to the store.

Back at the time that I was born I think that there was an address of Route 1 box?? Highway 91, Idaho Falls, Idaho. Highway 91 went directly passed our 80-acre farm. It was the main route north to Yellowstone Park.

I remember in the spring and fall, large herds of sheep were driven up the highway, causing cars to have to ease their way through the sheep herds.



The house on our farm seemed large as a small kid but wasn't. On the ground floor it had a large kitchen, which it seems that it was mostly used as a family room. There was a living room-dining room that was only used on Sunday. The living room heated on Sunday using an oil stove, leaving the coal kitchen stove in the kitchen for regular heating. The picture is of the farm today and is owned by a Female Doctor

We had a Magneto Telephone. It was a rural telephone with everyone in our area on the same telephone line. To get the operator, you would crank the little handle on the side of the wall telephone. The telephones seemed to be ringing all the time. Our ring was something like three long and two short rings. When the telephone rang, we would start counting the long and the short rings to know it was for us. There was a wet battery located down in the basement that would go dead and

THE BEST YEARS TO BE ALIVE

had to be replaced to use the telephone. I don't remember using the telephone and didn't know anyone to talk to that had a telephone. Telephones were not to be used by kids.

Originally, there was my parents' bedroom downstairs, later they moved into one of the upstairs bedrooms and converted the downstairs room into a "separator room" after they bought the machine that would take the Cream out of the milk. Previously, pans would be set all over to let the cream come to the surface of the pan and skimmed off. The Cream could be sold, and we would take a little bucket of cream out to the road every morning to be picked up.

The Barn was not much of a building, but it kept the snow off the cows and dad and my brother Orden milked the cow's morning and night. The milking routine started at 4 or 5 in the morning. It was my job to crank the Separator to separate the cream that we sold daily. As dad was a school teacher in Idaho Falls, the milking had to be done in time for dad to get to town to teach his class.

The Grainary had wheat that I played in like sand at a Beach. You could dig a hole and cover up in it. I didn't know the danger of suffocating. The potato cellar was dug into the ground with dirt covered over it. It was large enough to park a Wagon or small truck into it. My only skiing experience was off the potato cellar.

My interest, even as a very young boy was the Machine Shop. It was loaded with antique tools. A previous owner must have done a lot of work in the shop. I don't remember seeing my father with even a screwdriver in his hands. Mother seemed to be very handy with most of the home repairs.

There was a brick garage about 30 Ft. in front of the house north of our driveway. A Pump house that contained the Well water pump located to the South of the house. There was an outhouse at the side of the house I don't remember seeing it used and I don't remember the indoor bathroom being installed or remodeled. I remember taking baths in the Kitchen in an oblong copper tub. This tub was stored long after we quite using it.

Our crops were sugar beets and grain and my father share cropped. Others would take care of the crop for a percentage of the crop yield. It was exciting when the "thrashers" came to process the wheat fields in the area. The whole area worked together, and we had a large dinner sitting at tables around the front lawn.

THE BEST YEARS TO BE ALIVE

We went to Church at the Lincoln LDS Ward. The Lincoln Branch was organized in 1904. In 1904, the population of Lincoln was 500, 83% LDS members. The population in 2000 was still 500 people.

The Children in our farm area went to a small two or three-room school. In that Dad was a school teacher at that time, and taught in Idaho Falls, we drove the 5 miles to school in Idaho Falls.



When we lived on the Farm, the depression affected everyone. I remember a Sheep herder that was unable to find employment and my parents permitted him to park his Sheep Herders



Wagon on our Farm in the winter. The picture of the Wagon is as I remembered the wagon where the sheep herder, his wife and one child lived. I remembered going out to visit during the winter as Mother was concerned about the very cold weather. The picture is typical of the sheep herder's wagon. Three people lived in this cramped space during the winter and summer.

Garland, Utah 1938

My father had a master's degree and wanted to work for the government. He was temporally employed with a government Agency called "Farm Security Administration" and we moved to Garland, Utah. This was a major change of lifestyle for us. Previous, we grew about everything that we ate, made most of our cloths and wore old shoes or went bare foot. In Garland, everything had to be purchase. It was sure different to eat store purchased food. It was the first time that I can remember being in a store. I attended the third grade in Garland.



We lived in an apartment that was associated with a hotel in the middle of town. The lions club met in a room below us and we would hear them "roar."

I was now a "City Kid" and no longer a Farm kid. It took a lot of reorienting myself to live in a City where I could have friends and not have to get up at 4 am every morning to do chores.

THE BEST YEARS TO BE ALIVE

Morgan, Utah, East State Street and N Commercial. 1938

Dad was transferred to Morgan Utah. We rented a house, across the street from the major railroad.



It was in the days of the Steam Engines. It took weeks to learn to sleep with noise created by the train traffic. Trains were coming or going day and night.



We had to ride to school in a bus, and that was a different experience. I attended part of the third grade in Morgan. Most of our street was dirt (muddy) even though it had the original Morgan City Stores located on it.

My parents purchased me a season pass to Como springs. I spent the summer swimming and playing at the Como Resort.

172 North 100 West, Saint George, Utah 1939

My father was still trying to get a permanent job with the government in agriculture. They said that they had an opening, but it was a terrible place to live. Dad said that he would take anything. The terrible place to live was St. George. It was a population of 3400 and St. George had no air-conditioning.



172 North 100 West

A few of the wealthy people had fans. My family purchased an evaporative air conditioner as soon as they were available. This home was located just south of the Historic Brigham Young Winter Home where the Center of the LDS Church was centered in 1877. When we lived there, Doctor Gates owned the home and had his office in Brigham Young's Bedroom. I was in the home several times, but only met Mrs. Gates. I remember peeking into the back window of the Brigham Young Office building and seeing it piled with furniture. This home was converted into an office and is still there today.

205 North 100 West, St. George, Utah.

I don't remember much about it but it was a Spanish style home. It had a barnyard located where the St. George City Offices are located now. I remember that we had chickens at that time, and I was

THE BEST YEARS TO BE ALIVE

permitted to take an egg occasionally to the bakery and exchange it for a one cent candy that contained two to three chewy candies and a tiny toy and were called “Guess what's”. I don’t have a picture of this home and it was torn down to build the city offices.

246 West 100 North, St. George, Utah

I don’t remember why we moved so often I just remembered that we rented and lived in these homes from the time we moved into St. George in 1939 to 1941. I remember that we were living in this home on



246 West 100 North

December 7, 1941. We were in the church (we met in the St. George Elementary School) that Sunday morning and heard about Pearl Harbor and Church was dismissed and we all went home. One of the things that I remember about this home is that my brother and I had a bedroom downstairs and there was a door opening to the outside and going up steps.

Cedar City, Utah 83 North 100 West. Eden Apartments. 1941

Not long after the war started my father was transferred to Cedar city, homes for rent were very difficult to find and the only place that my parents could find was to rent an apartment at the Eden apartments. Our apartment was on the front north corner on the third floor. The only thing that was available was a one-bedroom apartment for our five-member family had to squeeze in to that one-bedroom apartment. My brother and I slept on a Murphy bed in the front room which we had to pull down every night when we went to bed and put it back up the next morning. My sister Helen slept on a roll away in the kitchen and again that had to be opened up and put away each day. Then my parents had the bedroom. The apartment came with a garage which we stored our car in. I was able to get enough income from jobs doing yard work to rent another garage to keep my stuff in.



83 North 100 West

Cedar City, Utah 83 North Main Street. 1943

My parents rented a three-bedroom apartment which was located above the Mullet jewelry store on Main Street. Access to the apartment by a private door next to the jewelry store and then going up the steps to our apartment. My brother had been drafted in the Army, so I had my bedroom to myself. I had to give up my rented garage at the Eden Apartments, but I did have a small room next to my bedroom that I could put some of my things in. This meant that we lived in the middle of Cedar City, on the main street.



THE BEST YEARS TO BE ALIVE

The only benefit of Orden going into the Army was that I inherited a nice bike and I could keep it in the Stair way.

St. George, Utah 276 West 100 North Sept 1945



My Father was transferred to Enterprise, Utah, but we were not able to find a home with indoor toilet's facilities and Mother refused to live in a home that only had an out-house.

So, the transfer was to St. George instead. This time, Dad purchased a two bedroom home next door to the home that we had rented at 246 West. My Sister Helen had moved to Salt Lake City and enrolled in a

Nursing program.

The home had a partial basement and it was decided to excavate for another room for my bedroom. We cut a window in the foundation and dug out the area for the room by using the window to take the dirt out. That project seemed to take a long time, to take the dirt out and to form and bring concrete in. Finally, the project was finished, adding a door and the window.

My parents wanted a guest bedroom for when we had visitors like her Uncle, Apostle Joseph F. Merrill who stayed with us a couple of times when he was in St. George for conference and other assignments.

Salt Lake City, Utah Rose Park, June 1948

Not having the money to continue to college after I graduated from high school or the money and desire for a mission. I got a job at the Salt Lake Sears tire store. I lived in a garage in new homes being built in the Rose Park area and served as a night watchman. I realized that I needed more education as I didn't want a career in the Sears tire shop.

Looking around at what opportunities that I had, I fell prey to the promise of a Navy recruiter who promised me to train in a Navy Radio Material School. So, I joined the U S Navy.



San Diego U S Naval Training Center July 1948

I arrived at the Naval Training Center for my Basic Training and was assigned to Camp Decatur, company 340. The Basic training took 11 weeks to complete. I spent my off time at the LDS Services Man's home



At the end of Basic training ("Boot camp" I was assigned to the Navy Class "A" Radio School,

U. S. Naval Station, Kodiak, Alaska February 1949

I was assigned to the Kodiak Naval Base for a week or so while waiting for a flight out to Adak. I looked up some friends that I had met in Radio School and went into Kodiak Village to find several that I was asked to say hello to.



Umnak Air Force Base, Umnak Island, Alaska

Flying in a Navy R3Y four engine cargo Aircraft on our way to Adak, we made an un-scheduled stop at Umnak AFB. We hit a severe weather head, damaging the air ship, making the hydraulics system fail and causing a forced landing. We were told that the Lord blessed us as this WWII landing strip was the only one within a hundred miles that we could land on. All the Islands in the Aleutians Islands are covered by mud and Tundra. (See Alaska chapter 07). We only lived there, waiting for parts and repair of the Aircraft.

U. S, Naval Radio Transmitting station, Rocky Point, Adak, Alaska

My first assignment was to stand Transmitter watches. I think that I spent about six months in this assignment. The normal tour of duty on Adak was one year as Adak duty was a hardship to have to stay longer. That changed after the Korean War Started and no transfers until after the War.



THE BEST YEARS TO BE ALIVE

Great Sitkin NOB, Alaska

Great Sitkin NOB was a secrete Base developed toward the end of WWII. It was a supply depot that was stocked with supplies for retaking Attu from the Japanese. A large number of casualties resulted due to inadequate equipment when retaking the Attu Island. A high priority was made for proper support for the retaking of Kiska. Great Sitkin continued to be expanded to provide support for the invasion of Japan. I was the only Radioman as part of the 50-man maintenance team. Nothing had changed since the end of the War. No pictures were permitted.

Heart Lake Navy Receiving site, Adak, Alaska

I was transferred to the Navy NOB receiving site. The receiving site was located about 40 miles from the Rocky Point Transmitter Site to reduce interference. Monitoring many radio frequencies was done at this site for



communications with Navy Air Craft, Ships, and Teletype to NOB at Seattle and commercial Ships in Distress. There were no living facilities at Heart Lake, and we computed from NOB with a "Bomb Buggy"

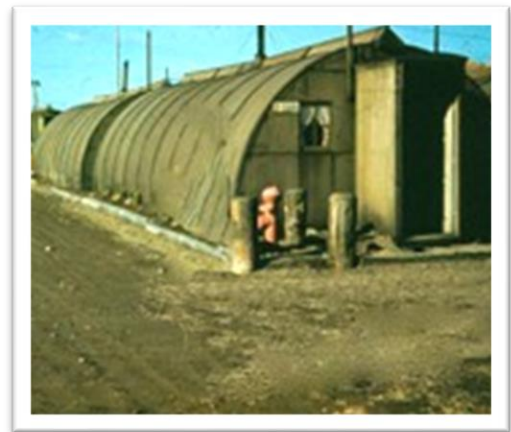
Radio City, Adak, Alaska



I was station at Radio City for six months. Radio City was a Naval Security Station.

Quonset huts were

where the personnel lived and some of the other building, such as the mess hall were wood buildings. Wood steps and walkways were common as the mud and tundra were difficult to walk on.



THE BEST YEARS TO BE ALIVE

Naval Operating Base, Adak Alaska

I returned to the Adak Navy Operating Base for a short time. Most of the buildings were Quonset huts. Things were just like it was at the end of the War.



Cheltenham, Naval Radio Station, Cheltenham, MD - 1951



Cheltenham NRS was an Intelligence operating base and Training center for the project that I was assigned too. It was located near Washington DC where I spent my week ends.



My week-end home was called "The Sheridan



Embassy" It was a three-story

apartment that housed 16 priesthood holders that worked for several Federal Government agencies, but as the FBI, CIA. The "house Mother" as he was called worked for the Department of

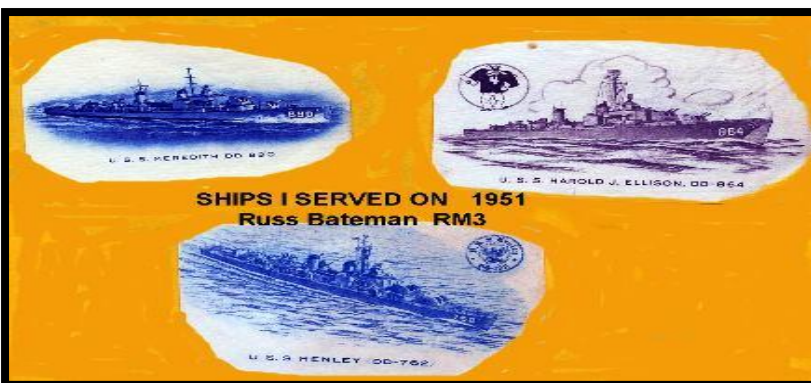
Agriculture and was the "in" charge person.

Park House, Marble Arch, London England, 1951

"You will proceed on 21 February 1951 and report to the U. S.

Army Air Base, Westover, Field, Mass. For further transfer on 25

February 1951 to Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean London,



England for duty with U. S. Naval Communications Unit No.32" was the first paragraph of my transfer orders to Comm Unit 32. When in London, I was housed at the Park House, a Hotel leased by the Air Force near the Marble Arch in Downtown London, England. I had a

chance to tour England for a couple of weeks waiting for my assigned ship to arrive at Plymouth, England.

THE BEST YEARS TO BE ALIVE

I will serve on three ships on the Comm 32 Assignment while being assigned to the Navy Department London England.

On 10 January 1951, the ELLISON departed Norfolk on her fourth trip to European-Mediterranean waters. Following two months of renewing old acquaintances in the Mediterranean, the ship accompanied the U.S.S. PERRY (DD-844) on a tour of various ports in England, Scotland and Germany.



I arrived in Plymouth England by train on 6 March and found my assigned ship

USS Harold J. Ellison DD 864 (Gearing CLASS) 6 March 1951



The Ship was modified to add our “Spook Room” before it left the United States. The “Comm 32



Team” Officer was assigned a room in the “Officers Country”, The Chief in the Chief’s quarters and the enlisted men in a sleeping room for just our team. My Arrival filled the shortage of the previous member that was transferred to a Special assignment on a Submarine.

USS MEREDITH DD 890 (Gearing Class) 11 May 1951



USS Meredith (DD-890), a Gearing-class destroyer, was the fourth ship of the United States Navy to be named for Jonathan Meredith USMC, a



sergeant who saved the life of Lieutenant John Trippe of Vixen, during the Barbary Wars

Commissioned: December 31, 1945 Decommissioned: June, 1979 Fate: To Turkey June 29 1979, renamed Savastepe.



THE BEST YEARS TO BE ALIVE

USS Henley DD-762 (Sumner Class) 22 SEPT 1951



Builder: Bethlehem
Steel, San Francisco
(Union Iron Works)



Commissioned October 8, 1946

September 23, 1950 Decommissioned:

Naval Security Station, Washington D.C.

Assignment: Contractors Escort. I was assigned to a team of Contractor Escorts that would accompany Contractors wherever they went on the Naval Intelligence Facility.

Naval Radio Station, Imperial Beach, California 1952

I spent my remaining time in the Navy going to Military schools and various assignments.

I enrolled at San Diego Junior College



THE BEST YEARS TO BE ALIVE

National City, California; Our first home was previously a “care takers” home.

20 March 1954.

4674 Van Dyke Ave. San Diego 16 California

I have been looking for a home in the National City area and selected an apartment that was being refurbished by one of the National City Ward Members. However, it was not ready for us when we were married.



We found a little bungalow that was available. It had a small kitchen – living room. The bathroom and bedroom were very small. The bedroom was a converted porch and only had enough room for the bed. The rented home provided furniture and that helped as we had no furniture of our own.

3408 Tolas Ct., National City, California 10

July 1954

Maurice Black was a friend that I met at work. We talked about purchasing a home and he suggested this new sub-division that was being developed in National City. We purchased homes next to each other with adjacent driveways. The floor plans were similar, but opposites. The homes were three bedrooms, bath and a half. The prices for the homes were \$11,900. I applied for a VA loan.



We had a nice three-bedroom home, but no furniture. I remember sleeping on the floor and no other furniture in the house. We gradually purchased used furniture, paying cash for whatever we purchased. We needed a gas stove and purchased a Chambers through our Bishops Store. I remember it was a struggle paying for it as it was very expensive.



With limited finances, we purchased to miniature cars, Nash Metropolitan and a Crosley Pickup. The Nash was new and a nice, but small car. The Crosley was used and had mechanical breaks. To stop, you step on the break and take both hands off the steering wheel, and if you pulled hard enough, you could stop.

Julian-lots 1 thru 4 inclusive, Block 41 in Kentwood in the Pines Unit 2 18 November 1955

I always had a dream of a place up in the mountains. I saw this advertisement and went up to see in in November 1955. The cost was \$550 and the terms were reasonable so we purchased it. We would go up with boxes and buckets and bring back snow to have a snow ball fight on the Green lawn in the sun shine, with the children's new friends.



Delmar Mesa Ranch, Route 1 Box 49, Delmar California 31 March 1956

Gaye and I decided to take a ride up in that part of the country and ended up in the Del Mar Mesa area. We drove into an area of about six homes and found that it had been a Jehovah Witnesses settlement, but several had moved. There was a for sale sign on one of the farms so we stopped to talk to the owner. They were directed to move somewhere in Canada and needed to sell their property. The property was 10 acres with a very small house, an old garage and chicken coop. The Ocean was four and half mile to the west. Water had to be hauled and dumped into a cistern. There was seven miles dirt road to the property.



The \$6,000 price was right, so we purchased it. We rented out National City home and moved to the Ranch. We did some remodeling and developing of the property.

3408 Tolas Ct., National City, California

We moved back to the National City home as our renters moved out and we had to do some refurbishing and repairing and get it ready to sale.

1451 Hubbard Ave, San Diego, California

New home



(10 July 1978??)

THE BEST YEARS TO BE ALIVE

Pine Valley Utah

We purchased a lot in Pine Valley, near the Pine Valley Chapel, but had to sell it due to our finances. So, we only lived there in our dreams

St. George Utah, 600 South about 750 East, June 1962

No picture. Home was where the Dixie University Football field is now located

In that we were not able to make a go of the St. George Business, we had to seek employment.

8684 W Brentwood, Littleton, Colorado

I had a job offer from Martin Denver and we rented a home in Littleton, Co. I worked for Martin Denver Test division in an area called the Cells which was a tower where the Titan IV researched and developed.



975 S. Fayette Ave., Salt Lake City, Utah July 1962

Returning to Utah from Colorado, Gaye's Sister-in-law found a place that we could rent. It was a little small for us, but it gave a place to get organized and settled back in Utah.



1138 West Girard Ave.,(Rose Park) Salt Lake City, Utah

31 July 1962

We paid \$13,612 for this home. It had a basement and a Garage. It was not a bad home, but small. We had a terrible neighbor that had a bright light just outside bedroom window and made a lot of noise. He wouldn't work with us at all. This was the time that NAACP was breaking the Black (Negro) into White neighborhoods. The neighbor



sold his home at a high price as this was the first Black home in the area. The Black neighbors were far better than the people before them, but it made it just about impossible to sell the home when we wanted to get a bigger home.

THE BEST YEARS TO BE ALIVE

3222 South 525 West, Bountiful Utah \$21,000

We purchased this bountiful home as an upgrade to give us more room for our family.



Lots 338,339,340 Unit 5, Vista Valley Estates, Duchene County Utah 13 February 1979



We purchase three lots in Duchene County as an investment. We gave these to our oldest Son. This was another place that we only lived there in our dreams. We had plan to build a Cabin, but it never happened.

Route 1 Box 49, Monroe (Austin) Utah 6 August 1972

Gaye and I did most of the construction of this 6400 Sq. Ft. home. It had a 100 Atomic radiation Protection Factor” Basement fallout shelter on a 5-acre lot. This was the nicest and largest home that we owned.



Acords Lakes 8200 ft elevation Mountain summer retreat.



THE BEST YEARS TO BE ALIVE

KSL Farnsworth Peak



I worked at Farnsworth peak for about 15 years. We would work/live on the peak for eight days and then would be off for thirteen days. So, I lived one third of the time on the peak.



Dixie Communications Store-St. George

We moved to St. George to take care of Gaye's mother. We lived in the back of our store for a few months



459 East 700 South, St. George, Utah



THE BEST YEARS TO BE ALIVE

Rocky Point Cell Site-2 acres



**970 East 700 South
Unit 2, St. George,
Utah (721 South)**



**345 North 540 East,
Monroe Garage, Monroe, Utah 84754**



THE BEST YEARS TO BE ALIVE

1248 N 1000 E, Orem Utah



640-624 East 100 South, Pleasant Grove, our Utah Rental Units



Purchased Plots 2, 3, 4, Lot 7 Block 8 Platt "B" St. George City Cemeteries 8
December 1965



Chapter 4 EARLY CHILDHOOD 1930 to High School graduation 1948

I don't think that is much of a question that I lived in the best years to be alive in the history of the word. The major inventions and Discovery happened during my lifetime.



I was born February 11, 1930 was born in the Idaho Falls hospital. Idaho Falls Idaho, Bonneville County, Idaho Our family is living on a farm about 5 miles north area called beeches corner. My father was Alfred Hess Bateman and my mother was Idella Van Orden,

What was it like in 1930? Conditions were tough. We were in a major recession. My Father was a school teacher and we lived on a farm and were better off than many people.

1930 was the first year of the great depression, Radio was starting to gain momentum but the high unemployment of 8.9% caused problems in every area of life. This was felt worldwide, and many countries could see political change starting for example Germany where Adolf Hitler's National Socialists become the second largest party.

Following the Wall Street Crash, 1350 banks in the US fail. My parents had their saving on one of those Banks. The year that I was born, my parents lost all their money that they had in the bank. Fortunately, they had their 80 Acre farm which was paid for.

Conditions in 1929 were very difficult for my parents. The recession was in deep depression and my parents had lost money in the banks and they were struggling. They were surprised and concerned when mother found that she was pregnant with me. But the money they had left was very limited. My Father had a Master's degree and was close to getting his Doctorate but couldn't complete his thesis as he would have had to go back East and he didn't have the finances that would have been required. It was the depression and times were hard.

A salary of \$12.00/week was considered a good salary, if you were lucky to enough to have a job.

In the 1930's more than half of American families earned between \$500 and \$1,500 per year. In 1935-1936 the median family income was \$1,160. An income of \$2,000 per year guaranteed a

THE BEST YEARS TO BE ALIVE

comfortable life-style and put a household at the top 10 percent of incomes. On an average annual income of roughly \$1,000, most families had between \$20 and \$25 per week for food, clothing, and shelter. Budgeting and stretching scarce resources were essential. In adapting to economic deprivation families used two strategies: they curtailed expenses and found alternative sources of income. Expenses were curtailed by using family labor to produce goods that used to be store bought, such as food, clothing, and home repairs. This responsibility typically fell on women, who did most of the household spending. The government gave guidelines for a family budget, recommending setting aside 35 percent of the family income for food.

There were no credit cards, laser beams or ball-point pens. Every family had a father and a mother. We were before gay-rights, computer- dating, dual careers, daycare centers, and group therapy. Our lives were governed by the Ten Commandments, good judgment, and common sense. We were taught to know the difference between right and wrong and to stand up and take responsibility for our actions.

Serving your country was a privilege; living in this country was a bigger privilege.

Man had not invented:

Pantyhose

Air conditioners

Dishwashers

Clothes dryers

And the clothes were hung out to dry in the fresh air.

Time-sharing meant time the family spent together in the evenings and weekends-not purchasing condominiums. We never heard of FM radios, tape decks, CDs, electric typewriters, yogurt, or guys wearing earrings. If you saw anything with 'Made in Japan ' on it, it was junk.

Ice-cream cones, phone calls, rides on a streetcar, and a Pepsi were all a nickel.

And if you didn't want to splurge, you could spend your nickel on enough stamps to mail 1 letter and 2 postcards.

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You could buy a new Chevy Coupe for \$600, . . . but who could afford one?

Too bad, because gas was 11 cents a gallon.

Nikola Tesla was born in 1856 and died in 1943. He was the inventor of Alternating Current and laying the groundwork for much of the electronic technology of today. Thomas Edison, born in 1847 and died in 1931, is given credit for his development of Direct Current. Charles Duel United States Commissioner of Patents is famous for purportedly saying "*Everything* that can be invented *has been invented*. He died before I was born.



On the Farm, in the winter there was no heat for the upstairs bedrooms or in the front room except on Sunday. We would take a Hot Water bottle or brick to bed to help get the bed warm enough to get to sleep. We sleep under many blanks which would finally warm us, but it was sure hard to get out from under them in the morning. My Brother Orden had to get up and go down and make a fire in the kitchen stove.

When it got a little warm. We would grab our clothes and run for the kitchen. Our clothes would be warmed from of the large oven in the old wood/coal stove, then we would get dressed.

I can remember taking baths in a portable long tub that would be placed in the kitchen and the water heated on the stove.

I can never remember only having an outhouse. I remember that there was an outhouse, but I don't remember that it was used. However, our farmhouse only had one bathroom. I remember that it was in the back of the house off what was once my parents' bedroom and was later the Separator room.

The Separator room was where we would bring the milk in and put it through the separator to get the cream so that it could be sold. My brother, Orden and dad would get up way before daylight and milk the six cows. This had to be done early enough so that breakfast of hot cereal could be had and dad as a teacher could get to school on time. I can remember cranking the Separator, which was a hard task for me at my age.

THE BEST YEARS TO BE ALIVE

I am told that I use to sit for hours on my little red chair on a kitchen cabinet looking for Dad and Orden and Helen to come home from town.



From when I was born until going to first grade, I had no one of my age to play with or associate with. Our dog, Snowball was my best friend. We had large sheep herds going up highway 91 past our Farm. I found a baby Lamb that got into our Farm fence from one of the herds going north. I fed it milk from a bottle and raised it to be a full-

grown sheep and we spent a lot of time playing together. It liked to run up from behind through my legs and I would end up on it back. It did that one time when we just were getting home from church and we both went into an irrigation ditch. I had my only good clothes on. It upset my mother and she said that it was time that we need to get it in cans for the coming winter. She tried to explain that due to the depression, that we needed it for food. That was really hard on me, but she didn't force me to eat the meat. It took me a long time to get over the loss of my friend.

Later my Grandfather, Bateman brought his famous trotter racehorse as it was now too old to do any more racing and it was time to retire the famous horse named "Hal Direct". The horse was a new friend, but it wasn't mine and didn't play with me and it seemed that I only got to ride Hal Direct when no one else wanted to ride. It wasn't long until Hal Direct had a heart attack and fell into a ditch and died. I had lost my other friend



My Brother and Sister had neighbor kids their age and were over to play. But no one my age and I was left out of things most of the time.

The children in our rural area went to small country schools, one and two room schools. In that dad was a school teacher in town. We went to schools in Idaho Falls, a drive of about five miles. The snow was higher than the top of the car, so we didn't see much. Dad would have to dig into the snowbank to make a place to leave the car. The snow level was much higher than the fences

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The City kids treated us farm boys like we were the scum of the earth. They harassed us and did their best to let us know that we were not wanted with the City Kids. Part of it was that I was a farm boy and had not experience companionship being alone on the Farm.

I had a one friend and he was able to come up to stay overnight several times.

I remember being at the Jensen's just North of us. They only had an Outhouse which was located behind their house. The only thing that they had for toilet paper was that you tore a page out of a Montgomery Ward Catalog. The paper was softer however in those days. I can remember looking through what was left of the catalog at the pictures of all the neat things that they had for sale. It was called a wish book. I remember spending time in their outhouse, 'not needing to go to the bathroom', it was my first view of the outside world. We had no television, no news paper, no magazine. I had never been in a store. Things on those pages were things I never new about.

There weren't very many "toys" in those days. I had several toy farm equipment that my father had from displays. As he was an Agriculture Teacher and involved in setting up displays and would access to the toys when they were no longer needed. The only time that we received a toy was at Christmas and you only received one toy if you were lucky to get that. Most gifts were clothes include a new pair of shoes. The new pair of shoes that you got for Christmas was for best, mainly for wearing to church. The old "best" were for school and then the old were for regular wear. They usually had holes in the soles, and you would put cardboard inside to keep the rocks from hurting your feet.

I always looked forward to the visit with the Grand Parents at their Farm North of Lewiston, Utah. There were cousins my age and when we did get together with cousins and other kids, we did play games. One of our favorite games was "Kick the can" where one person would be "it", and the others would go out and hide and the "it" would try to find them. When you see a person, you would race them to the can and jump over it and say "Over the can for whoever-giving their name".

However, if the found person got to the can first, they would kick it and anyone that had been caught could then run and hide again.

"Olly Olly oxen come in free. If you do not come now, you will be "I" - "T". This meant that you would have to be the person trying to find those hiding and all the players would come in.

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My first and second grade teacher was "Miss Boyce" As country boy, we didn't get along very well. Especially when I would tip back on my chair. I remember when dad would have to wait for me for an hour when I would have to stay after school, sitting on the floor.



My favorite person was Tom Mix. He was called “The king of Cowboys” He was a movie star and radio personality. Thomas Edwin "Tom" Mix (born Thomas Hezikiah Mix; January 6, 1880 – October 12, 1940) was an American film actor and the star of many early Western movies. Between 1909 and 1935, Mix appeared in 291 films, all but nine of which were silent movies. He was Hollywood's first Western megastar and is noted as having helped define the genre for all cowboy actors who followed. When an injury caused football player John Wayne to drop out of USC, Mix helped him get a job moving props in the back lot of Fox Studios. (Years later I was able to have a short conversation with John Wayne in St. George.)

He was on the radio at the “K I D”, a Radio Station in Idaho Falls. My mother took me to the studio so that I could possibly see him. I remember going up the stairs as he and some others were coming down. He stopped and talked to me for several minutes.



I remember seeing airplanes flying in the air over the farm but didn't know what they were. In 1935, Ford Tri-motor air plane landed at the Idaho Falls Air Port. This was the first real airplane that I saw in my life when my Mother took me to the airport to see it. It was so large that a car could drive under its wing. This experience created a great interest in Flying.

I don't remember much about the car or cars that my parents owned, but I do remember that it was only one car. I remember that one time when Helen fell out of a tree in our orchard, a neighbor took her to the Doctor in a Model T Ford. Dad purchased a new 1936 Buick after he sold the Farm. And that was something special.

My father was offered a job in Garland Utah working for the Farm security in June 1938. Beginning of the third grade we moved to Garland Utah and lived in a small apartment. The main thing I can

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remember about this apartment is that the Lions Club met in the room down the wall and during their meetings you could hear them roar like a Lion.

I attended third grade at the Garland elementary school which was about three blocks away from where we lived. The main thing I remember about going to school at the Garland Elementary was the school lunches. It was different than the Peanut butter/honey sandwiches that we had in the first and second grades. It was the first time I'd seen school lunches. One of the main events that I remember was that when they were putting pepper in the soup that top came off and the pepper was very heavy in the soup but were required to eat it anyway.

My parents had some very good friends living in Garland his name was Charley Last. Across the street from where they lived, was a family by the name of Northman. I got acquainted with their daughter her name is Judy Northman very beautiful young girl with ringlets. I guess that was my first girlfriend

In the later part of 1938, my father changes jobs again and was employed at a temporary Federal Job requirement to move Morgan Utah. We rented a home on the main road into Morgan is located just across the street from the main railroad line. All trains at that time were pulled by a steam locomotive which created a lot of noise with steam operation including the steam whistle. It took weeks to be able to learn to sleep with all the noise and trains created.

Across the street was an underpass that the main road came under the railroad tracks. It was quite steep going under and coming out on the other side. This created quite a noise for trucks and other vehicles as exhilarated to get up the steep incline.

The elementary school was some distance from where I lived, I had my first experience of riding the school bus to school. This was about the first time that I had friends my age.

The family lived next door to us by the name of Clark. I remembered that they had a water line mounted high in the air running all winter which made a large pile of ice in the winter time.

Come the warmer weather they would pile straw on top of the ice, which they would cut and sell the ice the following summer.

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They had a son that was my age, which I don't remember much about him other than he was able to get me to take a draw on a cigarette which was my only try. Several years later as I was driving through Morgan, I stopped at the Clark's to see what was happening with the Clark Family. The son that I was looking for just returned home from a mission and he had been driving a new car back from Detroit for local dealer. He got into a bad accident and really banged up the new car. This had caused a lot of stress, so I didn't stay long.

One of the main points about living in Morgan was the Commo Springs resort. My parents got me a season pass and during the summer I went swimming there everyday.

I also have a bad experience when I was returning home from Commo Springs swimming Pool. There was an old-fashioned gas station which comprised of the two of the old-fashioned gas pumps that's the clear glass with the numbers inside of the glass to tell you how many gallons that you took they were filling the gas tank in a car and I like the smell of gas so I went over and took a great big intake of gas fumes which really left me dizzy and sick to my stomach which lasted a couple days.

Another thing I remembered about living in Morgan was that my brother got up Sunday mornings and made waffles for breakfast. Most of times they were pretty good. But one of times he made peppermint waffles that I will never forget.

The street we lived on was like an old western town.

In the summer of 1939 Dad was able to get a permanent position with the Soil Conservation Division of the US Agricultural Department. They told him that they had an opening for a position that they hadn't been able to fill as it was in a terrible location. Dad was told that if he would accept the position, he would be hired into the permanent position.

The terrible location was St. George, Utah where no one wanted to live due to the extreme heat condition of the area. At that time, there was no air Condition in the Small population area of 2400 residence. Dad had a master's degree and was close to a PHD and met the educational requirements.

My parents wanted to get the family moved and settled before time for school to start. Mother, Orden, Helen and I packed what we could in the Buick and headed South on the old Highway 19. You could see a cloud of dust down the road and it was moving toward you and you knew that it was another car. Once the car and cloud of dust got even with our car, both cars would pause next to each other to

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let the dust settle so that you could see the road and then you could drive on. This was the condition of the dirt-graveled road from Provo south to St. George. As we passed through the St. George Entry Tunnel, we could see the small town of St. George.

I remember Mother having problems with me as she was tired and was letting Orden drive the car. I think that Orden was only 15 and didn't have a license. As a nine-year-old, I didn't like my brother driving and made a big fuss, so Mother had Orden stop the car and I jumped out and ran up in the hills. After being threatened to be left out in the hills, I repented and showed better behavior on the rest of the way to St. George.

We rented the main level of the Jed Fawcett home, just south of the Brigham Young Winter Home. Doctor Gates, a Dentist had his office in what was Brigham Young's bedroom. I visited the Gate's home several times with my Mother visiting Mrs. Gates, in the home, but don't remember Dr. Gates. I did try to look in the back window of the little building just east of the Gates Home and found it was piled full of storage. There was not a south door to the building at that time. Little did I realize that the Gates Home was formally Brigham Young's winter home and the little building was Brigham's Office? This was the Official headquarters for the Church of Jesus Christ of Latter-day Saints when Brigham was living there, he moved to St. George in the winters due to his health.

I remember asking why did the Fawcett's rented the main part of their home to us and live in the basement. Come the following summer, I found out. It was terribly on the main floor and much cooler in the basement. We really suffered from the heat. I remember sweating so hard that the sheets were wet the next morning and would stick to you and you would have to peel them off from you.

There were some homes in St. George that had fans and some homes shortly thereafter had one of those new things called evaporated Coolers. It wasn't long before my parents purchased an Evaporative Cooler and put it in their bedroom. We kids had to put up with the heat and after a while got use to it.

The St. George Elementary School was in a newer building just a few short blocks and I started the 5th grade with Ferrand Stucki as my teacher. It was a good year and I didn't feel any of the outsider feelings that I had experience previous. I had lots of friends and activities. Mr. Stucki was a very likeable person and school was a lot of fun. I remember riding on the outside of his Model A Ford with other students piled all over the car. It was a good year.

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The only negative thing that I remember was that a girl sitting behind me in class took the cork off her ink bottle and dubbed it on my shirt, just for meanness. Each desk had a small bottle of ink that we would use to write with (pen & Ink). I only had two shirts to wear to school and I was so upset that I cried. Mother did buy me another shirt and the marked-up shirt was used when I wasn't at school. We had very few clothes to wear and our older shoes required cardboard to cover the holes in the bottoms. Cardboard to cover the holes in your shoes were common in those days and I think at times, the shoes that I wore to school were that way.

The next year with Mr. Neilson as teacher for the sixth grade was another good year.

I was in the school setting in the same desk six days a week. The sixth day was church. Our Ward met in the Elementary School where we held primary also and a church class used the same room as I did the other five days.

There were three wards in St. George at that time. The North Ward met in the elementary school, the South Ward met in the only chapel in town and the St. George Center Ward met in the Tabernacle.

We moved into another home near where the St. George City buildings are now located. This was near the St. George Dixie Sugar Loaf hills. We did have a small barn yard where we had chickens. This was a big plus for me as mother would let me take eggs to the local bakery and trade them for penny candy Called "Guess what" This was a small container that had two chewable wrapped pieces of candy and a timey toy. We had very little access to candy and only at Christmas or when we went to visit relatives.

Snowball and I spent many hours hiking around in the hills behind our house. Even though Snowball was the "family Dog", she was my very special friend starting back on the Farm, when she was my only friend.

I played a drum in the Drum and Bugle Corp and threaded the Maple tree. It was a sad day and it took me a little time to understand what the attack on Perl Harbor December 7th 1941 really meant.

Dad was transferred to Cedar City and I attended the seventh and eighth grades in Cedar City.

Moving to Cedar City, it was difficult to find a place to live. We moved into an apartment on the third floor of Eden Apartments. It was a one-bedroom apartment with a murphy bed (folded out of

THE BEST YEARS TO BE ALIVE

the wall) in the front room where Orden and I sleep, and we had a roll-a-way bed where my sister Helen slept. There was no place to keep our cloths, but we had very few cloths anyway. We did have a small one car garage where we kept the Buick, but no place for the Model A Ford car that Dad had purchased, and it was sold. I don't remember in ever riding in the Model A Ford and remember very little about it.

Moving into the apartment, we were not permitted to keep our Dog Snowball and it had to be kept somewhere else, I don't remember where. Another tragedy came into my life when Dad told me that Snowball was hit with a car and killed. I really knew that Snowball had to be got rid of as we had no place that we could keep her. It was very hard to accept, but I did have neighbor friends' by then.

My first income was from selling "night crawlers" worms that I would catch at the Cedar City Park after dark. I would make up a sign and sell them for 10 cents a dozen to people going fishing. And I could sit in the shade to sell them and not have to work in the Sun all day as was the case working on the Farm. My first day at selling night crawlers I made over one dollar. That was big money for me.

Living in a small apartment, I had no place to keep things. The apartments had small garages for rent for \$2.50 a month. That was a lot of money, but I wanted a place to spend time and keep my stuff.

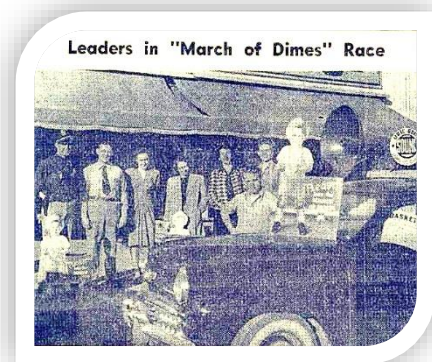
1948-01-13 March of Dimes Washington County News (Volunteer assignment)

Left to right: Orin (Zug) Bennett, Larry Leonardi, Mrs. Evelyn Lee, Miss Erma Bentley, Mrs., Maxine Spencer, and Mrs. Ann Peterson, with Russell Bateman in the foreground

*Under the direction of Frank Holland, County chairman; Larry Leonard, city chairman, **Russell Bateman** with his sound system common and the entire and efforts of Evelyn Lee, Ramon Bentley, Maxine Spencer, and Peterson, the March of Dimes race developed as a unique stunt and cleared over \$70 for the polio fund.*

Everybody was hailed if he appeared on the streets and reminded those young ladies to play the game – and made a real game of it too.

The BPW members donated their services, also, on Thursday, Friday, and Saturday evenings at the theaters with their" polio cups."



CHAPTER 5 EMPLOYMENT PRIOR TO MILITARY SERVICE.

When I was 10 years old, my Father told me that I was old enough to work and earn my own way through life as his Father taught him. He would provide me with a nice place to live and food, but I needed to learn how to work and manage my money as he had to do.

Sugar Beet Thinning

Dad said that he had arranged a job for me to work on a farm in Enterprise. He was working in the Enterprise area, so he could take me to the farm where I would be working. My job was thinning Sugar Beets. The row of Sugar Beets was so long that I could hardly see the other end. By the end of the hot day, I finally got to the end of that row about the time that my father came to pick me up. I received my days' pay of 35 Cents. Yes, I was proud that I had worked and earned my first pay.

I didn't go back to the farm in enterprise again for two reasons, one is that Dad didn't have work in the Enterprise area and so I had no way to get to the farm, and I told my Dad that I felt that I could find better work. I know that my dad was disappointed in me and told me that it would be up to me to find my employment.



We were living in the Eden Apartments at that time and I found plenty of jobs around the neighborhood doing yard work. At 10 cents an hour, I was very busy. I needed a place to keep my tools and stuff and I rented one of the vacant apartment garages. I don't remember how much rent I paid, but it was something like \$2.50/month.

We moved from the Eden apartments over to the apartment above the mullet jewelry store. For the first time I had my own bedroom, but I sure missed the garage where it could store all my stuff, so had looked for jobs I didn't have to have tools. My brother went into the military at this time and now I had access to use his bicycle. I was able to keep the bicycle just inside the door as shown in the picture to the far left which was a stairway going up to our apartment. This gave me a lot of mobility to be able to move around instead of having to walk everywhere I went.



Sugar Beet thinning-Enterprise Utah

I guess that I was eleven years old when he took me to Enterprise, Utah to work on a Farm. I know that he had made arrangements with a farmer and so my first employment was a long row of sugar beets that I was too thin and weed. I think that I had a peanut butter sandwich with me for lunch. I was just nearing the end of the row when Dad came back for me. My day's pay was 35 cents. I told my dad, and I would find my own work.

Nightcrawler worms

I became self-employed catching night crawler worms at the Cedar City Park at night. I would then make up a sign and sell them for 10 cents a dozen to people going fishing. And I could sit in the shade to sell them and not have to work in the Sun all day as was the case working on the Farm. My first day at selling night crawlers I made over one dollar.

Living in a small apartment, I had no place to keep things. The apartments had small garages for rent. That was a lot of money, but I wanted a place to spend time and keep my stuff that I expanded my self-employment to doing odd jobs including a lot of weeding and most of that was in the hot sun. I did babysitting, when I had a chance.

Modern Style Dress Shop

I was custodian at a store called "Modern Style Shop" which was a dress store. I did all the cleaning including washing the big store windows, working after school for a couple of years. I think that it only paid two or three dollars a week but was better than thinning beets.

Of course, there were not TV back in those days and there were not many interesting radio programs on the old Atwater Kent radio. I was one that didn't like to stay around the small apartment that we lived in.

Cedar City Turkey Plan

An example of that was the summer that I was able ride the bike to work at the Cedar city Turkey picking plant. I don't remember whether I was 13 or 14 years old, I was hired for the summer picking turkeys. I worked at the Turkey Picking plant in the summer and made big money, even 35 cents an hour. It was long hours and a stinky place to work.

THE BEST YEARS TO BE ALIVE

The turkeys would be hung from the ceiling and you could adjust to the height that was convenient for you to pick the feathers off the turkey. It was a terrible job and I really hated it but some days I could earn as much as three dollars a day which was very good wages for a kid my age.

Cedar and Utah Theaters

I was able to get a job working at the theater as a custodian to relieve the regular custodian a day off. My pay for that was free passes to the shows at either of the theaters in Cedar city.

After getting bored watching the shows, I spent all my time in the projection booth learning to operate the projection equipment. One night I was in the booth by myself running the equipment when John Rowberry the manager came to the booth and found me all along. He was very upset because films in those days were very Flammable. He asked where Henry Grimshaw was, and I told him I think he went next door to the confectionary store. He went next door and asked Henry about leaving this young kid up in the projection booth running the machines. Henry told him no problem as I had been running machines for weeks. John Rowberry came back up the projection booth and watched me the rest of the evening.



After the show and I was closing the machines he asked me to drop by the next day in his office at the other theater the next evening. I was excited that I was going to be able to get a job as a projectionist, I talked to him and he told me at the age of 13, I was too young to be an usher but if I would be an usher for 2 or 3 years then he would hire me as a projectionist.

Within three months I was hired as a projectionist five night a week, this opportunity came to me as in many other fields that there is a major shortage of people in the technical field due to the demands of the military and the war effort.

THE BEST YEARS TO BE ALIVE



"To Whom It May Concern; 29 Dec 1947

The bearer of this letter, Mr. Russell Bateman, was employed by us in the capacity of a projectionist and a soundman for over a period of three years. During the time he was employed it was necessary for him to maintain and service our sound system. He did an excellent job and we did not experience a single sound failure during the time he was employed with BIOS we found Mr. Bateman to be excellent character and efficient in every respect any favors you may be able to extend to Mr. Bateman will be greatly appreciated by the writer's. Yours truly, John Rowberry".

I also hung around radio station KSUB and became a good friend of Herschel Urie who was the chief engineer *and* manager of the station. I think part of the interest in Main was that I had a beautiful sister that he was interested in. Many times, I had wished she had been interested in him because he became a college professor at Weber State College and very successful.

I first went on the radio at the age of 14 when Herschel let me do some announcing and play the 16" 33 1/3 record programs. These were programs like "Hymns of all Churches and Jack Armstrong.



Radio KSUB was running only about 80 Watts back then and the transmitter and studio was located on the corner of the BAC (Branch Agriculture College – now called SUU). Our on-air monitor was an old AM table top radio that you had to turn down the volume before going on the air with the microphone. Several times I didn't turn the volume down and it created a

squeal over the air.

One time we had a part in the transmitter failed and we couldn't purchase a new part due to war shortages. We drove to St. George and barrowed one out of an Amateur Radio Operators transmitter. (See my chapter 14),

THE BEST YEARS TO BE ALIVE

A man by the name of “Woody” opened up a Radio store called “Paramount Radio”. I don’t remember much about his background other than he was severely injured in the great earthquake in the San Francisco. He had his chest crushed so had to large indent area in his chest. We got to be great friends and he let me hang around his radio shop.

KSUB Southern Utah Broadcasting Co

December 31, 1947

To Whom It May Concern:

Gentlemen,

During the past two years, Mr. Russell Bateman has worked for KSUB from time to time, assisting in control room operation and remote broadcasts. His work with us has been very satisfactory.

Very truly yours, Hurschell G. Urie, Chief Engineer



Over the next couple of years, we did a lot of fun things together. I was permitted to put the large (about 16”) records on the player and play them over the air. These records were like “Hymns of all churches” and “the lone ranger”. I would even go on the air noting the next program that was to be played. There was a regular radio in the studio that you would have to turn down the volume so that you wouldn’t get the squealing – feedback when you went on the air. After having that experience a few times, I did better.

I remember that we tried to do some drama radio programs that involved Herschel, Woody and a couple of others including me. Herschel came up with some script for the radio program and we would act out our parts. I remember that there wasn’t enough in number to take all the parts, so Herschel would put marbles in his mouth so that he would sound like a different person. These programs would originate in Woody’s store and feed the KSUB Station via telephone lines.

Paramount Radio Store,

I tore radios apart for the parts to be used for repairing radios in that new radio tubes and parts were not available. I Tested radio tubes from the old radios etc. and did some repair on radios. I was never paid for my participation of activities at KSUB or Paramount Radio but was rewarded with experience and a lot of good fellowshiping.

THE BEST YEARS TO BE ALIVE

I was working five nights a week as a projectionist at the two theatres and making good money for a kid 13 to 15 year of age.

H M Ensley Bike Shop.

When was 15, I was working repairing Bikes at the H M Ensley Bike shop in Cedar City when they announced the first Atom Bomb was dropped on August 6, 1945

Shortly after that, the War ended, and Dad was transferred back to St. George?

KSUB-St. George.

After I moved back to St. George, I still had ties with KSUB. KSUB had increased power and could be head in St. George in the daytime. I ran the first radio broadcast out of St. George. Herschel shipped a Remote-Control Box to me on the bus and I connected it to long distance telephone lines back to Cedar City. It was the big revival Football Game between BAC (Cedar City) and Dixie (St. George). It worked out so well that Dick Hammer, owner of the famous “Dick’s Café” with the sponsors of Shell Gas, did a week broadcast out of St. George’s Dick’s Café. I can remember the opening theme song “Stop at Shell and get some Gas. Then all your worries then shall pass” This was a live Country Western Band. I was the Engineer and equipment operator for the weekly program for over a year.



I also operated the first and only sound system South of Cedar City. Sponsored by Urie Brothers Sound, I mounted one of their systems in my old 1939 Desoto and then my new 1948 red Studebaker car. St. George only had a weekly newspaper then. I advertised important events by driving up and down the streets of St. George announcing the special event. I was invited to all football games and other events.



Some things I charged for and some I donated my time.

Urie Brother Sound company 389 N. third West Cedar city

Utah December 31, 1947

THE BEST YEARS TO BE ALIVE

to whom it may concern:

Mr. Russell Bateman has operated one of our sets of sound equipment for the past year and will continue to operate this equipment indefinitely. This has meant that Mr. Bateman has been responsible for the proper operation of all the equipment in his charge. This he has accomplished in a very completely satisfactory manner.

Very truly yours Herschel Urie.



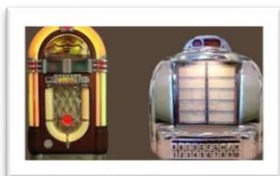
I picked up jobs wherever I could find them. For several weeks, I washed dishes at the St. George Big Hand Café. It was a Bus Stop and a very busy restaurant. There was no automatic dish washer, all by hand. It was not a fun job.



In those days, Jute boxes were very popular in areas like restraints and some stores. The music was played from 78 RPM or 45 RPM records that were contained inside of the main unit. Some locations had remote control boxes. A nickel deposited would play your selected song. This was largely the only place you could hear this music.

KNUDSEN MUSIC COMPANY – COIN OPERATED MACHINES 287 North Third East, Provo, Utah

I was the on-call Jute box repair person in the St. George area.



To Whom It May Concern:

Russell Bateman has successfully answered service calls on our coin operated phonographs for more than a year in Washington County.

He is adapted for installation work and has always been dependable.

George A. Burch Route Manger.

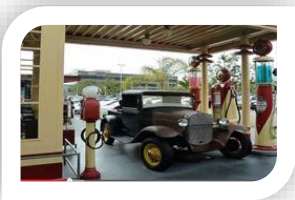
One summer, I worked at Service Stations. For several months, I worked at the Cox Texaco Service Station on Bluff Street. At that time, it was the first Service Station after leaving Los Vegas. I worked 12 hours a day, seven days a week for \$100/month. I later changed to work at Pioneer Service Station which was in the middle of town. The pay was better where I earned \$90/month for five 8-hour shifts.

THE BEST YEARS TO BE ALIVE

Pioneer service St. George Utah May 13, 1948

to whom it may concern:

Russell Bateman worked for me in the service station business for a year I am intimately acquainted with this young man and after observing him in his business and others in which he has been engaged I can recommend him for energy honesty and initiative in any job he makes strife to do signed Ralph J. Lauper manager



1946 Gas cost 21 cents a gallon and was measured by reading the marks inside the Glass holding containers located on top of the gas pump. After dispensing the gas, you would refill the glass holding container by pumped the gas using a hand pump. The wind shields were always washed, and oil levels were checked on every car. The air pressure in the tires was check when the customer requested.

St. George Telephone Office on 1 April 1946.



I was hired as a Janitor. My beginning pay was \$22 week and on March 2nd I received a raise to \$32.50/week. I usually went in, in the early morning before going to school and again right after school. Part of my assignment was cleaning pay telephone and telephone booths around St. George and keeping the sock room organized.

Record of Russell R. Bateman, St. George, Utah (M S T & T)

class of emp	Nature of change	title	Location	Dept	Code	Date eff	Rate
TP 12	Engaged addition	Janitor	St. George	Plant	7310	4-1-46	\$22.00 Wk
	Increase	Janitor	St. George	Plant	7310	3-2-47	\$32.50 Wk
EP 12	chg in Classific	Janitor	St. George	Plant	7310	3-1-47	\$25.50 Wk
Gen. inc.		"	"	"	"	5-15-47	\$26.50 Wk
	Resigned	"	"	"	"	5-22-48	

The manager of the St. George Office (plant 7310) was Tom Jones. Alvy Mulstine was the combination man. Alvy installed all the telephones in the St. George and Hurricane area and the "Magneto" lines running up to Pine Valley. We had a manual four position switch board that was normally manned with three telephone operators. I was not part of the Union and took a shift in manning the Switch Board answering emergency calls during the telephone operators strike. If I was in the office at noon time, they would let me turn the switch that operated the daily test of the voluntary Fire Department Siren. A number of times, I turn the red



THE BEST YEARS TO BE ALIVE

light on that was located in the middle of the intersection of main and Tabernacle for signaling the duty policeman to call the switchboard. I resigned on 22 May 1948 when I moved to Salt Lake.

I was also scheduled to attend an Organ installation school, San Francisco for the St. George McAllister Music Store, but I was canceled as I was leaving town. I think that the school found out that I was just a High School Kid and the School was for only Organ Service Professionals. Mr. McAllister had to go back hiring Organ Installers from Provo and Las Vegas.

When I moved back from Cedar City at the end of 1945, McKay Larson hired me as a projectionist at



the Gaiety and Dixie Theatres, working five nights a week. After a few weeks, McKay left for the service or defense job. The owner Merv Reber offered me McKay's position of managing the projection booths at both of his Theatres. I would work five nights a week at the theatres and train and hire other to work the nights. It was then, my responsibility to ensure that there were trained projectionists in each theatre each night. It was also my obligation to provide all the maintenance and repair of the projection and sound equipment.

McKay Larson returned back to St. George in February 1948 and wanted his job back of the theaters. Merv Reber promoted me to manage the Gaiety Theatre. This theatre is now called the St. George Electric Theatre, this assignment included opening and closing the theatre's and working with the cashier and ushers. I did go back and do some projection work due to sickness and other emergencies.

Dixie Theatre Co. Dixie and Gaiety Theatres, St. George, Utah 12 May 1948

To Whom It May Concern:

Mr. Russell Bateman has worked for me for the past three years as projectionist and assistant manager of one of my theatres.

*I have Russell to be very efficient, honest and dependable while in my employment.
Signed, RM Reber.*



I was doing quite well as a High School kid. I had a checking and savings account and the only kid in my High School that owned a new Car. (See Chapter 18) It really irritated me when people, including the Dixie College President Art Brun making statements of "how nice it was that for my father to buy me a new car. They wouldn't believe me that I was paying for the car own. My parents provided me with a loving home and food to eat but felt that was good training for me to provide my own money for everything else.

THE BEST YEARS TO BE ALIVE

After I graduated from High School and had the resume letters in hand, I headed for Salt Lake to find bigger and better things. I applied for several different jobs. Sears & Roebuck offered me a job working in their tire shop in Salt Lake City. I also worked part time for Poll and Austin Sound and doing things like the 1948 Democratic Convention at the Salt Lake Fair Grounds.

Sears Tire Shop-Salt Lake City

The next few weeks changing tires, installing Seat Covers, I finally advanced to oversee the battery Shop.



After working for Sears, a couple of months, I knew that mounting tires and seat covers, was not the occupation that I wanted. I didn't have money to go to school. I talked with the Navy recruiter and was enlisted to go to Radio Material School.

(See my chapter 07-Navy)

I was doing quite well as a High School kid. I had a checking and savings account and the only kid in my High School that owned a new Car. (See Chapter 18) It really irritated me when people, including the Dixie College President Art Brun making statements of "how nice it was that for my father to buy me a new car. They wouldn't believe me that I was paying for the car own. My parents provided me with a loving home and food to eat but felt that was good training for me to provide my own money for everything else.

CHAPTER 06 – U.S. ARMY SERVICE

My first uniform was when I become a tenderfoot Scout. I worked up to be a first-Class Scout. I was born with a sense of patriotic duty and wanting to do things for my country.

Air Scouts During the 1940 's; the Boy Scouts of America established the Sea Scouts and the Air Scouts 1942-1949.



I left the Boy Scout program and joined the Air Scouts, but I don't remember the dates and I am unable to find any paper records. I

remember that our Cedar City Air Scout Group took a field trip to Hill Field. There was a B-17 that we climbed through the tunnel to get from the back of the air ship to the front.



I also remember being a Civil Air Patrol Cadet in Cedar City. I have a picture of me by an open cockpit biplane aircraft. I think I remember flying in it. At the Cedar City airport, we had a turret Gun Simulator. It was designed to train aircraft gunners and I enjoyed operating it.



The Japanese seized the Aleutian Island of Attu and Kiska, located off the tip of Alaska, in June



1942. These islands provided the Japanese with a base from which to limit Allied air and sea operations in the North Pacific. They attacked Dutch Harbor on the island of Unalaska on June 3rd and 4th, 1942, seeking to destroy U.S. Army and Navy operations near the city of Unalaska.

Nothing seemed to be able to stop Japan. Japan had invaded and occupied much of the orient.

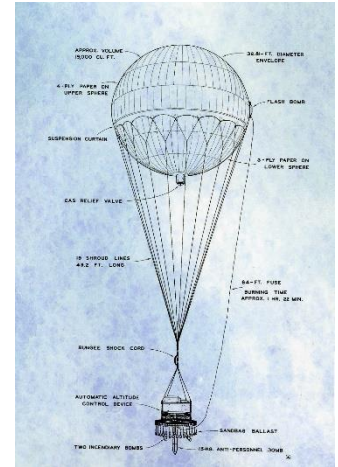
There was a great concern over the Japanese occupying the Philippines, China and many other countries. It was felt that our defenses of our Pacific Coast were very weak and there was a possibility of an invasion of the west coast. The commanding Admiral of the pacific fleet felt that Japan was going to invade the United State pacific coast using two paths. The Aleutian Islands, coming then down the coast to the pacific coast and the other way was to take Midway, Hawaiian Islands and then on to the Pacific coast.

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Germany had invaded and occupied much of Europe. No one was able to stop or even slow Germany down. Germany then moved in the North Africa so they could obtain the oil that they needed.

In 1942 and 1943, the war was not going well for the United States.

The Japanese Balloon Invasion, official called the “FuGo invasion. The first Balloons were launched in 1942. The pressure to increase preparation was when in 1942, the Japanizes Balloon invasion started where Balloons were released in the upper air currents that carried them over the United States. A fire balloon fusion abundant, "balloon bomb", (or Fu-Go), was a weapon launched by Japan during World War II. A hydrogen balloon with a load varying from a 12-kilogram (26 lb) incendiary to one 15 kg (33 lb.) antipersonnel bomb and four 5 kg (11 lb.) incendiary devices attached, they were designed as a cheap weapon intended to make use of the jet stream over the Pacific Ocean and wreak havoc on Canadian and American cities, forests, and farmland.



Japan launched its *Fu-Go* campaign, deploying thousands of high-altitude hydrogen balloons armed with incendiary and high-explosive bombs designed to follow the westerly winds of the upper atmosphere and drift to the west coast of North America. After reaching the mainland, this Fu-Go, the Japanese hoped would terrorize American citizens and ignite devastating forest fires across the western states, ultimately causing the United States to divert wartime resources to deal with the domestic crisis.

The 1942 launches of the Balloons were to field test the project. They were found in Alaska, Washington, Oregon, California, Arizona, Idaho, Montana, Utah, Wyoming, Colorado, Texas, Kansas, Nebraska, South Dakota, North Dakota, Michigan and Iowa, as well as Mexico and Canada. The concept was the brainchild of the Imperial Japanese Army Ninth Army's Research Laboratory, under Major General Sueyoshi Kusaba with work performed by Technical Major Teiji Takada and his colleagues. Five FU-Go Balloons were found in the state of Utah.

THE BEST YEARS TO BE ALIVE

The balloons were intended to make use of a strong current of winter air that the Japanese had discovered flowing at high altitude and speed over their country, which later became known as the jet stream. General Kusaba's men launched over 9,000 balloons throughout the course of the project. The Japanese expected 10% (around 900) of them to reach America, which is also what is currently believed by researchers.



About 300 balloon bombs were found or observed in America. It is likely that more balloon

bombs landed in unpopulated areas of North America. Many

of these balloons were shot down by American and Royal Canadian Air force using P-40 and P-38 fighters. A pregnant

woman and five children were killed when they discovered a balloon bomb that had landed in the Forest of Fearhart Mountain in Southern Oregon. Pastor Archie Mitchell and his pregnant wife Elsy (or Elsie) drove up to Gearhart Mountain with five of their Sunday school students (aged 11–14) to have a picnic, and Elsy and the children got out of the car at Bly, Oregon, while Archie drove on to find a parking spot. As Elsy and the children looked for a

good picnic spot, they saw a strange balloon lying on the ground. As the group approached the balloon, a bomb attached to it exploded and Elsy and all five children were killed. Archie witnessed the explosion and immediately ran to the scene and used his hands to extinguish the fire on his wife's and the children's clothing, but he could not save them.

Press cover up.

The bombs caused little damage, but their potential for destruction and fires was large. The bombs also had a potential psychological effect on the American people. The U.S. strategy was to keep the Japanese from knowing of the balloon bombs' effectiveness. In 1945 Newsweek ran an article titled "Balloon Mystery" in their January 1, issue, and a similar story appeared in a newspaper the next day. The Office of Censorship then sent a message to newspapers and radio stations to ask them to make



BALLOON PICTURE- Fire devices shown with Bomb in the middle



no mention of balloons and balloon-bomb incidents; lest the enemy get the idea that the balloons might be effective weapons.



Cooperating with the desires of the government, the press did not publish any balloon bomb incidents. Perhaps as a result, the Japanese only learned of one bomb's reaching

Wyoming, landing and failing to explode, so they stopped the launches. However, in 1945, they went into mass launching in hopes of creating Fire Storms with the Balloons.

Biological (Germ) Warfare.

The History Channel showed the testing of the Germ Warfare on Chinese Cities by the Japanese, resulting in a large population being destroyed. This documentation stated that if the Japanese Balloons had been successful, they planned to spread Germ Warfare across North America and Canada using the Balloons. Credit must be given to the News media in that **information as to impress Japan that the project was a failure. If the Biological Warfare had of** been used, millions of U.S. and Canadian citizens would have been killed.

The U.S. western states were encouraged to create a force to help with managing these threats. In Utah, funds were allocated to purchase military equipment and organize a State Militia.

“The first militia in Utah was the Nauvoo Legion which was composed of Mormon volunteers. This unit, after the passage of the Militia Act of 1903 which created the modern National Guard of the United States, states who lost their National Guard units due to federalization in times of war were forced to recruit their own replacement units, leading to the birth of the modern state defense force. During World War II, the Utah State Guard was organized to replace the Utah National Guard, and consisted of approximately 600 members who were responsible for protecting National Guard armories and other state facilities.[2] The Utah State Guard was tasked with recovering debris from fire balloon attacks launched by Japan which had landed in Utah.”([The American Home Guard: The State Militia in the Twentieth Century”. Texas A&M University Press. pp. 211–213. ISBN 1585441813)

Enlistment 1943.



*Bud Bowman and Durray
Dally*

I was out bike riding with a couple of friends, Durray Dally and Demar (Bud) Bowman. Durray noted that there was an announcement over the Local Cedar City Radio Station KSUB, that there was an urgent need of personnel to form security and protection requirement. They specified the age was 16 and older men but my friends wanted to ride over and see if they could be accepted at

THE BEST YEARS TO BE ALIVE

their age of 15. At the Cedar City National Guard Armory, we found a couple of men sitting at a table. There were no other people in the armory when we arrived. They explained the urgent need for a State contingent of men to help protect the country from a possible invasion. We were handed applications to be filled out. I told them that I was only 13. They said fill it out; we need anyone that we can get. So, I was enlisted in the State Guard of Utah at the age of 13 with no parent approval or signature required. We were directed to return to the Armory the following Saturday to be issued our national guard uniform and equipment

. In 1947, I wrote the Utah State Adjutant General for information on my enlistment.

*1947 02 10 State of Utah -office of the Adjutant General Fort Douglas
Utah*

*Mr. Russell R. Bateman
St. George Utah*

Dear Sir:

We have your letter of the sixth instead and I have to advise you that an enlistment record was never forwarded to this office covering your service in Utah State guard. So, we are forwarding your letter to Regimental Headquarters. As they can determine the date of the investment from the papers on file in their headquarters,

*Company "F" 2nd Battalion Utah State Guard was inactivated on 1
April 1946*

Very truly yours,

General J. Wallace West, The Adjutant General

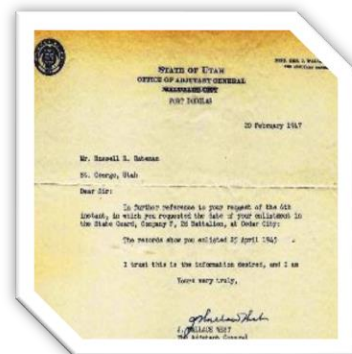
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*1947 02 20 State of Utah -office of the Adjutant General Fort Douglas  
Utah*

*Mr. Russell R. Bateman  
St. George, Utah*

*Dear Sir:*

*In further reference to your request of the 6<sup>th</sup> instant, in which  
you requested the date of your enlistment in the State Guard, Company  
F, 2d Battalion, at Cedar City:*



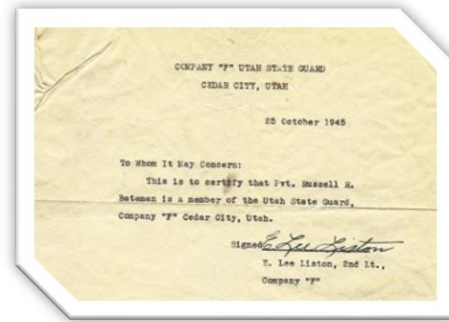
## THE BEST YEARS TO BE ALIVE

*The records show you enlisted 25 April 1945.*

*I trust this is the information desired, and I am*

*Yours very truly,*

*J. Wallace West, The Adjutant General*

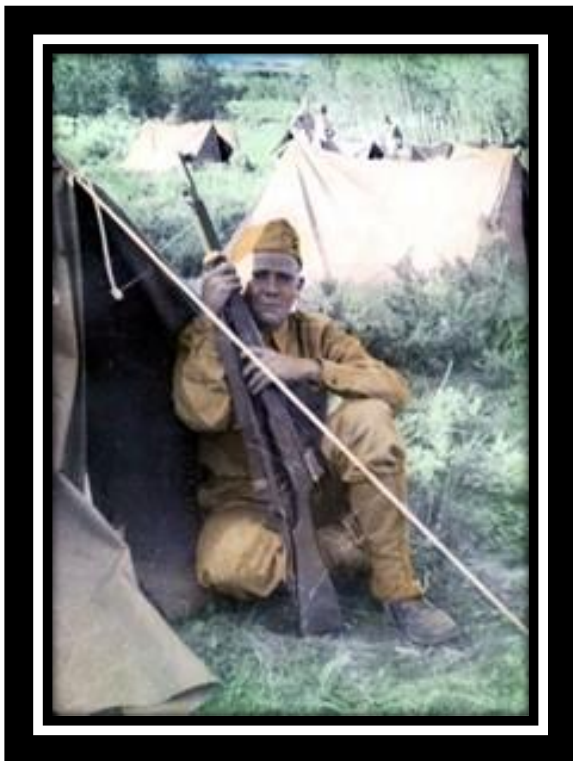


I was enlisted in the fall of 1943; I went to Summer Camp in July of 1944 at Fish Lake. The records were not organized until 1945.

I was issued my Army Uniform (including heavy canvas leggings), ½ pup tent, mess kit and a WW I era 30-06 Springfield rifle. The only Identification I had was a letter written by Lt. Lee Liston.



Our Cedar City unit “drilled” once a week at the Cedar City National Guard Armory. (The National Guard unit was of course activated and in Europe.) We were trained on repelling an



*Summer camp 1944*

invasion force and later, how to dis-arm the Japanese Balloons. We were told of a Balloon that landed near Enterprise, Utah (there was 5 Balloons that landed in Utah.)



I remember that our unit was about 20 possible 30 members. Several were 4F and rejected by the military and some were deferred Farmers, but most were 16 to 17-year-old boys prior to being drafted into the military.

I don't remember if we “drilled” on Tuesday or Wednesday, but it was the same night that the Roller-

Skating rink was open in Parowan, a City about 20 miles North of



## THE BEST YEARS TO BE ALIVE

Cedar City. Several times we reported to the Armory in uniform, we would load up the two Army Trucks that were issued our unit and drove to Parowan to the Roller-Skating rink, where it was a popular gathering point for the girls in town together. We received a lot of attention from the girls and town folk. Some of the guys told the people that we were from Fort Odd and about to be sent overseas. One of the girls showed an interest in me each time we were there, but I was very shy. Several of the girls talked us into going home with them and meeting their parents. The father looked at me and said, “you look way too young to be in the service.” I remember being speechless and one of the older guard members spoke up, saying I just looked young for my age.

“During World War II, about 600 Officers and enlisted men, all volunteers unable to otherwise serve in the regular military, stood watch over empty armories and other state facilities” Utah is one of 24 states which allow the governor to arm, maintain and mobilize a state militia against a perceived threat

All the USG units in the State were required to attend the Summer Training. I don’t remember how days may this training lasted, but it was several days and could have been a week. There were ten military “Duce and half” trucks at this Summer Camp, held at Central Utah’s Fish Lake, I have talked to a couple of former members of the State Guard

at the time, that said that they never attended the Summer Camp. We left Cedar City at about 3:00 in the morning. We had the two trucks loaded with our Tents, clothes, and rifles. I think that we had a couple of officers’ that road in the front of the trucks and the rest of us road in the back. We were packed in pretty tight, with the members and their gear. We probably woke up people in the towns that we passed through as we were singing WWII songs as loud as we could.



We arrived at Fish Lake in the early morning and set up our pup tents.

Each person had a half of a tent, so it took two people to have a complete tent. We took our Mess Kits and got some breakfast. Then we started the training. Assignments were made for two separate Army’s,

there was something that we put on our uniforms to identify which side we were on, and maybe it was a piece of cloth or something. Maybe I got that from a Movie or somewhere. We were issued our Ammunition (Blanks, of course) and assigned to the invading or the Defending Army. I think that I was part of the Invading Army the first day. I remember it was a fiasco as when you “shot” someone;



## THE BEST YEARS TO BE ALIVE

they didn't die and kept playing the game. It was an experience of the War Games and shooting at people, even though you had Blank Ammunition.

The evening of the first day, we were taught the formation and retreat of the Flag. We kept making mistakes in the proper procedure. At one time of this activity, someone said loudly, "Officers forward March". And I am told that I staggered out in front, dragging my Rifle and collapsed in front of everyone. When I came too, there were several officers around me

as it stopped the entire activity. I told them that I was OK (really embarrassed) and was sent to my tent. The training continued without me. I lied down until mess call and felt better after eating. When I got back to my Tent, I found a Doctor waiting for me. He did some check up on me. Looking at my records, he asks me how I enlisted, being so young, but he said that I looked okay. I was afraid that they were going to send me home, but never heard any more from it and had no addition problems the rest of the encampment. We had more weekly drills, but regular meetings were no longer held when the end of the War was forecasted.



The Alaska Territorial Guard was organized in 1942 against a possible Japanese invasion of the mainland Alaska. Most of Alaska State Guard was Alaska Natives in rural villages. Men and women ages sixteen to seventy (they also had many younger than sixteen) were enlisted. The Alaska Guard was nick named "The Tundra Army." As in the Utah State Guard, they were issued the WW I Springfield rifles, mess kits, uniforms, etc. Other States also organized State Guard elements within their states.

10 February 1947, Utah National Guard General West advised me in a letter, that I was a member of Company "F", 2d Battalion, Utah State Guard when it was deactivated on 1 April 1946.

The records were not organized at the beginning of the State Guard program and it was 1945 before the records seem to be generated even though we had summer camp in 1944 at Fish Lake.(records show that this was only "summer Camp" organized by the Utah State Guard) There we no Utah National Guard records personnel to set up and maintain the records However, in 1990, I received a telephone call from a Major (don't remember his name) asking about my records. He was reviewing my record looking for points to establish my Military retirement. He said that his records stated that I was in the Utah National Guard (not the Utah State Guard) and that they had to give me some credit

## THE BEST YEARS TO BE ALIVE

for service at that time. He also said that it made me a World War II Veteran. The official National Guard records state that I enlisted in the National Guard 25 April 1945 and discharge 1 April 1946. I have another “official” letter that stated that I serviced in the Utah State Guard from March 1945 through March of 1971

“Title 38 of the Code of Federal Regulations defines a veteran as “a person who served in the **armed** military, naval, or air service between the dated of September 1, 1939 through September 2, 1945 and who was discharged or released under conditions other than dishonorable.” My records are in the Utah National Guard files and the enlistment date of 25 April 1945 shows that I served during WWII, makes me a WW II veteran.

When the official end of the War was announced, I got with my friends’; we put a siren on Bud Dalton’s car and ran all over Cedar Mountain with the siren running. I remember it was about three days after the announcement of the end of the War, early in the morning we dove into the group camping at Navaho Lake. It woke up everyone and they came running out to see what all the noise was about. We said, “THE WAR IS OVER” I think that we were lucky to get out of there alive.

(Bud Dalton later spent 30 years as a Utah Highway Patrol Officer and after retiring served on the Utah State Senate.

We moved back to St. George not long after that. I received a call some time later telling me that the unit had been inactivated, I was to keep everything, but my Rifle and I needed to turn it into the Armory in Cedar City. I took the Bus up to Cedar City and turned in my 30-06 and returned to St. George. I heard later that I was about the only one who turned in the Rifle instead of keeping it. I was fifteen at the time the war ended.

Utah State Guard name has been changed to “Utah State Defense Force”

## UTAH STATE DEFENSE FORCE READY TO OFFER ITS LIMITED RESOURCES IN A TIME OF WAR

*By Mike Carter, Associated Press writer*

*Published: Dec. 23, 1990 12:00 a.m.*

*While thousands of Utah military reserves and guardsmen gear up for Operation Desert Shield, the tiny Utah State Defense Force stands ready to offer two used trucks, a bus and rickety ambulance in time of war.*

## THE BEST YEARS TO BE ALIVE

*State and military officials don't think that will be necessary, thank you. But they say the 50 or so volunteer militiamen deserve credit for their willingness to operate on a shoestring with little likelihood of ever being needed. More than 2,000 Utah national guardsman and reservists have left for Operation Desert Shield, armed with the most sophisticated equipment and weaponry money can buy.*

*And tucked in a tiny office off a back hallway at the National Guard Armory, the defense force prepares to mobilize the state's manpower using "a couple of working typewriters and a passable Xerox machine," said USDF commanding Brig. Gen. Walter Summerville.*

*"We're getting the best we can for what we can afford," said National Guard Adjutant Gen. John Matthews. "If you want combat readiness, you have to pay for it. The state doesn't believe it's necessary to do that."*

*Indeed, Matthews and others would just as soon the militia stay away from guns and aggressive missions following a purge of gung-ho "wackos" three years ago from what was then known as the Utah State Guard.*

*Today, the force - not to be confused with the Army Reserves or the Utah National Guard - consists mostly of retired military personnel whose job it would be to organize and lead a larger state militia in an emergency.*

*"They are a cadre around which to build an additional force of people and equipment from the civilian sector," said Matthews. "It would depend on the job, but it could provide leadership that otherwise wouldn't be available.*

*Utah is one of 24 states which allow the governor to arm, maintain and mobilize a state militia against a perceived threat.*

*The governor also may conscript every "able-bodied man" between the ages of 18 and 45 into service in times of emergency.*

*The state militia has been activated just once since in its 70-plus years, and it has never seen combat or fired a shot in anger.*

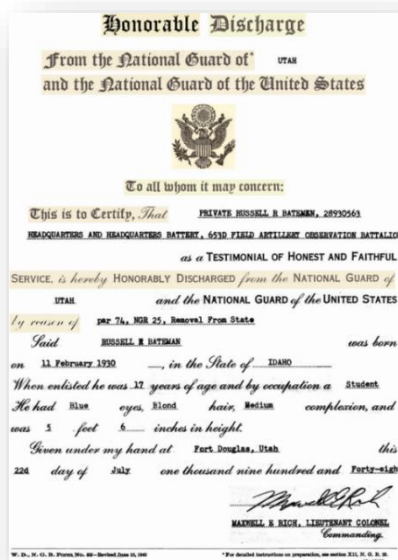
*During World War II, about 600 officers and enlisted men, all volunteers unable to otherwise serve in the regular military, stood watch over empty armories and other state facilities.*

I was one of the 600 that served during WWII.



Not long after I turned seventeen, a Navy recruiting bus came to St. George. The recruiter has a good sales pitch, telling me of all the training I would get; I enlisted in the Navy inactive reserve. I heard nothing more from the Navy. (see my chapter 07)

A few weeks later, someone from the National Guard ask me to help on installing the Radios in the new two Self Propelled Howitzer that they have just received at the St. George Armory.



## THE BEST YEARS TO BE ALIVE



These units were called Tanks, even though that was not the official name for them. I think that the official name was “self-propelled Howitzer.” Self-propelled artillery (also called mobile artillery or locomotive artillery) is artillery equipped with its own propulsion system to move towards its target. Within the term are covered self-propelled guns (or howitzers) and rocket artillery. They are high mobility vehicles, usually based on caterpillar track carrying either a large howitzer or other field gun. They are usually used for long-range indirect bombardment support on the battlefield.



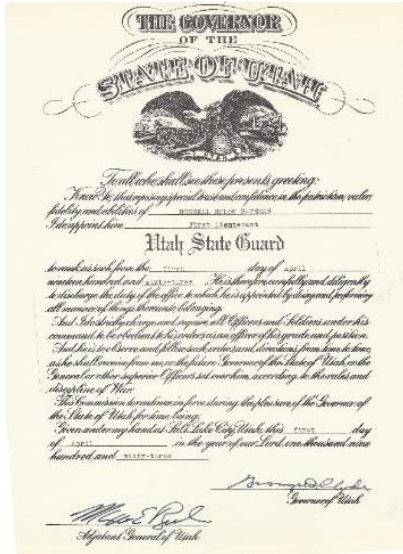
The St. George National Unit told me that if I would join, they would let me drive around the streets of St. George in the tank with the siren making a lot of noise. How could any 17-year-old kid turn that offer down. So, I enlisted in the Utah National Guard, telling them that they would have to get me discharged from Naval Reserve.

I left St. George looking for work that had a better opportunity than my three jobs I had in St. George. Moving to Salt Lake City, I found that due to lack of education, my opportunities were limited. Also, with the new Job at Sears Tire Store which I didn't feel that I could leave my new job. I was AWOL from the National Guard Summer Camp at Camp Williams.

February 1963, I was contacted by the Utah Guard about a new National Guard Program that was being evaluated by the National Guard Bureau. This program would have a small cadre of Commissioned Officers that would be train and organized to manage the Armories and supply depot when Units are activated. In case of the Utah Guard being activated, the cadre would enlist and train additional personnel as the case during WWII. I had been one of the few in the program during WWII, I was offered and commissioned a First Lieutenant commission on 1 April 1963 if I would join the program. There may have only been two or three states with this evaluation program.

## THE BEST YEARS TO BE ALIVE

. As a State of Utah – Emergency Services staff member, Office was in the basement of Jackling Hall, the Utah National Guard Headquarters. I had the opportunity of association with the National Guard Headquarters' Staff on a day to day basis and many times played "Bally-Ball" with them during the noon hours.



Utah National Guard 9 October 1969

Subject: Transmittal of Commission

Major Russell R. Bateman  
Utah State Guard  
Utah Army National Guard  
Salt Lake City, Utah

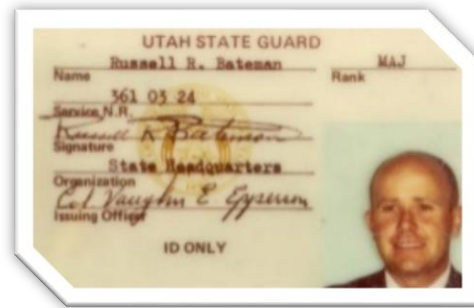
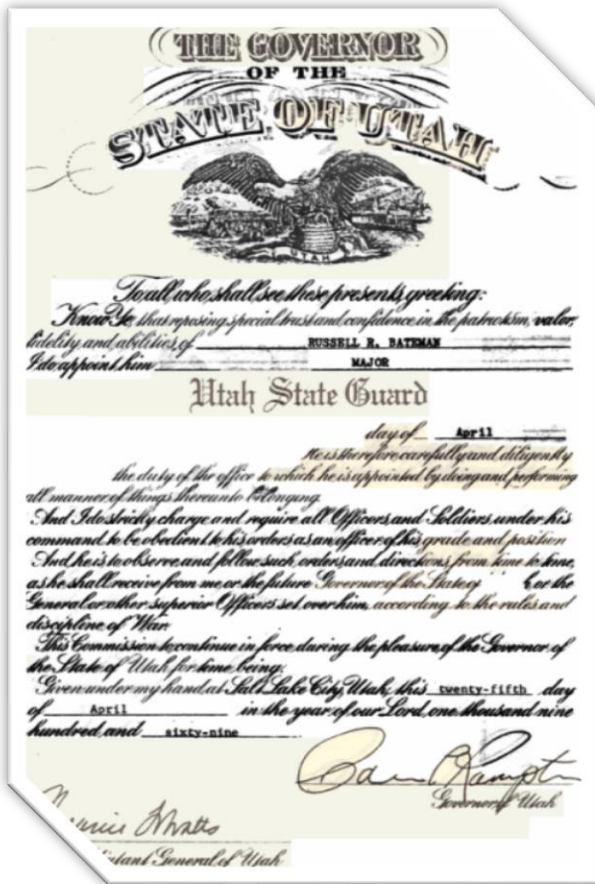
1. I am pleased to transmit here with your commission in the National Guard of the State of Utah have properly signed by Gov. Calvin L. Rampton Commander-in-Chief.
2. May I take this opportunity to wish you every success in your new grade.

Maurice L Watts, Major General, Utah NG, Adjutant General.





## THE BEST YEARS TO BE ALIVE



Working in the same Armory at the National

Guard Headquarters, I got to know Major General Watts, the Adjutant General for the State of Utah.

We chatted a few times and many times he would invite me to Special National Guard meetings to brief Guard members about our State Guard program.



After General Watts retired and moved to a HOA in St. George. A member of our SUP Chapter and friend of mine was his neighbor and I had a chance to chat with him again several times. My friend would take him to Nellis AFB shopping and medical appointments.

## THE BEST YEARS TO BE ALIVE

After being in the Utah State Guard program for seven years, the program seemed to be falling apart. Another staff member of our State Office of Emergency Services Office was a senior Officer of the Utah Guard informed me that he felt that the National Guard Bureau was going to cancel the program and that they could not get the federal recognition of my commission. This meant that my time served in the Utah Guard would not be accountable for retirement.

I needed several more years to qualify for a Military retirement. Bill Fahey, a Warrant Officer in the air guard had a lot to do with my work for the State Emergency Services. He was heavily involved with the Church Amateur Radio (ERRS) program. He was one of the few that had access to the Amateur Radio Room on top of the Church Office building.



As a good friend of mine, encouraged me to resign my State Commission and Join the Utah Air National Guard. He felt that I could get a federal commission and that I could complete my retirement requirements that would give me retirement and medical insurance. I, started out as a Staff Sergeant, as that was my last federal recognized rank that I had when I left the Navy. (See my chapter 07)

I was transferred to the USG Reserve List as Major.

After I was transferred to the Richfield area, I maintained relations with the National Guard request for suggestions or help simmered off. However, there was still good relations for a long time.

A photograph showing a light blue sedan parked on a tarmac. The car has "CENTER OF HISTORY" and a circular logo on its side. Behind the car is a biplane with "ARMY" and a star on its side. A person is standing near the car.

DEPARTMENT OF THE ARMY  
HEADQUARTERS SIXTH UNITED STATES ARMY  
OFFICE, DEPUTY CHIEF OF STAFF FOR INTELLIGENCE  
FRIEDMAN SAN FRANCISCO, CALIFORNIA 94104

A REPLY REFER TO  
AMCMT-J-1 (PUB) 5 March 1969

SUBJECT: Results of Personnel Security Investigation

The Adjutant General  
State of Utah  
Salt Lake City, Utah 84108

1. Reference request for Personnel Security Action, dated 20 January 1969, regarding Russell Helen Jackson.

2. (X) A favorable National Agency Check within the scope of AR 600-5 was completed on 1 June 1969 by San Jose, Fort Belknap, Maryland, under dossier number.

(X) Attached is a Certificate of Clearance for access to information and material. Distribution will be accomplished in accordance with paragraph 21, AR 600-5, as applicable.

( ) Submit clearance request with information indicated in paragraph 2, above, after Federal Recognition and assignment of officer's serial number, with justification of clearance.

3. Remarks:

FOR THE DEPUTY CHIEF OF STAFF, INTELLIGENCE:

1 Incl  
as

MARTIN J. GUNLE  
LTC, GS  
Chief, Military Security Division

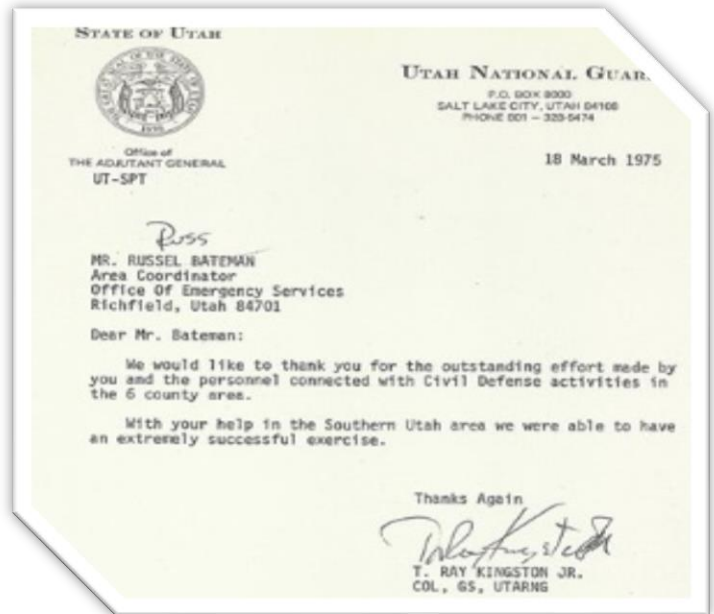
San Pl. 108  
14 FEB 68 PREVIOUS EDITION IS OBSOLETE

*my assigned state car while assisting the Utah National Guard*

## THE BEST YEARS TO BE ALIVE

Several years later after I had transferred to the Air Guard, The Utah State Guard had major problems. General Matthews, Utah Adjutant General, had to purge several “wackos”. He said, “the State Guard became a state-sanctioned-and-funded playground of would-be-commandos itching to play war.” The Utah State Guard was reorganized in 1987 with a new name of Utah State Defense force.

I continued to associate with the Utah National Guard when they ask for communications planning and other support such as Search and Rescue activities.



## HONOR FLIGHT 2016-05-26



I was excited to be a part of the Honor Flight on May 25<sup>th</sup>. We were picked up at the Dixie Center in St, George early in the morning and bussed with other Honor Flight

Veteran's. Each Veteran was required to have an Escort for the event, I chose my youngest son.

We had escorts by Motorcycle groups during the trip to Las Vegas and arriving in Los Vegas, we had police escort to the Airport.



As we took off in the special Honor Flight, the fire trucks came out and saluted us with their water sprays over the aircraft as we took off. Our visit at Washington D.C, went as scheduled.



## THE BEST YEARS TO BE ALIVE

**UTAH HONOR FLIGHT ITINERARY**  
26-28 May 2016  
St. George Departure

**Contact info for Bus Captains:**  
Celeste Sorensen: 202-949-6670  
David Cordero: 435-512-1511  
Mike Turner: 435-979-7067  
Medic: Taylor Sorensen  
435-559-3162

**GUARDIANS** – Please take a few minutes to go to the WWII Memorial Registry and register your WWII Veteran. <http://www.wwiimemorial.com>

**Thursday, 26 May 2016**

4:00 am Arrive St George Dixie Center for registration, receive t-shirt, hat, lanyard, breakfast compliments of Kneaders

5:15 am Board buses (MST)

7:15 am Arrive McCarran Int'l Airport (LAS), (PST) Breakfast at Gate

8:20 am Depart LAS for BWI, Southwest Airlines Flight #1891, lunch on flight

3:55 pm Arrive BWI, change watches to EDT – waiting for SLC group to arrive (4:40 pm) will be boarding buses together

5:45 pm Depart BWI for Hotel

7:00 pm Arrive Dulles Washington Westin, 2520 Wasser Ter, Herndon, VA 20171, 703-793-3366

8:00 pm Dinner in Hotel

**You've had a very loooooong day!  
Get a good night's sleep.  
Don't forget to take your evening medications.**

**Friday, 27 May**

- Wear your UHF shirt/hat
- Wear comfortable walking shoes
- Bring: light jacket, meds you need during the day, camera, name badge, extra money for gifts you may want to purchase

6:30 am - 7:45 am, Breakfast at leisure in hotel.

8:15 am Board buses to National Mall, times are subject to change.

9:30 am Arrive WWII Memorial, Color Guard, wreath ceremony, Taps, group photo.

10:00 am "Mall Crawl", Leisure time to explore mall

Vietnam Memorial  
Korean Memorial  
Lincoln Memorial, restrooms located under the memorial

12:00 pm Board buses at Korean Memorial

12:15 pm Arrive at FDR Memorial

12:45 pm Lunch at FDR Memorial

1:15 pm Board buses

1:40 pm Arrive Navy Memorial – Drill Team

2:30 pm Board buses

2:45 pm Arrive at Iwo Jima Memorial

3:15 pm Board buses for Arlington Nat'l Cemetery

3:30 pm Arrive at gate of Arlington National Cemetery (ANC)

4:00 pm Attend Changing of the Guard at ANC, please turn off your cell phones, restrooms located under pavilion

5:10 pm Board buses, Depart ANC, Return to Hotel

6:30 pm Arrive Hotel, change for dinner - no jackets or ties, casual attire.

8:00 pm Heroes Banquet, must be in your seats by 8:00 pm

**Goodnight!**  
Take your meds, sleep well, see you in the morning.  
Times and places are subject to change

**Saturday, 28 May**

Wear UHF shirt and hat and wear comfortable shoes. Bring luggage with you as we will not return to the hotel. Make sure you have everything out of your hotel room, bring wheelchair.

7:00 am - 8:30 am, Breakfast at hotel

8:30 am Board buses

10:30 am Arrive Ft. McHenry

11:30 am Board buses for BWI Airport

12:00 pm Arrive BWI Airport

2:50pm Depart BWI, Southwest Flight #1287, meal on flight

5:05 pm PST Arrive Las Vegas Airport

6:00 pm PST Depart Las Vegas for St. George

9:00 pm MST Arrive St George Dixie Center

Printing Courtesy of Orbital ATK

We were Awarded the Freedom Metal and a United State of America Flag



# THE BEST YEARS TO BE ALIVE



## STATE OF UTAH

GARY R. HERBERT  
GOVERNOR

OFFICE OF THE GOVERNOR  
SALT LAKE CITY, UTAH  
84114-2220

SPENCER J. COX  
LIEUTENANT GOVERNOR

June 9, 2016

Mr. Russell Rulon Bateman  
Veteran of World War II and the Korean War

Dear Mr. Bateman,

It is my pleasure as governor and a former member of the Utah National Guard to congratulate you for participating on the Honor Flight last month. What a tremendous opportunity this tour offered to travel to Washington, D.C., and visit various war memorials built to honor and remember the service and sacrifices of our nation's Veterans.

You know better than anyone that freedom is not free. It has been dearly bought by the lives, sacrifices, and service of hundreds of thousands of ordinary people like you, who accomplished extraordinary things in defending liberty. On behalf of all residents of Utah, I express our deep gratitude for your service in World War II and the Korean War and salute you, as you journeyed to hallowed grounds.

I hope the Honor Flight was a memorable and enjoyable experience. As you reminisce on your own and your fellow service members' achievements, may you feel a sense of satisfaction and pride. Best wishes for your continued happiness.

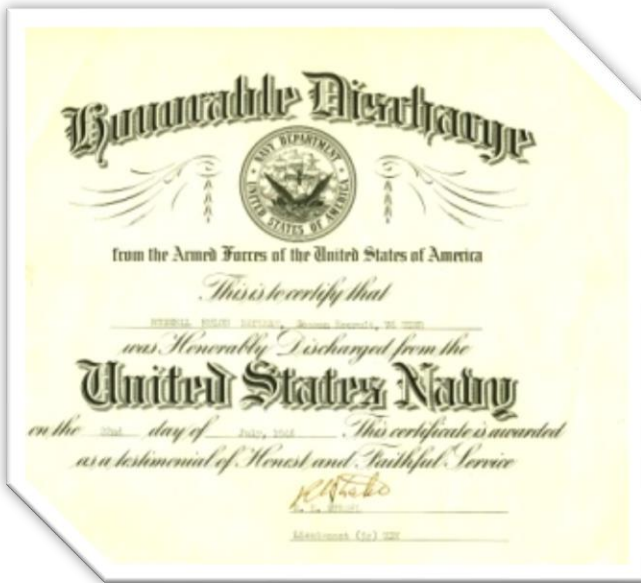
Sincerely,

A handwritten signature in black ink, reading "Gary R. Herbert".

Gary R. Herbert  
Governor



## 07- U. S. NAVY SERVICE



I was in the Navy Reserve and the Utah National Guard at the same time. I had been recruited by the Navy Reserve in early 1947,

I was discharged from the Navy Reserve and the Utah National Guard on 22 July 1948 when I joined the Navy and headed for Boot Camp in San Diego California.



I was looking for the Military Technical Training and listened to a Navy recruiter who promises me a complete education in Electronic maintenance. He called the School, “Radio Material School” I was too trusting and enlisted. It took five months to find out



that there was no “Radio Material School”. They were all lying to me. I seem to always be too trusting. I thought that this was the answer to my Education problems, I would get out of not being at the National Guard Summer encampment and I could get the Education that I wanted. I was discharged from the National Guard (removal from the State) and the Naval Reserve (joining active duty in the Navy).

My Navy Basic Training was at Camp Decatur, in the U. S. Naval Training Center, San Diego. Basic training was very hard on me as I was not in the best of shape for all the physical demands. But I did make it though, completing all requirements.

## THE BEST YEARS TO BE ALIVE



I was assigned to the Naval Radio Operators School which was also located at the San Diego Naval Training Center. After the

first week of school, I realized that this was not the



School

that I was promise. I went into the School office and ask them to look at the agreement the recruiter had promise me. They told me that I had to complete this School and then if I did well, I



could put in for the Electronics School as that was the replacement for the Radio Material School, I completed the Radio Operators School with a good grade, even though I had the measles the last two weeks of school. Morse code and "CW" (carrier wave) telegraphy, which we



had to send and receive at increasing speeds until we reached at least 12 words per minute. For many, learning telegraphy techniques and Morse code were the most difficult subjects, since "CW" was completely foreign to our life experiences. It was a combination of learning a new language plus then having to translate the sound impulses

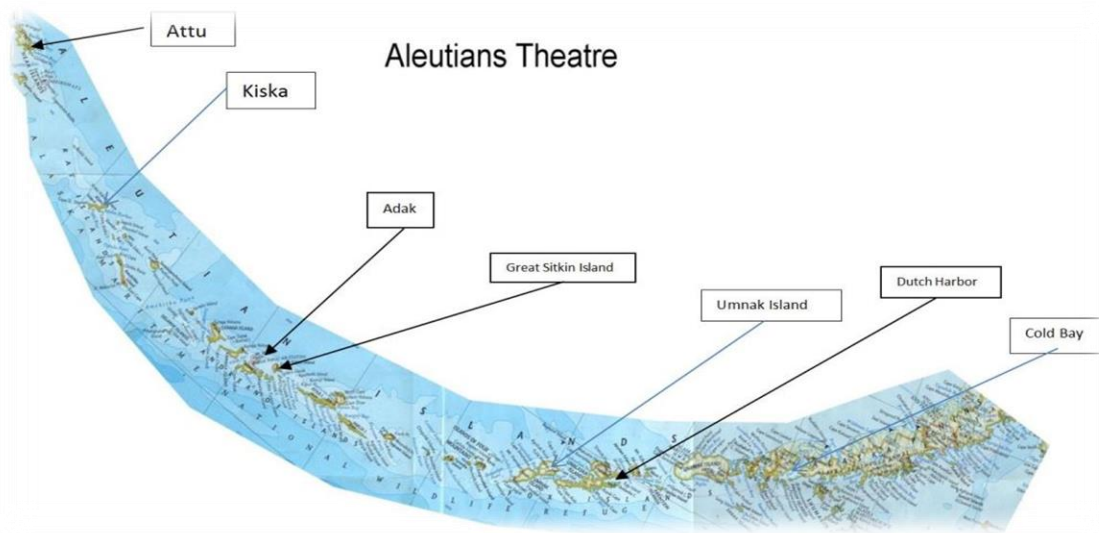
from ear to brain to hand to typewriter in micro seconds.

I was now "rated" as a Radioman seaman apprentice and could sew, on my jerseys above the two stripes designating rank, the lightning bolts announcing I was a Radioman, or "Sparks" as we would be called informally. "Sparks" was a rating nickname which I suspect originated from the sparks created by an operating telegraphic key. I graduated, the event occurring in the sixth week of school. Many others did not make it. As punishment for their failure to graduate they went directly to their next duty station without leave and, no doubt, with great embarrassment.

## THE BEST YEARS TO BE ALIVE

After my graduation, I went back to the school office, telling them I wanted to continue to the Electronics School. They told me that I would have to wait until I had a duty station assignment and make application there. My duty Station assignment was Adak Alaska and as soon as I arrived there, I ask for the Electronics School assignment. They then said, “You have been through the Class A Radio Operators School. The Electronics School is also a Basic School and you can’t attend two basic schools. I then realized that I had been had too! Lied, lied to by the various Navy people, from the recruiter to the people at the Radio School

### -ALEUTIAN ISLANDS, The land of 40 Volcanoes – and “A woman behind every tree”



I am devoting time on The Aleutian Islands, as this area was a very important time at this stage of my life. It also makes it a little more understandable why in 1943, I was enlisted into the military, put in uniform, issued a 30-06 Rifle, etc., at age 13. (See Chapter 6)

My assignment to the Aleutian Islands was three years after the Hostilities of World War II ended. There were several key events in the Aleutians, including:

The Battle of Attu was the second most costly battle for the troops involved in the Pacific Theater for the United States during the war.

The Battle of Attu was the first amphibious island invasion by the U.S. Army in World War II. The first invasion of U.S. soil since the War of 1812, happened in the Aleutian Islands in 1942.

## THE BEST YEARS TO BE ALIVE

The first Japanese Zero captured intact in the war was on Atkun Island in July 1942.

The Battle of the Komandorskis in March 1943 was the longest continuous gunnery battle in modern naval history.

The first bombing of the Japanese homeland by land-based Navy bombers was from the Aleutian Islands-in 1945. (Only 4 years before I was assigned to Adak Island in the Aleutian Islands in 1949)

After Navy Boot Camp and Radio School, we flew from Seattle, Washington in the Navy R5D, four engine passenger aircraft to Kodiak Alaska. We spent several days at Kodiak waiting for a flight out to Adak. I had a chance to visit some of my classmates from radio school and some that I was in boot camp with. One of those was Jim Benson from Parowan Utah.

We boarded a Navy R5D four engine cargo plane (C-54 Sky master) on a routine flight to Adak Alaska. This area of the world is known for its terrible weather conditions, especially in the winter. There is an air current that comes up from Japan into the Arctic Circle and picks up a lot of moisture with it. This moisture laden air then sweeps down across the Aleutian Islands. The RF5D aircraft that I was flying in hit a severe weather Turbulence. This caused the aircraft to vibrate heavily with



the R5D being tossed around like a toy and those of us in the rear of the plane flying around in the cargo area with the tremendous turbulence caused damage to the aircraft hydraulic control system. There was a period

of panic trying to find something to hold on too and trying to get back to our "bucket seats" and safety belts. Many aircraft have been lost under this condition

We made a forced landing on Umnak Island. We were told that finding an airstrip so close by, saved our lives. We were told that it is impossible to land safely on the muddy Tundra. If you are forced to ditch a plane in the ocean, the water is so cold that there's no chance of survival. Most of the casualties in the Aleutians during the Second World War were weather related.

With almost one million acres, Umnak Island extends west from the tip of the Alaska Peninsula. Only a relatively thin strip of sea separates Umnak from the Izembek National Wildlife Refuge. Approximately ninety three percent of Umnak Island has now been designated Wilderness.



### Umnak Island

Most of the early settlements that developed on Umnak were located along the streams. A major geologic event was the cutting of strand flats during the Hypsithermal period, about 3000 years ago, which led to a greater natural food supply on the island for the settlers.

The modern history of Umnak Island is linked to the defense bases established by the United States during World War II. The purpose of these forward air bases in the Aleutian Islands was not only to defend the Dutch Harbor but also launch attacks against the Japanese.



They created a camouflage by establishing "Blair Fish Packing Co," to build airports, as forward bases, for use by the US Army Air Force during World War II. General Buckner, after getting clearance from General DeWitt, secretly built the airbases at Umnak and at Cold Bay. With this, the garrison at Umnak had strength of 4000, including engineering forces complemented by infantry and of field and antiaircraft artillery units, by the time the Japanese army enemy forces launched an attack two months later in the summer of 1942. The Japanese had been planning to attack this island in June and capture the island with the intention of maintaining an aerial patrol of North Pacific waters. The



island was planned to become an outpost in a new area of dominance that would later include the Samoan and Fiji Islands and New Caledonia. The Japanese were unaware of the covert preparations being made by the United States as they believed that the island was

only protected by a few ships operating in Aleutian waters.

A short time before the Bombing of Dutch Harbor, The Army built an Air Strip on top of the Umnak Tundra and stationed about 40, P-40 Fighters. This was one of Buckner's "Secret" Bases. (Simon Bolivar Buckner, Four Star General, Commanded the defenses of Alaska. He was later killed during the last days of the Battle of Okinawa by enemy Artillery fire, making him the highest-ranking U. S. Officer killed by Enemy Fire during World War II, this occurred on 18 June 1945. **Thank you, General Buckner, for building a Landing strip and probably saving our lives.** Ninety Percent of the casualties in the Aleutians were Weather related not Enemy caused.



## THE BEST YEARS TO BE ALIVE

Dutch Harbor Naval Operating Base and Fort Mears are the two military installations built next to each other in Dutch Harbor, Alaska. They were built by the United States in response to the growing war threat with Japan. A 1938 Navy board recommended the construction which began in July 1940. The first army troops arrived in June 1941 and the Navy air base was finished in September 1941. At the time of the attack on Pearl Harbor, these two bases were the only military installations in the Aleutian Islands.



Dutch Harbor under  
Japanese air strike, June 4,  
1942

*Photo from National Historic  
Landmarks collection*



The new B-36 aircraft that were being develop and could bomb the mainland of Japan from bases in the Aleutians. In May 1942, Imperial Guard Headquarters in Tokyo ordered an attack on the Midway Islands, with the dual mission to occupy those islands and destroy the remnants of the U.S. Pacific Fleet. An attack on the Aleutians was planned to divert American attention from Midway.

Having broken Japanese codes, the United States was alert to the forthcoming attacks and Fort Mears was notified that the Japanese would attack sometime between June 1 and June 10. Steaming toward Unalaska at that time was Rear Admiral Kakuji Kakuta's Second Carrier Striking Force, consisting of aircraft carriers Ryujo and Junyo (which had 40 fighters and 42 bombers), heavy cruisers Takao and Maya, three destroyers and a unknown number of troop ships. On June 3, 14 bombs fell on Fort Mears, destroying five buildings, killing 25 soldiers and wounding 25 more. A second strike caused no

damage, but a third damaged the radio station and killed one soldier and one sailor. One Japanese Zero airplane did not return to the Ryujo, making a forced landing on Akutan, which provided the Americans with their first opportunity to study this excellent airplane. On June 4, a force of nine Japanese fighters, 11 dive-bombers and six level bombers struck Dutch Harbor. Among other targets, bombs destroyed four new steel fuel tanks and 22,000 barrels of oil--a month's supply for Dutch Harbor. During the two days of air attacks 43 Americans lost their lives. Eight American P-40s from Umnak shot down four Japanese airplanes over the west end of Unalaska, losing 2 of their own in the process. American air losses during the two-day battle amounted to five army aircraft and six naval PBY-5 Catalina, while the Japanese reported a loss of 11 airplanes. The Japanese carriers withdrew to the west, to a point off Kiska to screen their forces who were landing there. Communications were

## THE BEST YEARS TO BE ALIVE

primitive and Fort Glenn Army Base on Umnak and Ft Randall -Cold Bay were not contacted until the following day on 4th of June. The Japanese believed that the Aleutian Chain of Islands had almost no defensive force and were shocked to see all the P40s from Umnak swarming to defend Dutch Harbor. The P40s from Cold Bay were also sent, but due to the distance, didn't arrive in time to participate in the action.

The Japanese Invasion force then withdrew from the Dutch Harbor area and then Invaded Kiska on 6 June 1943 and Attu on 7 June. This was the first time that foreign power had invaded and occupied US Territory. There was no means of defense for these islands and they were occupied since the war of 1812. A few Aleut weather station personnel and an occasion school teacher. These were taken to the mainland of Japan and interned. There were also plans to occupy Shemya and Adak as they would provide better terrain to construct Airfields. The United States developed a new base at Adak and was able to limit food and supplies to the Japanese garrisons. Japanese submarines seemed to be the only means to deliver the needed supplies.

The movies say that the Aleutians invasion was a diversionary action. The Japanese 2<sup>nd</sup> strike force appeared to be sizeable force. The Aleutians would provide two important assets to Japan, First, it was a stepping stone for the invasion of the United States Pacific Coast and second, from there they would be able to provide the protection and control of the seas North of Japan.

### **THE BATTLE OF THE KOMANDORSKIE –Salt Lake City** During

the War, there was one major sea battle and it was called the Battle of

Komandorski Island. The flag Ship under Rear Admiral Charles McMorris

was the heavy cruiser Salt Lake City. This ship named by a Mormon

Missionary, was put in Service in February 1930, the same Month that I

was born. In January 1943 the new commander immediately went on the offensive. With every ship he could gather, he formed a blockade squadron to try to stop Japanese ships from resupplying the garrisons on Kiska and Attu. The ships patrolled far out into the sea opposite the Kuriel islands and managed to sink or turn back Japanese transports.

The transport that reached ATTU on 10 March was the last to run the blockade. The Japanese defenses on Attu were in serious trouble and without heavy construction equipment they could not complete the airfield from which land-based fighters and bombers could operate



## THE BEST YEARS TO BE ALIVE

On 27 March 1943, the USS Salt Lake City was out of date for modern warfare. The Komandorski Island Battle was one of the most unusual engagements of World War II. It produced the longest continuous gunnery duel in modern naval history and was the last significant naval action in the Aleutian campaign. The American ships were old and had limited capabilities to stand up to the superior Japanese. However, neither fleet had air or submarine assistance. There was heavy damage on both sides. When the Japanese were poised for victory, Admiral Hosogaya, not realizing the heavy damage his Force had inflicted on the heavy cruiser Salt Lake City and fearing American Air Forces were in route, chose to retire without delivering the final knockout blow.

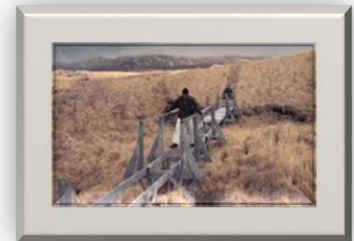
Aircraft were actually launched from Adak but never arrived in the battle area despite acceptability of rare good visibility of sea. The Japanese withdrawal led to a defeat of the Japanese because it ended their attempts to resupply their Aleutian garrisons by surface ships leaving only submarines for the resupply mission.



Also, during this time period, the objective of Japanese Navy was to invade Midway Island for development of a major control point, Land based Air Strip and Naval Base. Naval Intelligence had broken the Japanese code and knew of their plans (More about the men who broke the codes will be covered later in this Chapter). The United States Navy gathered everything they had to repel this attack. Their main concerns were that this committed the total of their naval resources, leaving nothing to stop the Japanese from invading the West Coast of the United States.

This information and the Balloon invasion (FO-GO) is why the Utah State guard and other units were created. I became a member of the Utah State Guard in 1943 at the age of 13. There was a great concern for the protection of our West Coast from Japanese invasion. We were trained to protect the West Coast from an invading army. More about this is covered in Chapter 6.

Military presence on Adak began during the early days of World War II. The Japanese had occupied Attu and Kiska Islands, and the United States was beginning preparations for an offensive campaign to dislodge them.



The following is a quote from "The Thousand-Mile War... World War II in Alaska and the Aleutians", by Brian Garfield.

## THE BEST YEARS TO BE ALIVE

"In the heaving darkness of the night of August 28, 1942, fleet submarines Triton and Tuna surfaced a mile off the Adak coast. Without lights or sound, Colonel Lawrence Castner and the thirty-seven commandos slipped into rubber boats, pushed away from the pitching submarines, and rowed toward the dim coastline.

Crossing the reefs, they paddled into Kuluk Bay, dragged their rafts up on the beach, and fanned out inland. They covered ground thoroughly, taking all night to sweep the island. They found no Japanese; there were not even any ashes to indicate recent enemy presence on the island code-named Fireplace."

Adak Navy Operation Base becomes the main operational base to launce attack Against the Japanese invaders. Un- like Umnak and Unimak Island, Adak had an excellent harbor and air strip and could launch the PBY sea planes as well as the land-based P-40 Warhawk, P-38 Lightning, B-17- Flying Fortress etc. On 7 May 1943, the main Attu invasion forces left Cold Bay. Most of the men did not have adequate clothing for Alaska. Amputations from frostbite proved to be a significant part of the high casualty rate encountered. The men had been trained and clothed for a warm weather theatre of operation. It was 29 May when the last Japanese defender was dead. United States forces lost 600 killed and over 1200 wounded or put out of action by severe frostbite.

Okay, back to our Forced Landing on Umnak Island in February 1949. The Base was still a limited active base. There has been no improvement of the Army Air Corps base since the end of the War except it was then, under the newly created U. S. Air Force. There was a small contingent of about 50 men as caretaker personnel at the base. It was a filthy place, everything was dirty, the food was bad, no one seemed to be in charge, and it seems that everyone was drunk. They were even drinking hair tonic.

Communications were made and a crew of Aircraft mechanics and parts were sent to repair our aircraft. I think that they came out of NAS-Kodiak. In a couple of days, the R5D was made operational. They didn't have a power unit to cycle the engines in preparation to starting them. We had to manually rotate the propeller blades to circulate the oil in the four engines. It was very cold, and we were warned not to touch any metal blades as our hands would immediately freeze to the blades. After a major effort, the engines were started, and we took off for Adak.

## THE BEST YEARS TO BE ALIVE

The weather was fair, and we landed at Adak without any further problems. Adak, like most of the military facilities, was just as it was the day the World War II ended. The Air Force, Navy and



Marines were still there, but reduced in numbers. Everything was Quonset Huts or old wood buildings. Food was terrible and there were no places to purchase snacks or other food, so we were dependent on the Chow Halls for anything to eat.

Adak Island is of historic significance because of the role it played in World War II. The development of Adak began on August 30, 1942 when a force of 4,500 men waded ashore. It was bombed and strafed by enemy planes. It was the main base for the retaking of Attu and Kiska. When I arrived 4 years after the end of WWII, the facility looks like it did during the war.



The  
Korean  
War  
started  
over a



year after I arrived at Adak on 25 June 1950. My Island defense assignment was as BAR (Browning Automatic Rifle) Team leader. I was assigned to stand Watches at the Base Command Post where everyone was required to wear a Colt 45 side arm. The Command Post hadn't been used since the last day of WWII, Adak was considered to be in the War Zone, and we received Island Defense Training from the Marine Corps. Some of this intensive training was hard on some of us that hadn't done a lot of harsh physical work for a long time.



The first several months of the Korean War, I was assigned shifts working the Command Post and at one time oversaw the Mobile Communication truck.



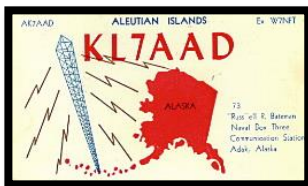


## THE BEST YEARS TO BE ALIVE



Later, I was assigned to the Naval Transmitter site called Rocky Point. We had two large buildings, housing many WWII transmitters. These Transmitters were all tube type units requiring considerable efforts to keep them on frequency and operational. Replacement parts were just about non-

existent. As an example, the breaker (fuse) on the main MUX (Teletype) transmitter would routinely trip due the constant rain and heavy moisture in the air. The Breaker had tripped so many times, that it quit working. The fix was to take several strands of wire and wind them around



the terminals on back of the defective breaker. One night in the early morning hours, the temporary fuse blew, so I grabbed my long nose pliers and the right number of wires and proceeded to install them on back of the defective's breaker. The pliers some way, dropped out of my hand, hitting the large bolts on back



of the defective breaker and disappeared in a large flash. I had forgotten to turn the power off. I felt the Lords hand again in protecting me from death.

There was nothing to do when not on watch or working. No recreation was available, leaving only gambling and drinking. I didn't fit in with the group too well, so I studied and took classes from Capital Radio Correspondence course. Having passed my Amateur Radio Test in San Diego, I concentrated heavily on Amateur Radio Activities. Being only a "two striper Seaman", lowest rank in the active duty Navy, I was somehow able to become the Base MARS (Military Amateur Radio Service) Station master, obtain the use of a building and install underground power facilities to the Base Power Plant. This was an "off duty" project and was in addition to normal work



## THE BEST YEARS TO BE ALIVE

assignments. Our working hours were heavy due to the shortage of personnel. Our MARS group of a dozen members, all having higher rating than I, took shifts of operating the station, providing local base personnel with the ability to talk with their family back in the States. If we couldn't contact an Amateur Radio Operator near a town where the family was that we wanted to talk to, we would get as near as possible and then "Phone Patch" to contact them. In those days, there was no other means of voice communications back to the "States". When I was not doing "Phone patching" for base personnel, I would just make contacts all over the world and exchange "QSL Contact Confirmation Cards" I got two shoe boxes full of cards. The Station Call Sign was W7NFT/KL7 and then latter. KL7AAD.

(See chapter 17 for more information)

Near Adak was the Island of Great Sitkin. It had an active Volcano, with Fumaroles, hot springs, and bubbling hot mud. I didn't see any of the activity of the Volcano. This was a secret supply base and it was hard to get any information about it even though it was only 25 miles from Adak. This base was storage for a lot of support supplies. The base had 50 caretaker personnel on the Island. The Story goes is that one-night Navy security police observed a flashing coded light coming from out at sea, answered by a coded flashing light on the Island. At one time the Duty Officer ran out on the pier trying to identify the source of the flashing light and identified the object as a Submarine. He drew his 45-caliber pistol and fired at the object, which then departed. After a short investigation, all of the 50 personnel were replaced, and I was the replacement radio operator. As only a "two Striper." I had no experience nor could I update the Communications documentation system; I was only there a month and I was relieved by a much more experienced, top rated radioman. I never heard anything more about the Island other than "Salvage Ships" came in and removed the entire supplies after which they closed the base.

I think that this secret base was first developed to support recovery of Attu and Kiska, and then later develop as support for the planned Invasion of the Mainland of Japan. There were many, many warehouses full of all kinds of War Supplies, about everything that you could think of including jeeps and many types of weaponry, including large tanks containing different types of fuel. There was a very large amount of material. Upon leaving Great Sitkin Island, I was told that I was never to tell anyone about the base and what was there.

## THE BEST YEARS TO BE ALIVE

I had been working at the Transmitter Station and various other high-level assignments such as paint the base of the antenna towers. Eventually, I was re-assigned to heart Lake Navy Receiver operation station. I was learning to be an operator communicator with Navy Aircraft, ships at sea and other stations. We had very little voice communications, operating with the WWII "dot-dash" American Morse Code. I was the operator on "ship to shore" duty one day when a Coast Guard Ship called and sent "int VERA". I didn't know what he was requesting so I ask for guidance from the Watch Supervisor. He opens a book that he had on his desk and wrote down on a scrap of paper "VERA - Dutch Harbor" which I sent to the Ship. On 10 February 1950, I was given a "Captains Mast" (type of a mini-court martial) noting that the information was classified. The Watch Supervisor by the name of Barfield claiming that he knew nothing about it, he didn't look up the information out of the classified book and said that he had a hard time supervising me. I said that that he said was not true and that we had never had any personal Problems.

Well, guess who they believed. It was embarrassing to me for several reasons. I was LDS Serviceman's Group Leader for the Island and group leaders are supposed to not get in problems. My sentence was 15 hours of extra duty. However, my watch supervisor was able to get me assigned to three months "Mess Cooking" (KP) and I was sent to Radio City, a Navy Communications Intelligence Base on the other side of the Island. I was really depressed and felt that the Lord had not protected me.

23 March I My Division Officer L. A. Carver, LTJG Sent me a notivication “ I was recommdoned for advancement to RM3. That I was Eligible in all respects and nominated for competitive service examination to be held on 10 July 1950. However, my watch supervisor never advised me of this information and I didn't know to take the examination.



I arrived at “Radio City” about the time the evening meal had been served and I was assigned to clean up, especially all the pots and pans left by the approximately 100 enlisted men stationed at Radio City.

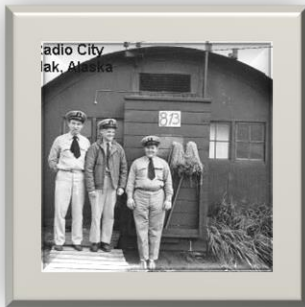
Radio City was a Naval Intelligence monitoring station. It was established in 1942. The area was known as “Radio City” until October



## THE BEST YEARS TO BE ALIVE

1951 when it was renamed "Naval Communications Station, Adak" Later it was renamed "Naval Security Group Adak" It was largely a "Quonset Hut City"

Monday, the next morning, I was up at 5 A. M. to help prepare for breakfast. I was called into the Office of the Mess Hall NCOIC. He said that they were assigning me to be the "CPO Mess Cook", meaning that I took care of the Chief Petty Officers (top rank for the enlisted rates) in their separate dining hall. There were 16 CPO's and it



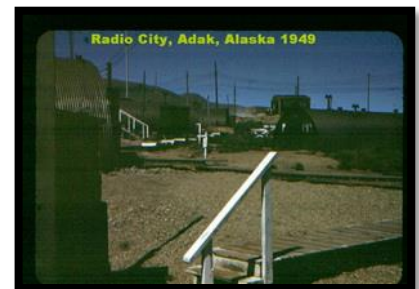
was my assignment to have their tables and dishes taken care of and ready for the next meal. Usually they would go out to the serving line and select what they desired or if they couldn't see anything that they wanted, I would fix them a toasted cheese sandwich or similar.

This was not a bad assignment giving me only a limit number of working hours, not the 10 or 12-hour days that I had before this assignment. The environment was completely different. This was a

high-class people, very little bad language, no gambling or drinking. Hey, it was a neat group of people to be with. At the end of the month, one of the Chiefs handed me \$50. I ask what that was for, and he said that we tip our mess cooks who do a good job taking care of us. As a lowly two striper, my pay was about \$110 a month, so nice increase in pay. I ask why there were no movies in the Movie theatre and was told there was no one who could operate the projection equipment. With my 5 years' experience as projectionist in Cedar City and St. George theatres, I offered to run the equipment. I ended up running shows several afternoons and evenings, ordering the regular movie films from the Base theatre at the Island main base. At the end of the Month, I was handed another \$50. Gee, my pay was doubled and no place to spend anything.



At the end of my three-month sentence, I requested an extension of three months. I was told they had never had a request from anyone extending their "Mess Cooking" assignment, but if I was that dumb, stay another three months they would approve.



## THE BEST YEARS TO BE ALIVE

At the end of the next three months, I again requested an extension for another three months. They refused my extension noting that there was something fishy about it and ordered me back to the main Navy Operating Base.

On my last day at radio city I found all 16 chiefs were waiting for me in the dining hall. This was unusual in that they were all on a shift type duty; I had never seen all of them at the same time before. They told me that with support of the 16 Chiefs, a request was sent through channels to have me transferred into the Naval Security Group and ask for my concurrence. These same Chief Petty Officers played a major role in breaking the Japanese Secrete Codes just several years earlier.

I returned to my assignment at the regular naval operation base and found a number of changes from when I was there before. The best thing was that the two commissioned officers that I had before, had been transferred. These two men were enlisted Navy personnel and captured by the Japanese during World War II. After their release they were given commissions to help compensate for their treatment as prisoners of war. They were the type that power gives them the opportunity to perform like little dictators. I felt that they were replaced, because they may have overstepped their authority, and it was a discipline problem.

The normal Tour of Duty for general naval personnel on Adak was one year, but due to the Korean War and being in what they considered the Korean War Zone, all rotation was cancelled. I had been on Adak about two years and was not happy to go back to my old communications group and environment.

Before I was given my new assignment, I was surprised to be called to the office of my new unit officer whom I had not previously met. He told me that he had high priority orders, transferring me immediately to Washington DC to report to the Navy Security Station for duty. This Navy Lieutenant, seemed to be a very nice person, told me that he had requested transfer to the security Group several times but was always turned down. He asked me if I knew of anyway that he could get into the Security Unit. I suggested mess cooking at radio city.



## THE BEST YEARS TO BE ALIVE

Checking out and leaving Adak was no easy task. Since personnel were frozen due to being in the Korean War zone, there was no organized procedure. Waving my orders at several people, I was finally on a flight back to Kodiak Naval Air Station. While waiting for transportation to the lower “forty-eight”, I had the opportunity of again attending the dance in Kodiak Village. I hadn't seen or talked to a girl in two years; it was surprising how much better the Aleut girls looked this time, then when I was there before.



Arriving in Seattle Washington I had the opportunity of attending social. I remember a couple girls coming up and speaking to me and then thinking of me as a strange guy because I was speechless and couldn't seem to talk.

But I was now a member of the United States Naval Security Group.

.” *IN GOD WE TRUST -- ALL OTHERS WE MONITOR NAVAL INTELLIGENCE*” Just kidding.

From Adak, after a 30 day leave at home, I flew into Washington D. C. and arrived at the Naval Transit Center for a day and then Transferred to the Naval Security Center in Washington D. C. From there I was taken to Cheltenham, MD Communications Station which was part of the Naval Security command and a classified monitoring Station with similar duties as Radio City on Adak.

My assignment there was for SESP Training. It was intelligence gathering training for “Special Electronic Search Project”, a Top-Secret activity at that time. The primary objective was to locate and monitor Russian Guided Missile Telemetry Signals.



There were only about 12 students in training at the time I was there. About half of them had college degrees and had been selected from various naval programs

I requested duty with the Naval Intelligence flying unit that was stationed at U. S. Naval Air Station, Port Lyautey, Kenitra, Morocco. *The French military base at Port Lyautey was used by United States military forces during World War 2 and was expanded to a major US Naval Air Station in 1951. (The original airbase was captured by one American Destroyer (USS Dallas DD-199 and an Army Raider team in WW2.)*

## THE BEST YEARS TO BE ALIVE

“PORT LYAUTEY, French Morocco - One of the silliest experiences any correspondent can have is to stand here in this French Moroccan town, and look, only yards away, smack at one of the most important tactical bases the United States armed forces have anywhere on the globe. The silly feeling arises because the joint is top-secret, hush-hush-hush, its existence officially denied by the U.S. Navy. The Port Lyautey Naval Air Facility is the aorta of supply to the U.S. Sixth Fleet air arm, the sharpest cutting blade of American strength in Europe, but Naval brass hats in the Pentagon still pretend no one knows about this key base "which does not exist" except in the knowledge of a few million Moroccans, Frenchmen, and sundry.

They were flying a special aircraft called an YB34N that looked like a B-24 but had a single tail.



These aircraft were long range and equipped with special Naval Intelligence monitoring equipment. They had two or three of the Navy Aircrafts assigned to this project.



The Air Craft would fly over Russia when there was a suspected Missile Launch and fly back over the Mediterranean Sea before the Russian fighters could catch them. Later, I heard that The Russians didn't stop at the Russian cost line but followed the Navy Spy planes and shot one or two of them down over the Mediterranean Sea. Latter these aircrafts were replaced by Navy P2V2 fighter/Bombers that had two external propeller types engines but had special “jet assist” that permitted the aircraft to energize the rocket engines when the Russian air craft caught up with them.

I was told that there was an opening about the time I would finish my training about six –nine months. But to get the assignment, I would have to study hard and become very efficient in each of the categories. My competition was several College degreed men.

I was excited about the assignment and put my efforts into my Training. There was lots of special equipment to study and I had to demonstrate usage and pass off each item. One special piece of equipment was a Radar Monitoring device that could finger-print radar equipment that with only one

## THE BEST YEARS TO BE ALIVE

sweep of the radar signal would identify the signal with its differences from all other radars. This way we could identify a radar signal and record it and be able to identify it if we ever heard it again.

One very interesting equipment piece at the school was the Famed German Enigma coding machine, The Enigma machine. The Enigma machine was an advanced electro-mechanical cipher machine developed in Germany after World War 1. The Enigma machine was used by all branches of the German military as their main device for secure wireless communications until the end of World War 2. Several types of the Enigma machine were developed before and during World War 2, each more complex and harder to code break than its predecessors. The most complex Enigma type was used by the German Navy. In addition to the complexity of the Enigma machine itself, its operating procedures became increasingly complex, as the German military wanted to make Enigma communications harder to code break.



Various intelligence evidence during World War 2 led the German military to make several investigations about the possibility that The Allies can read Enigma messages. The German intelligence and communications experts concluded that Enigma was still secure from allied code breakers. They were wrong.

In the age before digital electronics and computers, code breaking the ciphered messages produced by the Enigma machine was almost impossible even if the code breaker had a working copy of the Enigma machine, as long as he didn't know the right combination of initial electric and mechanical settings, which were also periodically changed. Additional security procedures such as double encryption and using codes in the original free text message made it even harder to code break an Enigma message, so no wonder the German experts were over confident about the security of the enigma machine despite the suspicions raised during the war.

The operation of this machine was the first subject that was taught and was expanded onto the modern encoding of signals, specializing in Telemetry used for monitoring the operational functions of the Russian Missiles.

A lot of the training was one-on-one type. I was excited to complete training on one piece of equipment so that I could start on the next.

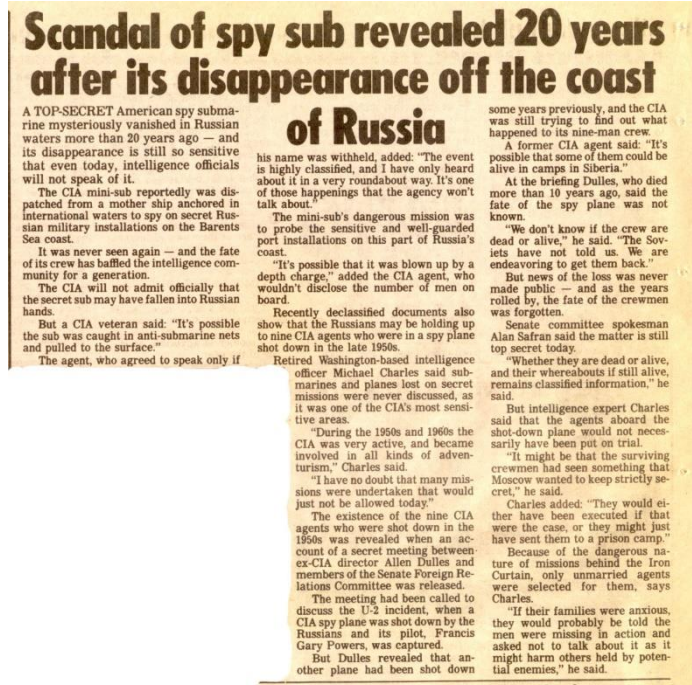


## THE BEST YEARS TO BE ALIVE

Early one morning as I was starting my training, one of the instructors came up to me and said, “Tomorrow, when you get in London, be sure you contact.....” I reminded him that I had another six months of training left and I was going to the Port Lyautey assignment. He was startled in that no one had talked to me. He told me that they had to replace one of the members of a team that had been taken aboard a Submarine on a special mission and that I was his replacement on a top priory.

It was rumored that the special mission was a disaster and that the Submarine mission was to replace some special recording device attached to an underwater communication cable located in a Russian port. They were detected and the Submarine destroyed. Many years later I ran on to this article. I don’t have any proof that there is a connection.

I asked, “Why me, when I had only completed 1/3 of the training?” What they said was, I was the only one they felt that had enough training to fill the assignment at the time. I was very disappointed I really wanted the flying assignment. I felt there may have been some politics as everyone wanted the aircraft assignment and the others were rated petty officer and a couple College Graduates, they got the choice of not being the replacement. Within two hours, I was on my way and the next day I was in London.



*Order NM9/P16-3(2)/M U, S, Naval Receiving Station, Washington 25, D. C. Dated 20 Feb. 1951 (given to me on 21 February)*

*To: Bateman, Russell Rulon 716 03 24 RMSN. Ref: BuPers ltr Pers-B211-ml-5 of 7 February 1951.*

*“You will proceed on 21 February 1951 and report to the U. S. Army Air Base, Westover Field, Mass. for further transfer on 25 February 1951 to Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean London, England for duty with U. S. Naval Communication Unit No 32.”*

*My Priority 1 (UK US 2D 6972 UN2) Travel provided me with a lot of attention. I bounced people from the Military Air flights. I think even a commissioned officer was bumped. We took the Train to Springfield. An Army car met me and took me to AFB Army Air Field in Westover Field. I transferred to a Navy R3y passenger air craft. We flew to the Azores for refueling.*



## THE BEST YEARS TO BE ALIVE

### Azores Description

*The widely-separated Azores, 972 miles (1564 km) directly west of Lisbon, Portugal, includes nine islands (all volcanic in origin). Colonized by the Portuguese in the mid-15th century, their strategic position near the middle of the Atlantic Ocean is their most asset.*

The Azores are an important mid-ocean refueling and pit-stop for commercial airlines, cruise ships, international shipping, and private yachts

Famous for deep sea fishing, local cheeses, red and white wine production, and many varieties of tropical fruit - the islands are becoming an increasingly popular tourist destination



*I took these pictures of the aircraft and some of the passengers.*

After refueling the aircrafts, we then on arriving at 2100 Local time at Buttonwood Air Field, just north of London. It was and dark when we landed at Buttonwood Air Field near London. There were four of us Navy personnel that were loaded into a Navy personnel Van that was sent to pick us up and take us to London. As we were driving down a two-lane road, we saw the lights of another vehicle heading towards us. But instead of passing us on our left, it passed us on the right and the four of us dove for the floor; thinking that it would be a head on collision. After the car had speed by us on our right, we got back up off the floor and sat quietly for a while, then started laughing as we were in England, where they drive on the wrong side of the road.





## THE BEST YEARS TO BE ALIVE

The U S Air Force Van dropped us off at the “Park House” 97-99 Park Street, London, WK.. This was a Hotel rented by the military to house military personnel like me. I was issued a membership



card and reported' to the U. S. Naval Forces Office in London on the 23<sup>rd</sup> of February 1951. I was told that I needed to report to the U.S.S. Harold J. Ellison DD-864, on the 6<sup>th</sup> of March, at Portland, England. (Until then-get lost). That gave me ten days sight-seeing and attending church Etc.

I was assigned to ComUnit 32 Baker, I ask if there was a CmmUnit 32 Alfa., but there was no replay. March 6, 1951, I rode the Train from London to Plymouth England. With my Sea Bag over my shoulder, I walked down the plank, saluted the Ship and Saluted the deck officer and

requested “**Permission to come aboard, Sir.**”



★ ★ ★ ★ ★ **U.S.S. HAROLD J. ELLISON** ★ ★ ★ ★ ★ (DD-864) ★ ★ ★ ★ ★

Ellison Commission 23 June 1945. Decommissioned in August 1983 and given to Pakistan

“On 10 January 1951, the ELLISON departed Norfolk on her fourth trip to European-Mediterranean waters. Following two months of renewing old acquaintances in the Mediterranean, the ship accompanied the U.S.S. PERRY (DD-844) on a tour of various ports in England, Scotland and Germany”

## Gearing Class



Comm Unit 32 Naval Intelligence Teams are comprised of a five-man team plus one commissioned officer. My Officer was Mr. Soland, a Chief Warrant IV with 35 years of service. Mr. Soland was called to meet me and take me to my quarters. I met the other members of the team, a Chief Petty Officer and four other rated men.



I was only a three stripped Seaman, the lowest rated member of the team. Mr. Soland had birthing in the Officers' quarters, our CPO in the CPO quarters and the rest of us were assigned to a special CPO quarter. A special room (called the Spook Room) and antenna facilities were pre-installed before the ship left the United States.



We left Portland the evening of 12 March, spending the 13<sup>th</sup> at Sea and arriving at Glasgow Scotland on the 14<sup>th</sup> of March.

We went past a "*British man of war*" that showed their appreciation to us. The sign says, "*We Stand by you*". Their ships

company lined up the on the British ship to show their appreciation to us.

Glasgow still had a lot of War Damage and a lot of debris yet to be cleaned up. The area of damage was spotty and in spots all over the City. Some areas that were high class and better homes, were now just rubble. I was able to attend LDS Zone Conference and the Gold and Green Ball. See Chapter 02.

After several days, we sailed on to Hull England arriving on the 24<sup>th</sup> of March. I had no problem in contacting the LDS Church and attending another Gold and Green Ball.

Hull England suffered very heavy damage. Everything around the LDS chapel seemed to be heavily damaged. The port where we tied up was still useable.

## THE BEST YEARS TO BE ALIVE

We left Hull England on the 26<sup>th</sup> and arrived at Hamburg, Germany on the 27<sup>th</sup> of March. Germany was still occupied by the allied forces. The Ship was considered as part of the Army of Occupation and therefore we earned the right to wear the “Navy Occupation Service Ribbon.”



This picture was taken of the USS Ellison DD864 at the time of our Visit

The **Army of Occupation Medal** is a military award of the United States military which was established by the United States War Department on 5 April 1946. The medal was created in the aftermath of the Second World War to recognize those who had performed occupation service in either Germany or Japan. The original Army of Occupation Medal was intended only for members of the United States Army but was expanded in 1948 to encompass the United States Air Force shortly after that service's creation. The U.S. Navy and Marine equivalent of the Army of Occupation Medal is the Navy Occupation Service Medal.



The Army of Occupation Medal was awarded for qualifying service. Germany (May 9, 1945 to May 5, 1955) If you were in the area designated over twenty-four hours, you met the requirements for the Service Medal. The DD 864 Ship was in the Hamburg port for 72 hours, authorized the “ship Company” to receive the Award and the Medal



I was able to take some tours and walk through the leveled main part of Hamburg and meet a lot of nice people and get a lot additional appreciation for the work that the American Soldiers did in

## THE BEST YEARS TO BE ALIVE

freeing the people. The tour guide stopped at a corner near the middle of Hamburg noting that was his home was located before the war. Now the area is flattened.

We sailed from Hamburg Germany on 31 March and returned to Plymouth, England on the 2<sup>nd</sup> of April.



We left Plymouth on April 7<sup>th</sup>, we arrived at Weymouth England where we spent a couple of weeks. I think that we were “treading water”, waiting for their replacement assigned Ship that may have been a little delayed leaving the United States. As one of the England’s most beautiful seaside resorts and blessed with one of its sunniest and warmest climates. I saw very little War damage in this area.

04 21: On the 21<sup>st</sup> of April, we went up the Times River and tied up the ship in Greenwich, London, England, near the Famous London Bridge. (That London Bridge is now in Arizona). This gave me the opportunity to see more of London, visit with



Margaret Singer and her family. I went on several visits with the LDS Missionaries and I was able to visit a couple of Amateur Radio people. I joined the “Radio Society of Great Britten” and applied for a British Amateur Radio” G” station license using one of their addresses but was turned down as I wasn’t a citizen. They were still in an Energy shortage and their homes were very cold and you had to ware you coats inside as well as outside.

Shortly after we tied up to the dock, The Queen Mary I tied up just behind us. The Queen Mary is a very famous ship, but now is being replaced with QEQII.

The Queen Mary’s launch was nothing if not extraordinary and her story is rich with history, elegance and grandeur. From the time of her construction began in 1930 in Clydebank, Scotland, the Queen Mary was destined to stand in a class all her own.

For three years after her maiden voyage, the Queen Mary was the grandest ocean liner in the world carrying Hollywood celebrities like Bob Hope and Clark Gable, royalty like the Duke and Duchess of Windsor, and dignitaries like Winston Churchill. During this time, she even set a new speed record, which she held for 14 years. But when the Queen Mary docked in New York in September 1939 that would be the last time she would carry civilian passengers for many years.



## THE BEST YEARS TO BE ALIVE

As World War II started, the Queen Mary's transformation into a troopship had begun. She was painted a camouflaged grey color and stripped of her luxurious amenities. Dubbed the "Grey Ghost" because of her stealth and stark color, the Queen Mary was the largest and fastest troopship to sail, capable of transporting as many as 16,000 troops at 30 knots.

On October 31, 1967, the Queen Mary departed on her final cruise, arriving in Long Beach, California, on December 9, 1967. She has called Southern California her home ever since. The Queen Mary is now a floating Hotel, Attraction and Event & Wedding Venue, home to three world-class restaurants and an icon in Southern California. I took the pictures from the rear deck of Ellison DD864.

We left Greenwich on the 27<sup>th</sup> of April and sailed to Portland England arriving on the 28<sup>th</sup>. Portland was close to Weymouth. And back to Sea on the 30<sup>th</sup> until the 2<sup>nd</sup> of May when we returned to Plymouth.

Our team was completely detached from the normal Navy duties on board ship. Any time that they had working parties such resupplying, cleaning, painting, etc., we were considered not part of Ships Company. They called us "Spooks". We stood watches in our own "SPOOK ROOM" a little room that had been modified for our mission before the ship left the United States. Sometimes our watch schedule was 24 hours a day and sometimes only 8 hours a day. I was made the maintenance man of the team and if I had everything working and properly taken care of, I could come and go as I wanted when we were in port. When we were on 24-hour schedule, I had to share in the watch schedule.

When we were at Sea, I would try to get my work done so that I could go ashore and see as much as I could of where we were visiting. Then sometimes when we were at sea, when it was rough, I would spend time putting my last meal in a bucket or over the side of the ship. A navy ship classed as a Destroyer bounced around in rough seas and I experienced a lot of Sea Sickness in rough Seas.

When we visited a port, I would first try to find if there were any LDS members or activities. Then I would look in the Amateur Radio Call book to see if there were any Amateurs listed in the Area. Other than that, I was just a sightseer.

The Ellison DD 864 had completed its assignment and it was time to head back to the United States.



## THE BEST YEARS TO BE ALIVE

The Ellison was a great ship. The Officers and men were outstanding to be assigned with.

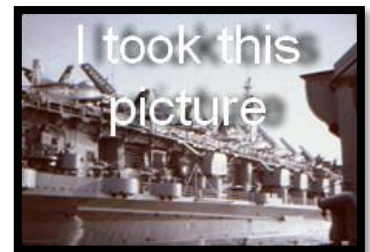
Sometime between the 2<sup>th</sup> of May and the 8<sup>th</sup> of May, we packed up all of our classified equipment and our own sea bags and placed them in a Motor Whaleboat for Transferring to the Meredith DD 890, requiring several trips. It was a major task of installing our equipment in the special room that was ready for us. This was a heavy workload for me to get everything checked out and working on the USS-Ellison DD 890.



**USS Meredith (DD-890)**, a Gearing-class destroyer, was the fourth ship of the United States Navy to be named for Jonathan Meredith USMC, a sergeant who saved the life of Lieutenant John Trippe of Vixen, during the Barbary Wars. She was laid down at the Consolidated Steel Corporation at Orange, Texas, on 27 January 1945; launched on 28 June 1945, sponsored by Miss Juliette S. Kopper, great-great-great-grandniece of Sergeant Meredith; and commissioned on 31 December 1945.



The Meredith DD 890 left Plymouth on the 8<sup>th</sup> of May and sailed for



Gibraltar – Owned by the English and located on the southern tip of Spain. We spend the next couple of days as Plane Guard for the



Coral Sea Aircraft Carrier when aircraft were launched or landing, two Destroyers were required to follow the Aircraft Carrier in case a plane went down. We had the experience of the loss of one of the aircraft and a pilot.

## THE BEST YEARS TO BE ALIVE

We arrived at Gibraltar on 11 May 1951. At that time, you couldn't go from Gibraltar to Spain, but had to go to another country that had authorization to enter Spain. Yes, I did visit Spain, at least my hand did. I reached through the fence so that I touched the Ground belonging to Spain.

Gibraltar was much like Spain because for many years there were no barriers between the two countries. At the time I was there, the gates were closed and there was a large fence wall between the two areas. We only spent a day there and then put out to Sea again.



Somewhere around this date, I was able to take the "Radioman third Class Petty Officer exam and was promoted to Radioman Third Class Petty Officer.

We arrived at Naples, Italy on the 15<sup>th</sup> May. I requested to be a member of the tour going up to Rome. See my chapter 02 for details. Twenty-five of us signed up for the tour including one Navy Lt.



and one MP (military police). There was one civilian that I think was from the embassy. I don't remember the cost if any. There was a lot to see and do in Rome.



We left Naples on the 19<sup>th</sup> of May and spent several days at sea. We arrived at Augusta, Sicily on the 24<sup>th</sup>. This was the area that Sicily was invaded during WWII by the British and American Forces.

We departed Augusta the same day and entered the Port of Palermo, Sicily on the 25<sup>th</sup> of May. Palermo had a lot to see and history to learn about. (See chapter 17 – accosted by a dozen young ruffians)

We left Palermo on the 28<sup>th</sup>, spending time at Sea and arriving at Paulton Bay – Athens, Greece on the 8<sup>th</sup> of June. This was a great experience; we attended a reception party set up for our visit. *Queen Anne-Marie of Greece* attended the reception and I was able to talk with her.

## THE BEST YEARS TO BE ALIVE



On the 10th of June, the ship took a couple of Officers to Malta (they looked like Airplane Pilots) and then headed out to sea after dropping them off.

On 1 June we anchored at Paulon Bay Athens Greece. It was exciting to visit the Acropolis – Parthenon from Ancient Greece; I walked the Streets of Athens, seeing as much as I could. I was in uniform, walking alone somewhere in the City of Athens and saw a man walking toward me. He looked like a typical shabbily dressed Greek citizen, but a defendant American voice, said “Hey buddy! You need to get out of here fast as you can. They are having a Communists rally here in just a few minutes” and he kept on walking past me without another look or hesitation. I walked rapidly back to the main part of the City.



We left Athens Greece on the 8th of June. On the 10<sup>th</sup> of June, we pulled into Malta and several men left the ship. We were not permitted to leave the ship and went back to Sea the same day.



We joined the Sixth Fleet (Guess 20 ships, including several Battleships, Aircraft carriers off and on during this tour in the Mediterranean). Our Radar analyzing equipment failed. One of the counter balance weights came off our Radar Receiving Antenna making our classified equipment non-operational. There were two Russian Submarines shadowing the U. S. Sixth Fleet and the

Commander of the U. S. Navy 6<sup>th</sup> fleet wanted to keep track of these Submarines. The Russian Submarines would come to the surface and with one “blip”, they could see the images of the fleet. All we needed was one “blip” to fingerprint and signal.

## THE BEST YEARS TO BE ALIVE

Now I understood why the training on Finger-printing Radars Signals that they taught us back at school in Cheltenham. I was still the lowest ranking team member and was trained on the equipment, but The Chief and The Warrant officer operated the classified Radar Finger Printing Equipment while we were with the fleet. This was one of the main purposes why we were on this assignment. We were told that we were probably the only ones in the world at that time that could fingerprint radar at that time. This was to be the first proof of its capability.

During time we were operating with the Fleet, the system failed due to mechanical failure in the rotating antenna. Our Team commission officer said that the Admiral said that he had to know where those Russian Submarines' were, and the evaluation of the system has to be done. I was as the Maintenance man for our team and my Officer was looking at me. I ask him, are you saying that I have to climb up on the Antenna structure above the "smoke stacks" (see the picture) and work on the rotating antenna? That was to be the story. That was the reason for the ship being there he told me. The USS Meredith requested permission to drop out of the Fleet to repair the antenna.



So, the Meredith DD 890 came to a complete stop- at least forward and backward, but there still was a rocking ship as I climbed up to work on the Antenna that was above the smoke stacks. One moment, you would look down and see the water on one side of the ship, then the ship would rock and the water on the other side of the ship would be under you. I was so seasick and felt like throwing-up.

When I looked down, there were 250 ships company looking up and watching me. I was one scared sailor. With the help of the Lord, I was able to repair the Radar rotating antenna and we were at flank speed, catching up with the Fleet and getting back to keeping track of the two Russian Submarines.

I felt very qualified and had spent many hours identifying various radars. Like fingerprints, there are no radar signals the same. I wanted to have the experience of operating the Radar analyzing equipment during the time we were with the Fleet, but dealing with Admirals and the importance of the assignment, we could identify the two Russian Submarines radar from all the other radars on all the 30 or so ships in the fleet,



## THE BEST YEARS TO BE ALIVE

It was quite hot that time of the year in the Mediterranean and because our ship was alone at that time, the skipper decided to stop the ship for a Swim call. It really felt good to put my swimming suit



on and get into the Cool Water. Little did I know that one of the Scariest times of my life was just ahead.

The sea had been just like glass, without a ripple of a breeze. Suddenly a strong wind came up and blew the



ship away and created high waves. It seemed like many hours that I could not see any land, the ship or any of the Ships Company (sailors) that were in the water. No land, no nothing, except-water. It was probably for 20 to 30 minutes, I was in the middle of the Mediterranean ocean, no life preserver, no land, no ship, or people in sight. I swam as hard as I could in the direction that I had last seen the Ship. It was a big relief when I saw the tip of the ship's mask between waves. The wind died down and I was able to make it back to the ship. They did send the motor whale boat out after swimmers that were still in the water.



On June 15 we arrived at Salonica, (Thessaloniki) Greece. I look at the pictures of Salonica now on the internet and they are different. When I was there, there were just a few dozen town buildings next to the Ocean for the downtown which had electrical Power from an old rusted U. S. LST's ship (large Landing craft) generator that was partly Beached. The docks had been destroyed during the war and we had to anchor out in the bay and come to shore using the Motor Whaleboats.



I received an interesting offer to be given a beautiful Greek girl. To own a girl would be a different experience for me. (See Chapter 15)



## THE BEST YEARS TO BE ALIVE

We left Salonika on June 20<sup>th</sup> and arrived at Izmir, Turkey on June 21. Again, no docks and so we anchored out in the bay. The conditions were terrible. Those going ashore had to take an indoctrination to give the strict regulations as we did not have good relations with Turkey at that time.

The procedure to get into the Motor Whaleboat was that they would put a harness around you and swing you out over the water, above the Motor Whaleboat. When the waves would bring the Motor Whaleboat up, they would drop you in the boat releasing the rope connected to the harness. If you didn't make it into the boat the first time, they would pull you up and try again. It was the same getting back on the ship. The motor whaleboat would take you to the beach.



I took this picture just after I had gone through the procedure to get to the beach and later came back. In the picture, you can see the Motor Whaleboat be tossed around making its way to be under the rigging that would have the rope and harness to retrieve a sailor and swing him back on the ship.

Once on shore, you didn't talk to anyone or travel/walk anywhere. It was kind of a dull experience. All I could do was to sit, drinking a "Coke" and watch the ocean. The Coca-Cola was in the same type bottle as we had in the United States

We left Izmir Turkey 25<sup>th</sup> of June and went to Leros Island, Turkey. Due to the Bad weather, they didn't let us go ashore because the Weather was too bad to go through what we did in Izmir, Today,



Leros is some kind of a holiday vacationing place. I guess that we left the same day for Rhodes, Greece

Rhodes, Greece had Castles and I remember, there were so many things



to see it was a fun visit. We left Rhodes Greece on the 29<sup>th</sup> of June,

for Piraeus, Athens Greece.

This is the main port of Athens and largest port in Greece and also one of the most important in the Mediterranean. Again, more sightseeing, and we toured the Athletic arenas where the ancient Olympics were held.

## THE BEST YEARS TO BE ALIVE

We left Greece on the 6<sup>th</sup> of June, spent more time with the 6<sup>th</sup> Fleet, and arrived in Gulf Juan, Cannes, France on the 8<sup>th</sup> of July, they had a beautiful beach with half nude and nude women.



This picture is of my Team Chief and Warrant Officer (in civilian clothing) walking along the Beach in Cannes France.

It had been a long time since I had a glass of Milk, so I ordered one. It was terrible, goat's milk, I think. We did get a change to go to a restaurant and ordered some great food.

We left Cannes France on the 9<sup>th</sup> of July, spending time again at Sea and Plane Guard and went to Gibraltar on the 12<sup>th</sup> for refueling. Gibraltar is Spanish culture and a lot of Spanish influence. The picture is of a funeral.

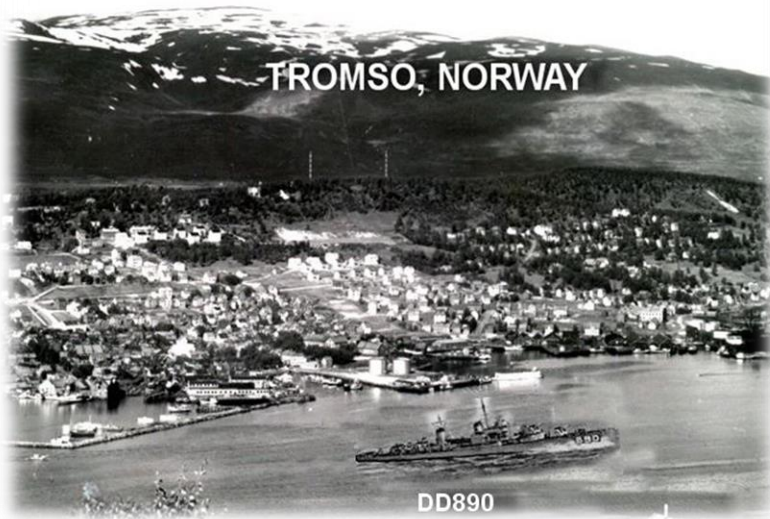


We arrived in Plymouth, England on the 16<sup>th</sup> of July. Plymouth was a Navy Town and center of most of the British Fleet. There were many ships in the harbor including British military and many foreign ships also. We did a lot of work on the equipment. We left Plymouth, England on the 20<sup>th</sup> of July and were at sea for the next four days. On the 23 of July, there seemed to be a lot of excitement and it was announced over the Ships Audio *system that all members of the ship were now members of the "Royal Order of "Bluenoses"'*

You are a member of the crew on board The U.S.S. Meredith DD-890 operating under the orders of CinCNELN, London, England has at 1250 this date, crossed the Arctic Circle – Being on a Northerly course reroute from Plymouth England to Tromso, Norway and is hereby declared a qualified member of the Royal Order of “Bluenoses”. The Air Temp was 58 F and the water temp was 52 F Longitude 09 -36 Latitude 66-33 and on course 028”. A certificate was issued to all Ships Company, signed by R. R. Green, Commander – the Captain of the Meredith DD 890.

## THE BEST YEARS TO BE ALIVE

It took me a while to find out what it was all about. I found that it is an ancient custom when you crossed the Arctic Circle going north, you become a member. This tradition was celebrated in many ways and in the old sail ship days, everyone would get drunk. That didn't happen on the Meredith DD890 however.



**Tromso Norway**, 100 miles north of the arctic circle, called the gate way to the Artic. People have been living in the Tromso region since the end of the ice age. In 1794, Tromso was awarded city status. The fact that there were only about 80 people living in the city didn't seem to curb people's urban aspirations. In the 1800's Tromso got the nickname 'Paris of the North'. The occupation of

Tromso was more or less peaceful, and the city itself escaped any major damage during the war.

Tromso acted as the capital of the free Norway for three weeks following the occupation of Oslo and the South in April and May 1940. The government and the royal family all fled to Tromso at the outbreak of the war and stayed there until the English cruiser "Devonshire" took them across to England on the 7<sup>th</sup> June 1940.

I remember that the population of Tromso was less than 10,000 when we were there. Today it is over 50,000. We tied up at the dock as shown in the picture

We arrived at **Tromso, Norway** on 24<sup>th</sup> of July 1951. We were the first U. S. War Ship in the Tromso port or known to have been in the area. It was not known when or if, a U. S. Man of War ship had ever been in this part of the world. It was felt that due to the requirements of our mission may have been the reason for the assignment. Our mission was to "Finger Print Radars and to find telemetry signals from Russian Missiles. Of course, it was top secrete as to what our assignments were. We were called "Spooks", like we were on the Ellison, our little room on the Meredith was installed in the States before the ship set sail for Europe.

The Tromso City went all out for us with parties. This was an exciting event for the People.

## THE BEST YEARS TO BE ALIVE

I found no LDS members there and again tried to find an Amateur Radio person. I ask about him talking to one of the City high level officers. He put me in a taxi (a real car) and he took me out into the City on an old mostly dirt road up in the mountains.



The taxi stopped and let me out in front of what I could tell was a high-power Radio Transmitter Station. I think that it was a “Radio Free Europe” beamed into Russia. Radio Free Europe was created and grew in its early years through the efforts of the National Committee for a Free Europe (NCFE), an organization that was formed in New York City in 1949. The committee was composed of an "A list" of powerful U.S. citizens including former ambassadors and first NCFE chairman Joseph Grew; *Reader's Digest* owner.

I went up to the door and pushed the door button. A man came to the door who was apparently the Engineer and after a scuffle with the language found that he was the Amateur Radio person that I was asking about. He was very shy and knew no English. We spent about an hour or so and I figured that I needed to get back to town, but how? After walking hours, I finally got back to town, around 2 in the morning. It was July and the Sun never went down. I got back to the ship, dead tired and ready to get some sleep.

However, there was notice for anyone who was interested in a tour of the area, had to be at the Ships Gangway before 6 AM (Tromso time). Not many were excited about it as who would want to get up that early just to tour the area. They would wait for another tour later in the day.

Well I was there at 0500 and the first in line or at least about the first of the line. I think that they counted down to the 10<sup>th</sup> man and told the rest that that was all the room they had.





## THE BEST YEARS TO BE ALIVE

We boarded a Norwegian motor whaleboat and they took us out to two Canadian built PBY5 Catalina flying boats. These are pictures that I took at the time. The Consolidated PBY Catalina was the U. S. Navy's most successful patrol flying boat of the war but naval aviators also used the PBY to attack ships at night, and to search for and rescue people stranded at sea.



Many aviation experts considered the PBY Catalina obsolete when the war started but combat proved the critics wrong. The 'Cat' had two noteworthy attributes that made the airplane prized by American aviators and the flight crews of other Allied nations: great range and excellent durability. By VJ Day, August 15, 1945, Consolidated and its licensees had built 3,282 PBYs, more than any flying boat or seaplane ever built.

The PBY-5 was the patrol plane that located the Famous German Battleship Bismark. It was the scout plane that located the Japanese fleet near the Midway Island in the Pacific Ocean.



The PBY5's was especially useful to the Norwegian Air Force because they had lots of water, but very few Ground Airfields.

We took off about 6:30 and headed north to Hammerfest.

Hammerfest claims to be the northernmost city in the world, although the title is disputed by Honningsvåg, Norway

After their victory in the Norwegian Campaign of the Second World War, the Germans soon fortified Hammerfest and used it as a major base. The importance of Hammerfest to the Germans increased dramatically after their invasion of the Soviet Union in 1941.



Hammerfest was forcibly evacuated by the occupying German troops in the autumn of 1944 and then looted and burned to the ground by them when they retreated, the last of the town having been destroyed by the time the Germans finally left on 10 February 1945. Only the



## THE BEST YEARS TO BE ALIVE

town's small funeral chapel, built in 1937, was left standing by the retreating Germans. At the time of our visit, it had been only six years since the end of hostilities and very little money to rebuild, so there wasn't much of the town at that time.

During summer massive reindeer herds migrate from their winter pastures. The pilot of the air ship that I was on was the Norwegian Air Force Commander. He flew the ship down and chased Reindeer herds.

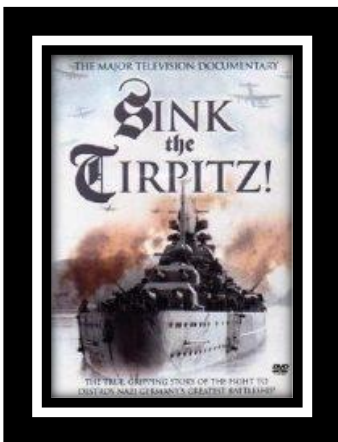
I told the pilot that I had been doing some flying training, so he let me sit in the right seat and do some flying of the PBY5. There was no hydraulics on the controls, and it was all manual operating of the controls. I had a hard time as I didn't have the strength that was required.

We flew down the Russian Boarder from the top of Norway to the bottom then over Finland. They feared the Russians and had armed 50 Caliber guns in each of the blister Windows.

After Flying over Finland and returning to Tromso, we flew over the Battleship Tirpitz which was sunk by the British in one of the coves near Tromso. The ship was capsized with only the bottom showing



and still housing thousands of German Sailors bodies inside. The Tirpitz wreck is in a hidden location and the Commander of the Norwegian Air Force (and our pilot) said he didn't think that any Americans had seen it. There was no reason for United States Ships or aircraft to be in this area.



The German Tirpitz and the Bismarck were the two largest battle ships in WWII. The British sank the Bismarck in 1940 but it took until 1944 to

sink the Tirpitz after many tries using Submarines and Lancaster British Bombers.

September 1941 Tirpitz was a member of the so-called "Baltic Fleet" related to the German invasion of the Soviet Union, Operation "Barbarossa". While still on trials, Tirpitz joined a powerful assembly of German warships off the Aaland Islands to deter the Soviet fleet from venturing out of Kronstadt.

## THE BEST YEARS TO BE ALIVE



The "Baltic Fleet" consisted of Tirpitz, Admiral Scheer, Emden, Leipzig, Köln and Nurnberg, together with numerous destroyers, torpedo boats and mine sweepers.

The German Navy decided to send battleship Tirpitz to Norway on 10 Jan 1942 to tie down Allied naval resources in the North Atlantic. 14 January 1942 Tirpitz, escorted by the destroyers Richard Beitzen, Paul Jacobi, Bruno Heinemann and



Z29, transferred from Wilhelmshaven, Germany to Trondheim, Norway. It was 4 days later than originally planned. Tirpitz arrived, with the destroyers, at Trondheim and anchored in Faettenfjord January 16, 1942. She was moored next to a cliff, which protected the ship from air attacks from the southwest. The ship's crew cut down trees and placed them aboard Tirpitz to camouflage her. Additional antiaircraft batteries were installed around the fjord, as were anti-torpedo nets and heavy booms in the entrance to the anchorage. Life for the crew of Tirpitz was very monotonous during the deployment to Norway.

The Tirpitz has been cut up and the steel used to build many bridges throughout Norway. Movies have been made of the sinking of the Bismarck but few of the Tirpitz. Sink the Bismarck movies are

## THE BEST YEARS TO BE ALIVE

seen in the US, but movie covering the Tirpitz seem to be available only in Great Britain. The Internet has some Documentation on “Sink the Tirpitz”.

We got back to Tromso around 5 PM. That was a long trip without food or water, but it was worth it.

The map shows the Meredith DD890 leaving Plymouth, England on 20 July and Steaming North arriving at the Arctic Circle on the 23 of July and docking at Tromso Norway on the 24<sup>th</sup> of July. 26 July two Norwegian PBY-5 aircraft took off from Tromso, flew North to Hammerfest and down the Finish-Russian boarder and headed back to Tromso. Just South of Tromso, hidden in a cove, was the capsized Tirpitz with a thousand or so German Sailor still inside. The PBY-5 flew close to the wreckage for a better look, and then returned to the bay at Tromso.

On the 27<sup>th</sup> of July, The Meredith DD 890 traveled down the Norway inland water way to Narvik on its way to Bergen. See chapter 15 for details of how Meredith crew helped celebrate “Train Day” at Narvik.

I did look up another Amateur radioman that was living in Tromso. He had been living in New York and a radio operator servicing on a Norwegian ship. He was engaged to a girl and living with her in Tromso while on six-month vacation. They were doing what they called a culpability test to see if they should get married.



He told me about the group of Norwegian commercial sailors who purchased a few cheap “Engagement rings” and would hand them out to girls up and down the coast of Norway and live with them a night or so and then take back the rings, saying that they were not compatible. Men were hard to find in Europe as so many had been killed in WWII. I found that

wherever I went to a dance around England, or Norway, I never had to ask a girl for a dance, there were several asking me due to the shortage of men.

We left Tromso on the 27<sup>th</sup> of July and, continued down the inland waterway. Two Norwegian Pilots helped us with the navigation between Tromso and Bergin Norway.

We were the first “U. S. man of war” to sail down the “Inland Water way”

## THE BEST YEARS TO BE ALIVE

We arrived at **Narvik, Norway** 28 July and tied up during the early morning hours. This was the first visit of a U. S. Navy Ship to Narvik. A Planning Committee had been developing this celebration for months. They decided to combine this celebration with their 50-year railroad anniversary. See Chapter 15

We Left Narvik on the 30<sup>th</sup> of July and arrived at **Bergen Norway** on the 1<sup>st</sup> of August. Now we were just another ship in the harbor, and no one was excited.

I found that there was an LDS branch in Bergen. I visited the Chapel which was above a store in downtown Bergen but couldn't contact any members in the short time that I had.

The Meredith DD 890 was assigned to represent the United States at the International Yachting Regatta at Cows, Isle of Wright, England. See chapter 15 for information

We headed for Casablanca, Morocco. We weren't permitted to go ashore. No one could say why or what the visit to Casablanca was about. I think that I was on watch at the time of our visit and don't know what went on. I am confused the difference between the Nouasseur Air Base and the Portlyautey Naval Air base both near Casablanca where I would have been stationed had I have been allowed to finish school at Cheltenham.

These bases are listed as "Sixth Fleet support air arm, the sharpest cutting blade of American strength in Europe, but Naval brass hats in the Pentagon still pretend no one knows about these key bases "which does not exist" except in the knowledge of a few million Moroccans, Frenchmen, and sundry".

My notes say that we returned to be operational with the 6<sup>th</sup> fleet again and then returned to Plymouth, England.

I requested leave and was granted and took the Train to London and then changed trains to Glasgow. I visited Helen and worked refurbishing on a room in the basement of the Scottish LDS mission home.

20-The Meredith South Hampton England. The USS Meredith DD890 had completed her tour of duty and was returning back to the United States. This again was a good ship with good officers, and I appreciated the opportunity to serve on her.



## THE BEST YEARS TO BE ALIVE

Comm unit 32 team was t, O  
transferred to the Henley DD 762  
**CLASS - ALLEN M. SUMNER** As  
Built.

Displacement 3218 Tons (Full),  
Dimensions, 376' 6" x 40' 10" x 14' 2"  
(Max)

Armament 6 x 5"/38AA (3x2), 12 x  
40mm AA, 11 x 20mm AA, 10 x 21"  
tt.(2x5).

Machinery, 60,000 SHP; General Electric Geared Turbines, 2 screws  
Speed, 36.5 Knots, Range 3300 NM@ 20 Knots, Crew 336.



The members of our team at this time were: Mr. Soland, Warrant Officer IV.

Humble, Robert H CTC (Chief in charge)

Stuhr, Rudolph G CT2

Cochran, Charles E CT3

Harvey, James A CT3

Bateman, Russell R RM3

Brown, John S RMSN

The Henley DD 762 was not a good ship to be on. The food was bad, and our team received an unwelcome to the ship. We were given birthing with the ships company. Even though we stood watches, no one was permitted to be where around 100 bunks for part of the ship personnel sleep area during the day. So, after some watches we had to stay in our special Spook Room and try to get some sleep. They demanded that we take assignments with the crew working parties and were not given open gangway privileges that we had on the other ships. The character of the ship depends on the leadership.

The first time we went to sea, I was taking a picture of transferring a man to the Destroyer Henley from another ship using a cable between the two ships. A person started screaming at me to put my Cameras away. "You can't take any pictures on this ship" This was a peace time navy and I had no



## THE BEST YEARS TO BE ALIVE

problems on my two previous ships. It turned out to be the Ship's captain doing the screaming. The ship's Captain liked to scream at people

29 September the Henley DD 762 went up the River Seine 315 km to Rouen France. It was just like driving in the country; The River was not very wide, but deep enough for the ship. Rouen was one place that my Father during World War I and my Brother World War II and then me visited while we were in Europe. We were able to take the Train on up to Paris and spend three days.

. 13 October, a Chief Petty Officer, my team member relief came aboard, and I was told that I needed to leave the ship as soon as possible to catch the train to London for transportation back to the States. So, I went to my quarters and started packing my Sea Bag with my cloths and went in to take a shower. When I came back, everything was taken. I told this Boatswain's mate who was in charge of the area, that I was being transferred and getting ready to leave the ship. He told me that I had to work two hours extra duty for every item in my sea bag.

All I had was my towel to wrap around me and I headed up to the Officers' quarters (which is a no-no for an enlisted person) Most of the ship's officers were there sitting around a conference Table. I told them my story and the ship's captain told me in very strong words, that I was not to have come up to the officers' quarters, and I would have to follow the instructions of the Boatswain's mate. And I would have to do the two hours as stated by the Boatswain's mate (would have taken weeks extra duty). My Team Warrant Officer IV (Mr. Soland) told the Ship's captain that my relief had come aboard, and I was being transferred back to London. The Captain (I think that he was Lt. Commander said that I couldn't be relieved by a CPO and would have to wait until they sent a similar rated man. My Officer, A Chief Warrant with over 35 years of service put his finger about three inches from the Captains' nose and told him that he would be writing a report stating the cooperation the Ship gave while Comm Unit 32 was on board this ship and that if he didn't "snap too" he knew people that he would sent his report to and that he would never get other command in the Navy. The captain said that he would take care of things and I was on my way to London an hour later.

I never heard of how things went for the Comm 32 team Baker after I left

My relief came aboard; it was the third ship that I was serving on at the time. I returned to the Navy Department Office in London and shortly after that returned to the Naval Security Station

## THE BEST YEARS TO BE ALIVE

13 October 1951, I arrived at the Navy Department in London and Stayed at the Park House until I could get on a flight back to Washington D. C.

| Russ Bateman - TIME LINE USN COMM UNIT 32B |           |           |                                                                  |                  |
|--------------------------------------------|-----------|-----------|------------------------------------------------------------------|------------------|
| YEAR                                       | Arrive    | Departed  | Location                                                         | Logging or Ship  |
| 1950                                       | 20 Nov 50 | 20 Feb 51 | Navy Security Station, Cheltenham, MD                            | Cheltenham, MD   |
| 1951                                       | 21 Feb    | 24 Feb    | U. S Army Air Base, Westover Field, Mass                         |                  |
| 1951                                       | 25 Feb    | 03 mar    | Naval Force, Eastern Atlantic and Mediterranean, London, England | Park House- USAF |
| 1951                                       | 03 Mar    | 03 Mar    | Plymouth England                                                 | Ellison DD 864   |
| 1951                                       | 03 Mar    | 06 Mar    | At sea                                                           | Ellison DD 864   |
| 1951                                       | 06 Mar    | 19-Mar    | Glasgow Scotland                                                 | Ellison DD 864   |
| 1951                                       | 03-Mar    | 20 Mar    | At Sea                                                           | Ellison DD 864   |
| 1951                                       | 21 Mar    | 31 Mar    | Hull England                                                     | Ellison DD 864   |
| 1951                                       | 27 Mar    | 31 Mar    | Hamburg Germany                                                  | Ellison DD 864   |
| 1951                                       | 02 Apr    | 03 Apr    | At Sea                                                           | Ellison DD 864   |
| 1951                                       | 04 Apr    | 06 Apr    | Plymouth England                                                 | Ellison DD 864   |
| 1951                                       | 07 Apr    | 20 Apr    | Weymouth England                                                 | Ellison DD 864   |
| 1951                                       | 21 Apr    | 27 Apr    | Greenwich, London, England                                       | Ellison DD 864   |

# THE BEST YEARS TO BE ALIVE

|      |        |        |                             |                 |
|------|--------|--------|-----------------------------|-----------------|
| 1951 | 28 Apr | 30 Apr | Portland, England           | Ellison DD 864  |
| 1951 | 02 May | 08 May | Plymouth, England           | Ellison DD 864  |
| 1951 | 08 May |        | Transferred to the Meredith | Meredith DD890  |
| 1951 | 09 May | 10 May | At Sea                      | Meredith DD890  |
| 1951 | 11 May | 12 May | Gibraltar (Spain)           | Meredith DD 890 |
| 1951 | 14 May |        | At Sea                      | Meredith DD 890 |
| 1951 | 15 May | 19 May | Naples, Italy               | Meredith DD 890 |
| 1951 | 20 May | 23 May | At Sea                      | Meredith DD 890 |
| 1951 | 24 May | 24 May | Augusta, Sicily             | Meredith DD 890 |
| 1951 | 25 May | 28 May | Palermo, Sicily             | Meredith DD 890 |
| 1951 | 29 May |        | At Sea                      | Meredith DD 890 |
| 1951 | 01 Jun | 08 Jun | Pualton Bay, Athens, Greece | Meredith DD 890 |
| 1951 | 09 Jun |        | At Sea                      | Meredith DD 890 |

# THE BEST YEARS TO BE ALIVE

|      |        |        |                           |                    |
|------|--------|--------|---------------------------|--------------------|
| 1951 | 10 Jun | 10 Jun | Malta                     | Meredith DD<br>890 |
| 1951 | 11-Jun |        | At Sea                    | Meredith DD<br>890 |
| 1951 | 15-Jun | 20 Jun | Salonika, Greece          | Meredith DD<br>890 |
| 1951 | 21 Jun | 25 Jun | Izmir, Turkey             | Meredith DD<br>890 |
| 1951 | 25 Jun | 25 Jun | Leros, Turkey             | Meredith DD<br>890 |
| 1951 | 25 Jun | 25 Jun | Rhodes, Greece            | Meredith DD<br>890 |
| 1951 | 29 Jun |        | At Sea                    | Meredith DD<br>890 |
| 1951 | 30 Jun | 05 Jun | Piraeus. Athens Greece    | Meredith DD<br>890 |
| 1951 | 06 Jun |        | At Sea                    | Meredith DD<br>890 |
| 1951 | 08-Jul | 09 Jul | Gulf Juan, Cannes, France | Meredith DD<br>890 |
| 1951 | 20 Jul |        | At Sea                    | Meredith DD<br>890 |
| 1951 | 12 Jul | 13 Jul | Gibraltar (Spain)         | Meredith DD<br>890 |

# THE BEST YEARS TO BE ALIVE

|      |        |        |                                                                      |                    |
|------|--------|--------|----------------------------------------------------------------------|--------------------|
| 1951 | 14 Jul |        | At Sea                                                               | Meredith DD<br>890 |
| 1951 | 16 Jul | 20 Jul | Plymouth, England                                                    | Meredith DD<br>890 |
| 1951 | 21 Jul |        | At Sea                                                               | Meredith DD<br>890 |
| 1951 | 24 Jul | 27 Jul | Tromso, Norway                                                       | Meredith DD<br>890 |
| 1951 | 28-Jul | 20 Jul | Narvik, Norway                                                       | Meredith DD<br>890 |
| 1951 | 01 Aug | 03 Aug | Bergen Norway                                                        | Meredith DD<br>890 |
| 1951 | 04 Aug |        | At Sea                                                               | Meredith DD<br>890 |
| 1951 | 06 Aug | 12 Aug | Isle of Wright (Cows)<br>England (International<br>Yuatting Regatta) | Meredith DD<br>890 |
| 1951 | 07-Aug | 12 Aug | Cowes England                                                        | Meredith DD<br>890 |
| 1951 | 13 Aug | 13 Aug | Casablanca                                                           | Meredith DD<br>890 |
| 1951 | 14 Aug |        | Plymouth England                                                     | Meredith DD<br>890 |
| 1951 | 14 Aug |        | Transfer to Henley                                                   | Henley DD 762      |



## THE BEST YEARS TO BE ALIVE

|      |         |                         |                                         |                    |
|------|---------|-------------------------|-----------------------------------------|--------------------|
| 1951 | 04 Sep  |                         | Dundee Scotland                         | Henley DD 762      |
| 1951 | 02 Sept | Took<br>leave<br>05 Sep | 34 Brighton. St., Glasgow,<br>Scotland) |                    |
| 1951 | 08 Sep  |                         | New Castle, England                     | Henley DD 762      |
| 1951 | 29 Sept | 07 Oct                  | Rowen, France                           | Henley DD 762      |
| 1951 | 03 Oct  | 06 Oct                  | Paris, France (ship at<br>Rowen)        | Henley DD 762      |
| 1951 | 08 Oct  |                         | England                                 | Henley DD 762      |
| 1951 | 08 Oct  |                         | London, England-on way<br>home          | USAF Park<br>House |
| 1951 | 13 Oct  |                         | Washington D. C. USA                    |                    |
| 1951 | 12 Oct  |                         | Navy Security Station<br>Washington DC  |                    |

Upon arriving back in Washington D. C., I spent a day at the U. S. Navy Transit Barracks and then sent over to the Naval Security Station.

I was made a contractors Escort at the Security Station while my papers were process, converting me to be a Communications Technician (CTR) instead of a Radioman. I spent about a month watch Contractors to their work. The area was a top secrete activity.



12 November. Unusual for the navy, but I was asked where I wanted to go. I ask for the Navy Security group at the Navy Imperial Beach Communications Station South of San Diego, California. I was assigned there for schooling and duty. My new rating required me to be proficient in foreign classified code.

The foreign **code** approximates the Morse code for the Latin alphabet. To memorize the codes,

## THE BEST YEARS TO BE ALIVE

mnemonics are used, called "melodies" (напевы). A "melody" for a Morse code for a character is a phrase which is sung (hence the name): the syllables with vowels а, о, ы correspond to dashes and sung long, the other syllables and the syllable "ай" correspond to dots and sung short.

While in school, I decided to go to the FCC field office and take the radio Telegraph Test required to be an ocean-going vessel Radio Operators. I sat down and the FCC inspector turns on the code sending machine and I start writing it out in foreign code that was classified. Being a foreign classified code operator was top secret and when I started realizing what I was doing I started try to erase the letters that I was writing. The FCC inspector stopped the code machine and told me to go and walk around the block.

When I came back, I had no trouble passing he code test. I took the test for the 2<sup>nd</sup> class FCC radio telephone test and past ok. I took the test for the first-class Radio Operator and didn't pass but did pass the test years later when I retook the FCC test. With my Radio Telegraph License, I could have obtained a high paying job as a radio operator on commercial ships. Every time I would be tested for promotion, I had to qualify in the Cyrillic Code.



My assignment was foreign classified intercept operator system which I spent many months copying - monitoring stations located in a distant country. I was one of the few certified in this particular code.

I found an ad banded DF building near the barracks and on the beach, but inside of the security fence. I was able to get permission to use the building for a Base Military Amateur Radio Station (Ham Shack).



### **USN Naval Radio Station, Imperial Beach, California**

At Imperial Beach Naval Radio, a lot of my time was in direction finding where I did some operating but mostly maintenance. At time when they had a special operations and we were net control for the Pacific area, we would key a

## THE BEST YEARS TO BE ALIVE

“W” ditdahdah. We started using a teletype tape and later put notches in a plastic wheel and a micro switch that would pick up the notches on the plastic wheel. There were three notches placed on one side of the large clear plastic wheel. The first one was a small notch that would give you a short “Dit”, the next two were twice the size that would give you a dah dah. I took about five seconds for the wheel to rotate. Stations like in Adak, Japan etc. would listen for the “W” tones so that they knew that they could hear us when to send out a coded message telling the frequency and name of the station or other characteristic of the signal that we were looking for.

Many marveled us for our skills in speed Code. When you repeat sending out a call letter, you learn to recognize the call even at high speed like 35 Words per minute. But when it came to the coded message, we slowed down to about 5 WPM so that all stations could be sure that they got the message correctly.

I was promoted to be the “acting” Direction Finding Material Chief. I was only 3<sup>rd</sup> Class Petty Officer, but replaced a retiring Chief Petty Officer. This assignment was to do the maintenance of the Radio Direction Finding” DF” equipment and assist with the overall operation of the Direction-Finding Station.

At time I was assigned special projects. An example, my division officer took me to Camp Pendleton, California, a Marine Training Facility. We met with a committee that was planning a large training mock invasion exercise. They noted that the direction-finding group couldn’t get their equipment working and it had failed on previous exercises. My assignment was to meet with the DF



group several days before the exercise and Train and to gets their equipment working and to remain with them during the operation to ensure that the equipment continued to work. A lot depended on this equipment.

This was a lot of pressure on me. For some reason, the equipment was only available two days before the operation started. Felt that this was a lot to expect of me, what if I couldn’t be successful? I met with the Marine five-man team two days before the start of the mock invasion. We set up on the beach and turned the equipment on. It was more luck than knowledge or skill, I got the equipment working. So, we had two days to kill before the invasion, so what to you done on a beautiful California Beach? You play like a tourist and put your swimming suit on. The picture shows me in

## THE BEST YEARS TO BE ALIVE

my swimming suit on back of the Marine DF Truck near the beach. For me it was like a vacation as all I had to do was be there and do a little training.

“**CAMP PENDLETON** – Under a steely-dark predawn sky a company of infantry of Marines riding inside amphibious assault vehicles stormed Red Beach and secured a seaside urban village.



Tuesday's amphibious landing included 18 assault vehicles and more than 2,000 infantry Marines and Navy sailors. Two Landing Craft Air Cushion hovercrafts commanded by the U.S. Navy's Assault Craft Unit 5 landed on the beach, following the amphibious vehicles in support. The exercise trained the Marines in command and control operations as they pushed through a beachfront.

The annual training exercise known as Steel Knight costs about \$2 million and is one of the base's largest. It prepares Marines for what its amphibious roots.”

The invasion picture was taken by me. It was an experience to be in the middle of an invasion. The Direction-Finding equipment and Marine DF team had great success in their part of the Steel Knight Operation. I didn't really do that much, but my Base commanding officer received an appreciation letter from the OIC Marine Commander.

I returned to the Imperial Beach Naval Radio Station one Sunday Evening to find that Security Police stopped me at the Gate. A marine escorted me to my locker was told to pack my things and depart the base. I was told to report to the U. S. Naval Communications Station at the foot of Broadway, San Diego the next morning.

I had been given special assignments before like the time that I was loaned to the Marine Corps detachment at Camp Pendleton.

But this time, it was cold and rude. Once taken off the base, where was I to stay? What was my assignment? I drove back to Bishop Willardson home to see if I could stay there.

Monday morning, I reported into the Communications Department-San Diego, for my new assignment.

## THE BEST YEARS TO BE ALIVE

Huh! Who are you again? Wait and I will do some checking. The Watch supervisor came back. “You are assigned to work with the night shift in the communications Center, Come back at Midnight. I went back at Midnight and checked in with the Shift Supervisor. Huh! Who are you? I don’t have an assignment for you. Just take a rest and nap if you want or you can go back home to bed.

Something wasn’t right. I called my division Officer back at Naval Radio Station at Imperial Beach. The person that answered the call told me he was sorry and couldn’t take my call. This really concerned me as I really got along good with him in a lot of personal activity such as Pistol Team activity and felt that he was a close friend. I tried to call other friends on the base, but no one would talk to me.

I tried to go back to the base to see if I could find out what was going on, but the Security Guards would let me on base.

Every weeknight, I would I reported into the Communications Center, they had nothing for me and had no information on my status. I was serving as the San Diego Area M-men-Gleaner Area President at the time and going to San Diego Jr College. I would report in every night and go back to bed, but had a hard time sleeping.

I had a strange feeling that I was being followed. I Felt that someone was watching me about every place that I went. I could see head lights behind me when I would go to a meeting that didn’t let out until after dark. I spend a lot of time on my knees asking, “Why ME”? I wondered if I had seen to many movies and I was becoming paranoid.

This went on for several weeks, then one night I did the routine of checking in and told to go home. When I arrived back at the Willardson about 1 AM, Verta Willardson, the Bishops Willard son’s wife was waiting up for me. She said that the Bishop was stopped and integrated by the FBI that evening. They had told the Bishop that he couldn’t tell me anything at the incident, but didn’t say he couldn’t tell his wife, and his wife told me about the incident. Not knowing what it was all about, I felt that I had better go back to the Communications center and spend the night. Then back to be paranoid that people were following me.

One night I check in and was about to leave, when I was told that I needed to report to a certain



## THE BEST YEARS TO BE ALIVE

officer at 8 am the next morning, so I stayed, but didn't get any sleep. I found the designated Officer's office. He immediately took me to a room where there were to civilians dressed in suits. The first man showed me his Identification, which read "Naval Intelligence" Then the second man showed me his Identification "FBI". The FBI person started writing on his pad, interrogating me. Both men adjusted me so that they could look directly at me while writing their notes.

The FBI Agent "Interrogated" me for five hours asking questions, writing things down, still looking at me and not what he was writing. This really put a lot of stress on me.

What were the questions? The radio that I had in my car- What was that for? How often did I go into the Bar that was just our side of the Navy Imperial Beach Base? How well did I know this Girl (showing me pictures) and how often did I spend time with her on the Beach? What were all these meeting that I was going to in different areas of San Diego? He kept repeating some questions to see if I could answer them with the same answer. I was too upset to eat any breakfast and the Interrogation went on beyond lunch, I become really stressed out. All of a sudden, they told me that I could go. Go where I wondered?

Back to the same routine again for several more weeks, then I check in one night, I was told that I was to report to Area Commanding Admirals Office the next morning at 8 AM. I felt that I was serious trouble.

After another night not being able to sleep, I walked into the Plush Commanding Admiral's Office Area where I was directed to report to. I told them that I was told to report to the Commanding Admiral. I was told very bluntly that he wasn't available and lectured that in the future that I had to go through channels if I had a complaint. Being very confused, I turned around and started walking down the hall when I heard my name being called. There were several personnel in the Hallway, but then I could see that it was a man with gold from his wrist to his elbows that was calling me. I quickly recognized that he was the two Star Commanding Admiral officer of the Naval District.



With a few by-standers stopping to watch, the Admiral shook my hand and said he was happy to restore be back to duty. Something didn't calculate in my mind, a two-star Admiral who was over several thousand men restoring a lowly 3<sup>rd</sup> class petty office back to duty. I have always been a little

## THE BEST YEARS TO BE ALIVE

slow on reacting and not understanding what was going on, was speechless. He shook my hand again and returned to his office not allowing me to ask any questions.

Without even trying to find something to eat, I drove to the Imperial Beach Naval Communication Station. I drove up to the gate at the Base and showed my I. D. card and was waved though driving to my division officers' office. He apologized for not returning my call and told me that he was ordered not to. I ask what it was all about. And they said that they didn't know but had to notify all base personnel not to have any contact with me.

Things went back to normal. A new Officer that had just come in from Washington D. C. joined our group. He was a very nice person and we got a long very well. One day as I was working with



paperwork at my desk, he pointed over at me and said "you're the one that I heard so much about! I ask him to tell me about it." He said no that he couldn't say anything.

There were two members assigned to the Security Group that had 1951 new black DeSoto, mine was a two door and his was a four door. We both disappeared of the base and same day, but the other DeSoto Owner, never came back and were never heard of again.

A directive from Washington DC Security Station that due the shortage of qualified Chinese Cut Number operators, I was to be reassigned to an intercept position. I had to leave my assignment at the Direction-finding station and do the night shift copying a Chinese Circuit. It was pretty dull as you never knew what they were saying. Once in a while you would get something like this in English, "send slower you dog". You also had to listen for the words "UP" and "Down" and when you hear one of the other, you quickly grab your frequency tuning knob and follow the station up or down.

As a specialized intercept operator, my shift would be 10 pm to 8 AM for two nights and then off for two nights. I would start work at 10 pm and get off at 8 AM and hurry to San Diego Jr College for a 9 Am class. I would get out of school at 3 or 4 PM get about 3 or 4 hours of sleep and back to work the next night a 10 pm. Then off again at 8 AM, back to school until 4 pm and then I would have the next two nights off. I fit my duties as Area Stake M-men & Gleaner president where I could.

## THE BEST YEARS TO BE ALIVE

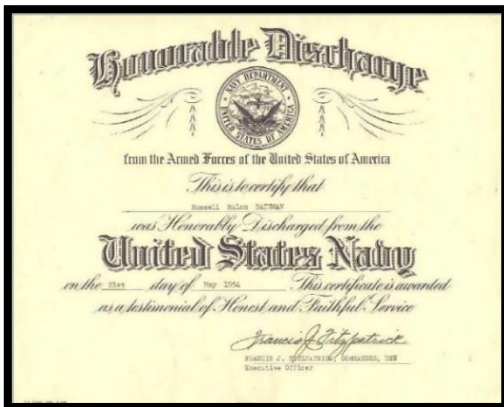
Shortly after this experience was the exam time for advancement and some way I was able to pass and was advance to be a 2<sup>nd</sup> Class CT. It was back to the routine but till my enlistment was up. I had found a beautiful Redhead, took Sixty day leave and we were married.

As I returned to my base, getting ready to check out, I was called in to the base commander office and ask to extend. They had orders for me to be transferred to Kwajalein an Island in the South Pacific. So, I had a decision to make. Extend and be transferred to the isolated Island where you can't take your wife or be discharged. I took the discharge from the Navy and took a job at Convair earning more in about a month more than I did in the previous year in the Navy. (See chapter 09 – Convair)

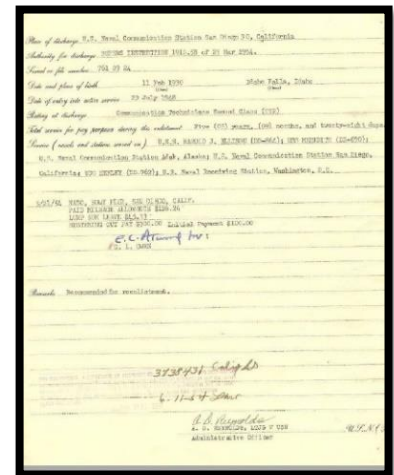


We had a reunion ever several years of the friends I had at Adak Alaska. Several of them were LDS members of our group. One of those members was Jim Benson, from Parowan Utah and Albert Holliday another. We did remain friends for many years and got together occasionally with several other friends that we served in the military with. In May 2015, there were only three of us left. We held our 66-year reunion, 66 years since we served in Adak during the Korean War. Jim

Holland was very active in the Shriners Hospital for Children, a network of 22 medical facilities across North America and an Amateur Radio W6UDE, who took



over the Adak Amateur Radio Station in Adak after I left. He was not LDS but fit into our group and put up with us. Jim drove to St. George from Phelan, California and Albert and his wife drove down from Salt Lake City. The others were too ill or had passed away.



## Chapter 08 - AIR FORCE SERVICE AND CIVIL AIR PATROL – USAF AUXILIARY



In my early preschool childhood (1935) I listened to “Jack Armstrong The all-American boy” on radio. There was something that they were giving away, a Taylor Craft Air Plane. I think that it was sponsored by “Wheaties”.

We didn’t have store bought foods, but some way I sent something in for the drawing and was disappointed that I didn’t win the Airplane.



My Mother took me out to the Idaho Falls Airport to see the Ford Tri-motor Airplane to make me feel better. “It was so large; you could drive a car under the wing.”

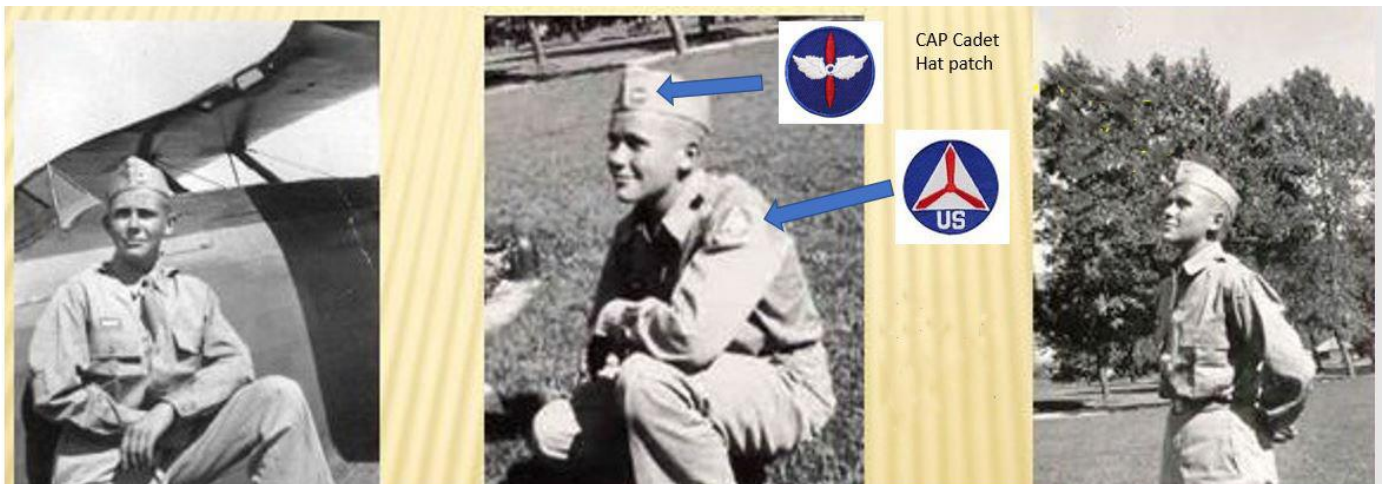
Living in St. George I had been in the boy scouts and worked up to be a “First Class” Scout. Then I had changed to the LDS Air Scouts due to my interest in Air Planes. The Air Scouts program started in 1941 and I joined in 1942.



Air Scouts (1941-1949)



CIVIL AIR PATROL USAF Auxiliary  
Cadet Programs



**Civil Air Patrol Cadet Russell R. Bateman Cedar City Squadron, Cedar City Utah**

My father was transferred to Cedar City and I looked for another Air Scout Group. I was referred to one of the instructors at the BAC College. The new Squadron Commander let me join. I was still only



## THE BEST YEARS TO BE ALIVE

12 and the CAP regulations at time required to be 15 to join the Civil Air Patrol. I don't remember many other CAP Cadets, but there was several of the instructors that were members. They got uniforms for the Cadets, but I don't remember that the seniors had uniforms. I remember that it was like a flying club for the School Instructors. I vaguely remember in getting a ride in a Biplane open cockpit. That was a real exciting moment for me. I have been in love with flying since then. We had an Army Air Corps Aircraft gunner training device at the Cedar City Airport, and I enjoyed operating. I don't know where it came from and don't think that it had anything to do with the school. but may have been due to the Army the formation of the Cedar City Civil Air Patrol Squadron was tied in some way with the instructors at the U S Army Air Cadets Basic Training program at the BAC ("Branch Agriculture College "now SUU) College. I can't document the dates that I was a CAP cadet. I understand that the CAP Cadets were to be ages 15 to 17 at that time. I remember the Biplane and attending CAP meeting at the Cedar City AirPort. It had to be prior to the Fall of 1943 when I was enlisted in the Utah State Guard. That date is also in question as my official date of enlistment was 25 April 1945, however I attended the only Utah State Guard Summer Camp training was held in the summer of 1944.

I enlisted in the Utah State Guard (see the Balloon War chapter) and I felt that was a more important calling, as we were in the World War. (See chapter 6)

We were living in the Salt Lake area in 1962, when my boys were at the age of the boy long hair area.



I needed something to get them into a worthwhile activity and took them to a local CAP cadet meeting.

After the first meeting, they said that they wanted nothing to do with the cadet program as the cadets made negative comments about their hair, even though it was not that long. But the next week they were back, and it wasn't too many years that they were in leadership positions to correct the appearance of new cadets coming into the program.

They went on to be very active over the next two years, with my oldest son being the 183-cadet qualifying for the national Spaatz' award. Now there are thousands who have received that award that was named for General Carl A. Spaatz. The elements of this award included Leadership, Aerospace, Fitness and activities.

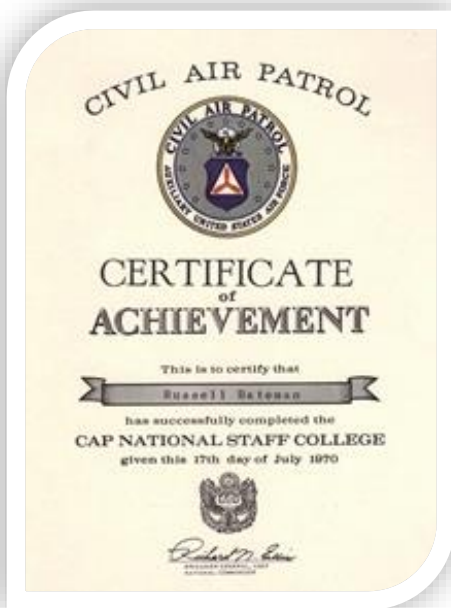


## THE BEST YEARS TO BE ALIVE

To support our boys, my wife, Gaye and I also got active in the Civil Air Patrol program. We first spent our time in the local Bountiful CAP Squadron, but I was shortly asked to move up to the Utah State CAP Wing Headquarters activity.

I was promoted to the Civil Air Patrol position of Major and made Wing director of Communications due to having an Amateur Radio Class A licence and more important, I held current FCC radio Telephone and Radio Telegraph Licenses. At that time the FCC required radios to have annual frequencies check on radio equipment. At that time, I don't know if other members had the FCC certification.

Another reason that they wanted me on Wing Level as I had experience with the Navy TBK Transmitters that the Utah Wing had obtain and the plan was to develop a CAP HF radio net in the State of Utah.



June of 1970,

I had the opportunity of attending the two-week Civil Air Patrol Staff College at Maxwell Air force base in Alabama. They flew us out in an Air Force Convair T-29 that had been assigned to the Civil Air Patrol and piloted by reserve Air Force Officers.



I was able to get a lot of flight time as an Observer in Air Searches, looking for downed air crafts.

This Newspaper article tells the 11 June 1970 Story.

### Searchers say pilot must have been killed instantly



SPOTTED CRASHED PLANE . . . Major Louise Morrison and Major Russ Bateman, Utah Civil Air Patrol, who spotted crashed mail plane Saturday during search sortie. Mrs. Morrison was piloting her own plane and Major Bateman was her observer. This is the second plane crash discovered by Mrs. Morrison, who is one of four women in the state licensed as flight instructors.

*The search for a missing mail plane which was conducted strenuously for two weeks following its disappearance the morning of March 2, and which has been conducted intermittently since that time, was ended Saturday when wreckage of the plane was sighted at the 9600-foot level of the Patmos Peak east of Columbia.*

*The wreckage was sighted at 10:40 by Mrs. Bert (Louise) Morrison, Standardization officer and Russ Bateman, Wing director of communications, Utah Civil Air Patrol. Mrs. Morrison was piloting the search, plane with Mr. Bateman as observer.*

*This was Mrs. Morrison's second sortie of the day; she first was involved in the flight Saturday morning from Salt Lake City to the Carbon County Airport along the air mail route. Both Mrs. Morrison and Mr. Bateman hold the rank of major in the CAP.*

*The mail plane which made runs twice daily between Salt Lake City and Moab was piloted by Michael Ray (Mike) Smith, 22, of Dallas, Texas. It was carrying 26 pounds of first class and a smaller amount of third class mail.*

*Shortly after the wreckage was sighted from the air, ground searchers left Price by four-wheel drive vehicles to the crash area along the winding road to Bruin Point east of Sunnyside then south along the jagged mountain top 12 miles to the south where the road ends. From there the searchers hiked to the crash site which was about a mile further to the south and some 400 feet below the crest of the mountain.*

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The wreckage was sighted at 10:40 a.m. by Mrs. Bert (Louise) Morrison, standardization officer, and Russ Bateman, deputy commander, Utah Civil Air Patrol. Mrs. Morrison was piloting the search plane with Mr. Bateman as observer.

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The body of the pilot, in a decomposed state, was found still strapped to the seat. The plane had disintegrated upon impact.



## THE BEST YEARS TO BE ALIVE



SEARCH WRECKAGE . . . Mack Budge, member of the Carbon County Jeep Posse and Carbon County Civil Defense director, scans section of wreckage in which mail pouches were found. The mail sacks were intact and the

contents in good condition. After being checked by postal authorities, the mail was dispatched to the addressees with a stamped notation on each piece "Delayed in handling in the postal service." S-A Photo

The body of the pilot was in a decomposed state but found still strapped to the seat. The plane had decomposed upon impact into the mountainside and the apparent injuries to the pilot led searchers to believe that he had been killed instantly. Some fire damage was noted on the left motor section of the twin-engine white and maroon Piper Aztec. The pilot's body and the seat to which it was attached were found in the immediate vicinity of the right engine section. The searchers arrived at the crash site at about 4:40 and their inspection indicated the plane had crashed straight into the mountain. This also indicated that the pilot, during the snow storm that was prevalent the morning of the crash, was not aware that his elevation was not enough to clear the peak.

In the ground search team were Deputy Sheriff Ned McCourt, Mrs. Morrison and her husband, who is area director for the CAP; Mr. Bateman: members of the Carbon County Sheriff's Jeep Patrol, Price Postmaster Pete Bruno and representatives of the Sun-Advocate.

The three mail bags carried by the plane were found intact and by Monday morning the mail contained therein was dispatched to its destinations with the notation Stamped on each piece "Delayed in handling in the postal service." Monday Sheriff Albert Passic accompanied by representatives of the Federal aeronautics Administration from Denver and Salt Lake City went to the crash site. They reported that the plane instruments scattered up the mountainside for some 50 feet indicated the plane's altimeter reading was 9600 feet, the time showing on the plane's clock was 3:45 a.m. and air speed at the time of the crash was 160 miles per hour.



The plane had been due to arrive at the Carbon County airport at 3:45 a.m. March 2. It was last heard from at 3:39 a.m. when pilot radioed Salt Lake City for an Altimeter reading, it was snowing that morning in this area.

Searches by jeep patrolmen were instituted and as weather permitted some 15 CAP planes and private craft scanned the area to no avail. At that time the air searches were concentrated in the East Carbon area because reports from workmen at Sunnyside were to the effect that they had heard a plane through the heavy overcast at about the time it was due. Subsequent discovery of the crashed plane and the time of the crash as indicated on the plane's clock bear out the fact that these men did hear the plane possibly a minute or two before it went down.

## THE BEST YEARS TO BE ALIVE

*Discovery at that time was made more difficult by the snow cover, new snows falling through the original search period and the white color of the plane.*

*The plane was found in a forest of aspen and it is surmised that had the plane not been found at this time the difficulties of searching would have been compounded by the trees as the spring and summer leaves became more abundant. Saturday's search effort was resumed by the CAP with seven planes which flew 15 sorties up to the time of the discovery. Major Donald E. Shockey and Colonel Ott Webb, Utah CAP, Salt Lake City, had returned to the Carbon County airport and were again directing search activities as they had immediately after the plane was reported missing.*

*Major Morrison added another start to her find ribbon and I receive my first find Ribbon Find Ribbon.*

I was able to get many hours in the air on searches and other activities. I wished that I could say that I was the pilot during these flights, but I was only working on my license taking lessons in a Cessna 150 with Louise Morrison as my instructor. I did get time at the controls, however.



To my surprise and I am sure to some resentment, I, a non-pilot, was promoted to deputy Wing Commander with the authority to launch search operations. I never felt any resentment due to this assignment as

I was a rated pilot.

14 July 1971

*Subject: Absence of Wing Commander*

*To: Deputy Wing Commander  
Wing Chief of Staff*

*In that I am obliged to be out of the state for the better of two weeks, Starting Monday 19 July 1971, and through Saturday, 31 July 1971, I am appointing:*

*Lt. Col. Russell R. Bateman, Deputy Wing Commander, UW-CAP  
to act for me during this period and according to his own*

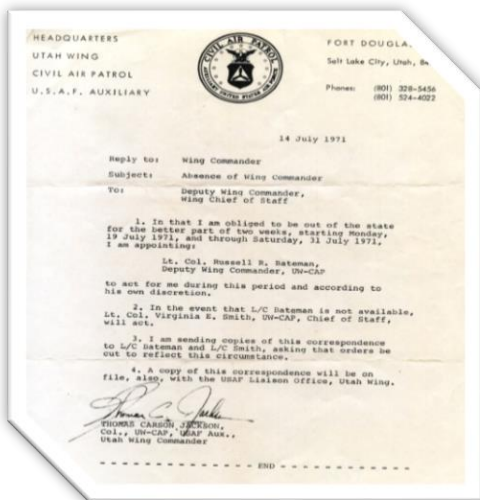
*discretion.*

*In the event that **Lt. Col. Bateman** is not available, Lt. Col Virginia E. Smith, UW-CAP Chief of Staff, will act.*

*3. I am sending copies of this correspondence to L/C Bateman and L/C Smith, asking that the orders be cut to reflect this circumstance.*

*4. A copy of this correspondence will be on file, also, with the USAF Liaison Office, Utah Wing.*

*Thomas Carson Jackson, Col., UW, USDAF Aux., Utah Wing Commander*



# THE BEST YEARS TO BE ALIVE

~~~~~  
23 December 1971

Reply to: The wing commander
Subject: Absence from the state.

To: Lt. Col. Larry D. Miller, COS
Lt. Col. Russell R. Bateman Comm.
Major Bert Morrison, Ops.
USAF-LO Fort Douglas
Director, State Aeronautics

1. I shall be out of state on college business from 23 December, 1971, two to January 1972.

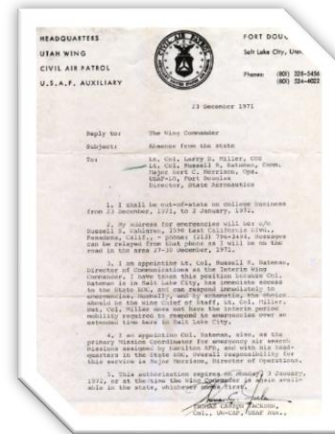
2. My address for emergencies will be; C/O Russell S Walgreen.....

3. I am appointing Lieut. Col. Russell R Bateman, director of communications as the interim Wing Commander. I have taken this petition because Col. Bateman is in the Salt Lake City area and has the immediate access to the state EOC and can respond immediately to emergency. Normally, and by schematic, the chapters should be the winning team of staff, Lieut. Col. Miller but, Col. Miller does not have the interim. Most of the required respond to emergencies over an extended time in Salt Lake City.

4. I am appointing L/C Bateman, also, as the primary mission coordinator for emergency air search missions assigned by Hamilton Air Force Base, in which his headquarters in the State EOC. Overall responsibility for service is Major Morrison, Director of Operations.

5. This authorization expires on Monday, 3 January 1972 or at the time the Wing Commander is again available in the state, whichever comes first.

Thomas Carson Jackson, Col., UW-CAP, Utah wing commander



I was also active in other areas of Civil Air Patrol. The international exchange program exchanged cadets between countries. I took my turn hosting foreign cadets as in the case of the Dutch visitors. It was my assignment to arrange tours, meals and all activities during the fourteen days that they were in Utah.

5 August 1971

Lt. Col. Russell R. Bateman, Deputy Wing Commander,

3222 S - 525 W

Bountiful, Utah, 84010

Re: 1971 IACE Visitors to Utah

Dear Russ:



THE BEST YEARS TO BE ALIVE

Words are poor vehicles to convey all the depth of thought and feeling which expresses appreciation and gratitude.

However, these words do come in thankful acknowledgement of your time, energy, and dedication to the details of the recent International Air Cadet Exchange which saw ten Dutch visitors come to Utah for fourteen days and nights.

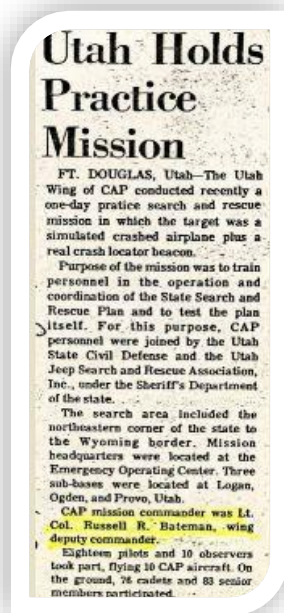
Your performance of duty leaves nothing to be desired, and all of us in the Utah Wing are thoroughly pleased to "have you aboard." You are a credit to Utah, to Civil Defense, to the Wing, and to your friends.

Cordially and Fraternally,

Thomas Carson Jackson,

Col., UW-CAP, USAF Aux., Utah Wing Commander

I was given the responsibility to write a few exercises, coordinate them to the wing stall and submit them to the Air Force liaisons Officer for approval. Once approved, the Wing Staff would organize the exercise and set the date.



Newspaper: Utah Holds Practice Mission

FT. DOUGLAS, Utah—The Utah Wing of CAP conducted recently a one-day practice search and rescue mission in which the target was a simulated crashed airplane plus a real crash locator beacon.

Purpose of the mission was to train personnel in the operation and coordination of the State Search and Rescue Plan and to test the plan itself. For this purpose, CAP personnel were joined by the Utah State Civil Defense and the Utah Jeep Search and Rescue Association, Inc., under the Sheriff's Department of the State.

The search area included the northeastern corner of the state to the Wyoming border. Mission headquarters were located at the Emergency Operating Center. Three sub-bases were located at Logan, Ogden, and Provo, Utah.

*CAP mission commander was **Lt. Col. Russell R. Bateman**, wing deputy commander.*

Eighteen pilots and 10 observers -took part, flying 10 CAP aircraft. On the ground, 76 cadets and 83 senior members participated.

The Civil Air Patrol is organized under the U. S. Air force and allotted several frequencies for use by the CAP in their Search assignments.



THE BEST YEARS TO BE ALIVE

At that time, the Heathkit “Twoer” was popular. This was an Amateur Radio low powered lunch box type radio. These low-cost kits from Heathkit were put together CAP members and Amateur radio friends.



The Gonset Communicator was about the only commercially built unit available to purchase. These units were also used by Civil Air Patrol, but not seen very often due to the price.

The Gonset Communicator was available in 2 and 6 meters.

The HW-18-1 was made for CAP operation and covered 4450 kHz to 4650 kHz. They were a High Frequency Single-Side band transceiver. These units were only available in kit form. Most all CAP radios were personally owned. In Utah, a major project was organized for the building HW-18 transceivers. Technical capabilities of CAP members built the units were limited. Several Amateur Radio Club were asked for help. Utah CAP members purchased the Kits and Amateur Radio licensee would build them at no cost to the member. In a short time, we had an excellent HF net around the state.



Out Wing Commander was always looking for special Activities for the cadets. My Office was located in the basement of the Utah National Guard Headquarters. I was chatting with the planner for an upcoming National Guard Exercise. I ask him about letting the CAP Cadets participate with the exercise. Utah CAP Cadets, with an HW-18/antennas were flown/driven out to the UNG Armories around the state by CAP Seniors. With the help of CAP seniors, the radios were installed and operated by the cadets. The National Guard had very positive comments about the success of the exercise due to the patriation of the CAP.

Their communications failed, and the cadets gave great support. Our CAP Cadet son was at the Kanab Armory and our other son was at headquarters.

As the State of Utah Communication Officer, had been active in Repeaters for the State of Utah, and Utah Amateur Radio Operators, so I was wondering about Utah Civil Air Patrol repeaters. In asking questions, I heard that the Colorado Wing had been doing some experimenting with CAP FM

THE BEST YEARS TO BE ALIVE

repeaters, but was unable to get authorization. The Air Force Liaison Officer was able to get me a flight to Washington D. C. where they were holding a CAP National Communications Committee board (NCC Board) meeting in Washington D. C. The board had ruled that they didn't need repeaters in the Civil Air Patrol program. I argued that the mountain terrain limited our range and some way was able to get the authorization for the first Civil Air Patrol Repeater in the United States. I referred to the 1970 Utah Telecommunications plan that included the use of VHF FM repeaters, that was approved by FEMA. This sounded like a simple procedure, but it took weeks and months to accomplish this agreement and there was a lot of opposition. One NCC board member wanted to stay with AM as it worked well with Aviation.

Once the CAP Repeater program was authorized, Utah was the first State in the Nation to have an official CAP Radio Repeater.

I appreciated getting national recognition for this project as this award was issued through the Air Force General at Maxwell Air Force Base, Alabama and was signed by an Air Force Commanding General. A month later I was surprised to receive another award for my efforts in developing the National Civil Air Patrol-USAF repeater program that came through the Regional Commander. These awards include a ribbon to be worn on a uniform.

These two awards are the second and third highest National USAF-aux awards issued.

Exceptional Service Award

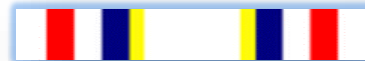


The *Exceptional Service Award* is presented to Civil Air Patrol members who provide "exceptionally outstanding service to CAP, while serving in any capacity with CAP." The award regulations do make clear that

the duty should

carry the

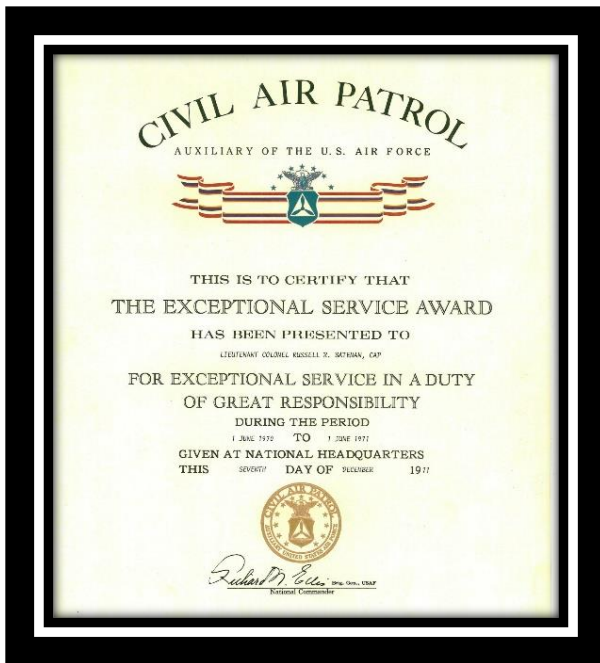
responsibility for completion of a major project at the region level or wing level. Any CAP member may nominate another cadet or officer for the exceptional service award, but the duty must involve the fulfillment



of a duty that greatly benefits the region or wing. All nominations must be approved by the region

THE BEST YEARS TO BE ALIVE

commander^[3] This award does not come with a full-sized medal. It consists of a ribbon and a certificate that accompanies the decoration.^[4] A miniature medal is available for senior members to wear on their mess dress uniforms.



Meritorious Service Award Ribbon

The *Meritorious Service Award* is awarded for "outstanding achievement or meritorious service rendered specifically on behalf of CAP. The regulations are quite clear that the simply performing one's normal duties very well will not automatically qualify a member for this award. Instead, the award is meant for "achievements and services which are clearly outstanding and unmistakably exceptional, though not worthy of the Distinguished Service



Medal or the Exceptional Service Award. When the award is made to individuals who are part of an exceptionally successful group of CAP members, the regulation states that the Meritorious Service Award should be presented only to those members whose efforts were clearly integral to the success of the program. All nominations for this award must be approved by the region commander. Active in the Civil Air Patrol and a Staff member of the Utah State Emergency services helped with many combined activities. These Newspaper releases tells a story:

The main base at the state EOC will be headed by Lt. Col. Russell R. Bateman, deputy wing commander, as S & R mission coordinator for the simulated search and rescue, and he and his staff will receive the most

emphasis from the evaluation team. However, every base will be tied into the exercise and operated as a self-sufficient search base, coordinated with the main base.

Sub-base area mission coordinators are Lt. Col. Jack Madsen at Provo, Capt. Davis H. Barrett at Ogden, and 1st Lt. Dennis M. Kimber at Logan. Ken Blackner, Cedar City, state commander of the Utah Jeep Search and Rescue

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200 MEMBERS

More than 200 senior and cadet members of CAP will take part in the one-day exercise, designed to train and evaluate emergency services personnel within the Utah Wing. A communications network of upward to 13 radio stations will participate.

Aircraft with mission pilots and observers will be operating out of airports at Provo, Ogden, and Logan. Added to the training for the first time this year will be finding downed aircraft by means of an elec

THE BEST YEARS TO BE ALIVE

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*CAP mission commander was **Lt. Col. Russell R. Bateman**, Utah Wing Deputy Commander.*

Ogden standard Examiner, Friday, June 25, 1971

Airport will be Sub-Base for Mock Search, Rescue

Civil Air Patrol's Utah Wing (SARCAP) exercise Saturday with somewhat different concept.

The main base for the SARCAP will operate at the State Emergency Operating Center (EOC) with three sub bases placed around the state - at Logan and Ogden airports, and the Utah County OC, Provo, Frank reader, state director said.

THE BEST YEARS TO BE ALIVE

Conducting under the direction of the Utah division of Aeronautics and the Utah office of Civil Defense and Emergency Preparedness SARCAP 71 will be evaluated by a U.S. Air Force team. She patrolled around the state to assimilate and ground searches while the similar patrol (CAP) simulates air search.

3 SUB-BASES



The three sub bases will give additional support in covering an expanded search area in the shortest possible time and extended training by a multiple of four.

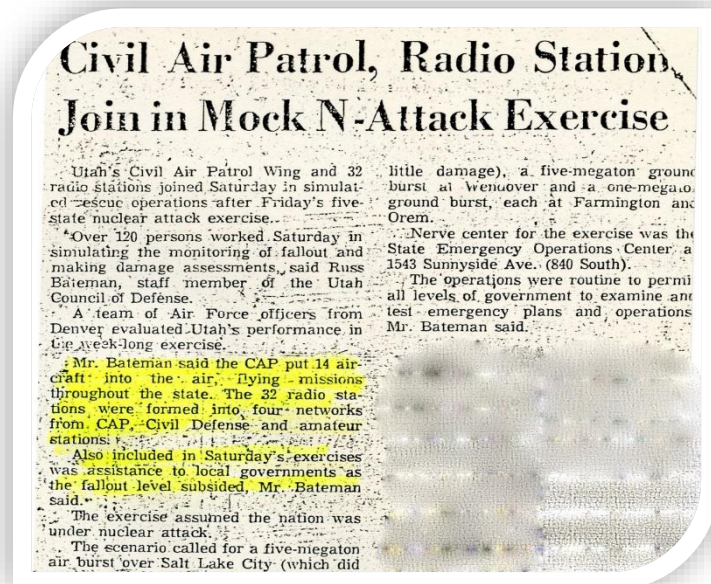
Each base has been set up with an area mission coordinator and staffing, allowing the maximum exposure to the CAP members participating, Mr. Reeder said.

The main base at the state emergency operating Center will be headed by Lt. Col. Russell R. Bateman deputy wing commander, as char Mission coordinator for the simulated search and rescue and he and his staff will receive most emphasis from the evaluation team.

However, every base will be tied into the exercise and operated as a self-sufficient search base, coordinated with the main base.

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SEARCH AND RESCUE NATIONAL SEARCH AND RESCUE SCHOOL - GOVERNORS ISLAND, N. Y

In July of 1970, I had the opportunity of attending the National Search and Rescue school at the United States Coast Guard Base at Governors Island, New York which is in the bay not far from the Statue of Liberty and Manhattan. This school was sponsored by the Coast Guard and the U. S. Air Force and I was attending as a Search



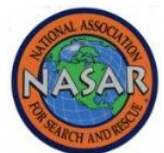
Coordinator for the State of Utah and the Utah Wing of the Civil Air Patrol. However, the state wouldn't fund the activity and I had to go by CAP transpiration and take vacation to attend.

During the first few days of the school, I became acquainted with Blair Nilsson, from the Department of Emergency Services in Colorado. We struck up a close friendship which developed during the two-week school. He and I held titles as State Search and Rescue Coordinators.

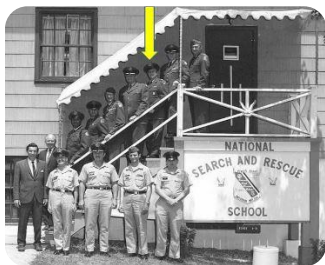


Two Mormon boys initiated a National SAR Coordination organization

One time I noticed that Blair Nelsson, my counterpart from Colorado State Emergency Services, was LDS.



During the duration of the school, we talked of religion and other things that we had in common. The main topic was the need for coordination between all agencies in the National Search and Rescue effort. We both are serving on the State level dealing with search and rescue relating to many agencies. We formulated the idea of a National Search and Rescue organization which would provide that coordination requirement.



THE BEST YEARS TO BE ALIVE

Maj. Ned L. Cagle, Air Force staff member at the school asked our class for comments on attempting to standardize Search and Rescue suggestions, they felt that there should be some standardization with the Civil Air Patrol. This discussion was very successful and was a newspaper article written:

GOVERNORS ISLAND, N.Y. Sept 1970 (CAP publication)

Twelve' Civil Air Patrol senior members, working with an Air Force adviser and a retired Air Force officer, have developed an outline for a proposed Standardized Search and Rescue Education for CAP members which would be presented at regional levels.

The proposed course would be based upon that presented by the Coast Guard here and would enable greater numbers of CAP personnel to learn SAR techniques which the Coast Guard has developed.

CAP region and wing officials and officials at National Headquarters have long recognized the need for such a course. The National Search and Rescue School here has room for only a few CAP members.

The group developed the proposal at a seminar in conjunction with their attendance at the National SAR school this past summer.

Benefits of the proposed course would include the use of standardized SAR techniques throughout the entire CAP organization; a more professional and efficient use of resources on hand; and better relations with other organizations involved in search and rescue efforts.

The proposed course would be presented annually preferably at Air Force -facilities the instructors would be National SAR School personnel, Air Force personnel, and CAP members who had attended the National SAR School. The course would last for six days.

Prerequisites for attending the course would be completion of a correspondence course on search and rescue to ensure that all candidates possessed the same basic knowledge of SAR procedures and nomenclature. Those attending would also have to be selected by their wing, hold a current CAP Form 101 (Emergency Services Card) endorsed with appropriate qualifications.

Among subjects the course would cover are SAR facilities, planning, and coordination; scanning; parachute drift; pararescue; electronic searching. FAA facilities; search safety; search patterns; survivor stress and environment; area coverage; and communications.

Those responsible for developing the proposed course include: Lieutenant Colonel (CAP) Roy E. Stuhr (Nebraska), Chester Gray (Michigan), John C. McDonald (Florida), and Louis ft Powell (California)

*Majors (CAP) Joel E. Sussman (New York), George T. Durkin (New York), and **Russell R. Bateman** (Utah)*

Captains (CAP) Richard V. McDougall (Colorado), and Ben C. Harris (Georgia).

Also, First Lieutenants (CAP) Edward S. Munney (National Capital) and Melanlo O. Ortiz (Massachusetts); and CWO (CAP) Eugene Augustin (Alaska).

Also, on the committee were Maj. Ned L. Cagle, Air Force staff member at the school who served as adviser, and Maj. Blair E. Nilsson (USAF, Ret.) of Colorado State EMS.



THE BEST YEARS TO BE ALIVE

Maj. Cagle took a summary of comments of the CAP committee and forward the information to Civil Air Patrol National headquarters. I haven't heard any comment on this program.

At the end of the course, Blair Nilsson and I laid the groundwork, object and constitution plan for organizing of the National Association of Search and Rescue coordinators. We were the only two "State Search and Rescue employees" at the SAR School. Hal Foss, Search and Rescue Coordinator from the State of Washington, was not present at the SAR School, but was ask him to be the President of the organization in honor of his dedication, personal effort and work in Search and Rescue. Blair Nilsson was to be the Vice President and I would be the first Secretary and chairman of the first National Search and Rescue Seminar to be held in Salt Lake City.

In that I was the Utah State Search and Rescue Coordinator (in addition to my other hats) so that the conformance had the backing of the State of Utah. Our Utah State Emergency Service secretary did the mailing and correspondence and helped me have things organized

Being the conference chairman of such a large undertaking was a challenge. I was able to get Utah Governor Rampton to give the initial address. President Hal Foss arranged for the speakers and I took care of the Housing, Food and other requirements required for the conference. Those attending included representatives from the Air Force, Coastguard, Navy, BLM Forest Service, CAP, and Search and Rescue coordinator from several states. There was about two hundred fifty that attended, and I was excited about the success.



The cost for membership was \$1.00 for membership and \$3.50 for the Seminar.

My excitement didn't last long. Paul Koenig was a new member of our staff in the Utah State Office of Emergency Services. He was looking for something of interest and took a liking to the Search and Rescue program requesting that he be assigned to be the new State SAR Coordinator replacing me. I thought that it was about the Politics, but I had more to do than I could handle anyway. He probably did a better job as he put his full time in to it including a lot of traveling. I guess what bothered me, he didn't have to take time off and his expenses were paid by the State.

Hal Foss resigned shortly thereafter, and Blair Nelsson stepped up and was certainly a good replacement.

THE BEST YEARS TO BE ALIVE

The organization grew with full time personnel and an executive Director Lois Clark McCoy with the organization moving to La Jolla, California in 1980 NASAR was to go International with the name to

be NASAR INTERNATIONAL ASSOCIATION FOR SEARCH AND RESCUE. Search and Rescue meeting now to be held in major countries around the world.



I found the following on the internet:



“History of the National Association of Search and Rescue Coordinators (NASARC)

By Cole Brown, Maryland May 2010

“The first meeting of the National Search and Rescue Council, an outgrowth from the National Association of Search and Rescue Coordinators (NASARC) took place in Boise, Idaho on April 19 and 20, 1974. The National Association of Search and Rescue Coordinators (NASARC) were formed in 1970 at a meeting in **Salt Lake, Utah** and Hal Foss was the first President.

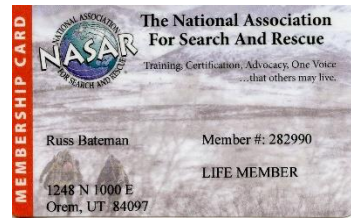
I dedicate the History Section of the Website for the State Search and Rescue Coordinators Council to Hal Foss. Hal’s wisdom and insight has led us to where we are today. I would also like to dedicate the History Section to Dennis Kelley for his dedication to the documentation of these events as they happened in Search and Rescue Magazines”.

Why was the meeting held in Salt Lake City? Because, I was the Secretary of NASARC and the Salt Lake Conference Chairman in 1970. At that time, the official for NASR address was P. O. Box 8100, Salt Lake City, Utah, the official address for the Utah Office of Emergency Service.

I lost track of the NASAR with the development of the program. Their main office bounced around the country and now is located at Centreville, Main. The name has changed from National Association of Search and Rescue Coordinators to National Association **for** Search and Rescue. I don’t see anything about “international” on their internet. The new name change was good.

THE BEST YEARS TO BE ALIVE

I had an interview with one of their officials (Ellen Wingerd-I think) on the telephone, wanting me to do an article or interview. I didn't feel that I could do either as travel was required. I did receive a Life Membership in the mail in recognition of my early involvement in NASAR.



This taken from their new WEB.

The National Association For Search And Rescue (NASAR) has been in existence since 1972. Originally started to represent the State Search and Rescue Coordinators, NASAR grew to represent all SAR volunteers and continues to support the State Search and Rescue Coordinators Committee (SSARCC). NASAR uses standards developed by ASTM, NFPA, DHS, FEMA, and other respected bodies to build education courseware, publications, and certifications. Government agencies and non-profit Search And Rescue Teams use NASAR's material and certifications to build credentialing programs for their organizations and produce highly skilled searchers that work within their communities and are available for mutual aid regionally and nationally



NASAR is for Search and Rescue as NRA is for gun owners or ARRL is for Amateur Radio

I understand that NASAR membership is close to 300,000. They have an academy and a number of certifications.

Back to the Civil Air Patrol, Gaye and I were asked to be senior escort on two major Cadet Treks. Our youngest son also qualified



for the trek. The Air Force provided the transportation in the region Air Force T-29. Our first trek was to the Johnson Space Center in Houston, Texas. I can't find my documentation on the Texas, but I remember that the Air Force aircraft had problems and we had to land at some AFB for repairs and was about a three-hour delay in our schedule.

I don't remember the dates, but the trek to the Kennedy Space Center in Florida was very special for us. Our younger son Cadet Randy and his



THE BEST YEARS TO BE ALIVE

Mother CAP Captain Myrna Gaye Bateman qualified to go to this Trek. I had worked for Convair Astronautics and had the configuration

responsibility on two Telemetry checkout test equipment trailers but was never able to make the trip to the site. (See my Convair 09 chapter)



Lt Col Russ Bateman



The US Air Force assigned a Convair T-29 to our region with Air Force Reserve Pilots. I spent many hours flying in this aircraft flying to

Washington D C, Kennedy Space Center in Florida, NASA in Texas. Quarterly the Air Force T-29 would pick up the Wing

Commander and Staff in the region and fly them to Buckley AFB in Colorado for staff meetings.



Hill Field Air Force Base Annual CAP Cadet Encampment

My Wife, Gaye qualified for the CAP-USAF Captain commission due her holding two degrees from Weber State College. This made it possible for us to attend activities and several Treks together.

CAP Capt. Gaye Bateman was asked to be the 1974 Annual Civil Air

Patrol Cadet Encampment Commander at Hill Field Air Force Base. There was around a hundred and fifty attendees, both male and female, from Utah, Colorado, Wyoming and Montana Wings.



THE BEST YEARS TO BE ALIVE



Our youngest Son, Cadet Randall Bateman was one of the Cadets.

CAPT-USAF Captain Myrna Gaye Bateman is shown in the picture below on the parade reviewing stand with a dozen (or so) Reserve Air Force Officers assigned to help her

with the Annual Hill AFB Cadet encampment. There was a lot of training at this encampment with cadets from all over the region. It is a great opportunity for the youth of our country and gain excellent Training.



THE BEST YEARS TO BE ALIVE



Utah Wing, Civil Patrol Cadet Commander
Cadet Colonel Russell R. Bateman Jr.
183rd National General Carl A. Spaatz Award

General Carl A. Spaatz Award

Carl A. Spaatz ribbon

The General Carl A. Spaatz Award is the highest award in the Civil Air Patrol cadet program. The award honors General Carl A. Spaatz, who was the first Chief of Staff of the United States Air Force and the second National Commander of the Civil Air Patrol.

The Spaatz Award may be awarded to cadets who "successfully complete all phases of the CAP cadet program and the General Carl A. Spaatz Award examination" consisting of a comprehensive leadership and aerospace education written examination, a graded essay and a physical fitness test. The Spaatz Award is arguably the most difficult honor to earn in the CAP cadet program



Our oldest son (Russ Jr.) was the Wing Cadet Commander. He was the 183rd in the Nation to pass the General Carl Spaatz Award.

Our youngest son went from a Cadet to retiring from the Air Force.



ST. GEORGE — Lt. Col. Russell Bateman (center) receives a citation from Civil Air Patrol Utah Wing Commander Alex C. Nakamura (left) for outstanding service to CAP. Also on hand were CAP officer Gerald Timm (right) (Spectrum) and Lt. Col. Bateman's wife, Mary (right).

Civil Air Patrol Utah Wing honors members

ST. GEORGE — Lt. Col. Russell Bateman was cited last week for his outstanding service to CAP in providing and maintaining a high standard of training of personnel in the St. George area. Bateman also congratulated Mary Bateman on her promotion to captain and to cadet Neal Watson, Jr. and Kenneth Clark for their

Making the presentation to St. George was Col. Alex C. Nakamura, newly named Utah Wing commander. Also present were Capt. Mary Bateman, St. George Composite Squadron. The number of personnel in the St. George area is increasing and the St. George Composite Squadron is the largest in the Utah Wing.



Commander's Commendation Award

Commander's Commendation Award ribbon

The Commander's Commendation Award is presented to Civil Air Patrol members for "outstanding duty performance where achievements and services are clearly and unmistakably exceptional when compared to similar achievements and service of members of like rank and responsibility."^[3] As in the case of the Meritorious Service Award, when an award is made to individuals who are part of an exceptionally successful group of CAP members, the regulation states that the Commander's Commendation Award should be presented only to those members whose efforts were clearly integral to the success of the program. The

Commander's Commendation Award differs from the Exceptional Service Award and the Meritorious Service Award in that the former does not require the performance "achievements and services significantly above and beyond normal duty performance."^[3] Nominations for this award may be approved by and the award may be presented by either a wing, region, or national commander. In each case, the award is slightly different depending on the authority by whom it is approved:



Utah Air National Guard

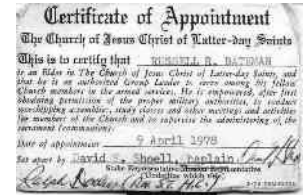


THE BEST YEARS TO BE ALIVE



The National Guard Beau terminated the “Armory and maintenance pilot program” (?), They was unable to Federalize my commission and canceled the program, which was only being done in two states. One of my Friends was a Commissioned Office in the Utah Air Guard. He suggested that I join

the Air Guard maintain my service to qualify me for military retirement and get a Federal Commission. The 130th Electronica



Squadron was a fun assignment. I was assigned to engineer and certified as an installation Team leader. We had a few young return missionaries alone with other young members just entering the military service. It was like working with and similar experiences as working with the cadets.

I was also restored as an LDS Military Group Leader by the local Stake Leaders and Base Chaplain. I conducted an LDS one hour meeting each Sunday of the weekend drills.

It was my goal to write fun schemes on projects that would be rewarding to the team members.

The installation of the radio's ion 41 hospitals and 50

Ambulances was major project. (see chapter 11) And built in a lot of

confidence in the Squadron members.

The teams provided a lot of support on AF MARS, Jeep Posse, and many local Government projects. They also

assisted on several early CAP Repeater installations. Living in St.

George,

United States Air Force I was offered an opportunity to transfer to the Air Force Reserve, Civil Air Patrol Reserve Assistance Program (CAP-RAP). The Utah Air Forced liaison office felt that I would be an asset to the program due to my experience in Air Craft and Missile design at the San Diego Convair plant and my leadership position in the Civil Air Patrol.

CAP training session looks for 'wreckage' in so. Utah

Don Blum
ST. GEORGE — A high degree of skill and teamwork was required for the 130th Electronic Squadron's training session in St. George, Utah, last Friday night. The squad's mission was to locate and recover wreckage in the mountains of southern Utah and the region of the Colorado Plateau.

That was the scenario as more than 100 members of the 130th Wing of the CAP and 400 members of the Utah Air National Guard gathered on the Cooke Field, St. George, for the training session. One of the best training exercises ever conducted in the region was a search for wreckage in the area.

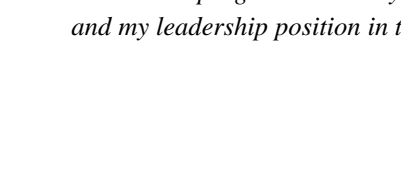
The high point of the session was a search for wreckage in the area. The high point of the session was a search for wreckage in the area. The high point of the session was a search for wreckage in the area.



ST. GEORGE — Squad members find and recover wreckage in the area. The high point of the session was a search for wreckage in the area.

on the radio in a few hours, director of communications. The CAP was in St. George over the weekend on a training mission.

Public by Don Blum



THE BEST YEARS TO BE ALIVE

My Air Force position for five years was Air Force liaison USAF-CAP RMLR, Lowry AFB, Colorado. My Air Force Assignment was liaison, to the St. George Civil Air Patrol Squadron and Southern Utah.. In this assignment, I was an Air Force Evaluator, taught aero-space classes and provide advice and help in support of the St. George Squadron. I was also called to conduct classes and evaluations in other areas of Utah. This assignment was a non-paid position but earned Air Force retirement points service as a U. S. Air Force Master Sergeant (E7). I never was able to receive Federal Recognition of a commission but was recommended for promotion. My retirement date came just before I was to be promoted. There were some comments that it would be a commission, but never came. I had fun.

ST. GEORGE - A light plane took off from Las Vegas, Nev., headed for Richfield at approximately 5 p.m. last Friday night. The plane never arrived. It went down somewhere in the mountains of southern Utah and it is up to the Civil Air Patrol to find the wreckage.

That was the scenario as more than 150 members of the Utah Wing of the CAP and 46 airplanes converged on St. George Friday, Saturday and Sunday for a training mission, one of the best turnouts ever for such a mission, said Mary Barnes, public affairs officer for the CAP.

We have put out six or seven targets between the Arizona border and Richfield," Barnes said from her command post at the St. George airport Saturday afternoon. "We are sending pilots and spotters out to search the area looking for the targets. They will report back any unusual sightings.

"The St. George Squadron was in operation Saturday afternoon between 1 and 5:30 p.m. Pilots checked into the command post to get their flight assignments and special instructions before taking to the air. The pilots are told to search for the emergency locator transmitters that have been put out, and for the designated injury sites, according to Barnes. When a site is located, pilots call in and search and rescue teams from St. George, Hurricane and Enterprise are called to the site to offer whatever assistance is necessary.

Each pilot covered a maximum of three grids, as it takes an average of two hours to cover a grid, and according to Barnes, if a pilot is late returning from a search, all other planes are called off until the returning plane is located.

The Wasatch wing of the CAP conducted exercises Saturday morning and the Provo wing held exercises Sunday morning. The three Utah wings are a part of the Rocky Mountain Region of the CAP. Ron Lillie, Salt Lake City, is the emergency services officer for the CAP and he, along with Larry Hemmingway, an Air Force officer from Hill Air Force Base, were overseeing the operation. "This type of training helps for the real thing," Lillie said. "When the plane went down on Pine Mountain a few weeks ago, our CAP planes were the first to spot the wreckage. Our number one concern is for the safety of all involved in the mission."

The St. George wing of the CAP also got to show off its new communications van. The van was formerly used by Hill Air Force Base and was given to the Utah wing. The van was assigned to St. George, according to Barnes, and it will be a valuable tool in future rescue operations.

Steve Cottam of St. George was the coordinator for Saturday afternoon's mission by the St. George squadron and Wes Whitehead is the St. George Squadron Commander

THE BEST YEARS TO BE ALIVE



ST. GEORGE — Russ Bateman (left) and Brad Barnes (right) go over training techniques outside the communication van given to the Utah on the radio is Frank Bloomquist, director of communications. The CAP was in St. George over the weekend on a training mission.

I am shown in the picture above in my Air Force uniform. I was the U S Air Force CAPRAP evaluator for the Southern Utah area of the Civil Air Patrol exercise.

USAF ROCKY MOUNTAIN REGION CAP-RAP EVALUATION

MSgt Bateman's performance continues to be exceptional in his role as a Civil Air Patrol (CAP) reserve Assistance Non-Commissioned Officer. His tremendous storehouse of expertise and experience in search and rescue, disaster assistance, and communications have enriched the St George Composite Squadron as well as the Utah Wing of Civil Air Patrol. The creation of a cadet Squadron was largely brought about MSgt Bateman's desire and dedication to the goals of the program. His extensive knowledge of search and rescue was utilized this year in the evaluation of an Air Force funded training exercise. Because of his in-depth background and sharp insight, his comments during the critique of this event helped improve the Wing's performance which was rated as "outstanding" in the annual USAF evaluation. His work within the squadron is invaluable through the training sessions he supervised with the senior members as well as the cadets. MSgt Bateman continues to instill enthusiasm and dedication into the St. George, Utah Composite Squadron of the CAP.

OTHER COMMENTS (ENTER AND SPECIFIC COMMENTS) MSgt Bateman's performance merits to be recognized in his role as a Civil Air Patrol (CAP) Reserve Assistance Non-Commissioned Officer. His tremendous storehouse of expertise and experience in search and rescue, disaster assistance, and communications have enriched the St. George Composite Squadron as well as the Utah Wing of Civil Air Patrol. The creation of a cadet squadron was largely brought about by MSgt Bateman's desire and dedication to the goals of the program. His extensive knowledge of search and rescue was utilized this year in the evaluation of an Air Force funded training exercise. Because of his in-depth background and sharp insight, his comments during the critique of this event helped improve the Wing's performance which was rated as "outstanding" in the annual USAF evaluation. His work within the squadron is invaluable through the training sessions he supervised with the senior members as well as the cadets. MSgt Bateman continues to instill enthusiasm and dedication into the St. George, Utah Composite Squadron of the CAP. OTHER COMMENTS: He is active in civic and religious affairs within his community. He is a valuable resource for the USAF. Promote when eligible.	
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OTT H. DAMERON, MAJOR USAFR-9004TH Air Reserve Sq (ARPC) Lowry AFB. Colorado. Reserve Assistance Officer

1st INDORSER'S COMMENTS

MSgt Bateman's depth of knowledge and technical expertise are valuable assets to the Civil Air Patrol and the USAFR. His assistance to the Saint George Composite Squadron is binding force for the accomplishments of that unit.

RICHARD H. WATKINS, Lt Col, USAFR 9004th Air Reserve Sq (ARPC) Lowry AFB. Colorado Region Reserve Commander

2nd INDORSER'S COMMENTS

MSgt Bateman is an asset to the Utah Wing Civil Air Patrol. His outstanding performance has aided greatly in the achievements of the Wing's goals and in the accomplishment of the goals of the Civil Air Patrol. Promote when eligible.

HOWARD J. RICE, Colonel, USAF Dept 7, USAF-CAP RMLR Lowry AFB Co

THE BEST YEARS TO BE ALIVE

I had never seen this documentation until I received Military file after I requested it 1980. I reached the age and was discharged from the U S Air Force.

My research – WWII Civil Air Patrol Cadet program.

Air Scouts were established in 1941 as an Army Air Corps inspired program, much in the same way that Sea Scouts is a Naval inspired program. As it was established during the war years when aviation was truly coming into its own, it was very successful.

In 1942, I join a BSA Boy Scouts group in my ward. Shortly after I join the Boy Scouts, an Air Scout (BSA) group started by a pilot who was offering a trek to Hill Field in the late summer of 1942. I and a dozen others joined the new group and enjoyed the experience of crawling through the tunnel of a B17 and touring Hill Field.



Early in 1943, my father was transferred to Cedar City. I started to search for another Air Scout group in Cedar City and found there was no Air Scout unit in Cedar City.

I was referred to a professor at the Branch Agriculture College (BAC – now SUU). Phase II of the Army Air Corps pilot training was in Travis Air Force Base. The expedited required for pilots needed for facilities for this phase for the training schedule. The Professor/instructor was possible the director for the five to six hundred Army Air Corps Cadets reassigned from Travis AFB. They marched passed my home on their way between the Escalante Hotel facility and the College daily.

Many of the Civilian Army Air Corp contracted instructors were Pilots and part of forming the Civil Air Patrol Unit at the Cedar City Airport. I don't remember seeing them in uniforms, but they obtained uniforms for the eight or nine cadets. At the age of 13, I was accepted as a CAP cadet. This was about the time that the CAP was transferred from the Civil Defense to the Army Air Corps. I have read that the age requirement as 18 years of age and another place stated that a Cadet was to be at least 15. I was 13 years of age.

I feel that these instructors were in, "the in group" and wanted fuel for their aircraft. Cadets may have been a requirement at that time.

In the early spring of 1943, I was a member of the Civil Air Patrol Unit in Cedar City. I don't know the name of the unit or if it was called a squadron. I don't have any record of having a CAP ID card. During the Summer of 1943, we had a lot of CAP meetings and activity at the Cedar City Airport. In the fall, the weather turned cold and there was no place to meet, and the meetings became fewer. Then into 1944, no meetings, no calls and no contacts. I don't know what happened to the programs and could not contact the leadership. I think maybe the instructor heading up the Civil Air Patrol unit was transferred.

In the late fall off 1943, I was recruited into the Utah State Guard and became one of the 600 members that took over the Utah National Guard Armories. I was assigned to Company "F", 2d Battalion and met weekly in the Cedar City National Guard and remain an active member until the was inactivated on 1 April 1946. Official National Guard records state that I enlisted 1 April 1945, but then I did attend the only summer training encampment in the summer of 1944. The Utah State Guard was an "Armed Unit of the United States Government.

THE BEST YEARS TO BE ALIVE

In January 1942, German submarines began attacking merchant vessels along the East Coast. With the military unable to respond in force, CAP established coastal patrol flights to deter, report and prevent enemy operations

From March 1942 through August 1943, armed CAP aircraft at 21 coastal patrol bases extending from Maine to the Mexican border patrolled the waters off the Atlantic and Gulf coasts. Their success in thwarting submarine attacks and safeguarding shipping lanes led President Franklin D. Roosevelt to issue Executive Order 9339 on April 29, 1943, transferring CAP from the Office of Civilian Defense to the Department of War.

The U S Air force was Organized September 1947. In 1949, the Air Force dropped their support for the "BSA" Air Scout program due to problems of trying to work through the Boy Scouts of America and increased their support for the Civil Air Patrol. Losing the support of the Air Force, the BSA terminated the Air Scout program.

In my research, I can find no other Utah Civil Air Patrol activity during WWII and unable to find the starting date of the Utah Wing. The records show that there was about 30 States that had an organized Civil Air Patrol, mostly coastal states. Civil Air Patrol WWII activity was mostly East and West Coast States. I did find that Nevada CAP support the West Coast activity. Colorado is listed to have had WWII CAP activity.

I don't know if my cadet membership or short time I served did much to help the World WAR II effort or justified any awards.

Russ



Update on Civil Air Patrol---

Civil Air Patrol Congressional Gold Medal

Having been released from my LDS fourteen-year service mission and member of the Sons of Utah Pioneers, Cotton Mission Cotton Directors, due to the move to Orem Utah, I felt a void that I need to do something. I researched going back in Air Force Military Auxiliary Radio Service. I also looked in going back in the Civil Air Patrol.

When I looked at the Provo Phantom Squadron, I was impressed and wondered if they would take in an old cougar. They did, but old me I must pass all the entry course to become a Senior member.

In filling my paperwork, I noted that I had been a CAP Cadet back in 1943 and had pictures of me as a cadet. After being a member for over two years, someone picked up that I had been a Cadet during WWII. Bill S-309 May 30, 2014- Public Law 113-108. 113th Congress. An Act. To award a Congressional Gold Medal to the World War II members of the Civil. Air Patrol. I did not put in the submission and was very surprised when I was notified of the Award



EVENTS

Opening Ceremonies

- Color Guard - Advance & Post Colors
- Honor Guard - Missing Man Table

Welcome -

Guest Speakers & Presentations -

- Lieutenant Colonel Jim Stewart
- Colonel Jonathan Niesfeldt, Rocky Mountain Region Vice Commander
- Congressman John Curtis,
U.S. Representative for the
Utah 3rd Congressional District
- Presentation of Congressional Gold Medal
to Russell Bateman
- Captain Bruce Connelly presents
Flowers for Gaye Bateman
- Colonel Fernandez special presentation

Civil Air Patrol Banquet

honoring

Russell Bateman

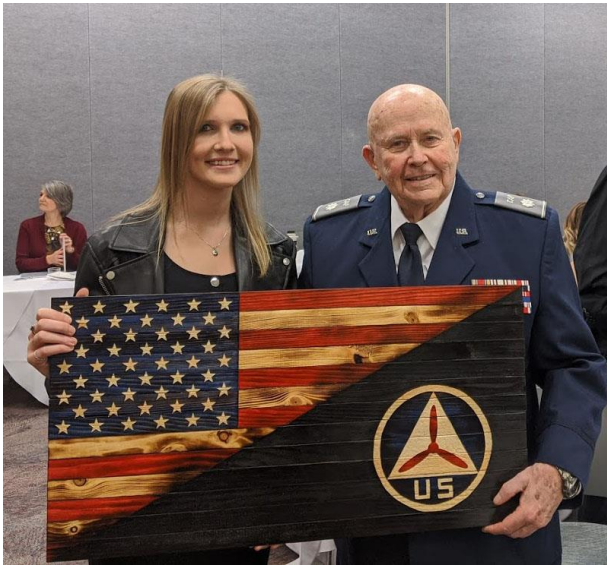
recipient of the
Congressional Gold Medal
in accordance with Public Law 113-108

hosted by

**Phantom Composite Squadron
UT-083**



THE BEST YEARS TO BE ALIVE



Plaque made by Cheyenne Connelly



Civil Air Patrol Congressional Gold Medal Medals

Issued in 2014

Coin Description

Reverse

Features a partial laurel wreath, representing honor and service, surrounding Civil Air Patrol insignias.

Obverse

Features two Civil Air Patrol (CAP) volunteers — one male and one female — watching the skies. In the background, a tanker is escorted by CAP planes overhead.

The Story

The Civil Air Patrol (CAP) are unpaid volunteers who support military operations. They were created one week before the United States entered World War II (Dec. 1, 1941). The CAP used their own planes to keep watch over our borders, deliver mail and to look for submarines during war. They were early supporters of women flying airplanes in a time where women weren't known to take on jobs considered only for men. Today, CAP is a part of the U.S. Air Force, and their job is to provide emergency and public services to communities, states, the federal government and the military.

Congress voted to pass a bill to award the Congressional Gold Medal “in recognition of World War II members of the Civil Air Patrol military service and exemplary record during World War II.”



THE BEST YEARS TO BE ALIVE

CIVIL AIR PATROL LtCol Russell R. Bateman



WORLD WAR II MEMBERS OF THE CIVIL AIR PATROL

Congressional Gold Medal

Certificate of Award
Presented To:

Lt Col Russell R. Bateman

PHANTOM CADET SQUADRON, UTAH WING, 2019
CEDAR SQUADRON, UTAH WING, 1942

In recognition of the military service and exemplary record of the Civil Air Patrol during World War II, by an Act of Congress, the World War II Members of the Civil Air Patrol collectively were awarded the Congressional Gold Medal, December 10, 2014. The members of the Civil Air Patrol during World War II provided extraordinary humanitarian, combat, and national services during a critical time of need for the Nation.

Congressional Gold Medal Presentation Script



MC Good evening, Tonight, we get the privilege honoring one of our own with a very special recognition.

For nearly 75 years, Volunteers of the Civil Air Patrol have learned of our World War II heritage. As Cadets and Seniors, we strive to instill in ourselves and others the values this Greatest Generation gave to us. These values include sacrifice, heroism, and passion to serve our fellow Americans and our Country.

In 2014, the United States Congress enacted Public Law 113-108, awarding a Congressional Gold Medal to all World War II members of the Civil Air Patrol. The Congressional Gold Medal is awarded to persons "who have performed an achievement that has an impact on American History and culture that is likely to be recognized as a major achievement in the recipient's field long after the achievement." It is considered to be one of the highest civilian awards in the United States.

Civil Air Patrol's WWII achievements included Coastal Patrols that accounted for 86,685 missions totaling 244,600 flight hours and more than 24 million miles. CAP escorted more than 5,600 convoys and reported 173 U-boats attacking 57. The courier service they provided for three major Army Air Forces commands flew more than 20,000 miles daily and carried over 3.5 million pounds of cargo. Our WWII veterans also carried out search and rescue missions, in the air and on the ground. The list of missions provided by our WWII Volunteers goes on and the missions continued well past the end of the War.

Tonight, we have the privilege of having one of these WWII Volunteers amongst us.

At a very young age, Mr. Russel R. Bateman had an interest in aviation. This interest led him to the LDS Air Scouts, a division of the Boy Scouts of America, and ultimately, the Civil Air Patrol. As a Cadet, Mr. Bateman was given an Orientation ride and he was hooked. As the United States entered WWII, Mr.

Bateman enlisted in the Utah State Guard. Ultimately, Mr. Bateman was a member of the Utah Air National Guard.

Post War, Mr. Bateman again rejoined Civil Air Patrol with his wife Gaye in order to support their young sons in the cadet program. One of those sons worked his way to earning the Carl A. Spaatz Award, #183. Through the years of service, Mr. Bateman served as Wing Director of Communications and Wing Vice Commander. Mr. Bateman has also participated in Civil Air Patrols National Staff College, National Search and Rescue School, the International Air Cadet Exchange, and many other Utah and National Civil Air Patrol activities. Mr. Bateman has received the Exceptional and Meritorious Service Awards as well as the Commanders Commendation Award. During this period, Mr. Bateman earned the grade of Lieutenant Colonel.

Will you please join me in welcoming Mr. Russell R. Bateman, WWII Utah Wing Civil Air Patrol Volunteer?

[Congressman Chris Steward remarks and presentation of replica Congressional Gold Medal] [Remarks by RMR/CC and/or UTWG/CC]

MC — Thank you Lieutenant Colonel Bateman for your service and many warm congratulations to you. We would also like to thank and recognize all of those family and friends who came to celebrate with us in recognizing Lieutenant Colonel Bateman's great contribution.

Chapter 09 CONVAIR VOLTEE AIRCRAFT 1954 – 1961



I took leave, the last two months of my six years active duty in the Navy, got married (See chapter 02) went to work for Convair San Diego, California. Our plans were to find temporary work during the summer and then go to BYU on my GI Bill.

My Bishop Calvin Judd was a second level supervisor at Convair helped get me a special assignment in the CONVAIR TEST EQUIPMENT PRECISION MODEL SHOP, starting 1 April 1954. The shop was primarily high skilled machinist with many years of background and experience. My first few months were not very stressful as I gained the name of “SCREW-UP” because they felt that I ruined several items that were given to me to work on. I didn’t have the precision tools and experience that I needed, and they were very expensive. I didn’t seem to fit in as I was unskilled working with extremely skilled people. “DON’T GIVE IT TO “SCREW-UP” TO WORK ON AS HE WILL DISTROY IT”, was the common comment.

The assignment of the CONVAIR TEST EQUIPMENT MODEL SHOP to support the special equipment required for testing the CONVAIR Air Craft that was being developed. We fabricated the various brackets, special test gear, wiring harnesses, etc., This was a wide range of projects. The F-102 “Delta Dart” jet and the CONVAIR LINER 240 were just completing and going into production. The F-106 Delta Dagger” design was the high priority project, getting the first test aircraft ready to fly. The aircraft design and development support was for the projects as shown below. I had some at least small involvement on each aircraft.



THE BEST YEARS TO BE ALIVE

I really liked the work and put a lot of effort into my assignments. It took a few months, but then electronic technology entered the testing and became a major impact on the Model Shop. Those who gave me a hard time were now coming to me for help. I submitted a few suggestions and received awards. One of them was pulsing - reversing the polarity of the plating machine which improved the plating and reduced the time required.

I was promoted to the night “Camera Bench”. I would check out the 35-mm cameras, fabricate brackets and did whatever was required for the cameras ready to be placed in the Aircraft that was being flight tested. I was given the schedule of the test requirements and I had to have the cameras and mounting brackets, etc. ready for the test flight the next day.

The main suggestion that I made was an R-C Intervalometer. The mechanical Intervalometer was a set of cams milled by the Machinist to pulse a 35 MM camera taking pictures of a duplicate



instrument panel (same as the pilot was seeing) located in a remote area of the aircraft being tested. The fabrication of the Mechanical Intervalometer was a long

process and they were way behind in the production and not meeting the demands for the flight-testing requirements. I asked one of the

Instrumentation Design Engineers if there was a precision timed pulse



required. He said no, they needed to be able to select

the pulse speed for the camera to meet the requirement of the 35 MM camera.

The timing was not critical. I submitted a suggestion of using an RC

Intervalometer that would a simple charging of a capacitor with a variable

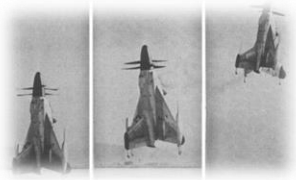
(pot) adjustable control to replace the Mechanical Intervalometer at a great savings in cost. It gave me a special feeling to see the production of a device made from my suggestion and design.



One example of first planned test of an air craft taking off from sitting on its tail and transitioning to horizontal flight. I had known of the flight test and had the camera ready for a special flight that was scheduled for the ‘Pogo Stick’. The **Convair XFY Pogo** tail-sitter was an experiment in vertical takeoff and landing. The Pogo Stick had delta wings and three-bladed contra-rotating propellers. In May 1951, Lockheed and Convair were awarded contracts in the attempt to design, construct, and test two experimental VTOL fighters that would be suitable for use by the Armed forces. The Navy wanted an aircraft that could take off vertically from a ship. On 19 April 1954, a Convair engineering

THE BEST YEARS TO BE ALIVE

test pilot and Marine reservist, Lieutenant Colonel James F. "Skeets" Coleman, made the first tethered flight in the Pogo. (Hovering Test of the aircraft with safety constraints). This was a propeller type aircraft sit on its tail for taking off.



I knew about the special upcoming test flight as I had to get the camera ready. So, the next day, I skipped going to school and took my wife to the secret place (The Naval Auxiliary Air Station in Brown Field, California near the Mexican Border South of San Diego) where the test was to be conducted. Why was it kept secret? If it failed, they didn't want all the publicity. My wife and I were some of the few that witnessed the first successful Conversion Vertical takeoff Aircraft and landing of a vertical Aircraft (VTOL) in the world on November 2, 1954 when it transitioned and flew horizontally for 21 minutes. Just two days later, the aircraft made its public debut.

The Navy awarded contracts to Convair and Lockheed to design, build, and fly experimental VTOL fighters in May 1951. Each company agreed to build two prototypes, but in the end, they built only one Lockheed XFV-1 and one Convair XFY-1 Pogo. The Lockheed XFV-1 never made a vertical takeoff and landing, only taking off horizontally. The XFY-1 could not only takeoff and land vertically it could also transition to horizontal flight and back and did so many times.



It had been a great day for Convair, with the success of the Pogo flight, but only received minor publicity. However, the disaster of the Convair XF2Y Sea Dart at about the same time on 4 November 1954 received publicity world wide.

Five SeaDart aircrafts were built and there were plans to build 22 for the Navy. The first four had two retractd water-skis and the last SeaDart only had single water-skis. The SeaDart had gone though a test period of water taxing and several water take offs and landings. The big public debut was the same day as the official debut of the Pogo, except there was a lot of interest to see the Navy Jet fighter take off on the water.

I was aware of the event, both from my camera bench scheduling and all the publicity on the Radio and news papers. I was unable to see it as I had to "punch in" on the tome clock at work about the same time as of the flight.



THE BEST YEARS TO BE ALIVE

Convair test pilot Charles E. Richbourg made the initial flight tests of the number two Sea Dart. On August 3, 1954, Richbourg took the Sea Dart through the sound barrier. This made the Sea Dart the first (and to date the only) seaplane to go supersonic. Unfortunately, Richbourg was killed on November 4 of that year while demonstrating the number two Sea Dart over San Diego Bay to Navy officers and press representatives. It seems that the aircraft had gotten pushed past its safety margin during a low-altitude, high-speed fly-past, and the plane disintegrated in midair as a result of pilot-induced pitch oscillations. Bits and pieces of flaming debris fell into the bay. I still remember the rather vivid photos of this accident that appeared in *Life Magazine* and all the Newspapers. All Sea Dart operations were suspended after the crash. There were some additional tests made, but no additional Sea Darts were built or used.

Three of the Surviving YF2Y-1 Sea Darts are with the San Diego Aerospace Museum at Balboa Park, San Diego. One of the Sea Darts is mounted at the entrance of the Museum.

I was promoted to an “RDT” and assigned to the RDT Lab. Research and Development Technicians were called an RDT. This was like being the top ranked enlisted person, working with the Commissioned Officer. We were assigned out to help various Design Engineers with their projects. This was a fun and exciting assignment.

A full go-ahead for the Atlas design was ordered in January 1955 as Weapon System WS107A-1. At Convair the project was known as the Model 7. It was considered the same priority as the WWII Manhattan Project (Atomic Bomb). In September 1955, faced with intelligence reports of Russian progress on their ICBM, the Atlas received the highest national development priority. The project became one of the largest and most complex production, testing, and construction programs ever undertaken. The first propulsion system and component tests were conducted in June 1956; the first captive and flight-test missiles were completed later that same year.

“The **SM-65 Atlas** was the first intercontinental ballistic missile (ICBM) developed and deployed by the United States. It was built for the U.S. Air Force by Convair Division of General Dynamics at the Kearny Mesa assembly plant north of San Diego, California. Atlas became operational as an ICBM in October 1959 and was used as a first stage for satellite launch vehicles for half a century. The Atlas missile's warhead was over 100 times more powerful than the bomb dropped over Nagasaki in 1945.



THE BEST YEARS TO BE ALIVE

An initial development contract was given to Consolidated Voltee Aircraft (Convair) on 16 January 1951 for what was then called MX-1593, but at a relatively low priority. The 1953 testing of the first dry fuel H-bomb in the Soviet Union led to the project being dramatically accelerated. The initial design completed by Convair in 1953 was larger than the missile that eventually entered service. The Atlas program was formally given the highest national priority. Atlas development was tightly controlled by the Air Force's Western Development Division, (WDD), later part of the Air Force Ballistic Missile Division. Contracts for warhead, guidance and propulsion were handled separately by WDD. The first successful flight of a highly instrumented Atlas missile to full range occurred 28 November 1958. Atlas ICBMs were deployed operationally from 31 October 1959 to 12 April 1965.”

I was one of the first “RDT” selected to be assigned to the new Convair Atlas Missile project. The new company was called Convair Astronautics and I was assigned to the Atlas telemetry group. The old method of instrumentation Aircraft was that the aircraft came back when the aircraft landed and you could access the recording devices. With a Missile, the Test data must be “real time” radioed back. That process is called “Telemetry”. After being in that group for about a year, my evaluation showed that I was doing Engineer level work and was promoted to be a “Test Engineer” and turn in my yellow badge and be issued what they called “A candy strip” badge. That was like receiving a commission in the Military. I no longer had to punch a time clock and could leave the plant, come and go without having to request special permission.

At that time, when you received this type of promotion, in a way like receiving a commission in the Military, you were transferred out of the group and I was assigned as the Night Blockhouse Engineer at the Sycamore Canyon Static Test Site. Sometimes called “San Diego’s



secret missile testing site.”



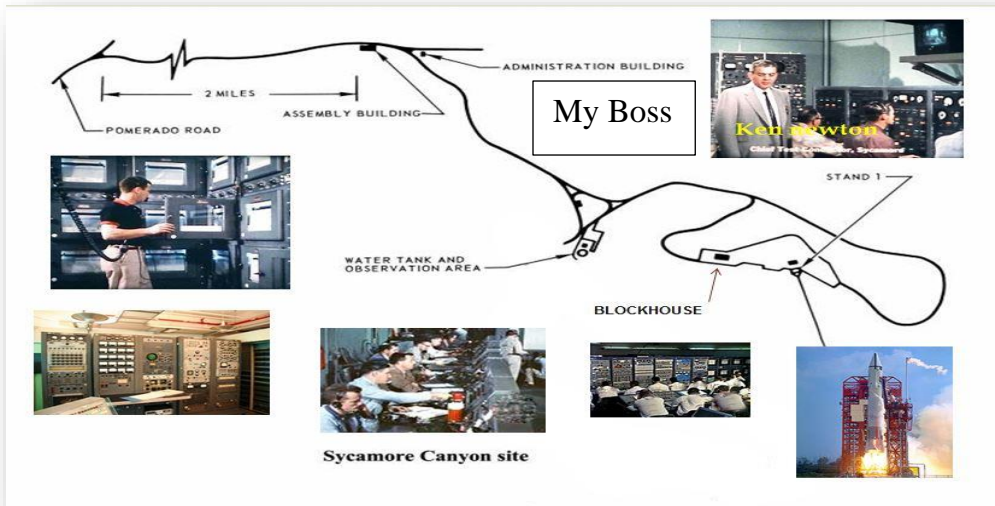
“Sycamore Canyon Test Facility

The sycamore canyon test facility was located on the U S navy’s camp Elliott, approximately 17 miles north of downtown San Diego. The site was activated during September 1956, providing Convair Astronautics with a static firing test facility in the vicinity of the manufacturing plant”

THE BEST YEARS TO BE ALIVE

Ken Newton was the Chief Test Conductor for many years and was my boss when I worked there. The “Block House” was a special building near the missile launch Stand to protect the equipment and facility personnel from a possible explosion. This is where we would Static Test (do everything like we were launching the Atlas, but not let it go.) When they had “countdowns”, We had to be there 18 hours a day, sometimes running every day but Sunday trying to go through launch procedures and

find the bugs for actual launching of the Atlas Missile. This procedure required about 20 Design Engineers from the main Plant to take their various equipment positions in the block house for the count down.



The procedure would continue under “Green light” conditions but would stop when a “Red Light” would appear meaning a malfunction. Sometimes it would take an hour to clear the red light and other times several days. Everyone had to stay in place while the search for the problem was done. When the engines would start, the block house felt like an earthquake and the noise could be heard in San Diego. All the procedures were followed to launch the Atlas Missile but were held on the test stand to simulate traveling into space. After a test, I would help collect the data to be taken back to the main plant for Analysis. On normal routine days, the Block House Engineers were the coordinators between Plant Engineers and the Site technical staff. The Air Force wanted a documentation of the site, once everything was working. I was transferred from the Block House up to the Sycamore Canyon Site Engineering Administration building, saying that they needed me to run the site wiring documentation program. My major problem was that I could no longer take my college classes having to workdays and the classes were not available at night.

THE BEST YEARS TO BE ALIVE

“Administration Building –Sycamore Canyon ..

The administration building was used by the Air Force, Convair Astronautics and associated contractor liaison personnel. it provided a reception and security clearance area and an office for engineering personnel. it also contained a dispensary, cafeteria, garage and an instrument checkout station.

I designed a “Wire Tab” form that proved to be very successful. Convair Astronautics had one of the first computers, but I was not allowed near it except for once I got a chance to see the racks and cabinets of tube type equipment.

Several special Electrical Contractors were hired to work under me and went through every wire at the test stand and documented with the wire tabs were. This project took months to document. I would have liked to have had my laptop computer then, but there were no computers available then and everything was manually written on paper.

When the completion of the Documentation assignment was completed, I wanted to get back to the main plant and I was transferred to the Telemetry Test Equipment Packaging Group

My Test Engineer Title was upgraded to Design Engineer. I reported into my new group with Bill Jungk as my Boss and Russ Cassatt was the upper level Supervisor. The name of our group was the Telemetry Test Equipment Packaging Group. The electronics group would design the circuitry for the equipment to meet the testing requirements of the telemetry systems. Our group would then design the layout of the parts on the chassis, packaging and equipment racks.

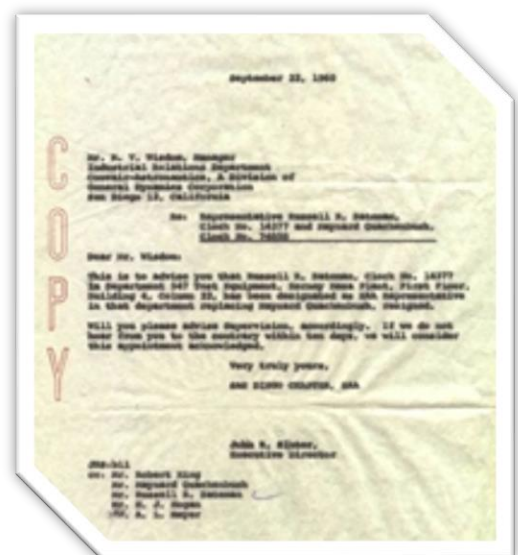
I was taking an Industrial relationship class at San Diego State College and learning how great Unions were and what they did for our country. Our professor had a great story to tell and was a strong Union supporter. o: Convair Industrial Relations.

Re: Representative Russell R. Bateman, Clock No. 14377 and Maynard Quackenbush Clock No 74858

Dear Mr. Wisdom:

This to advise you that Russell R. Bateman, Clock No. 14377 in Department 547 Test Equipment, Kerney Mesa Plant, First Floor, Building 4, Column 22, has been designated as EAA Representative in that department replacing Maynard Quackenbush, resigned.

*Will you please advise Supervision, accordingly? If we do not hear from you to the contrary within ten days, we will consider this appointment acknowledged. Very truly yours,
San Diego Chapter EAA*



THE BEST YEARS TO BE ALIVE

I fell for the Brain washing. At work, I was talked into being the Department Union Representative and given status of no layoff protection. My assignment was to facilitate disputes between the Engineers and associates and Management. At the first meeting of the Union I attended; I was on the front row ready to do all the good things I had learned at San Diego State College. The first motion was entered by the union bosses to raise Union dues. I jumped up, with my great college learning, and said, no, let's increase membership. I was told, "Shut up and sit down. It was the same for the next three or four monthly meetings. I lost all interest in the union when I found out the union was controlled by five guys who borrowed funds from the union membership dues at 1% interest and invested it at 4% interest. Only these five guys had that opportunity. I resigned from being Department Union Representative.

I had a little drafting in high School, and I felt it was going to be more problems like I had when I first was employed working in the precision Model Shop with CONVAIR. The Equipment Packaging Group was fourteen Design Engineers taking the schematic designs from the Electronic Engineers and designing the equipment and cabinets as required fabricating the required test equipment. Half of the groups were college graduates and others had been trained in drafting schools. I ask myself, what am I doing here? Mechanical drawing seems to come easy to me. I did drawings, but they didn't in anyway compare with the others. So, what did they do? They took the less qualified, the less skilled guy—me, and made me the group Supervisor.

I got along great with my boss and my Boss's, Boss Russ Cassutt. The guys in my group were great and carried me and made me look good. I never had one problem with any of the members in the three years in this assignment and it was one of the most enjoyable, stresses less times of my life.

The other Supervisors were Senior Design Engineer. Had I stayed; I would have received the



upgrade. We had parties and social activities. My Boss took me with him to be "Venderized" meaning taken out to dinner by supplying vendors. When they started with the drinks, my boss Bill Jungk would say, bring Mr. Bateman a 7 up. When Gaye and I went to parties, we would be met at the door and given a 7 up.

My section had the configuration control of the Telemetry Test Equipment Trailers located at several sites. We had trailers located at Vandenberg AFB, Edwards Rocket Base and four trailers at the Kennedy Space Center, Cape Canaveral.



THE BEST YEARS TO BE ALIVE

Convair had a “Goony Bird” Douglas C-47 that we used for transportation of personnel between San Diego and Edwards AFB and I made the trip several times. I was not able to visit Cape Canaveral and had to work with a third party. (However, we did take a cadet group there a few years later see, chapter 8.)



The Telemetry Electronics group designed an update modification for 12 Trailers. This was my major project. I chose Boyd Spencley, A graduate Engineer in my group to be Convair’s Resident Engineer at the Hallamore Electronics

Contractor’s plant near Disneyland. Hallamore Electronics was selected to make these modifications of the Telemetry Check-out Trailers. The trailers were transported from the various locations to the Hallamore Plant. At the completion of this program, Hallamore Electronics wrote this letter:



May 26, 1961 Hallamore Electronics

*Convair astronautics
P O box 172
San Diego 12 California*

*Attention: Mr. Russ Cassutt Design Group Engineer Department 547-4
Subject: Convair Order S9901A (Trailer Modification) Red Sales Order 60002*

Gentlemen:

*With the shipment of Trailer seven - 6411 on May 19, 1961 the task of modifying the 12 Trailers to the D - AIG configuration has been completed. We should like to express our sincere appreciation for the splendid performance of Both Boyd Spencley and **Russ Bateman** during the two-year span which this work was performed*

Boyd Spencley, as you know was Convair’s Resident Engineer at Hallamore during most of the program. During all that time he went out of his way to assist the project in every way possible. His continued persistence enabled the many small parts furnished by Convair to arrive on time and whatever problems arose, he provided answers quickly and positively. He was consistently courteous, and his cooperative ways were a valuable factor in achieving the team effort necessary to make such a project successful and to enable us to meet our schedule.

***Russ Bateman** although not constantly in contact with us, was nevertheless helpful whenever his assistance was requested. During those times when Boyd Spencley was away from the project, **Russ** filled in an equally capable manner. His cheerful approach was always a good influence in getting the job done.*

Both gentlemen conducted themselves in a fine matter that they reflected great credit on Convair. Please extend our thanks to them for the good work and accept our thanks for signing these two engineers to the project. We're also happy to inform you that the purchasing department team of Herb Sturdyvin and Bob



THE BEST YEARS TO BE ALIVE

McClean, under Mel Brown, Buying Supervisor, added immeasurably to Conair's team which helped to complete this task successfully.

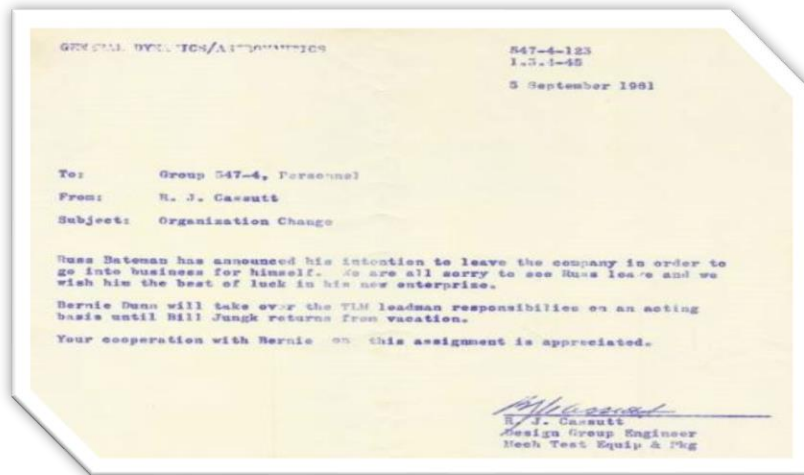
Very Truly Yours,

Hallamore Electronics Division

The Siegler Corporation

R. J Birsic, Senior Contracts Administrator

CC w. Jungk, Dept. 547-4 -R Brown Dept. 812-1



Things were going great and I was in line to be promoted to Senior Design Engineer. The Atlas Missile project was very successful, meeting all the Air Force requirements and very few failures. And the new Atlas Centaur project was just starting. We received startling news that the Atlas Chief engineer was discharged in that he didn't have an Engineering

Degree as required by the Air Force. The notice also stated that the Air Force required all Engineers to have degrees. I ask how that would affect me and was told that I would be reduced to the top-grade Hourly Employee and that I could longer be a supervisor.

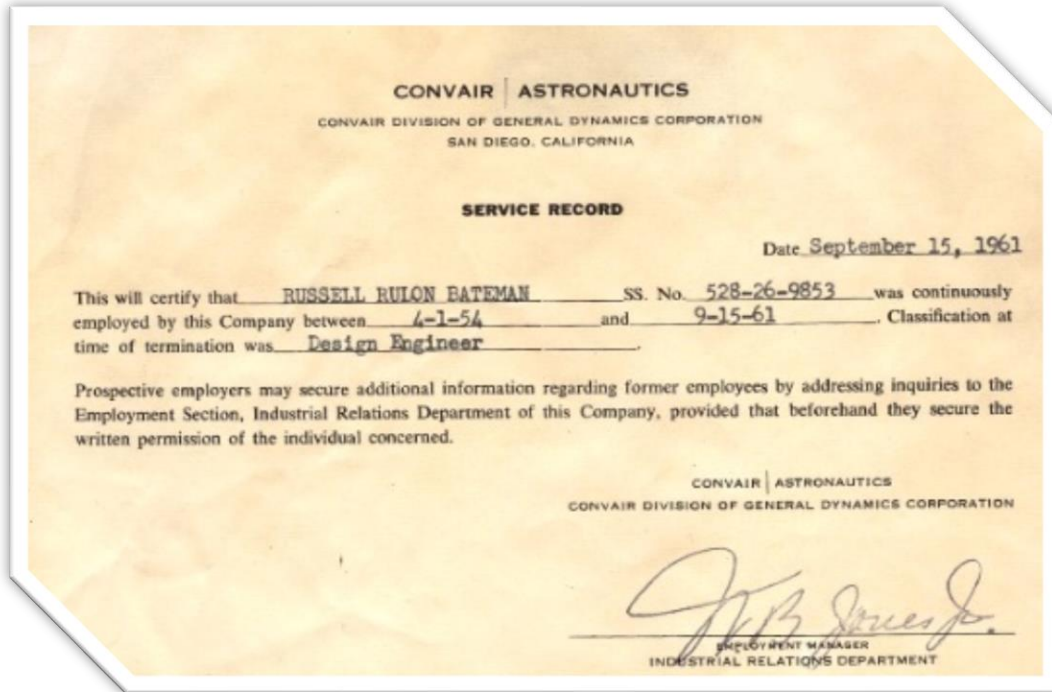
Due to my pride, I felt I would have a hard time to "give up my "commission", take a big cut in pay and start punching a time clock again. I felt that I couldn't do that, so I looked for other avenues and left the company on 15 September 1961. This was one of my many bad decisions that I have made in my life. Looking back, I should have waited to see what would really happen.

A note of interest, after cleaning out the engineers (without degrees), and hiring the new College Degreed Engineers, the Atlas Centaur had many failures and the project was turned over to Lockheed Martin which then controlled the "Atlas Rocket Family" and development of the Atlas V program for launches planned until 2020.

It was also interesting that Convair 880 Airliner was successful, but they cleaned out all the Non-Degreed Engineers and with the newly hired new Degreed Engineers, designed the new and improved 990 Airliner. To meet the competition, they went into full production without the normal testing. The

THE BEST YEARS TO BE ALIVE

990 Airliner was a flop. It didn't even meet the specifications of the 880. The San Diego Convair Aircraft Division was destroyed and no longer exists. I remember seeing many Convair 990's sitting at San Diego Limburg field unable to be sold due to not meeting the required specifications and low performance ratings.



We relocated to St. George where I purchase Electrical, two-way Radio servicing and a Western Auto Store. (See Chapter 14)

Chapter 10 Office Emergency Services Utah State-Six county- Sevier County

This chapter covers my employment in Emergency Services, starting with fifteen years with the State of Utah, the one year with the Six County Commissioner's Organization and Sevier County.

A study by the Federal DOD-Civil Defense identified that the State of Utah had a major deficiency in their Emergency Communications Planning. The Utah State Office of Civil Defense (Emergency Services) was given my name in their search for someone to fill that Position. In that I was working for the Mountain States Telephone and Telegraph Company Engineering Department, I was reluctant to change Employment and offered work with them as a volunteer, however, I found the assignment very challenging and became an Employee of the State of Utah. My job description:

*UTAH STATE CLASS SPECIFICATION
APPROVED BY THE STATE PERSONNEL OFFICE*

Dept: Governor's Office Effective Date: December 1, 1966

<i>Div: Civil Defense</i>	<i>Job No: 12</i>
---------------------------	-------------------

Title: Communications Officer

Job Summary

Under general direction from the Director, Civil Defense, performs the following types of duties: plans and effects a program designed to insure communications capability in an emergency; supervises the establishment and operation of warning and communications systems and networks, and the coordination of local and State communications systems with established/National systems, coordinates all State communications systems to insure their availability to State emergency operations in an emergency coordinates communications plans with military and amateur operators, RACES, MARS, CAP, and any other agencies, governmental or private, which possess communications capability that can be used in time of emergency. Directs the operation of the Utah Civil Defense Communications Center• recommends and supervises the location, procurement, installation, and maintenance of equipment. Procures and trains operators in conjunction with operations officer and on a regular basis, conducts drills and exercises to test the condition of equipment and the proficiency of operators. Performs other duties as assigned.

Factors

1. Mental Application - requires considerable mental concentration to develop emergency communications and warning plans utilizing existing capabilities and recommends additional requirements: plans and directs tests and exercises of communications system, and coordinates communications efforts of numerous agencies and organizations towards utilization in the emergency period.

THE BEST YEARS TO BE ALIVE

2. *Supervision Exercised* - directs and supervises the operation of the Civil Defense Communications Center to include message center personnel. Supervises the communications plans and capabilities of all political jurisdictions within the State.
3. *Responsibility for Contacts* - involves heavy contacts with State, Federal, and local governmental agencies and officials, including the Federal Office of Civil Defense, as well as, non-government communications agencies--amateur and industrial.
4. *Physical Effort--Working Conditions* - requires light physical effort: considerable travel is necessary to supervise communications plans of County and City Civil Defense organizations.

STATE OF UTAH - WARNING PLAN

14 March 1969

Prepared by:

Russell R. Bateman
State Warning Officer
State Communications Officer
Utah Emergency Operations and
Civil Defense

and

Ralph L. Dart
State NAWAS Warning Officer
Chief Dispatcher
Utah Highway Patrol

Approved:

C. C. Christensen
Brig. Gen. C. C. Christensen
Director, Utah Emergency
Operations & Civil Defense

Bruce A. Bell
Bruce A. Bell
Regional Field Officer, Utah
Office of the Sec. of the Army
Office of Civil Defense
Region Seven

Ray H. Evans

Col. Ray H. Evans
Superintendent
Utah Highway Patrol

Mr. Dick Gouffett
Mr. Dick Gouffett
Warning Officer
Office of the Sec. of the Army
Office of Civil Defense
Region Seven



Writing this Plan today would have been simple. It was written on a typewritten. Images and charts had to be drawn by hand manually. I received input, suggestions and worked with Ralph Dart and Ned Warensky, the Chief Utah Highway Patrol Dispatchers in writing the Utah Warning Plan. Warning points were located at Highway patrol dispatch centers throughout the state. My assignment as State Warning Officer required about 1/4 of work load due to the inspections required. I had great support of Col. Ray Evans, Superintendent of the Utah Highway Patrol. He was a good friend and active LDS member. He made sure that I was invited to many meetings and activities that had anything to do with the UHP operating of State Warning points, A complete digital copy of this original plan is contained on my data digital memory.








A training session was organized by the Department of Defense for all the State NAWAS Warning Officers to attend at the Cheyenne Mountain Air Force Station (NORAD) Center.

The center for the United States Space Command and NORAD monitored the air space of Canada and the United States through a world-wide system for missiles, space systems, and foreign aircraft as part of an early-warning system. The operations center was moved from an above-ground facility, vulnerable to attack, to the "granite shielded security" within Cheyenne Mountain during the Cold War. The complex was built in

THE BEST YEARS TO BE ALIVE

the mid-1960s, began operations in 1966, and NORAD's Combat Operation Center was fully operational on February 6, 1967. It has its own power plant, heating and cooling system, and water supply. It was built under 2,000 feet (610 m) of granite on five acres. Structures outside of the military complex include the parking lots and roads, a heliport, and the fire station.

				
Cheyenne Mountain	NORAD Command Center	NORAD Monitoring Center	Inside NORAD Mountain	Entrance to the NORAD Mountain

In the training session inside Cheyenne Mountain Center, we were trained on the NORAD and NAWAS program.



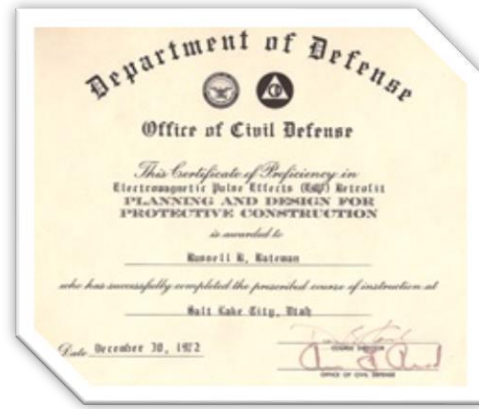
I made a request for funds to build a basic Emergency communications center. The request went to the counsel of Defense for funding of this project. The funding problem was not the Council members, but our Department Director, General Thorstensen. The legislature had allocated a fund to be used for developing the department of Civil Defense (also called Department of Emergency Service) I think that the fund was about

\$300,000. The director, General Thorstensen was extremely cautious spending any money out of this account. I don't remember just how much he approved they gave us something to work with, I think around \$2,500.

Director Thorstensen, a retired National Guard General was over protective of using the funds to develop and equip the department. (He later eventually lost these funds to the State Progressive Group.)

THE BEST YEARS TO BE ALIVE

We requested equipment and radios from various state agencies. We received mostly radios that were changed out and replaced with newer models. We did purchase a new Citizen Band Radio and an HF – Crystal control 100-Watt unit. As an active member in the Military Affiliate Radio System “MARS” program, I was able to obtain cabinets and other material for the center. We were able to obtain a few things from the Utah State



Surplus. We were able to obtain a lot of coaxial cable through the Hill Field MARS program. A lot of the installation work was done by Volunteer Amateur Radio and Civil Air Patrol personnel (See Chapter 09 & 17 for the installation)

Our FEMA (Federal Emergency Management Administration) were impressed when they visited our state office. They felt that we accomplished a lot with no funding; they also made some very strong comments (off the record) that there were Federal Matching Funds to match the State Funding and that it was cheap for the state officials not to build the center professionally as most other states had done. They said that we did an excellent job with what we had to work with.

I attended an EMP (Electromagnetic Pulse Effects retrofit) class that was presented by the Department of Defense. We were taught the effect of EMP and how to combat the effects. The instructor was a PHD Engineer out of the NEL (Naval Electronics' Laboratory). After visiting our Communications center, he asks if he could use the Utah center to conduct some EMP Protection tests. The Utah Council of Defense approved.

Everything was ripped out of the Communications Room and a Copper screen room was installed filling the existing room. The communications cabinets and equipment were reinstalled and lines coming into the room were protected. The Utah National Guard 130 EIS gave strong support for the project. There was no cost to the Utah State for this project. They then tested the facility for an EMP strike. They had a large trailer that would create an EMP pulse that could be expected from an EMP Strike. He said the tests were successful and would help with their engineering to protect other communications facilities around the country.



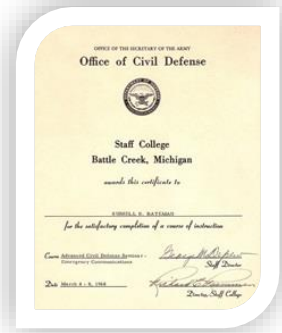
THE BEST YEARS TO BE ALIVE

My next project was the Utah Emergency Broadcast System - UEBS. Following the FCC/FEMA mandate, we formed a Committee of management from various broadcast stations and utility Companies. A member of the committee was Clint Barrack, an FCC Field Engineer out of the Santa Rosa, California Field Office. Vince Clayton, Chief Engineer, KSL was chosen to be the committee chairman. This committee met monthly in Salt Lake City. My assignment was to be the errand boy and to set up and make notification of the meetings. I also acted as secretary, writhing the minutes of the meetings.

As part of the requirements for this program was that there was be Emergency Generators at each of the designated Utah EBS Stations. I



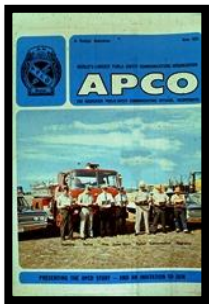
was assigned to coordinate this project of the installations. I was required to inspect each of these installations once a year to ensure that they were operational. Our State Cars were equipped with a



Highway Patrol "low band" long whip antenna Radio. My Highway Patrol call was "880". Low Band and was 47 MHz like the Amateur Radio 6



meters. You can talk all over the world due to the skip.



Low Band was a step from using the frequencies just above the AM Radio Station but was a major problem due to the skip effect. Meaning you could talk with someone in Texas, but not with your dispatcher just a few miles away. 90 % of the Utah Law Enforcement was on two Utah Highway Patrol low band frequencies. At times the "Skip" made the radios unusable. The long antennas wouldn't let you park in a garage and it hit the trees unless you tied them over, but then they were

not as effective. Low Band frequencies were far less usable than the high band frequencies where there were many frequencies available.

As recommended by the Federal class instructors, I joined APCO, with the support of my office, an international organization of Public Safety Communications Officers. (See chapter 12 for some of my activities in this organization.)

To be certified as State/Federal Emergency Service Professional, (Later called FEMA) I was required to meet certain Education requirements. I took various training courses to work on my certification. I had the opportunity of being sent to the National Civil Defense Staff College in Battle Creek

THE BEST YEARS TO BE ALIVE

Michigan. The two-week course was Titled "Emergency Communications" We covered various State and Local Communications System. I realized the facts that the State of Utah Public Safety Communication was very lacking. I began looking for answers as to what to recommend for the State of Utah.

In the late 1960's, I became active nationally with APCO (Associated Public-Safety Communications Officers, Inc.) and served on several National Committees. (see chapter 12) I became good friends with my Counterpart Gene Goebel from the State of Illinois. He didn't tell me at that time, but later I found out he was previously the Vice President of Motorola Inc. and played a major part in the development to the VHF-UHF technology and mobile Communication's. He spent a considerable amount of time with me during the National APCO Conventions. He also asked me to serve on the NIAC (National Industrial Advisory Council-1969) for the development of 27 MHz Citizen Band. We wrote the submission to the FCC for the development of the Citizen 27 MHz Bands). I disagreed with the designation of channel 9 being the emergency and suggested Channel 1, I was out voted.

I felt that he took a liking to me, as he really spent a large amount of time training me. He gave me advice and suggestions for things to be done in the State of Utah.

At the Civil Defense Communication School held at Battle Creek, we were encouraged to write or update our States Communication Plan. I submitted a request through channels to Ron Swenson, in the Utah's Governor's Office for authorization of a preliminary Plan. Doing a Preliminary Report was approved by the Governor's Office but requested that we include the Education TV in the Study. Dail Ogden from the University of Utah had made some requests for a study of the Utah Educational TV.



This was back in the days of Manual Typewriters, Mimeograph, Hectographs were the tools of the day. Dail and I worked well



together. We each developed the outline of our topic. Then Dail did the Proof Reading and editing and I drew up the images and grafts. The Preliminary report was published and turned over to the Governor's Office. It was presented to the Legislature and an expanded study was authorized.

THE BEST YEARS TO BE ALIVE

At that time, 90 percent of all the Utah State and local government Public Safety radio traffic was on three 47 MHz (Low band) frequencies. In my part of the study, I recommended replacement of the States Low Band Radio System. Then in a meeting with Utah Governor Calvin L. Rampton, he asks me which was right. “Your study says one thing and Utah Highway Patrol communications people others say different things.” The opposition party (later called the progressive group) wanted to stay with the 47 MHz frequency plan. I suggested that I give Gov Rampton a list of a twenty State Communications Planners, and he select two men from those names to ask them to come to Utah and review the preliminary Plan and make their recommendations.

Eve Marriott, Governor’s Office, New Mexico and Dick Quinces, Washington State Police Communications was the two that he selected. The two men came to Utah (at the expense of their States) and reviewed the preliminary report and the conditions of public Safety communications in Utah. At the completion of their study another meeting was held with Governor Rampton and other agencies that had Government communication interests. Their report was, Utah’s communications were in a terrible state and fully supported my Preliminary Report. I was asked to join with Dail Ogden (University of Utah) and do a State of Utah Telecommunications Study and submit it to the Governor. Dail did the Education and State Microwave system and I did the Local and State and local Government VHF radio part. (Example-converting the Long Low Band Whip antennas to the 18” inch High Band antenna.)

Copies of the completed Utah 1970 telecommunications were sent to Eve Marriott and Dick Quinces for their review and they gave the report a very positive approval and suggested that we send a copy of the report to every state.

Department heads and Governor Rampton approved this plan; Dail Ogden and I were given approval to implement the plan. Politically, this was not easy. Dail moved to do his part and I did briefing to the State and Local entities of what the plan and costs were. The primary Radio available was the Motorola Motrac base and mobile units. The big limitation was that the technology of that day, Radios could only cover a band width of 1 MHz and that created major concerns of assignment of frequencies.

The Utah Division of Highways refused to accept the recommendation and kept their Low Band Radios. The group seeking control formed a group that I call the Utah State Progressive committee,

THE BEST YEARS TO BE ALIVE

that include Vern Stevenson's, no 3 in the Department of Highways, Greg Jorgenson Department of Highway Communications, Milt Davis, University of Utah KUED/KUER, Mac Helm, superintendent, Utah Highway patrol, later joined by others. They wanted control over all Police Frequencies and all government radio usage in the State of Utah. Col Mac Helm, superintendent, Utah Highway patrol was very power hungry; He wanted to create a State Police to handle all the Law Enforcement duties. He wanted the state to own all the radios and the frequencies and then rent them out to the local governments, Jack Aramackie, Utah Highway Patrol Radio supervisor rejected the high band conversion, but was soon to realize the advantage of it, even though, there was feeling about my part of the project. We were able to block the State Police idea by licensing most of the County Sheriffs and City Police on their own licenses, but I sure developed some strong political Enemies that eventually were able to force me out of State Employment. Later, the State did get the assignment of the frequencies coordination but was too late as most of the counties and larger cities have a frequency licensed to them. Following Gene Goble's suggestions, I was able to install some repeaters on Local Government and Natural Resources frequencies. Jack Brigrance, Radio Tech for the Utah Forestry and Fire Control was a good supporter and we put in a number of Radio Repeaters that really improved the State-Wide Communications.

In nineteen seventy-three, the progressive group wanted to develop their own Telecommunications committee ask for the support of Blaine Kay, director of Highways. He insisted that I also was to be a member of this committee.

*1973 10 26 Department of Highways STATE OF UTAH
COUNCIL OF DEFENSE*

OFFICE OF EMERGENCY SERVICES

1543 SUNNYSIDE AVENUE

P.O. BOX 8100, SALT LAKE CITY, UTAH 84108

TELEPHONE 328-5271

CALVIN L. RAMPTON GOVERNOR

DONALD R. SPRADLING EXECUTIVE DIRECTOR

October 26, 1973

Mr. Blaine J. Kay, Chairman

Economic and Physical Development

Interdepartmental Coordinating Group c/o Department of Highways State Office Building



THE BEST YEARS TO BE ALIVE

Salt Lake City, Utah 84114

Dear Mr. Kay:

*The participation of Mr. **Russell Bateman** as a member of the task force on Telecommunications is enthusiastically endorsed by this office.*

I would appreciate at the earliest convenience some estimate of the time required and also of the project period.

Thank you very much for the opportunity to participate in support of this very timely and necessary effort.

Very truly yours

Donald R. Spradling Executive Director

DRS:djf

cc: Russell Bateman

~~~~~

1973 11 26 Department of highways, Blain J. Kay

*Utah State Department of highways  
State Office Building*

*Salt Lake City, Utah 841 4*

*November 26, 1973*

*Mr. Donald R. Spradling, Executive Director Office of Emergency Services 1543 Sunnyside Avenue*

*Salt Lake City, Utah 84103*

*Dear Mr. Spradling:*

*In accordance with your request I have reviewed the projected task force planning study with the task force chairman and have been advised that their preliminary goals indicate the statewide review will take approximately nine months. Our preliminary plans indicate that this task force review will require 20 to 30 per cent of Mr. **Bateman's** time over the planning period. However, as with most studies this time will not be utilized on a constant basis and you may anticipate peaks and valleys in the hourly requirements.*

*I would like to sincerely thank you for your encouraging endorsement of this task force review and I fully anticipate it will meet or exceed our projected goals.*

*Very truly yours,*

*Blaine J. Kayi, P. E. Director of Highways*



The intent of this committee was to gain control of the State's Telecommunications. I was to be active with this group, but much of the data and planning was withheld from me and every chance

## THE BEST YEARS TO BE ALIVE

they could find to make me look bad. I was not notified of meetings and isolated from receiving plans, minutes and what was going on.

I wrote a State of Utah Telecommunications Public Safety Planning report making guidelines for changes that would help the State of Utah. Dail Ogden was a great associate in this study. Drawings and sketches are an important part of any submission. Dail helped me with the wording of my part and I did the sketches as he directed for his part. Computers and graphics were not a part of our world at that time.

Dail Ogden was a great person to work with and we completed the 1970 Utah State Telecommunications Planning Report. The plan was sent to other States for their review and all replies were very positive.

Governor Rampton fully supported the plan and ordered it to be developed as funding could be made available. Jack Aramaki was given the responsibility of the Conversion of the State-owned radios. Dail Ogden was given the responsibility of the Higher Education. And I was given the responsibility of coordination with the Counties and Cities. Governor Rampton told me that I could keep in touch with his office. His administrative assist was to provide coordination.

Salt Lake City, Ogden and Provo already had compatible Radio and frequencies.

One of the best ways to tell my history is using newspaper articles. I have OCR'd these articles as newspaper articles have aged and are hard to read.

The Blue Goose as it was called was a Surplus 29 passenger Bus that I was able to obtain for the State through the Federal Surplus Property program. The bus was repaired and painted by the Utah Department of Transportation. They also made some nice equipment desks for the operators. The Communications Equipment was installed by the Amateur Radio group.

### **1967-07-13 Converted Bus**



## -Brigham City- BOX ELDER JOURNAL

*Convert Bus Serves as Civil Defense Unit.*

*Many Brigham City residents are probably wondering what that unusual vehicle was in front of the County Courthouse on Monday, July 10.*

*It was the Utah Civil Defense Mobile Communications Center. This converted army GMC bus is a completely self-contained mobile unit which furnaces emergency communications over the radio networks now operated in the state emergency operating center.*

*It was built to accommodate eight operators*

*A 20-foot steel portable tower has been installed on the bus for fixed operations. In addition, a public-address system is available for use during any type of emergency, according to **Russell R Bateman**, state communications officer.*

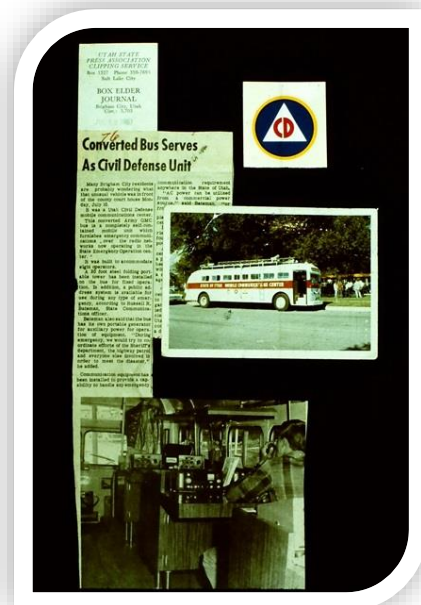
**Bateman** also said that the bus has its own portable generator for auxiliary power for operation of the equipment, during emergency, we should try to coordinate efforts of the Sheriff's Department, the Highway Patrol and anyone else it orders to meet the disaster, he added. Communications equipment has been installed to provide a capability of handling any emergency communication requirement anywhere in the State of Utah AC power can be utilized from a commercial power source said Bateman or from our 5 KW power plant installed in the center.



*Fuel for this vehicle, is carried on the bus to ride four days of operation of the power plant without refueling.*

*According to **Bateman** the center is also equipped with propane gas refrigerator gasoline system in a gas range with an adequate fuel supply a small unit and water storage of 30 gallons.*

*It's expected that the mobile communication center will be made available to local civil defense organizations, local political jurisdictions or emergency agencies anywhere in the State of Utah, that require emergency communications for a disaster, said **Bateman**.*



### Communication Center Will Be Displayed

The State of Utah Mobile communication Center will be on public display at St. George the rear of the County Court house, between the hours of 10 a. m. and 8 p. m. on May 26, 1967. This communications center is the capability of entering the following radio networks, as well as, functioning in the commercial telephone system within the State of Utah and which can be dispatched at a moments notice to any place in Utah.

Capabilities of the Mobile communications Center — Utah Highway Patrol, Channel A & B; COB 218 Unit 886; Utah Highway Department, Channel A & B; DP 417 Unit 99; Salt Lake City Police, KOA 436 Unit 388; Salt Lake City Fire Department, RCI 84 Unit; Radio Amateur Civil Emergency Service (RACES) VATAKI Unit 2; Military Affiliate Radio Service (MARS), AF 7AKI Unit 2; State Communication Network (STACOM) TACOM 2; Civil Air Patrol (CAP), Uncle Willie 299; Citizens Band Emergency Radio Service (CB) (State) (23 Channels) 2532 Unit 2; Citizens Band Emergency Radio Service (CB) (Salt Lake City), KNEE 224 Unit 2; Commercial telephone call set to be patched to an telephone line when in a fixed position.

Emergency Broadcast Monitor (EM-FM)—can receive any emergency broadcast from commercial radio broadcast stations. High-frequency radio link (Emergency Broadcast System (EBS) System, KDU 637 Unit 2; National Communications Network (NACOM), 100 Watt public address system, including recording equipment, KNC 2 Unit 2.



## THE BEST YEARS TO BE ALIVE



*I kept tight control of this unit and was the driver for most of the deployment. My alternate was Lt. Robison, Salt Lake City Police who was a good supporter and knew that he would drive it properly. (He did run over the front end of a Volkswagen Bug but didn't cause any damage to*

*the Blue Goose). No one in my office wanted anything to do with driving and operating the unit. It was*

*dispatched around the State to various County Courthouses when requested. I responded on all the Jeep Posse training exercises and many Jeep Posse searches and found it to be a major asset in combined searches that included the civil Air Patrol and County Sheriff Jeep Patrol incidents.*

*We would have direct contact with the Utah State Communications Center from any location in the State. The tower on top of the Center would be set up vitally to provide reliable High Frequency operation.*

### 1967-05-26 Communications Center Will Be Displayed

*The State of Utah Mobile Communication Center will be on public display at St. George in the rear of the County Courthouse between the hours of 5 and 8 p. m. on May 26, 1967. This communications center has the capability of entering the following radio networks, as well as, functioning in the commercial telephone system within the State of Utah and which can be dispatched at a moment's notice to any place in Utah.*

*Capabilities of the Mobile Communications Center; Utah Highway Patrol; Channel A & B. KOB 218 Unit 886; Utah Highway Department, Channel A & B. KBP 417 Unit 96; Salt Lake City Police. KOA 436 Unit 388; Salt Lake City Fire Department. KCU 984, Radio Amateur Civil Emergency Service (RACES), WA7AKI Unit 2; Military Affiliate Radio Service (MARS), AFB7AKI Unit 2; State Communication Network (STACOM). STACOM 2; Civil Air Patrol (CAP). Uncle Willie 299; Citizens Band Emergency Radio Service (CB) (State) (23 Chan). KNE 2532 Unit 2; Citizen Band Emergency Radio Service (CB) (Salt Lake City). KNEE 2245 Unit 2; Commercial telephone wall set to be patched to any telephone line when in a fixed position.*

*Emergency Broadcast Monitor AM/FM receive any emergency broadcast from commercial radio broadcast stations.*

*Hi-frequency radio link to Emergency Broadcast System (EBS) System. MU 637 Unit 2.*

*National Communications Network (NACOM). 100-Watt public Address system, including recording equipment. KNC 84 Unit 2.*

*The Death came to the Blue Goose when a member of the Utah County Jeep Posse had connections that pressured my Director, Gen Thorsten to loan the Blue Goose to him. He was coming down a Provo Canyon and didn't watch the RPMs on the Tachometer and a piston went through the Engine Block. The director had it put in storage as we didn't have the funds to repair it. In storage equipment and things got stolen and the unit was never repaired*

## THE BEST YEARS TO BE ALIVE

### 1967 CD Workers React to Mock A-Attack.



*Civil Defense workers react Friday to this mock disaster situation; and intense glare glowed briefly over Weber County at 11:46 AM.*

*When it ended, a mushroom cloud billowed into the sky spewing upward a shroud of radioactive debris that meant even more deaths and more destruction at the air base just wiped it from the surface of the earth.*

*When the imaginary bomb dropped, civil defense personnel automatically switched from readiness one alert to the attack phase of operations. This procedure is part of the civil defense exercise for the 1967, (CDEX-67), which began Tuesday.*

#### *Practical training*

*The exercises giving command post personnel experience and practical training, said Col. Dana Peck, radiological effects administration officer.*

*About 1500 persons in the state involved in the exercise as they work on intelligence, medications, damage assessment, community shelter planning and simulated reactions to a nuclear war.*

#### *Readiness stressed*

*For example, immediately after the NUDET (nuclear detonation) assimilated call for help came from Weber County and immediate steps were taken to provide medical and material assistance as needed he said.*

*The exercise stems from the civil defense moral – “to fail to prepare is to prepare to fail.”*

*Civil defense communications, directed by **Russell Bateman** in Utah, are also used in natural disasters such as earthquakes or hurricanes occur, Mr. **Bateman** observed.*

*In a disaster, such as the earthquake in Alaska, telephone facilities or overburdened and we have to maintain our own networks if we are able to be effective, he said.*

*Emphasizing that civil defense also operates in peacetime, Frank W. Reader, public information officer, noted that when a deer Hunter become lost in big Cottonwood Canyon recently the civil defense mobile communication center directed the search and located the missing man within hours of being called.*

#### *1972-Defense panel OKs radio funds*

*from its non-lapsing emergency fund for the purchase of two radios and related equipment required for communications under the new wavelength transmission bands.*



***Russell R Bateman** communications officer said the new equipment was required due to Highway Patrol changes of frequencies allocated by the Federal Communications Commission. Donald R Spradling Deputy Director for operations advocated outright purchase of vehicles for the Council staff. He said it is cheaper than hiring cars from the state motor pool.*

*Installation of the two-way radio equipment and pool cars would be rather complicated and expense, he said.*

*Mrs. Jesse Call, administrative officer, presented the Council budget request for the upcoming year. This is \$106, 800 or an increase of 1.6% over the current budget. The workload increases of \$14,200 also sought would provide for a new planning resource officer.*

## THE BEST YEARS TO BE ALIVE

General C. C. Thorstensen, director, reported that new emphasis would be placed upon local firefighting and police **The State Counsel of Defense Tuesday voted to spend \$10,000** units to cope with defense problems during the coming year.

Civil disturbances, natural disasters and nuclear or other attacks are possible round which planning will be centered, he said.

### 1967 CD Workers React to Mock A-Attack.



Civil Defense workers react Friday to this mock disaster situation. An intense glare glowed briefly over Weber County at 11:46 AM.

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## THE BEST YEARS TO BE ALIVE

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*Emphasizing that civil defense also operates in peacetime, Frank W. Reeder, public information officer, noted that when a deer Hunter become lost in big Cottonwood Canyon recently the civil defense mobile communication center directed the search and located the missing man within hours of being called.*

I had been active in the Civil Air Patrol and tried to include them in the states Emergency service program. I had a dual role in acting for the State of Utah and the Civil Air Patrol.

1971 06 25 Airport Will be Sub-Base for Mock Search, Rescue (see chapter 08 Civil Air Patrol for the

Ogden Standard Examiner Friday June 25 1971

*Civil air patrol's Utah wing held its annual search and rescue (SARCAP) exercise Saturday, with somewhat different concept. The main base for this is will operate from the state emergency operating center (EOC) with three sub bases placed around the state – at Logan and Ogden airports and Utah County EOC, Frank Reeder, state director said. Conducted under the direction of the Utah division of Aeronautics and the Utah office of civil defense and emergency preparedness, SARCAP 71 will be evaluated by a U.S. Air Force team. Jeep patrols around the state will simulate ground search while the Civil Air Patrol (CAP) simulates air search.*

*This exercise was directed from the Utah State Emergency Services Center. SARCAP mission coordinator for the simulated search and rescue, and he and his staff will receive the most emphasis from the evaluation team. However, every base will be tied into the exercise and operated as a self-sufficient search bases coordinated with the main Base. . Ken Blackner, Cedar City, State Commander of the Utah Jeep Search and Rescue Association., will coordinate the activities of the Jeep patrols in the training. Price has been set up on a standby basis with an on-scene coordinator, Dean Holdaway, at the carbon County EOC just in case the search shifts to that area. 1971 11 21 Air Rescue Salt Lake Tribune Utah civil air patrol wing and 32 radio stations joined Saturday in a simulated rescue operation after Friday's five state nuclear attack exercise.*

*Over 120 persons worked Saturday and a simulated monitoring of a fallout and making damage assessments. A team of Air Force officers, from Denver evaluate Utah's performance in the weeklong exercise.*

*The CAP put 14 aircraft into the air flying missions throughout the state. The 32 radio stations were formed into a network from CAP, civil defense and amateur radio stations. The exercise assumed that the nation was under nuclear attack.*

The scenario called for a 5 Mt airburst over Salt Lake City which did little damage, the 5 Mt burst and 1 Mt ground burst each at Farmington and Orem.

## Naval Jet Loses Pilot, Drones On, On, On

By Doyle E. Smith, Tribune Staff Writer



Provo Utah - lost single seat light jet attack aircraft valued at \$3 million. Found one slightly bewildered, uninjured, Naval Airman.

The plane, and A7E Jet, disappeared after flying 400 miles without a pilot, who accidentally ejected himself from the

cockpit Thursday at 12:05 P.M.

Eight planes from the Utah civil air patrol surveyed a 50 – square – mile area, encompassing Utah Lake and Provo without finding the aircraft. The search will resume Saturday had daybreak.

“We’re looking for an oil slick, but the lake is very choppy and the oil slicks would have been dissipated,” said **Col. Russ Bateman**, director of the CAP search.

Lieut. JG John B Pianetta, based at Livermore Naval Air Station, Fresno, California, ejected accidentally after a bombing exercise near Fallen, Nevada, in which all bombs were dropped.

The 26-year-old Fremont, California alligator was uninjured but was held in a hospital for observation at Livermore, after being transferred from Fallon hospital.

Bob Wilson, public affairs officer at the naval base, said Lieut. Pianetta was participating in a bombing exercise with other Livermore – based pilots.

The cockpit of the new tennis plane had been covered with a device to simulate night time or instrument flying. When he started to remove the device, he pushed the wrong button, when hurtling out of the plane and parachuted to safety in a desolated desert. When he ejected and electronics device automatically triggered, sending an emergency signal that was picked up on radar screens at the naval auxiliary air station, Holland Nevada. A helicopter was dispatched immediately to pick him up.

### On automatic pilot

*The plane with 400 miles of fuels left, was on automatic pilot. It was cited over Utah Lake just before dusk Thursday by a C130, which was over great Salt Lake, about 50 miles to the north.*



## THE BEST YEARS TO BE ALIVE

*The wayward plane disappeared from radar while heading in a southeasterly direction and could have gone into Spanish Fork Canyon southwest of poll, searchers said.*

*Mountains in that area it reached 13,000 feet. The plane was flying at an altitude of 7500 feet. Mountains passes in that area are generally about 1000 feet.*

*Mountain barrier*

*There is a remote chance the bomber could have crashed somewhere in Colorado, but Livermore personnel say it would have been virtually impossible to get past the towering Wasatch Mountains, and a search Party was sent out twice from Hill Air Force Base. The civil air patrol covered an area from Fairfield, Utah County to Mt. Timpanogos, north of Provo, several times during the day Friday.*

*The Salt Lake City air control tower picked up an unidentified aircraft on its radar about 40 minutes after Lieut. Pianetta ejected. The radar indicated the plane was about 2 miles east of Fairfield. Civil defense authorities say that the radar blip was assumed to be the missing jet.*

*Federal aviation administration officials say that the search will be concentrated around Provo and to the south because that is where radar contacts was lost and the Jets fuel should have been exhausted.*



**A7E Navy Jet**



**A7E without the pilot & cockpit**

I don't remember the date of the newspaper article. But I remember it was not long after Utah Aeronautical Director Bobby Walker's assistant and I flew out to Hamilton Air Force Base California in the Utah State "Beechcraft Barron" for the federal mission coordinator certification. The Air Force questioned letting the CAP coordinate the search, but I was assigned because I had completed the federal mission coordinators requirements, they approved with Hill Field as back up. I remember that the C130 couldn't recognize what the aircraft was, because the A7E kicks out the cockpit and the pilot. The A7E was found weeks later near the Arizona-Utah boarder. The Navy said that it couldn't fly that far.

Hamilton AFB, California was transferred to the Army in 1973, so would have been before that. The B17s flew out of Hamilton AFB for Hickam Field, Hawaii, arriving December 7 1941. They were on their way to Clark Field in the Philippines, but of course, destroyed in or near Hawaii.

1972-02-21 Vegas CB'ers Surprise the Red Hills Washington County news.

## THE BEST YEARS TO BE ALIVE



A chartered bus loaded with Las Vegas CB-ers came to St. George as **Russ Bateman**, of the state of Utah civil defense, was a guest speaker. The topic was “how we as a group can serve our community”. In the near future southern Utah will have a charter for a REACT team, which is a national organization, run-on volunteer basis to help in time of emergency. This branch will serve all of southern Utah along the Arizona strip and the Mesquite

### 1974-10-10 Salina Asks Fire Contract With County Richfield Reaper

.....Non related items

*Russell Bateman, representing the Office of Emergency Services of the State of Utah, appeared to present a background and summary recommendations for Sevier County on-Site-Assistance-Program. After reviewing this, the board approved and signed it.*



.....Non related Items

*1975 Sheriff's office salary schedule reviewed asked request to review of the Sheriff's officer salaries.....(Non related )*

***Russell Bateman**, regional director of the state emergency services met with the board and explained that the two access fire trucks which the County has received from the federal government can be used for fire prevention in the County and cannot be altered or used for other than fire prevention.*

*He told the board the radio frequencies are available at the present time for emergency services. Board requested that he apply for two frequencies – one for the road Department and one for the Sheriff's Department.*

One of my State Assignments was coordination of surplus Military

equipment being reallocated to the Civil Defense. Working with Jack Brigrance, Utah Forestry and Fire control, I was able to get a number of 2½ ton Army trucks into the program. The trucks would be taken to the Utah State Prison and have the body stripped off. Forestry and Fire Control would furnish tanks and water pumps. Under the forestry and Fire Control, the prison department would



## THE BEST YEARS TO BE ALIVE

do the conversion, including painting. I would work with the transfer of the trucks to the Fire Department Volunteers as allocated by State Forestry and Fire Control.

Federal Surplus Property

### Sevier County Sheriff's Office Salary Schedule Review asked.



*The request for review of the Sheriff's officer salaries to compare them with other law enforcement agencies in the state was made to the server County commissioners by Sheriff Rex Huntsman, Monday, during regular meeting of the board in Richfield.*

*Here Sheriff also said that for service had requested the county purchase what will drive vehicles to be used basically for patrolling fishlike area. He said this is in accordance to the contract between the sheriff department and the fish Lake*

*National Forest*

***Russell Bateman** regional director for the state emergency services met with the board and explained that the two access fire trucks which the county has received from the federal government, can be used for fire prevention in the county and cannot be altered or used for any other than fire prevention. He told the board the radio frequencies are available at the present time for emergency services. The board requested that he apply for two frequencies – one for the road Department and one for the Sheriff's office. The board also approved Bateman's requests for changes in the Sheriff's office department telephone service to be upgraded.....(remaining minutes not shown-)*

I was able for obtain Trucks for Jeep Poses. It was up to the country to license them and do the maintenance painting. Two counties were Salt Lake and Sevier Sheriffs Jeep Posse and along with



some other things, they made me an honorary member of their possess.

I don't remember where I got the CAP truck and how we got it painted. I used it to move



equipment and trailers around. I was able to get seven large equipment trailers from Tooele Defense



Depot through the Military Amateur Radio Service. The CAP Truck was the only thing large enough to pull these trailers. I had to pay for the fuel that I used when I used the trucks. My plan was to use these trailers for repeater buildings on top of mountains.

## THE BEST YEARS TO BE ALIVE

I remember pulling one of them to the top of the mountain 60 miles west of Delta Utah. The roads were steep, and I just about powered out several times. The repeater wasn't very effective there, so I removed it but left the trailer. I wasn't about to try and bring the trailer down those steep roads. I don't remember what happened to it, I couldn't get a license for it as I didn't have a title and I couldn't afford to pay for a license even if I had the title.

I remember going into Governor Rampton with the Wing commander asking for tax exempt plates for the Civil Air patrol vehicles. He refused our request and there was no funding, so we had to get rid of our cap Vehicles including my Staff car and our four-wheel emergency response vehicle.

### 1976-01-23 – 1-800-662-5151 new emergency telephone number



*New emergency telephone system ties in counties.*

*Residence of a seven County area in southern Utah will now have one telephone number available to report fire, law enforcement, and medical needs from all communities.*

*Dr. Mark Greenwood, Richfield, director of emergency medical services, said that the number is 1-800-662-5151, and is set up to be used by residents of Sevier, Sanpete, Millard, Juab, Piute,, Wayne and Garfield counties.*

*The toll-free telephone will be answered anytime of the day or night by on-duty Highway Patrol and Sevier County Sheriff's office dispatchers. These operators will determine the type of emergency and while the caller is still on the line, he will notify the appropriate fire, medical or police unit nearest to the location of the emergency, either by radio or special telephone circuits.*

*A single number entry system is being sponsored by the seven counties by the six County commissioner's organization with **Russell Bateman**, area coordinator for the Utah emergency services, as a system coordinator.*

*Garfield County is included in the system in addition to the counties in the six County commissioner's organization.*

*Dr. Greenwood emphasized the system does not replace any existing emergency telephone numbers. It is intended to supplement available emergency services, especially in communities where municipal services are closed after five or 6 PM.*

The center, now located in the Sevier County Courthouse correctional institution complex in Richfield, which will be expanded to have capabilities of remotely activating fire sirens and page ambulance operators anywhere in the central Utah area.

The center is operated jointly by the severe County Sheriff's office and the Utah Highway Patrol offices in Richfield. It was established, in part with funds from the Robert Wood Johnson foundation,

## THE BEST YEARS TO BE ALIVE

a private philanthropy which provides grant assistance to institutions and agencies seeking to improve healthcare in the United States.

Dr. Greenwood's director of emergency services for most of the area covered by the new service.

Telephone stickers giving the emergency number are being distributed by the regional emergency medical services Council and various public safety and ambulance organizations in the area. Officials urge the use of the stickers be placed near or on each home and business telephones and the location of the telephone should be written in the space provided on the stickers.

### 1975 Emergency communication system expanded

*An expansion of the communication system operated by the Utah office of emergency services in the six County area of southern Utah has been completed and gives additional service to the residence of smaller communities in the area.*

**Russell Bateman** coordinator for 11 southwestern Utah County said ambulance pagers and siren activated units have been added to more communities which will provide service previously not available.



*New pager systems have been added to the emergency medical technician program EMT group's jurisdiction lower man tie and sliding. This provides local control center that which can call on duty volunteers through one-way radio system, activating a small pager, or radio which is carried by these persons, giving them information as to their service need.*

*During the hours when local centers are not man, the Richfield control center in Richfield can perform the same job.*

*In addition of fire sirens activated through radio control is also being put completed in several small communities. Equipment for Hicksville, Garrison and Eureka is on order.*

*. **Bateman** said that every effort has been made to provide as much local control in carrying out the system is possible, but that the 6 County Control Ctr. in Richfield is tied into the system and EMTs and other emergency organizations can be reached through the emergency telephone number 1-800-662-5151.*

*The money for these projects came from the Robert Wood Johnson foundation in the amount of \$118,000 in the Department of Health, education and welfare in the amount of \$41,000.*

*Bateman said that persons should find their local emergency numbers such as ambulance, hospitals, EMTs, fire, police, sheriff and search and rescue units. If there is no local number, or if it is easier, the same as persons may contact the above number and a dispatch from either the Utah Highway Patrol or severe County Sheriff's office (where the center is located) will answer and activate any kind of a communication system in the region.*

*Counties tied together in the program include Sanpete, Sevier, Piute, Wayne Juab and Garfield.*

*Equipment for Millard County, which is will be included it also, is on order, **Bateman** said.*



## THE BEST YEARS TO BE ALIVE

*Dr. Mark Greenwood, Richfield, is director of the emergency medical services. He said that the toll-free number can be reached 24 hours a day and that the dispatcher on duty will determine the type of emergency from the caller and while the caller is still on the line will notify the appropriate fire, ambulance or police departments nearest the location of the emergency, either by phone or radio.*

*It emphasizes that persons who are on the area where there is a local control unit may contact them. Other communities also have individual fire, police and Ambulance numbers.*

*However though 1800-662-5151 can be used if desired in the same agency can be contacted.*

*Telephone stickers were mailed out last week to many areas in which will help people identify this number.*

I turned my attention to Fire, Emergency Medical, and Natural Resources etc. I was contacted by Lionel Dradge, Robert Wood Johnson Administrator, (RWJ) who invited me to an Emergency Medical Meeting. I was asking for suggestions. I was asked to be a consultant for RWJ. I accepted but told them that I could receive any pay as it would be a Conflict of Interest with my State job, but I would work with them on a Volunteer basis. (See Chapter 11)

I was asked to speak at a Utah State Fire, Police Seminar.



Salt Lake City Tribune 4 October 1976

### Fire, police seminar planned for Utah

*A special one-day fire seminar fluoride damage control for Utah police chiefs, fire chiefs, National Guard officials and county sheriffs is planned for October 11 at the state Capitol public safety Commissioner Raymond A. Jackson announced Tuesday.*

*The primary instructor will be M. M. Batzer, Philadelphia Pennsylvania. Mr. Jackson noted, Mr. Batzer is representative of the Continental insurance company and has engaged in training for protection against civil disturbance since World War II, he added.*

*Includes demonstrations.*

*The seminar is sponsored jointly by the state public safety Department and the Utah technical College in trouble.*

*Included will be demonstration of riot control equipment and demonstration of devices rioters themselves use -- such as gasoline filled bottles, called Molotov cocktails*

*Announces Agenda*

*Agenda or speeches or presentations by Commissioner Jackson, Wilson W. Swanson, UTCP president, Robert A. Tanner, State fire Marshal; Col Morgan Higham, Utah*

*National Guard and **Russell R. Bateman**, State Civil Defense Communications Officer*

I was involved with other agencies in the Salt Lake area,

## THE BEST YEARS TO BE ALIVE

**Police Department, Salt Lake City, UT 84111 Salt Lake City Utah. September 30, 1968**

*Mr. Russ Bateman, Utah State Civil Defense, 1543 Sunnyside Ave., Salt Lake City, UT*



*Dear Mr. Bateman On Saturday the 28<sup>th</sup> day of September, our crime prevention and community relations division athletic department elder soccer kickoff for the Cop's league soccer program. It was held at liberty elementary school and involved approximately 300 children and several prominent city officials. The success of the day's activities was greatly dependent on the use of the public-address system which you kindly made available to us. We wish to extend our appreciation to you for the use of your equipment and hope we can be used for any service to you at any time so please feel free to contact us. Sincerely*

*Lieut. David C Campbell*

*Division Commander Crime Prevention and Community Relations Division*

I was invited to participate in the Salt Lake 911 single Entry Telephone number planning review committee. This was the first City in Utah to look at the 911 program. There were some high-powered personalities, and I didn't get a chance to say much. It was an interesting experience.

A group of Amateurs contacted me complaining that Dee Roselle, (also an Amateur) the maintenance man in charge of the Salt Lake County Radio Communications, had put the Jeep Posse radios in the Amateur Radio 6-meter band. I tried to talk to Dee noting that it was probably illegal and ask him to reconsider his decision. He told me to get lost; he would do what he wanted. The next time that the FCC Field Agent, Clint Barrack came to the quarterly EBS meeting; I ask him if it was legal. All he said ok don't worry about it.

The next thing that I heard was that an FCC inspector checked in on Salt Lake County Sheriff's required records and found major violations. It was not my intent, but Dee was fired. I worked with the new County Radio Maintenance Man and spent quite a bit of time getting jeep posse radios installed and on the new 155.160 SAR frequency. I was made an honorary member of the Salt Lake County Jeep Posse.



I had been working with Governor Rampton's office through his administrative assist, Ron Swenson. However, one day, Ron contacted to tell me that I had to stop calling talk shows and bad-mouthing those who were opposed to the new telecommunications program as it was upsetting the Governor. I told Ron that I had never called a talk show in my life. Later Ron contacted my Director stating that I was still bad-mouthing that group on talk radio. I found that it was just a

## THE BEST YEARS TO BE ALIVE

ploy to assonate my relations with the Governor Rampton. I was now barred from accessing the Governor's Office.

Reprehensive Todd G Weston joined the group. The groups gained a strong position when Governor Matheson was elected. There were others that I didn't know their names and positions. Their interest was stronger control over the State of Utah Communications, including desire to implement a State Police System. These were the primary leaders in the State of Utah Progressive Group (a socialist group wanting the State Government to have total control of Cities and Counties governments).

LDS President and former Secretary of Agriculture (Eisenhower Administration) Ezra Taft Benson wrote.

It is a firm principle that the smallest or lowest level that can possibly undertake the task is the one that should do so. First, the community or city. If the city cannot handle it, then the county. Next, the state; and only if no smaller unit can possibly do the job should the federal government be considered. This is merely the application to the field of politics of that wise and time-tested principle of never asking a larger group to do that which can be done by a smaller group. And so far as government is concerned the smaller the unit and the closer it is to the people, the easier it is to guide it, to keep it solvent and to keep our freedom.

In my communications training at the Civil Defense Staff College, we were taught that Emergency Management was best done at the lowest level possible. In communications, The City should control their own Communications. If a City is too small, then it should be the Country. So, following this guideline, Lionel Dradge and I licensed all the Radios to the owners of the equipment. Hospitals Radios were licensed to the owner of the Hospital, Ambulance Radio were licensed to the owners of the Ambulances.

This blocked the State taking over the Emergency Medical Communications Systems. Lionel Dradge and I followed with licensing more than half of the County Sheriff's and many Cities on their own frequencies. Example: I worked with Mac Kay Larson to license Washington County Sheriff and I licensed St. George City police on their own frequencies. I worked with Chief Exell in setting up the Hurricane City Police communications. The RWJ provided funds for me to place a Base Station in every County Sheriff Office in the Six County area and later I worked with the five country Sheriffs but couldn't come up with RJW funding. I did make recommendations when I was asked for them.

## THE BEST YEARS TO BE ALIVE

This blocked the Utah Progressive group from taking full control of the Public Safety Communications.

I had a good relationship with all the eleven counties in southern Utah. I had five basic 35 mm Slide Presentations that I would use in briefing County Commissioners' and some City Councils'

At the time that the 1970 Utah State Telecommunications plan was written, only Ogden, Salt Lake City and Provo City Police had their own frequency. I had no problem with the UHP dispatching for the local communities as it did serve to have better coordination, especially in the rural areas. Ned Worensky and Ralph Dart, the two Utah Highway Patrol Chief Dispatchers worked with me writing the 1970 Telecommunications Plan,

At that time, the Motrac Four Channel Mobile two-way radios were considered the best mobile radio available in the United States. You see these radios on the TV show "ADAM 12". Prior to the Motrac radios, most radios were 2 channels. The Motrac had four channels, packages in a



← GE Progress

Motorola Motrac →



convenient package for mobile installations. The only competition was the GE Progress line, but they were not very popular. (later GE came out with their Master II which was superior to the Motrac and the Micor).

I join with Jack Brigance, the radio person for Utah Natural Resources (Forestry and Fire Control), fish and Game in setting up his department communications. The Utah Department of Highways refused to support the move to High Band and expanded their Low Band program. However later, when they realized the importance of the High Band repeater system, the adjacent states had taken all the Highway Road Department frequencies and with some politics, they took frequencies from of the Natural Resources.

In an attempt to limit me, I was transferred to Richfield to work with the Five County and the Six County groups. I was given my State Car to use, an Office and a Secretary and told to just sit there and do nothing until I started to draw my retirement.

## THE BEST YEARS TO BE ALIVE

With Robert Wood Johnson funding, I tied the Six County Emergency Services, Sheriff, City Police, Fire Departments, Emergency Medical, Search and Rescue groups together, each county independent, but coordinated.

All though I didn't have access to funding for the five county areas, I made suggestions of equipment and purchasing procedure with a goal of each county having a frequency of their own and a base station in their Offices.

Senator Thrope Waddingham (Delta) was contacted by a number of government departments in his area with concerns about transferring me back to Salt Lake. Off the record, I was told that they were going to take my State Car and secretary and restrict me to a Salt Lake Office. Eventually they would find a way to get rid of me. He wrote a letter to the legislator for information.

A copy of the reply: Non-important part of the letter was minimized.

### **STATE OF UTAH- BUDGET COMMITTEE-Acks of the Legislative Fiscal analyst-419 STATE CAPITOL - SALT LAKE CITY 84114**

*LEO L. MEMMOTT-LEGISLATIVE ANALYST-SENATE MEMBERS*

*DIXIE LEAVITT, CHAIRMAN-Omar B. Bunnell-HOUSE MEMBERS-SIDNEY J. ATKIN CHARLES E. BENNETT*

*November 30, 1976 Senator Thorpe Waddingham 615 North 100 West Delta, UT 84624*

*Dear Senator Waddingham*

*Regarding your request for additional information concerning the proposed regionalization of the Office of Emergency Services. It has been proposed by the Office of Emergency Services, and approved by the Council of Defense, that the Office of Emergency Services be realigned to conform with the existing multi-county planning districts. It was felt that this approach will insure maximum efficiency in the development of a statewide emergency response capability. The proposed regionalization of the Office of Emergency Services would be accomplished over a period of four years. This program would expand the staff of their office from its present staffing level of 9 to 14.*

*This proposal has been discussed by the legislative subcommittee on transportation and public safety over the last two years. Each year the subcommittee has unconditionally denied funding this concept. Subsequently in 1975 the communications officer was transferred to Richfield and is currently fulfilling the position of area coordinator to the eleven-county area. The Office of Emergency Services intends to fill the vacancy created by the transfer of the communications officer by hiring a Deputy operations/Communication officer at grade 21.*

*The-office of emergency services has not followed the intent of the Legislature as set forth in the 1975 and 1976 legislative subcommittee hearings. The Legislative, intent is quoted below.*



## THE BEST YEARS TO BE ALIVE

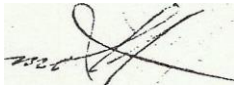
*"The Legislature denied a \$34,800 workload increase. These funds were to be used to begin a regionalization program to provide emergency response capabilities along multi-county planning district lines. In denying the workload increase request the Legislature indicates its intent that state funds are not to be used in the development of emergency response capabilities at local levels of government. The Legislature recognizes that the state has an obligation to provide assistance to local units of government in developing emergency response capabilities but maintains that local entities should bear the cost of such a program."*

*As a follow-up on the intent statement expressed by the Legislature, I have been to many of the major cities in the eleven county areas served by Russel Bateman. One can only be impressed with his efforts to improve the emergency and medical communication capability in these outlying regions of the state. On the other hand, it was also noted that, he was actually performing many services to these cities and counties that they themselves should have been providing. For example, he would not only design an emergency communication network for a local community, he would also install and maintain the equipment in the hospital and the ambulance vehicles for them. As an emergency operations advisor to the eleven counties, he was not only assisting the counties in the design and development of emergency operational plans for these communities, he also wrote-up the plans and filled out the necessary government forms in behalf of the designated community civil defense coordinator. It was also noted that he concentrated his efforts in three or four principle cities in the 11 county areas while the needs of the more outlying areas were being neglected*

*There are some very definite advantages and disadvantages to the regionalization program initiated to the Office of Emergency Services. The Legislative Analyst recommended that the subcommittee again discuss the "Regionalization Concept" in depth with the agency then make a decision as to the implementation of this plan. Although the legislature has denied any state support in the past by not funding the program, they have not been opposed to the concept. But they feel that the cities and counties should finance the concept out of their own funds.*

*If there are any further questions, please feel free to contact this office: thank you.*

*Sincerely,*



*Leo L. Memmott*

Legislative Fiscal Analyst LLM:ag Enclosures

STATE OF UTAH

BUDGET COMMITTEE

Ace of the Legislative Fiscal analyst

419 STATE CAPITOL - SALT LAKE CITY 84114

The comment that I had neglected out lining areas was not true. There was a campaign to protect my assignment and Office in Richfield. Several letters, telephone calls and personal contact were made in my behalf. Robert Wood Johnson Foundation (RWJ) contributed a lot of private money to Utah to develop Emergency care and facilities. My hospital/ambulance communications plan

## THE BEST YEARS TO BE ALIVE

received RWJ support and funding. (See my chapter 11) I applied for another \$50,000 for use in the Six County area. The new money gave a new start for added radios in County Sheriff's offices. After the funds were expended, a five-man RWJ came to see the results of the funding. They were not happy with the funds given to the State in the Salt Lake area. As the funding was being used for Salaries and other projects what didn't represent the intent of the program. RWJ pulled \$160,000 of funds that hadn't been spent and dedicated it to the six county projects. This was my death warrant as an employee of the State of Utah

Below are some of the letters written in my support. My Office never received one complaint from a county or City Civil Defense Coordinator. If there were, comment about my efforts were only in three or four principle Cities, also were not true.

The orders from the legislative committee to close my Richfield Office was an effort by the Progressive Group to get rid of me. I was told that there were about 30 or more letters of support written in support of my efforts. In addition, there were many telephone calls made that I have no way of knowing who made the calls. Below are copies of several of those letters that were written by officials in most of the Eleven counties that I was responsible for.

There were also telephone and personal contacts which I have no written copy of. The actual letter is shown as an icon with the text of the letter OCR for better readability.

1976 01 17 Garfield County Sheriff

Reprehensive Todd G. Weston

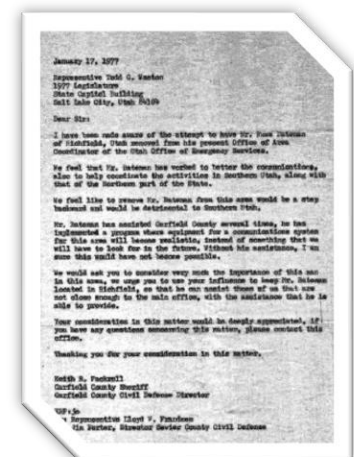
1977 Legislature, State Capitol Building

Salt Lake City, Utah

Dear Sir:

*I have been made aware of the attempt to have Mr. **Russ Bateman** of Richfield, Utah removed from his present office of area coordinator of the state office of emergency services. We feel that **Mr. Bateman** has worked to better the communications, also to help coordinate the activities in southern Utah, along with that of the northern part of the state. We feel like to remove **Mr. Bateman** from this area would be a step backwards and would be detrimental to Southern Utah.*

***Mr. Bateman** has assisted Garfield County several times, he has implemented a program where equipment for communication systems for this area will become realistic, instead of something that will have to look for the future. Without his assistance, I'm sure this would not have been possible. We would ask you to consider*



## THE BEST YEARS TO BE ALIVE

*very much the importance of this man in our area, we urge you to use your influence to keep **Mr. Bateman** located in Richfield, so that he can assist those of us that are not close enough to the main office, with the assistance that he is able to provide.*

*Your consideration on this matter would be greatly appreciated, if you have any questions concerning this matter, please contact this office.*

*Keith R Fackrell, Garfield County Sheriff. Garfield County Civil Defense Director*

.~~~~~

### 1976 02 09 Sevier County Sheriff

*Donald R. Spradling  
Executive Director  
Utah Council of Defense  
P. O. Box 8100  
Salt Lake City, Utah 84108*

*Dear Mr. Spradling:*

*This letter is in support of Russell R. Bateman of your office. Mr. Bateman was assigned to this area approximately one and a half years ago and has provided valuable assistance to this office and our county. The Sevier County Jeep Posse has made him an honorary member because of the assistance he has provided them in obtaining surplus and excess material for use in search and rescue operations.*

*Mr. Bateman has been very helpful to Sevier County in giving technical assistance in developing our emergency resources and coordination. We would certainly like him to remain in his present position in our county.*

*Very truly yours,*

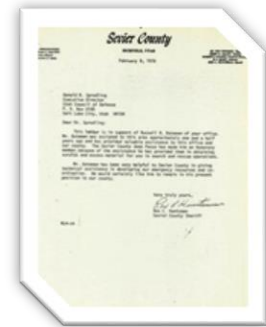
*Rex L. Huntsman*

*Sevier County Sheriff*

*1976 02 10 Cedar City Volunteer Fire Department*

*State of Utah  
Council of Defense  
Donald R. Spradling Director*

*Dear Don,*



## THE BEST YEARS TO BE ALIVE

*I would like to tell you of our appreciation, for the assistance that we have received from **Russ Bateman**.*

*Last week he spent two days in remodeling our base station, retuning the crystals to the hospital channel.*

*He spent a full day with us on our disaster drill, and his help was very valuable.*

***Mr. Bateman** is also helping us to get our license, to have our own frequency for fire communications. It's great to have help from someone in Southern Utah that we can call upon with our troubles.*

*I don't mean to not mention the rest of the very capable staff, and men like Frank Reeder and Dana Peck, cannot be replaced. These men have been great in obtaining much-needed equipment for our fire department and all of the committees in our County, I really appreciate you and your complete staff.*

*Sincerely*

*David E Bentley, Cedar city fire inspector*



*1976 02 10 Iron County Civil Defense*

*February 10, 1976*

*Donald R. Spradling Director*

*Office of Emergency Services*

*Salt Lake City, Utah*

*Dear Mr. Spradling*

*I am writing this letter in support of the assignment of Russell R. Bateman as area coordinator for this area. Mr. Bateman has been of great help to us here in this area. He has responded to every call made to him, and I wish to make a special commendation on his help to us in our recent Disaster Drill at the hospital here in Cedar City.*

*We hope he can remain here in our area as this is definitely a savings to the counties, both financially and in time.*

*Sincerely,*

*Haldow E. Christensen*

*Director, Iron County Civil Defense*

*District Judge*

*1976 02 10 West Millard Hospital Delta*

*West Millard County Hospital*

*Donald R. Spradling, Executive Director*



# THE BEST YEARS TO BE ALIVE

Council of Defense

P. O. Box 8100

Salt Lake City, Utah 84108

Dear Mr. Spradling:

It has just come to my attention that **Mr. Russell Bateman** may be moved from the Richfield area.

If this is true, I would like to voice my objection at this time.

As Hospital Administrator of the West Millard Hospital in Delta, I am very anxious to see the communication system for medical facilities and vehicles continue to improve.

Because of the great distances between communities and hospitals in Southern Utah, the radio communications are very beneficial to everyone concerned with health care problems.

The use and value of the radio equipment is growing daily as paging systems for doctors and hospital support people are installed. It appears that a greater number of repeater stations are still needed in order to achieve the total coverage for radios as envisioned with the inception of this program by I.R.M.P.

If at all possible, I will appreciate your support in keeping **Mr. Bateman** in the Southern Utah area and thus allowing him to continue pushing this project forward to better meet the needs of rural hospitals.

Sincerely,

R. Dell Ashby  
Administrator



## 1976 02 Monroe City

P. O. Box A Phone 527-3511 55 North Main

MONROE, UTAH 84754

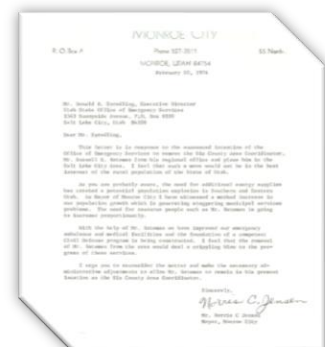
February 10, 1976

Mr. Donald R. Spradling, Executive Director Utah State Office of Emergency Services 1543 Sunnyside Avenue, P.O. Box 8100

Salt Lake City, Utah 84108

Dear Mr. Spradling,

This letter is in response to the announced intention of the Office of Emergency Services to remove the Six County Area Coordinator, **Mr. Russell R. Bateman** from his regional office and place him in the Salt Lake City Area. I feel that such a move would not be in the best interest of the rural population of the State of Utah.





## THE BEST YEARS TO BE ALIVE

*As you are probably aware, the need for additional energy supplies has created a potential population explosion in Southern and Eastern Utah. As Mayor of Monroe City, I have witnessed a marked increase in our population growth which is generating staggering municipal services problems. The need for resource people such as **Mr. Bateman** is going to increase proportionally.*

*With the help of **Mr. Bateman**, we have improved our emergency ambulance and medical facilities and the foundation of a competent Civil Defense program is being constructed. I feel that the removal of **Mr. Bateman** from the area would deal a crippling blow to the progress of these services.*

*I urge you to reconsider the matter and make the necessary administrative adjustments to allow **Mr. Bateman** to remain in his present location as the Six County Area Coordinator.*

*Sincerely,*

*Mr. Norris C Jensen Mayor, Monroe City*

*NCJ/jnp*

~~~~~

1976 02 11 Gunnison Valley Hospital

Gunnison Valley Hospital Association

GUNNISON, UTAH 84634

February 11, 1976

State of Utah

Council of Defense

Office of Emergency Services

1543 Sunnyside Avenue

P.O. Box 8100

Salt Lake City, Utah 84108

Dear Mr. Finch:

In this overcrowded world of bureaucracies and Federal and State regulations, it is very easy to overlook the needs and potential disaster problems that can arise on a moment's notice.

*I am referring to your thoughts of moving **Russell R. Bateman** back to the metropolitan area. As a hospital administrator, may I point out the facts that many times during the year hordes of people from the metropolitan area, frequent our area, for recreational purposes. Most of these recreational escapes result in hazardous situations of bodily injuries of which the State of Utah has done very little to help us correct and assist these people.*

*It is our opinion that if **Mr. Bateman** was moved from this area, we would lose what we have gained in the last two to three years concerning the health care of the people of the state of Utah because of his initiative and ambitions in helping coordinate an emergency communication program through all governmental*



THE BEST YEARS TO BE ALIVE

entities in this section of the state. We therefore respectfully request that you reconsider moving him and that you leave him in this locality where we feel that he can serve the state in a more useful way.

Sincerely yours,

F. G. Peterson Administrator

~~~~~

### 1976 02 11 Milford Valley Hospital

MILFORD VALLEY MEMORIAL HOSPITAL

February 11, 1976

Mr. Donald R. Spradling Executive Director.

Office of Emergency Services P.O. Box 8100

Salt Lake City, Utah 84108

Dear Mr. Spradling,

I have been advised of the possibility of relocating this area of the States Emergency Services coordinator. If that is the case, then I feel compelled to inform you and whom-so-ever other officials, of my objection to such a move.

Every once in a while, the small rural communities receive an unexpected break from the bureaucratic practices of Uncle Sam. Perhaps these breaks are unintentional or the result of communication break downs, but the fact remains, the rural areas receive some benefits that would border on the edge of criminalize, to deprive them of it.

I have had the esteemed pleasure of working with **Mr. Russell R. Bateman** for the past three years. His expertise and devotion to his duties have resulted in insurmountable effectiveness in better provision of emergency patient care by our hospital. His availability to us by residing right in the area has created a unique situation in resolving long and unnecessary delays in problems that needed immediate attention.

The loss of Mr. Bateman from this area, for whatever the reason, would be neglecting the Council's responsibilities of providing a much-needed service to the citizens of So. West Utah.

I indeed hope that you take this under consideration before making any decisions as to where the area Coordinator must reside.

If I can be of any more help to you in any way please feel free to contact me.

With all Sincerity,



John Maxey Administrator

JM/li



## 1976 02 12 Dixie Medical Center

February 12i 1976

Mr. Donald R. Spalding

Executive Director

Council of Defense

Office of Emergency Services

1543 Sunnyside Avenue

P. O. Box 8100

Salt Lake City, Utah 84108

Dear Mr. Spalding:

I am writing this letter in regards to **Mr. Russell R. Bateman**, Area Coordinator, Utah Office of Employee Service.

I would like to take this opportunity to express my appreciation to **Mr. Bateman** for the services he has provided the Dixie Hospital and the Dixie Medical Center in the installation of the Emergency Radio equipment and the recent transfer of this equipment to the Dixie Medical Center.

I would also like to thank him for his technical and personal help. Mr. Bateman has been very prompt and has responded to our requests for both technical and personal needs in the hospital, and I feel that a transfer of Mr. Bateman from the southern region would not be in the best interest of the hospital, the ambulance service, or the area.

Sincerely,

Elwood M. Harrison Administrator

EMH: lm

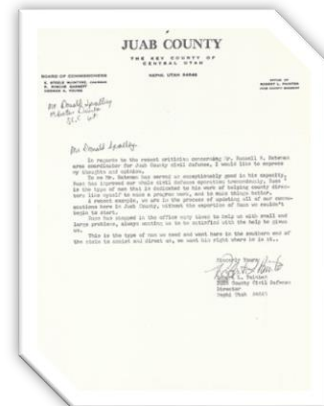


## 1976 02-13 Juab County Sheriff & Civil Defense

In regard to the recent critics' concerning **Mr. Russell R. Bateman**, Area coordinator for Juab County civil defense, I would like to express my thoughts and opinion.

To me **Mr. Bateman**- has served us exceptionably good in his capacity, **Russ** -has improved our whole civil defense operation tremendously, **Russ** ' is the type of man that is dedicated to his work of helping county directors like myself to make a program work, and to make things better.

A recent example, we are in the process of updating all of our communications here in Juab County, without the expertise of Russ we couldn't begin to start.



## THE BEST YEARS TO BE ALIVE

*Russ has stopped in the office many times to help us with small and large problems, always wanting us to be satisfied with the help he gives us.*

*This is the type of man we need and want here in the southern end of the state to assist and direct us, we want him right where he is at..*



Robert L Painter  
Juab County Sheriff and Civil Defense Director

~~~~~

1976 02 17 District EMS Director Mark Greenwood M, D,

RICHFIELD CLINIC

460 NORTH MAIN

RICHFIELD, UTAH 84701

W. R. WORLEY, JR., M.D.

MARK W. GREENWOOD, M. D. TELEPHONE 896.5496

February 17, 1976 SPECIAL DELIVERY

Mr. Don Spradling

State of Utah Council of Defense Office of Emergency Services 1543 Sunnyside Avenue

P.O. Box 8100

Salt Lake City, Utah 84108

Dear Mr. Spradling:

*This letter is to express to you our appreciation for the support of **Mr. Russ Bateman** in our area. **Russ** has been invaluable in helping arrange adequate communications as pertains to Emergency Medical Services for the six county area. He has helped with radios in the ambulances as well as with the improved communications between hospitals. He was instrumental in erecting the repeater tower which is presently serving on the Marysville Peak.*

*We strongly need **Russell** down here in this area for our Emergency Medical Services Communications.*

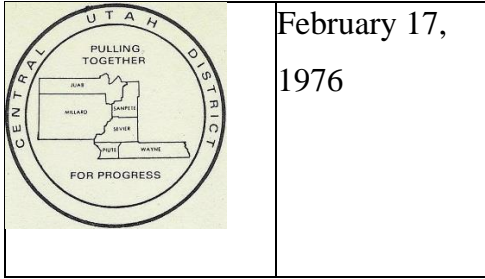
Sincerely,

Mark W. Greenwood, M.D.

District EMS Director



1976 02 17 Six-County Commissioners Organization



February 17,
1976

SIX- COUNTY COMMISSIONERS ORGANIZATION

Donald Executive Director

State of Utah Council of Defense Office of Emergency Services 1543 Sunnyside Avenue

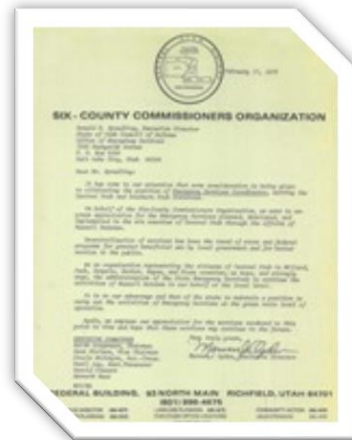
P. O. Box-8100

Salt Lake City, Utah 84108

Dear Mr. Spral ding:

It has come to our attention that some consideration is being given to eliminating the position of Emergency Services Coordinator, serving the Central Utah and Southern Utah Districts.

*On behalf of the Six-County Commissioners Organization, we want to express appreciation for the Emergency Services planned, developed, and implemented in the six counties of Central Utah through the efforts of **Russell Bateman**.*



Decentralization of services has been the trend of state and federal programs for greater beneficial use by local government and for better service to the public.

*As an organization representing the citizens of Central Utah in Millard, Juab, Sanpete, Sevier, Wayne, and Piute counties; we hope, and strongly urge, the administrators of the State Emergency Services to continue the activities of **Russell Bateman** in our behalf at the local level.*

It is to our advantage and that of the state to maintain a position to carry out the activities of Emergency Services at the grass roots level of operation.

Again, we express our appreciation for the services rendered to this point in time and hope that these services may continue in the future.

Truly yours,

Marve J Ogden, Executive Director

A handwritten signature in black ink, appearing to read 'Marve J Ogden'.

EXECUTIVE COMMITTEE

THE BEST YEARS TO BE ALIVE

Keith Jorgensen, .Chairman Dean Nielsen, Vice:Chairman Steele McIntyre, Sec.-Treas. Basil Lay,
Asst.Treasurer Harold Stewart

Kenneth Rees

1977 01 20 Loa EMT Coordinator

Loa, Utah

January 20, 1977

Rep. Todd G. Weston

1977 Legislature

State Capitol Building

Salt Lake City, Utah 64103

Rep. Weston:

My Husband and I have been concerned with the Medical and Ambulance services in Wayne County for 20 years, and have worked diligently to obtain better services in these areas,

We feel that much of the help we have obtained has been through the efforts of Russ Bateman, Centro. Utah Area Coordinator.

***Mr. Bateman** has made every effort to obtain Radios for Ambulances, Radio Coverage for Civil Defense requirements in our area; He has provided technical direction in assisting the rural counties in providing services at great distances from the hospitals and Doctors.*

*My husband and I have been involved in the training of Emergency Medical Technicians in the Central Utah Area (trained about 250 persons), We feel that the assistance **Mr. Bateman** has given us in our Emergency Medical Technician courses in the line of communication, for the initial courses and recertification courses are very valuable to our people.*

*I feel that it is important that **Russ Bateman** be maintained as Coordinator of Central Utah.*

Thank you for your time and consideration

Sincerely

A Brown

215 N. Main

Loa, Utah 84747 (EMT Coordinator)



THE BEST YEARS TO BE ALIVE

1977 01 18 Millard County Road Department

Reprehensive Todd G Weston, 1977 legislature, state office building, Salt Lake City Utah

Dear Rep. Weston.

We in Millard County would like to ask your support in helping keep the central Utah coordinator office in Richfield. We feel that it is very central to Millard County, and the contact is better having an office closer than Salt Lake City.

I would like also to mention that Russell Bateman is a great asset to the Richfield office and the services he renders us such as excess and surplus properties, assistance in writing emergency operation plans, and emergency notification. Our system needs upgrading and Russ has worked on this plan, and it is ready to finish, so we really need him.

Thanks for all you do.

We wish you success in your year ahead.

Sincerely,

Eugene Young, Director, Millard County road supervisor.

1977 10 06 Fillmore Fire Department

40 East 100 South

Fillmore, Utah 84631

Fillmore, Utah



~~~~~

## Oct. 6, 1977 Fillmore Fire Department

*Russell. R. Bateman*

*Area Coordinator*

*P.O. Box 566*

*Richfield, Utah 84701*

*Dear Mr. Bateman*

*We, the Fillmore Fire Dept. wish to extend our thanks and appreciation to you and your office for your assistance in helping us to develop our department. Your action has helped us in many ways, from acquiring the surplus fire truck to updating our communications.*

*I am very much interested in the coordination between the Office of Emergency Services and the State Forestry and Fire Control. This will increase your effectiveness in helping the public safety effort and the local fire service. In my effort to obtain our fire truck I could see the need for this cooperation.*



## THE BEST YEARS TO BE ALIVE

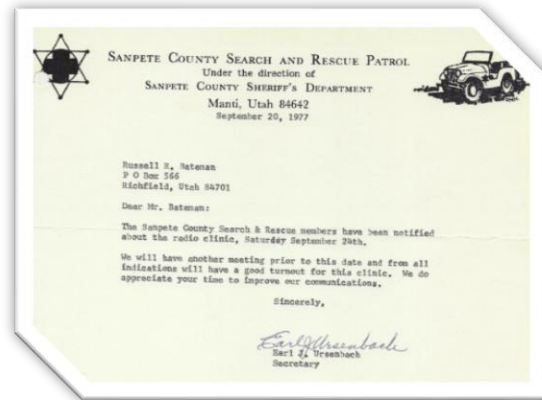
*I am planning on attending the Fire Chiefs Meeting in Richfield this month. I am excited about it and hope to gain a lot of good information. This kind of a program has been needed for a long time. Between your preparation and the exchange of ideas between the fire chiefs of small fire departments as our own we should be well benefited.*

*If in some way I can be of any help to you please feel free to ask. I have committed to Millard County to help Scipio acquire a fire truck. I would appreciate your attention in this matter.*

*Best Regards*

*Tony J. Dearden*

*Fillmore Fire Chief*



Radios back in this time were required to have annual Frequencies adjustment by an FCC license technician. I held an FCC certification, had the required equipment and offered help to the Jeep Poses in Southern Utah with this certification. Without my help, it would have cost at least \$50 cost for each of the hundreds of members to have this check annually. As indicated by this letter, I did this service for most of the SAR units without compensation for time and fuel for this project. I did this support on Saturdays, a time that I was on my own time. In most cases, there were not commercial services available

A Jeep Posse would set a time and line up their vehicles and it would take me about Ten to twenty minutes for each vehicle check and adjust the frequency of their radios. Each unit would have 15 to 20 radios.

In chapter 10 of this history, I took four weeks of State Vacation time, Organized, Supervised and did the final FCC certification for the installation of Radio Communications in 41 Hospitals and 50 Ambulances, mostly in rural areas of Utah. There were no state funds involved and IRMP only compensation was to cover my fuel. See chapter 11 and appendix A for date covering this project.

I was a salaried State Employee, I saw a need to help County Search and rescue units. At that time, public safety two-way radios were required check and set on frequency annually. A 2<sup>nd</sup> class FCC Radio Telephone license was required, and I was properly licensed. I scheduled time with many of the County Jeep Poses to perform this requirement on my own time, with my own equipment, Vehicle and received no monetary reimbursement.

## THE BEST YEARS TO BE ALIVE

When I was transferred to Richfield and told by The Progressive Group that I could sit at my desk and do nothing until I retired. I am not that kind of a person,

### 1977 01 06 Governor Fires 3 Members of the Defense Council

*Three members of the Utah State Counsel Defense who voted against executive department wishes that director of the office of emergency services be fired, were fired themselves Wednesday by Gov. Scott Matheson.*

*The governor said he requested resignations – a governmental form of firing – from Council Chairman Robert R Finch, Salt Lake City; Joseph C. Empey, St. George; and Herbert Price, Salt Lake City.*

*The counsel defense is a nine-member body which advises and, in some cases, oversees the state preparation and response for emergencies, disaster and defense matters.*

*The governor, Secretary of State, Atty. Gen., Senate President and House Speaker, are all members. For at-large membership are appointed by the Governor for term described as at the pleasure of the governor.*

*Costs for “Resignation”*

*In January, following an executive reorganization which place the office of emergency services under the direction of the public safety, Larry E Lulondon, (Lunnen) director of the department, had requested that OES director Donald R Spralding be fired or given a chance to resign.*

*Council in an errant rebuke of the governor, voted not to accept the resignation or fire Mr. Spralding. Members of said gave him a vote of confidence.*

*Mr. Spralding later re-signed.*

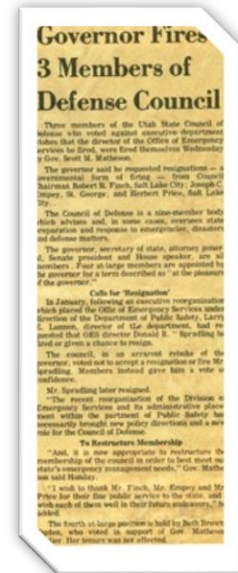
*There is an organization of the division of emergency services and its administrative place within the Department of Public Safety has necessarily brought a new policy of directions and new role for the counsel defense.*

*To restructure membership*

*“And, it is now appropriate to restructure the membership of the counsel in order to best meet our states emergency management needs,” Gov. Matheson said Monday.*

*I wish to thank Mr. Finch, Mr. Empey and Mr. Price for the fine service to the state, and I wish each of them well in their future endeavors, he added.*

*The fourth at-large position is held by Beth Brown, of Ogden, who voted in support of Gov. Matheson earlier.*



## THE BEST YEARS TO BE ALIVE

I feel deep remorse for the Firing of my Director, Don Spralding and members of the council of Defense. They were fired trying to protect me and my job.



Bob Finch was a high-level Salt Lake Attorney. To be fired as the Chairman of the Council of Defense meant very little to his economic status, as he received no remuneration for the position. I met Bob Finch when he attended my Amateur Radio Class with his Son, Randy. (See chapter 14) I felt that Bob Finch may have pressured Don to protect my job.

For my director Don Spralding to lose his job was a major adjustment in his life. He like me, dearly loved his job and he was doing a great job.

They were republicans appointed by Democratic Governor Rampton. The only members of the council of Defense that were not fired were Democrats. I feel that the progressive Group was seeking control of Emergency Services Department for their access to Federal Funds.

The Department of Emergency services had less than ten members during the 15 years that I was an employee. In the next few months, the staff members grew to over 160 employees and last, I heard, it was down to 70 members. They were given police powers as now they were part of the Utah Homeland Security.

Several years later, I talked with the department Director, Larry Lunnen. He said that he was only a figure head and seemed to have no input to what was happening. I felt that he was saying that the State progressive group had taken over and were a kind of dictator form of government.

I really enjoyed my position as a staff member in the Department of Emergency Services. I was pressured out of my position, not for not doing my job, but doing too much. A lot of it was the control of Robert Wood Johnson Foundation money. The Progressive Group now had the ear of the new Governor Matheson.

Malan Jackson was the Executive director of the Six County Commissioners organization. With the support of the eighteen County Commissioners, I was offered employment with them as they were aware of work that I had been doing in their areas.





## THE BEST YEARS TO BE ALIVE

With the firing of Don Spralding, Bob Finch and the other three members of the Council of Defense, I knew what progressive group they had in mind for me, now that they had the ear of the new Governor Mike Leavitt. Closing my Office in Richfield was just a political statement. One of the Progressive members told me that they were taking my car and my secretary, and I would be restricted to the office. What they were really saying, now we have taken over and we want you to resign.

When I resigned, I left a month of vacation and I don't know how much sick time on the books.

I had known Malan Jackson, the Executive Director of the Six County Commissioners organization. I knew that he had been a Mission President of the Taiwan Mission. I had worked with him for several months. I have a lot of respect for him.

I was assigned to speak at the next Six County Commissioners Meeting with the topic "Winter Storms". I never wrote my talks out, and only used my notes;

### **1975-emergency services director winter storm caution.** Richfield

Reapers Newspaper Reporter coverage of a talk that I gave to the 18 County Commissioners at a Six County Commissioners meeting as assigned by the Director of the Six County organization.



*"Winter storms are killers that strike with little warning and can mean disaster for the unprepared" according to **Russell R. Bateman** of the six County commissioners' organization.*

*He adds that with preparation, the devastating effects of winter storms can be held to a minimum. Lives and lifestyle can be saved with a little knowledge of the danger of winter storms.*

*Winter storms can occur just about any time in the fall to early spring months. Bateman says that colder months of November to March are when the most winter storms occur. It is not uncommon for one area to be hit by several storms at one time.*

*Intense winter storms are often accompanied by cold waves, ice or glazed, heavy snow, blizzards, or a combination of these. Often in a single storm precipitation changes several times as a storm passes. Their common feature is the ability to completely immobilize large areas and to isolate and kill persons and livestock in their path.*

*The worst winter storm on record occur January, 1888 when a disastrous blizzard swept through Montana bringing numbing cold and snow drifts as far south as Texas and Eastward to Minnesota. Two months later another record blizzard struck the East Coast dumping 40 inches of snow and killing 200 persons in the New York City alone. Most residents of Utah probably remember the winter of 1973 to 1974 when there were 52 snow days and hundred and 10 inches of snow in the Salt Lake Valley.*

## THE BEST YEARS TO BE ALIVE

*The real danger of winter storms is not the extreme temperatures but other hazards associated with the storms. More than a third of the deaths during the winter storms can be attributed to automobile and other accidents. Another third of the deaths are the results of over exertion, exhaustion and heart attacks.*

*Only about 7% of the Deaths are caused by exposures and fatal freezing. Other desolate results are home fires, carbon monoxide poisoning in small cars, falls on slippery walks and electrocution from downed wires.*

***Bateman** stressed that it is important for residents of the six counties to understand the difference in the types of warnings issued by the Weather Bureau so that they can prepare if a winter storm is on its way.*

*The term storm watch alerts the public that a storm has formed and it is approaching the area. People in the concerned area should keep listening for the latest advisories over the radio or television and begin to take precautionary measures.*

*The word warning means that a storm is imminent, and immediate action should be taken to protect life and property.*

*The main three factors which make winter storms dangerous are ice, snow and wind. Ice forms immediately on utility poles and highways causing tremendous damage and raising accident rate to over 8% on the highways.*

*Snow can isolate entire communities, families and persons in automobiles. Drifting and blowing snow can close roads in minutes, cutting off access which means a freezing death to someone who tries to walk out.*

*The wind combined with low temperatures, causes extreme cooling effect on exposed skin. Known as wind chill factor the temperature “felt” by a person is much lower than the actual temperature. For example, if the temperature is near zero with a 20 mile-per-hour wind the combination effect on exposed flesh would be that of 40° below zero. If you run the motor, open the downwind window for ventilation. Exercise in a car by moving arms legs to improve circulation. Keep the light on inside at night and someone should keep watch at all times.*

*Bateman also suggests it's a good idea to carry a winter storm kit in the trunk of the car. It should contain such things as blankets or sleeping bags, candles and matches, high calorie nonperishable food and a first aid kit. There are other things that would be valuable and **Bateman** advised people to see him for a complete list and copy of civil defense publication “In time of Emergency”. He says the book is very valuable helping people to prepare for all types of emergencies.*

*Blizzards, in addition to being a danger to people often take a terrible toll on live stock. Stockmen should take necessary precautions in advance of severe winter storms. Livestock, especially the young should be moved into sheltered areas. Haul extra feed to feeding areas before the storm arrives.*

*With sufficient feed and water most, cattle can survive the storm. Most cattle deaths are the results of hydration and not freezing.*

*In the talks that I gave, I normally spoke using notes, so I never had copies of the complete talk. I kept this newspaper article so that I knew what I said.*

*1976-01-23 – 1-800-662-5151 new emergency telephone number*

*New emergency telephone system ties in counties.*

*Residence of a seven County area in southern Utah will now have one telephone number available to report fire, law enforcement, and medical needs from all communities.*

## THE BEST YEARS TO BE ALIVE

*Dr. Mark Greenwood, Richfield, director of emergency medical services, said that the number is 1-800-662-5151, and is set up to be used by residents of severe, Sanpete, Millard, Juab, Piute,, Wayne and Garfield counties.*

*The toll-free telephone will be answered anytime of the day air night by on-duty Highway Patrol and severe County Sheriff's office dispatchers. These operators will determine the type of emergency and while the caller is still on the line, he will notify the appropriate fire, ambulance or police unit nearest to the location of the emergency, either by radio or special telephone circuits.*

*A single number entry system is being sponsored by the seven counties, and by the six County commissioner's organization with **Russell Bateman**, area coordinator for the Utah emergency services, as a system coordinator.*

*Garfield County is included in the system in addition to the counties in the six County commissioner's organization.*

*Dr. Greenwood emphasized the system does not replace any existing emergency telephone numbers. It is intended to supplement available emergency services, especially in communities where municipal services are closed after five or 6 PM.*

*The center, now located in the Sevier County Courthouse correctional institution complex in Richfield, will be expanded to have capabilities of remotely activating fire sirens and page ambulance operators anywhere in the central Utah area.*

*The center is operated jointly by the severe County Sheriff's office and the Utah Highway Patrol offices in Richfield. It was established, in part with funds from the Robert Wood Johnson foundation, a private philanthropy which provides grant assistance to institution and agencies seeking to improve healthcare in the United States.*

*Dr. Greenwood is director of emergency services for most of the area covered by the new service.*

*Telephone stickers giving the emergency number are being distributed by the regional emergency medical services Council and various public safety and Hamlet's organizations in the area officials urge the use of the stickers be placed on or near a home or business telephone.*



## Nerve center in Richfield already to meet disasters y Reed Madsen Desert news staff writer

*Richfield- a disaster strikes South-Central Utah – perhaps a major earthquake along the Sevier faults. How would agencies coordinate to meet the needs of the people?*

*The answer; through a system which **Russ Bateman** describes as a utopia in communications for a rural area.*

***Bateman**, civil defense and emergency services director, has developed a communication system which could quickly coordinate activities among hospitals and eminences for medical attention, direct some law enforcement, and even call for road and Highway repairs.*



## THE BEST YEARS TO BE ALIVE

*The nerve center is in the facilities owned by Sevier County, quarters that even provide protection against radioactive fallout for those who would be directing emergency activities.*

*In the basement beneath the Sevier County jail is a large conference room, a communication system that can rapidly be tied in with most agencies in the six County area, and a room with extensive up-to-date medication testing and repair equipment.*

*The rooms have a PF protection factor of 187, Bateman said. PF stands for protective factor against nuclear fallout. Though 187 quotations 187 times the better than protection afforded outside the building quotation, he said. The minimum protection factor required for major control centers is 100.*

*In the building jail area, where daily communications are operated, the PF is 40, which is the minimum required in a public shelter to protect John Q public, Bateman said.*

*The County did not plan for such safety factors – it just worked out that way when the jail was built. The contract walls are constructed as the jail's foundation and the basement has no Windows.*

*What's more; the conference room in which the County commissioners, law enforcement officials and others could plan activities in the event of a major disaster was completed inexpensively. The work was done by Sevier County Jeep posse volunteers. They use the area for meetings and training sessions. While the communication system is owned by Sevier County, it is tied in with surrounding counties, member of the six County Association. The counties share the expense, paying about 700 per month toward the program.*

*Part of the system was originally completed through the Six- County organization which involves Sevier, Piute, Wayne, Juab, Sanpete and Millard counties. **Bateman** was an Association employee, but now works for Sevier County.*

*I guess it's a matter of education, and officials and some of the counties haven't fully realized the advantages the system offers", Bateman said. "Not all departments and all the counties are tied in with the communications, but we hope eventually they all will be."*

*Yet just about any agency could quickly be contacted. Repeaters are located strategically on mountain peaks throughout the area, all for primary and backup use. "We have direct contact with all hospitals in the area and can dispatch ambulances," **Bateman** said. In one community 50 miles away the fire siren can be sounded from the Richfield center...*



Law enforcement is primarily handled through the Utah Highway Patrol headquarters at Richfield, but both systems can be correlated if necessary.

One of the benefits of the system is that it didn't cost taxpayers much money. Almost 2 years ago a 40,000 grant was made available by the Robert Wood Johnson foundation. After representatives inspected and found out what we were doing and the advantages of it was offered, the foundation took additional funds from other areas that were not using the money and came up with a an additional of \$160,00 the director said.

## THE BEST YEARS TO BE ALIVE

*The major communications repeater is located on Monroe Peak. One backup system was installed near Marysville and another on a mountain near Eureka. There are other repeaters which are not part of the center's program, but they can be tripped at sheriff's offices in the six County areas as well as in Panguitch and Beaver," he said.*

*Three other groups could prove invaluable in case of emergency and also can be contacted through the system; the military, amateur radio operators, and people with citizen band radios. We can't reach far out with CB, but Citizens Band Radios could be called into action in local areas," **Bateman** said.*

*One long-range band in the communication system could also put local officials in contact with those in Salt Lake City and Denver. By working through amateur radio operators, contact can be made throughout the world.*

*Few rural areas have such extensive communications as this one," **Bateman** said. "We will do further development, but we have just about everything we need – we have nearly reached the utopia."*

***Bateman**, with part-time assistance, installed the entire system. On a day-to-day basis it is now being used for basic emergency needs.*

*The center is manned 24 hours a day by dispatchers Austin Cranston, Steve Mickelson, Susan Sieve and Alan DeMille. **Bateman** occasionally pinch hits as a dispatcher,*

### 1977 \$41,000 grant to aid expansion of regional emergency system. -Richfield reaper

*A grant of \$41,000 was granted from the Robert Wood Johnson foundation has been made to expand the public emergency services aid in the central – Southern Utah area.*

*In addition to the grant another \$118,000 has been awarded by the State of Utah.*

*The system which ties in various emergency service groups, including Police, Highway Patrol, Sheriff, and Ambulances, doctors, hospitals and search and rescue are sponsored by the central Utah emergency services. Dr. Mark Greenwood, Richfield, is director of the central Utah group, which is working with the Six County Commissioner's organization.*

*Counties involved are Sevier, Piute, Wayne, Sanpete, Juab, Millard and Garfield. Garfield is not involved in the six County Organization, but is in the system at the request of the Utah Highway Patrol and the County commissioners in Garfield.*

***Russell Bateman**, Richfield, Utah office of emergency services director for the district, designated the system and has been promoting funding for the past two years. He will supervise the implementation and operation of the system.*

*Including when the program is complete will be one telephone number for all emergencies (existing emergency numbers may still be used) notification of an emergency **almonds** medical technicians; for frequency base stations in all County courthouses or public safety buildings; demonstration equipment in two locations for activation of fire sirens.*

*Other equipment will include additional repeaters for reducing dead areas for accessing hospitals or other emergency services; portable two-way radios for communications with the duty EMS doctors; telephone patch equipment for emergency service radio access and to the telephone facilities; additional equipment for*





## THE BEST YEARS TO BE ALIVE

single number coordination center and Highway Patrol. Sevier County will receive communication console and several base stations.

**Bateman** will also work out a method of notifying the public in the event of nuclear attack or natural disaster

### 1977 Civil defense chief attend CD seminar.

**Russell R Bateman, director of emergency services for the six County areas,** returned from a seminar for civil defense directors held in Colorado Springs, Colorado

*Bateman was one of 40 directors from 10 Midwestern states selected to attend the seminar which was aimed at improving their ability to cope with natural and man-made disasters. The seminar included classroom instructions workshops and exercises designed to assist the civil defense director in increasing their capabilities to handle any type of a disaster, to lessen the effects of damage caused by disasters to people and property.*



### 1977-07-21 Garfield County radio provides more coverage

A new \$5000 radio system has been installed in Garfield County Sheriff's office enabling coverage of a base station, emergency medical technicians and **eminences** and all hospitals throughout the six County area and Garfield County.

The money is part of a \$120,000 Robert Wood Johnson foundation fund that went into the six County areas to develop communication system according to **Russ Bateman** head of emergency services in the six County areas.

The \$120,000 is part of the \$20 million dollars in the foundation funded through the United States to help provide better access for emergency response for the public.

Counties receiving this grant are Millard Juab, Sanpete, Sevier, Wayne Piute and Garfield



### Emergency Readiness Program. -6 County braced for Skylab

By Reed L. Madsen Deseret News staff writer

**RICHFIELD** — Although the Skylab spacecraft plunged to fiery end thousands of miles away. A Six-county area in Utah was ready for the crash just in case.

The Six-County Emergency Services Center took part in a readiness program as part of a nationwide effort. Skylab just provided a good excuse.

-Not much has been done to update shelters since the atomic bomb scare some years ago, and public readiness needs to be increased to handle any emergency," said **Russell Bateman**, head of emergency services.



## THE BEST YEARS TO BE ALIVE

*Headquarters for the emergency services are in the Sevier County Jail building basement where a communications center can quickly be established, if necessary. The wiring is all in place behind panels in the center offices.*

*The communications center would serve as a command post from which heads of local agencies would deal with any kind of natural or man-made disaster. **Bateman** explained.*

*A poll conducted among Civil Defense directors around the nation showed that only 9 percent consider nuclear preparedness as their most important function, he said.*

*Bateman said he thinks more effort should be put into planning for other kinds of disasters, ranging from earthquakes to major storms or chemical spills.*

*In addition to the center In the jail building, several other locations have been designated as communication centers. One of them, the old South Sevier High School in Monroe, no longer exists.*

*The other designated alternate headquarters are North Sevier High School in Salina and the church building In Koosharem.*

***Bateman** suggests that shelters are still a good idea and said basements should be built when a new home is constructed. Families should have supplies of food and water stored at home, he said.*

*Public shelters are available in the county, but they are not equipped with food and water.*

### **1979-03- County Okays Radio Installation – (Juab County)** *Salt Lake Tribune*

*by Norma Sherwood Tribune correspondent*

*Eureka, Juab County*

*Juab County commission has approved the purchase of four channel radios to serve as a base station at the Eureka City Hall. When installed primarily in the middle of June, they will achieve two-way radio contact with the radios already installed at the Public Safety building.*

***Russell Bateman**, coordinator for the office of Six County public emergency services met with County commissioners to explain the government matching fund program which would enable Juab County to provide better radio contact between East Juab County and the Eureka city, Tintic District area, thus solving many of Eureka's emergency law enforcement problems.*

*According to Robert Painter, Juab County Sheriff, the radio will be installed in the Eureka City Hall. Since we don't have anyone in Eureka to man the radio, base station 24 hours a day as we do in Nephi it would tie us into Eureka at least most of the daylight hours,*

*Peter, who has been Juab County's sheriff for the past three years, said it is the department's long-range desire to get radio communications studies throughout Juab County. The first step is to obtain the four channel radio at the Public Safety building at Nephi.*

*Painter said a booster station that has been installed at Kings Canyon, Millard County about 60-70 miles west of Delta, will give us a three-way radio communication system.*



## THE BEST YEARS TO BE ALIVE

*The Emergency Services in the Six County area was going well and I felt that I was doing my assignments. I was getting good reports and I enjoyed working under Mayan Jackson. However, things just don't stay the same. Dr. Malan Jackson was offered a position with the Utah Valley University. Working conditions changed and the new director was not the dynamic leader that Malan Jackson was. Suddenly, I had eighteen new Bosses. It seems that each of the eighteen County Commissioners felt that I was working for them. Now, they were contacting me directly without going the normal route through the Six County Organization. They were directing me to tasks that had nothing to do with Emergency Services. Some of the commissioners had a pet project and they wanted them done instantaneously. Life became intolerable. I got in the middle of some political jealousies between Counties. It should have had nothing to do with me and the Six County Commissioners Director should have handled it, but he did nothing.*

*Sevier County offered me a position as Sevier County Director of Emergency Services, at considerably less pay, but I needed an income and I wanted out of the political fighting between counties and accepted the assignment. As I normally did, I jumped in to the new assignment with much concerns with the newly elected Sheriff and County Commissioners.*

### 1976 In Sevier County Civil Defense Unit seeks volunteers

*RICHFIELD — Sevier County is seeking volunteers to learn how to help direct emergency operations in the event of a disaster.*



**Russell Bateman**, Sevier County Civil Defense director, said requests are being forwarded to selected individuals to see if they would like to receive training and volunteer time for the program.

*Should a disaster strike, all operations would be directed from an all-concrete room in the basement of the jail building in the county office complex.*

*The concrete facility would be protected against radioactive fallout and it is equipped with an extensive communications system.*

*The system can be used to coordinate activities among hospitals and ambulances and to direct some law enforcement work.*

*Although it is owned by Sevier County, the system could be tied in with most agencies in the six-county area, some of which contribute toward expenses.*

*The center presently is staffed round-the-clock by dispatchers from the Sevier County Sheriff's Office but would become headquarters for officials directing emergency operations in the event of a disaster.*

**Bateman** said few rural areas have such an extensive radio system.

*Radio repeater stations are located on some of the mountain peaks in the area. Other repeaters, not part of the center's program, can be tripped in sheriff's offices in other areas to improve the overall communications system.*

*The center also offers direct communications with the military and with amateur radio operations. All could be used to advantage in an emergency, **Bateman** said.*

## THE BEST YEARS TO BE ALIVE

*The center was established through a grant from the Robert Wood Foundation. The original grant was \$40,000, but additional funds were obtained from areas unable to use the money and the total amounted to about \$160,000.*



### Civil defense director asked for volunteers

*Volunteers are being sought to train for the operation of the emergency operation center (EOC) located in the basement of the sphere County courthouse in the public safety building.*

*The EOC has been considered and been primary plans of the courthouse for several years. It's a place where chief County executives can direct restoration and recovery, and control assistance to persons and property within the county in the event of a disaster.*

*Sevier County civil defense director, **Russell Bateman**, is sending letters to specific individuals asking if they would be interested in training in the operations of the emergency center. Bateman told the County commissioners Friday that the best method to avert and minimize suffering is to plan the training of employees in handling the disaster if there should be one.*



*He said there is also a good supply of medical goods in the basement given to the county by the state several years ago. The medicine was discarded because it was too old. There are still usable items such as compresses, surgical instruments, splints, sheets, enamel ware, bandages, hot cups and cots.*

*This was called the package disaster hospital and were stored by the county. Supplies will be shuffled from room to room when the construction starts in the basement to have an office for the Sheriff's department. In other business Bateman purchase of loudspeakers to be used at the Sevier County Fairgrounds. He got 21 speakers at the state surplus facility remarkable all for about \$80.*

### 1978-. Fallout Shelter Study for County. (Sevier)

*A fallout update study will be conducted in the Sevier County in August according to **Russell Bateman**, Sevier County civil defense director. I made the report of the County commission meeting held on Monday. He said the Corps of Engineers will resurvey the buildings in the county.*

*He said the Corps of Engineers will resurvey buildings in the county.*

*Also, in the meeting the commissioners in the courthouse heating (other non-related matters)*





## THE BEST YEARS TO BE ALIVE

### Nuclear protection studied in survey - newspaper unknown

*The buildings of Sevier County will be analyzed this summer for their ability to protect the population against nuclear hazards.*

*The building survey is scheduled for the second week of August and will be conducted by a group of architects and engineering students from various colleges and universities in the United States.*

*The students on the team were among more than 200 students nationwide who have been hired and trained for this summer's work by the Defense Civil Preparedness Agency (DCPA).*

*The building survey in Sevier County is part of a nationwide effort to find out how much protection is available to the population against blast, fire and fallout effects of a nuclear attack.*

***Russell R Bateman** director of the Sevier County office of emergency services will coordinate the survey in the Sevier County. Personal residences will not be included in the survey.*

*Buildings and business owners are asked to support the program by answering questions and working with the team members. Any questions should be directed to **Mr. Bateman** at 896-6791*



### 1978 Sevier County Civil Defense Emergency Disaster Plan Outline

*Disease, accident, earthquake, flood and war are often fatal, and no one is 100% exempt from any of them.*

*The civil Defense Department was designed to help handle such emergencies.*

*We are working toward increasing the public's readiness in case of emergency, said **Russell R Bateman**, Sevier County civil defense director.*

*In the 50's people probably associated radioactive fallout and shelters more closely with the civil defense department than they do today.*

*Since the atomic bomb scare has subsided, Bateman says little has been done in the country to update shelters, and many are probably inadequate.*

*But he said the total responsibility should rest on the County alone. Just what would happen, however, if Sevier County was threatened by radioactive fallout or disasters such as an earthquake or a storm?*

*Police, Posse members and ambulances to go through the cities with loudspeakers informing citizens of the danger and telling them to tune into KSVC radio for information and instructions. An area in the basement of this very County Courthouse presently in use as a Sevier County Jeep posse meeting room could quickly be converted into emergency operation medication center. Panels in the ceiling easily slip loose and dozens of phones can be connected to the wine already installed.*

*This is a central "command post" from which the chief executive and local department emergency operations and actions needed to protect and aid citizens and minimum the effect of a disaster.*

*Compared to the number of people who've experienced massive disasters, those who have encountered nuclear distractions are very few. In a nuclear disaster the organizers for people in the community can fall back on the past experience as a means to understand and cope with the problems. And many people view*





## THE BEST YEARS TO BE ALIVE

*nuclear war as a remote possibility. Even civil defense directors play down the importance of nuclear war in their preparedness plans.*

*In a survey of directors 40% express a preference for all hazard approach. 40% focus upon emergency planning for natural or man-made disasters. Only 9% singled out a nuclear preparedness as a most important function.*

*Over a lifetime many people never encountered major disasters first hand. For these people, the need to think about and plan for future disasters has little basis for reality, Bateman said.*

*But potential for nuclear hazards in Sevier County may not be that remote. "Trucks loaded with nuclear materials and chemicals travel daily through the county," Bateman said. There could be an accident allowing for radioactive or chemical delete.*

*The course was just completed in the Richfield developed by the federal Department of Transportation dealing with various chemical spills that could occur in the area and how to deal with these incidents.*

*Besides the command post of communications in other areas in the country's Count, departments have been assigned specific duties in case of a man-made or natural disaster.*

*Emergency communications is directed by the sheriff department as is evacuation, public safety and security and The Jeep posse rescue and recovery.*

*Emergency public information is directed by the County commission. The school district is over public education services temporarily housing shelter and mass care for the feeding.*

*The County nurse is over the medical, health and sanitation aspect, the County Clerk will see to it that emergency manpower is provided, and the County fire warden will direct firefighting.*

*The county hasn't spent additional money on civil defense. The communication center is located at the Sevier County jail and has direct lines to the hospital, Highway Patrol, Sheriff, Bureau of land management and others", he said. The radios are cyber side in one unit, but **Bateman** said they could be separated and transferred to other locations. "We would assist in warning to the six County areas also" he said.*

*"The communication system is used on a day-to-day basis, but can be quickly utilized in emergency."*

*Turning the subject to active fallout, homes should be built with basements. I am putting in a shelter for my family this spring – I feel like a hypocrite if I don't, he explained.*

*Handbooks giving instructions on how to build a shelter or convert basement into one is available in It is better to ask given instructions on how to build a shelter or how to convert a basement into one is available in Bateman's office and the basement next to the Richfield city Police Department.*

***Bateman** says a personal basement is about as good a protection against radioactive fallout as any of the public's shelters. A person should keep a supply of food water and other items on hand. If a person goes to one of the public civil defense shelters in the county he will need to take his own food.*

***Bateman** admits that shelters need to be re-examined and the list updated.*

*Civil preparedness is a cooperative partnership of public and private skills. This joint effort is essential because the civil defense of fairness mission at all levels – national, state and local – are much too big to be accomplished by the government alone.*

# THE BEST YEARS TO BE ALIVE

*For the nuclear attack could be a reality is debatable. But according to Bateman, the Soviet Union is probably the United States greatest potential nuclear enemy and even if Russian citizens are tired of hearing about nuclear attack; they are doing something about it.*

*“Many shelters in Russia have been built at least 1600 feet underground. New cities can only reach a 10,000 population. New industry must be built elsewhere to ensure all manufacturing is wiped out in one bomb blasts.”*

*"We haven't been able to sell the defense program in the United States like the Russians have done in their country. The US would lose a lot of its population if we were attacked today," he said.*

*(We did construct a 100-protection factor fallout shelter in our Austin home.)*

## 1979-07-16 Richfield Reaper Monroe City Council

*(notes taken from the minutes)*

**Russ Bateman**, Sevier County Civil Defense Director, discussed telecommunications and proposed Monroe city obtain a police frequency.

*He suggests the city put in an eight-channel radio in the police car and use their old radios as a base station in the city building.*

*Bateman will be Monroe's purchasing agent for government surplus property and will be given a list of items the city needs.*

They had asked about radio for their Police Car and a City Police frequency.



The Sevier County Commissioners were a little upset about the statement that I was going to be Monroe's purchasing agent. I was only asked to watch the Federal Surplus for things that the city could use.

The next Monroe City board meeting, they signed a contract with the County Sheriff for Police protection of Monroe City. And I was approved to be Monroe's surplus property purchasing agent. It sounded like "double dipping". I received no pay from Monroe City. They thought that it was part of the contract with the county for Law Enforcement and I was an employee in the Sheriff's Department.

## Monroe city board meeting

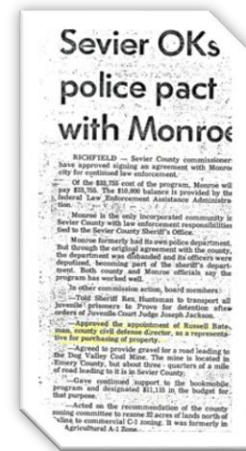
### Sevier County OKs police pact with Monroe

*Richfield Sevier County commissioners approved the signing of agreement with Monroe city for continued law enforcement.*

*Of the... ..(non related minutes).*

*Approved the deployment of **Russell Bateman**, County civil defense director, as representative for purchasing property.*

*,,,more non related minutes*



I continue to tell Monroe City board that it could be conflict of interest for the Sevier County Civil Defense Director to approve or make purchases for Monroe City.

The Sevier Sheriff's Office requested to have my office assigned to the sheriff's office and the new County Commissioners approved. Next thing that I knew, my secretary was moved to the Sheriff's Office. I was made a Deputy Sheriff and Assigned to be a Jailer. My Emergency Services responsibilities were to be in addition to my Jailer Duty shifts. Then they wanted me to install and service their radios in addition to working my shifts. It seems that I was working with/for all new different kind of people. I was depressed and could see no future in my career and did some hard praying for an answer.

I was still in the Air National Guard and attending "Training drills" in Salt Lake City. I drove up to the Salt Lake Air Guard Base one Friday to get some of the things ready for the week end activity. As I sat down at my desk, there was one page from the Tribune News Paper on my Desk. I didn't know where it came from, but I picked it up and saw a job offering for a Transmitter Engineer at KSL TV. I called and was invited over for an interview by Cloyde Anderton, chief Engineer for the Farnsworth Peak Transmitter Site. I related my experience that I had in the navy with maintaining large Transmitter. The Lord blessed me, and I was selected out of the many applicants. (See Chapter 13)

When we lived in Bountiful, our Bishop was Bill Peters. Bill was also the Davis County Sheriff. We were very good friends and talked a lot as we commuted to Weber State Collage for classes. Later Bill was a Davis County Commissioner. He was on Norman Bangerter Governor election committee.

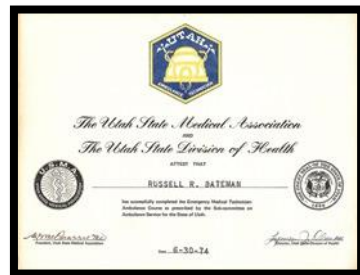
## THE BEST YEARS TO BE ALIVE

Most of the progressive party members (that caused me to leave the state employment) had been weeded out (not due to any of my efforts) It was my understanding from Bill that I could go back to the Utah State Employment and head up the State telecommunications. I was excited! The excitement only lasted a few minutes as I said to myself,” You are not a politician, a quick-thinking person on your feet, and there are still a lot of progressive people out there that would do you in. I was happy with the job at KSL and not have to put with all the politics. It was more important that I have a reasonable income, working with mostly good LDS people.

## Chapter 11- UTAH EMERGENCY MEDICAL COMMUNICATIONS

In the classes that I took at some of my required Federal Emergency Management training, one area was Emergency Medical and the importance of the Single Number Entry system. I had co-authored the Utah Government Radio Communications portion of the 1970 UTAH TELECOMMUNICATIONS PLANNING STUDY and Dial Ogden did the Utah Education part. The plan was approved by the Governor's Office and an Executive Ordered for the implementation of the planning. (See chapter 10)

In my investigation into Emergency Medical Communications requirements, I started researching information on the requirements of Emergency Medical Communications. I was referred to the American Academy of Orthopedic Surgeons and told that there was a training class being held in Salt Lake City and was invited to attend. The class was training for Ambulance drivers, "The advanced Practical Course on Emergency Care and Transportation of the Sick and Injured", held on April 16, 17, and 18 of 1969. Completing this course, I was authorized to operate an ambulance.



them to a hospital as soon as you could. The operators had no more training than basic first aid training. There was pressure to upgrade the Utah Emergency Medical Communications program. The new Emergency

Medical Technician-Ambulance Service program was being developed. My wife and I took the EMT training course as members of the Civil Air Patrol Emergency Medical Squadron. Our eight Squadron member's instructors were Medical Doctors, including a couple of Emergency room doctors. They were all IFR Rated Pilots and had their own aircraft. The requirement was that all members of the squadron had to be MD, registered Nurses or certified EMTs. Our goal was Air Ambulance Service as there was no air ambulance service in the State of Utah currently. As part of this Training, we flew to Luke AFB, Arizona for the High-Altitude Chamber certification. This



## THE BEST YEARS TO BE ALIVE

was made possible as a couple of our instructors were reserve Air Force Officers. I think that I certified at 18,000 ft elevation.

I obtained my State of Utah Certification number 581 and the National Registry which my number was 33420. I guess that meant that I was the 581 to be licensed in the State and 33,420 in the nation. My wife also took the training and was one of the first 16 women in Utah to certify as an Emergency Medical Technician. The EMT program would replace the ambulance drivers with skilled medical personnel.



The Robert Wood Johnson Foundation allocated funding to implement improved Emergency Medical facilities including EMS communications. I was invited to attend some of the Robert Wood Johnson discussions. The major problem was defined was that Ambulances were arriving at the hospital and the Hospitals were not able to do any preparations for the arrival of the sick or injured patient. In many cases, there were no doctors in the hospital when the Ambulance arrived.

Lionel Dradge was the director of the Intermountain Regional Medical Program (IRMP) which covered all of Utah, and Part of Nevada and Arizona. He asks me for suggestions, noting that I had State of Utah responsibility for recommending the developing EMS Communications in the State of Utah.



Utah Communications, a Motorola franchised private Salt Lake Based Communication business submitted proposals. Their submission was for developing one metropolitan hospital to have the most modern EMS Communications facilities available. I was asked for evaluation and suggestions.

Utah Communications ask for the Total Utah allotted funds to develop a one Hospital (I think the University of Utah Hospital) into a show case of modern communications. I reported that I didn't feel that this submission addressed any credence to the intent of the Robert Wood Johnson Funding. My input was that the funds would be better used by giving the funds to a State-wide project benefiting all Hospitals and Ambulances. MacKay Dee Hospital in Ogden, University Hospital and the LDS hospital in Salt Lake, and the Utah Valley all had some radio Communications with their Ambulances. I stated that I could put a basic radio in the remaining 41 Hospitals and 50 Ambulances with the same funds. The Robert Wood Johnson Officials didn't know how I could do it but gave me the go ahead as they had confidence in me.

## THE BEST YEARS TO BE ALIVE

The major hospitals in the Ogden, Salt Lake City and Provo had Radio communications. I felt that the rural Hospitals had the greatest communications needs.

There were 41 rural hospitals in Utah, with out any radio communications and I could identify 50 vehicles, Hearses or Ambulances serving these hospitals. I felt that the available funds would cover the 41 Base stations and 50 mobile radios, including antennas but not the installations. The Hospitals and ambulances were throughout the state of Utah including a lot of rural areas. I suggested that the installation could be done by three Air National Guard Electronic Installation Teams and that I could make arrangement for this project to be Active Duty and it would be good experience and their costs would be covered by the Air Guard. The FCC required at that time that the radios had to be checked out and certified by a person who held at least a FCC Radio Telephone 2<sup>nd</sup> class. I told that that I would take vacation from the State and coordinate the project and would only need IRMP to cover the cost of the fuel for my service truck and that I would not require any other compensation.



Several the members of the (Intermountain Regional Medical Program) IRMP program were skeptical, but the Director, Lional Drage supported me and said that I could do it. The funding would be covered by the Robert Wood Johnson Foundation. However, a major problem came up in getting the order for the purchase the equipment. I first contacted the Utah Motorola Sales officer and submitted our order through the University of Utah, for the 41 Motrac base stations and 50 Motrac mobile radios and antennas.



I didn't get any feedback and contacted them again. They told me that I had to go through a salesman in Idaho. I tried to contact him, but he was never available. I

finally realized that I was getting the runabout. I suspected that Utah Communications and the "State progressive group" were behind it and if they could stall long enough, we would lose the Robert Wood Johnson (RWJ) funding.



I called my friend Gene Goebel (see APCO Chapter 12) and told him my story and ask for suggestions. He said he could check on a couple of things and get back to me. The next day, I received a call from Motorola asking for an appointment. I thought more runaround. The next

## THE BEST YEARS TO BE ALIVE

day, the Motorola man came to my office. He Identified himself as William J. Weisz, President of Motorola. He told me that he had flown out west just to see me. He told me that the Motorola salesmen waiting outside were “shaking in their boots”. After taking the order for the equipment, I ask him how did the President of Motorola fly to meet me Utah to take the Order. He said that he owed Gene Goebel for his start and success in the company and wanted to repay him something. It took me some time to realize just who he really was. Also, who was Gene Goebel he that was important enough to ask a favor of the President of Motorola, with over 36,000 employees, net Sales of \$800,000.000 to fly from Schaumburg, Ill to meet a nobody in Utah. I cover more about these special men in the history of Mobile Communications in Chapter 12.



We went through the details and the order. He promised me that he would expedite the order and get the equipment to me (University of Utah as administrator of the contract) in time to meet the schedule. I was told that our order was given top priority and moved to the head of all the other Motorola orders that were being processed. The total order was delivered two weeks later.

I contacted the Air National Guard 130<sup>th</sup> commander and got the active duty paperwork done and Three Teams of three men assigned to me. I was previously certified as a Team Chief and a member of the Squadron. The Squadron Commander had served under me before he graduated from college and going to OCS to get his commission. He felt that it was a great training and public service project.



I took four weeks' vacation time from my State of Utah and got three Air National Guard teams from my 130<sup>th</sup> Air National Guard unit and we installed the equipment in the 41 Hospitals and the 50 Ambulances. Our National Guard Teams installed the equipment and I had the required FCC license to get them operating and certified.

## THE BEST YEARS TO BE ALIVE

Utah was the first State in the Nation to have a State-Wide Emergency Medical Communications system with compatible Communications between all hospitals and Ambulances.

The project was organized and hospitals and ambulances on the schedule for each team. After the



installation was completed, I would do the final check out and signoff the FCC requirements. My pickup had the service monitor, tools and other test equipment. It was also a place for me to sleep, but many times I would sleep on one of the Hospital beds and the hospitals would provide me with food, they were excited about the radios. The Air Guard members were on active duty training and had funding. See Appendix 1 for Emergency Medical

Service (EMS) radio implementation.

The project had a lot of good publicity all over the state. An example, 12 July 1973 – Sun

Sun Advocate – Price Utah

### Hospital Radio Communications to save lives

*Communication facilities between hospital emergency rooms and ambulances will help stop needless deaths in rural areas of Utah including Carbon and Emery County.*

*"Utahans' in rural areas have had a four times greater chance of dying from accident or illness than those in urban areas," stated Lionel L. Drage, Utah Emergency Medical Service (EMS) Coordinator.*

*A base station radio was recently installed in the Carbon Hospital emergency room to help solve the communications problem in southeast Utah. The radio will operate on a single radio frequency (155.340) which every ambulance and Hospital in the state of Utah will be able to use.*

*This will enable ambulance personnel to communicate with hospital emergency physicians and other medical personnel for instructions on patient care. Hospital personnel will be able to plan treatment for accident and illness victims while the patient is still in route to the hospital.*

*Ambulance attendants will also be able to call for help while they are out of their normal operating area. Patients who develop unexpected medical problems while being transferred from rural areas to hospitals such as the University Of Utah Medical Center for special treatment will be treated by ambulance personnel who receive their instructions by radio until the nearest hospital can be reached.*

*The two-way radio system will be installed in each of Utah's 41 hospitals by mid-July. Before June only nine hospitals, all located between Ogden and Point-of-the Mountain had radio communication. The equipment,*



## THE BEST YEARS TO BE ALIVE

*purchased through the Utah EMS federal grant, was installed by members of the 130th Electronic Installation Squadron, Utah Air National Guard, under the direction of **Russell Bateman**, Utah Civil Defense Communications officer. (But I had to take vacation time from the state to do the assignment)*

Carbon Hospital's radio unit has already been used in an emergency. Both ambulance crews and emergency room personnel have found it to be helpful in their treatment of patients.

**See Appendix 04 for newspaper articles.**

I received no money remuneration for this project but saved a lot of problems. Utah Communications wrote a letter to Utah Governor Rampton complained that the state was doing services that should be done by private companies and they intended to sue the State. The governor ordered an investigation which found that there were no State Funds in the project, and it was all paid by the Robert Wood Johnson – private money and my services were on my vacation time. I received no RWJ or other financial compensation. At times paid for my own food and slept in my pickup, but most of the time, the Hospital would feed me, and I would sleep in a vacant Hospital bed.

### **2- way radios benefit 41 Utah hospitals**

*All 41 hospitals in the state of Utah now have two-way high-frequency radios for communications with each of the emergencies in the hospital areas.*

*Lionel Drage, emergency medical program administrator for the Intermountain regional medical program, said as far as we know, Utah is the only state in the nation that can make such a claim – we feel that we have the best emergency medical communications in the United States*

*. Mr. Drage praised the work of Russell R Bateman, communications officer for the Utah office emergency services for his help.*

*“The success of the project seems to be a prime example of what interagency cooperation can accomplish” Mr. Drage declared.*





## THE BEST YEARS TO BE ALIVE

Robert Wood Johnson Foundation and the University of Utah presented me with an award for my services:



“PRESENTS THIS AWARD Russell R. Bateman IN RECOGNITION FOR DISTINGUISHED SERVICE AND DEDICATION IN THE DESIGN AND IMPLEMENTATION OF THE EMERGENCY MEDICAL COMMUNICATIONS SYSTEM FOR THE STATE OF UTAH 1973-1977”

I continued working with Hospital Administrators in developing "Single Number Entry" and EMT paging systems. Utah was the first State in the Nation to have a common frequency (155.340 MHz) for all Hospitals and Ambulances. Some said that Utah EMS communications was the best organized system in the Nation.

We licensed the radio frequencies to the Hospitals and Ambulance owners to ensure the control was to the owners and not to the State of Utah. This was upsetting to the Progressive group who wanted to control all EMS and other communications in the State including funding.



We added other repeaters to extend the range for the ambulances. The Utah Air Guard 130<sup>th</sup> Electronic Installation Squadron was always looking for projects for training, and I seemed to have many of these projects for them. We installed several Mountain top repeaters by using the Air Guard. The Air Guard teams enjoyed these projects as they felt that they were doing something what was a serve to the communities.

My pickup was on many mountain tops carrying equipment for the installations. I received no compensation for the use of my pickup other than I was funded for the gas that I used.

## THE BEST YEARS TO BE ALIVE

### 1974-12-12 radio repeaters to link hospitals, ambulances. Richfield reaper

*A new medical – radio communication network has been completed in south-central Utah region which will enable direct contact between hospitals and ambulances.*

*Through installation of a high band radio repeater station located on a mountain peak Northwest of Marysville, hospitals and ambulances, as well as other non-law enforcement emergency units will have radio communications*

*The system was established through funding from the Intermountain regional medical program through an allocation of some \$25,000 according to **Russ Bateman**, emergency services coordinator for the six County commissioner's organization.*

***Mr. Bateman** who recently moved to Austin, Sevier County, is also the coordinator for several other emergency service programs including civil defense.*

*With the repeater station now operating, hospitals and ambulance in Sevier, Piute, Wayne, Sanpete and Millard County have direct communications. Juab County, which is also in the six County Organization, is tied in with the Utah County system because of the terrain which does not allow direct communications with the other counties. Juab County, which is also in the Six County Organization, is tied in with the Utah County system because of the terrain which does not allow direct Communications with the other counties.*



*Another part of the system which will be placed into operation soon, allows direct short-range communications between emergency groups and hospitals without the use of the other two frequencies through the repeater system.*

*The system was installed by members of the 130th Electronic Insulation Squadron from the Utah Air National Guard under the direction of Lt. Col. Roy Stapp headquarters in Salt Lake City.*

*The installation was part of the unit's annual training and was carried out over a two-year period, with the final installation just completed.*

*The transmitter is located on the same site as the Marysville television translator equipment and includes a receiver -transmitter inside a box with the 60-foot steel radio tower.*

*While the initial use of the system will be medical, it is planned that several other organizations will use the facilities including administration of the Six-County Organization; coordination in search and rescue missions and civil defense.*

*Presently the Piute County Sheriff's Department is using the system as part of civil defense.*

*The Six County set up is one of several in the state and all can be linked together on a regional base. Others in the systems are Emery-Cane and Grand-San Juan area; and the five-county region of Washington, Kane, Beaver Iron and Garfield county and another in the Washington Front region.*

*It is anticipated that another repeater system will be installed next summer for the Civil Air Patrol and Radio Amateur Emergency System.*



## THE BEST YEARS TO BE ALIVE





The IRMP (Intermountain Regional Medical Program) ask me to be communications consultant. I told them that I would accept, but I would have to serve without pay so that there couldn't be a "Conflict of interest" Devier Swenson was hired by IRMP to work under me where there were communications problems and to install new equipment as set up by IRMP. That included several repeaters on mountain tops to increase the range of the ambulance. The IRMP area of the grant covered the Navaho Nation and we flew down to Window Rock to meet with the Navaho council. They had many entities where one would purchase one kind of equipment, another would fall prey to another Radio Salesman. As results, they had a lot of equipment stored throughout the Navaho Nation that had no function. They offered me a high salary to work under the Navaho Council and organize their radio communications systems. During one of the breaks in the meetings, a full blooded Native American (Indian) by the name of Wilson warned me that the council would hire a Caucasian get things working and then replace them with an Indian as soon as they could find or train someone. He told me that the Council sent him to college and as soon as he finished school, they hired him to replace the Caucasian, who was doing an excellent job in developing the Tribe computer System. Even though the pay was about double that I was at that time receiving, but the idea had no interest to me.

My report to the IRMP was that there were too many "Chiefs" that were unwilling to work with each other and not enough Indians to do the work.

We had better luck out in Indian Reservation-Battle Mountain, Nevada. We lay out a suggested plan and with some IRMP funding, everything worked out successfully.

I was transferred to Richfield under pressure from the State Progressive Group, I was still called back to participate in the EMS programs.

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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | STATE OF UTAH-DEPARTMENT OF SOCIAL SERVICES                                                       | SCOTT M. MATHESON<br>Governor<br>ANTHONY W. MITCHELL, Ph.D.<br>Executive Director                                                                                                                                                                               |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | DIVISION OF HEALTH<br>44 MEDICAL DRIVE<br>SALT LAKE CITY, UTAH 84113<br>AREA CODE 801<br>533-6435 | Board of Health<br>Air Conservation Committee<br>Health Facilities Council<br>Medical Examiner Committee<br>Nursing Home Advisory Council<br>Water Pollution Committee<br><br>Branch of<br>Community Health<br>Services<br>Bureau of Emergency Medical Services |
| LYMAN J. OLSON, M.D., M.P.H.<br>Director of Health                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | September 8, 1977                                                                                 |                                                                                                                                                                                                                                                                 |
| Russ Bateman<br>Box 566<br>Richfield, Utah 84701                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                   |                                                                                                                                                                                                                                                                 |
| Dear Mr. Bateman,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                   |                                                                                                                                                                                                                                                                 |
| During the week of August 29th, a DHEW/EMS site visit team was in Salt Lake for the purpose of evaluating the status of EMS in Utah in conjunction with DHEW grant allocations thus far. There were six members of the site team who, collectively, looked into every aspect of the Utah Emergency Medical Services system. Following each days activities, I had the opportunity of sitting in on debriefing discussions which, in almost every case were favorable and complementary to our EMS system. Please accept my sincere appreciation for allocating time from your busy schedule to host members of the site visit team, providing them with resource information for their use in evaluating the system. |                                                                                                   |                                                                                                                                                                                                                                                                 |
| Sincerely,<br><br>Richard L. Warburton, Director<br>Bureau of Emergency Medical Services                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                   |                                                                                                                                                                                                                                                                 |
| RLW:jh                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                   |                                                                                                                                                                                                                                                                 |

## THE BEST YEARS TO BE ALIVE

Before I was transferred to Richfield, I was heavily involved with Emergency Medical Planning with several different Organizations.

I helped the State EMS with their DHEW applications. I was asked to help host the DHEW team during their Utah evaluation visit and explain and answer questions that the team had.



Because my wife and I were certified licensed EMT's we were asked to help on the Monroe Ambulance. We would volunteer to take the duty on weekend being on call 48 hours. My wife was my partner and we would keep the ambulance with us wherever we went during those 48 hours. I served this volunteer assignment for 4 years and my wife lasted 10 years. Our ambulance was the one on the left in the Picture.

With my relocation, the State Progressive group was able to limit my activity in these programs. Once Governor Scott Matheson was elected, they were able to force me to leave the State Employment. (See chapter 10)



## 12-ASSOCIATED PUBLICSAFETY COMMUNICATIONS OFFICERS APCO



**APCO International** is the world's oldest and largest organization of public safety communications professionals and supports the largest U.S. membership base of any public safety association. It serves the needs of public safety communications practitioners worldwide - and the welfare of the general public as a whole – by providing complete expertise, professional development, technical assistance, advocacy and outreach. APCO was established in 1935 at Daytona Beach, Florida, Alexandria, Virginia

### **Mission**

The Association of Public-Safety Communications Officials (APCO) is an international leader committed to providing complete public safety communications expertise, professional development, technical assistance, advocacy and outreach to benefit our members and the public.

### **Vision**

APCO International commits to strengthen our communities by empowering and educating public safety communications professionals.

The Association of Public-Safety Communications Officials International (APCO) is a member driven association of communications professionals that provides leadership; influences public safety communications decisions of government and industry; promotes professional development; and, fosters the development and use of technology for the benefit of the public.



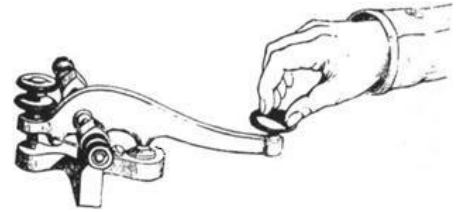
## THE BEST YEARS TO BE ALIVE

At one of the FEMA Seminars that I attended; we were recommended to be active in APCO. APCO International is the world's oldest and largest organization of public safety communications professionals and supports the largest U.S. membership base of any public safety association. It serves the needs of public safety communications practitioners worldwide - and the welfare of the general public as a whole – by providing complete expertise, professional development, technical assistance, advocacy and outreach.

I was active for a few years on the National level serving on several committees.

My participation in APCO was initially funded by the State of Utah. I serviced on the "CW", Activity and Membership Committee and Chaired the Civil Defense Radio Committee.

In joining APCO, my resume showed that I had experience on a Navy High Speed CW net covering a wide area in the Pacific (Several times I was net control for the Pacific direction-finding correlation net). Most of the APCO members had various FCC



Radio Telephone and Amateur Radio Licenses, but I guess that I was one of the few that also had the FCC Radio Telegraph License which was required for Ship to Shore maritime service. So, it was understandable that I be assigned to the “CW Committee”. During WWII and shortly after, there was a very seldom publicized net of a High-Speed CW Radio network for Police and FBI across the United States. Our Committee was assigned to develop standardized procedure for public safety CW



nets.

### The beginning of Police Radio Communications

A most significant development in early State Police history began to unfold in 1929. This was the department's establishment of the first state-owned and state-operated police radio in the world, Station “WRDS”.

Prompted by the successes noted by the pioneer Detroit city police radio, Station KOP, the department leadership foresaw the benefits of radio for directing law enforcement efforts on a

## THE BEST YEARS TO BE ALIVE

statewide scale. The Michigan Legislature liked the idea and not only appropriated \$25,000 for initial equipment, but sent Governor Fred W. Green, Attorney General Wilber M. Brucker and a State Police delegation to Washington to obtain a Federal Communications Commission license.

The delegation was eventually successful, but not until after an argument during which Governor Green threatened to build the station whether licensed or not, the FCC yielded. A 5,000-watt transmitter was set up at East Lansing and testing began in September of 1930.

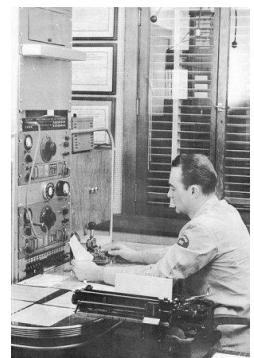
Though “WRDS” (radio call sign) was in operation only the last three months of that year, there were 745 messages broadcast. The station in that same period had an important role in guiding the successful police search for the bank robber killers of Trooper John S. Burke, the first intense manhunt ever directed by radio in a statewide scale

The first Police radio operation was just above the AM Commercial Broadcast band. This was primarily used by police during WWII. Some car radios would extend above the normal AM Broadcast frequencies and police would monitor the one-way Broadcast, like just listening to the Radio. Experiments had begun in the radiotelephone or wireless telephone for broadcasting of the criminal identification and information.

In 1937 radiotelegraph commonly referred to as CW (Continues Waves) caught the interest of police agencies in many parts of the country and MSP was not to be left behind. Construction of a CW network for point to point was begun and finished by years end. The system was placed into service early 1938 which connected too interstate and other states.



The transmitter shown here were a Western Electric ten channel CW and AM unit placed in service at East Lansing Headquarters in Jan of 1938. The tenth channel was used as standby in case the 5000-Watt AM transmitter failed. It was capable of transmitting on the AM channel and CW at the same time.



Most of its use was in the form of a Radiogram.

In 1942, Michigan police and sheriff departments began to avail themselves of FM radio for two-way communications with their mobile units. Additionally, it became mandatory that police organizations

## THE BEST YEARS TO BE ALIVE

be able to have fast and reliable communications with each other. To provide such a service a radio system or network called the "Indiana Plan" was developed. Each department installed radio equipment on a common frequency for a designated area. Districts were set up to coincide insofar as possible with the State Police Districts who provided relay service to other areas in the State. Thus, all law enforcement agencies were coordinated into an effective communications network with the capability of exchanging police information with each other's agency in the State.

In accordance with Federal Communication Commission revision in 1949, of its station identification system, all four-letter radio station designations in police services were changed to letter and number combinations. WRDS, widely known as the headquarters station of the first State Police owned and operated radio system in the world, lost this well-known identity with its past when it became KQA258.

In 1946, The State of Utah began to replace their old Highway Patrol cars. I remember riding with Bud Bowman (see Chapter 19) in his new 1947 Studebaker Land Cruiser. He just received his first driver's license and his Dad bought him a new car. The Land cruiser was the top of the line in the Studebaker line. It was fast and a luxury car. The state of Utah purchased 1946 Fords for their Utah Highway Patrol replacement cars.

We were driving between St. George and Cedar City on highway 91 and at a speed that was over the speed limit. UHP troupier Blonde Porter (who lived a short distance from where I lived) took out after us. Bud said to me, don't worry, those Fords are not very fast, and it didn't take very long before we couldn't see him behind us. The point is that there was very little hope for the UHP to catch a speeder and with no radio. Bud Bowman later became a UHP troupier and later served in the Utah House and made important laws that benefited Public Safety.

The Use of CW (Continuous Wave) was the earliest form of long-distance communications, using the International Morse code. CW nets used by most countries used Q-Codes. Q-codes were assigned meanings by the International Telecommunications Union in 1959, but the idea of Q-Codes was first noted at the Berlin International Radiotelegraph Conference of 1906. A formal list of Q-Codes was instituted at the London Radiotelegraph Convention of 1912.

I learned and use Q-codes in 1948 while attending the Naval Radio Operators School at San Diego. I leaned to commit to memory, many of the codes when operating on Navy CW nets. Many of these

## THE BEST YEARS TO BE ALIVE

Q-codes were used on the Amateur Radio frequencies. Most, but not all, of the codes can be used either as a statement or a question, depending on the context of their use.

A sample of the Q-codes:

- QRA** What is the name of your station
- QRB** How far, approximately, are you from my station
- QRC** What authority/administration settles the accounts of your station
- QRD** Where are you bound and where are you from
- QRE** What is your estimated time of arrival at ...(place)
- QRF** Are you returning to ...(place)
- QRG** Will you tell me my exact frequency or that of ...(callsign)
- QRH** Does my frequency vary
- QRI** How is the tone of my transmission
- QRJ** How many radio telephone calls have you to book. (See notes at the end of this list for possible alternative meanings).
- QRK** What is the intelligibility of my signals or those of ...(callsign)
- QRL** Are you busy

In the early days of Police Communications K-codes were also used to indicate the results of a job.

Code Meaning

- K1** No further police action required
- K3** No offence disclosed (for incident initially reported as offences)
- K6** Reported
- K9** Arrest made.

The following codes are now obsolete but may still be heard on the radio:

Code Meaning

- K2** Event held until later (replaced by the term "pre-empt")

## THE BEST YEARS TO BE ALIVE

- K4** Warning given (now included in K6)
- K5** Police form 258 or 101 submitted (now included in K6)
- K7** Job left for expert

Job left for prime unit. Note this code is still heard on the radio often. There is some debate as to whether it's obsolete.

In the last committee meeting that I attended, it was decided that there were only several limited CW nets and they were only used as back up. The use of CW was out dated, and the members of the committee voted to dissolve the committee.



This is where I got acquainted with Gene Goebel, who said that he previously worked for Motorola, He was the State communications Officer for the State of Illinois, and like the position I had for Utah. But he didn't say that he was the former vice of President of Motorola. He gave me a lot of guidance in my Communications Planning we spend several hours together at several seminars. (see my chapter 10 & 11 Emergency Medical and State of Utah Employment)

The FCC appointed Gene Gobles to be chairman of the SIAC (State Industrial Advisory Committee) to develop the regulations for the new 27 MHz Citizen Band Radio Services. I was honored that Gene asks me to be a member of that committee. It was an experience to be part of an FCC advisor group developing the background in creating a new radio service.

Who was this Gene Goebel? I met him during a small discussion group was short time after I join APCO. I was asking a lot of questions from many members of APCO. Gene Goebel took a liking to me and spent many hours answering my questions, and you may say Training me. Motorola started in Chicago, Illinois as **Galvin Manufacturing Corporation** (at 847 West Harrison Street) in 1928, when catholic brothers Paul V. and Joseph E. Galvin purchased the bankrupt Stewart Battery Company's battery-eliminator plans and manufacturing equipment at auction for \$750. Galvin



## THE BEST YEARS TO BE ALIVE

Manufacturing Corporation set up shop in a small section of a rented building. The company had \$565 in working capital and five employees. The first week's payroll was \$63.

The company's first products were battery-eliminators, devices that enabled battery-powered radios to operate on household electricity. Due to advances in radio technology, battery-eliminators soon became obsolete. Paul Galvin learned that some radio technicians were installing sets in cars and challenged his engineers to design an inexpensive car radio that could be installed in most vehicles. His team was successful, and Galvin was able to demonstrate a working model of the radio at the June 1930 Radio Manufacturers Association convention in Atlantic City, New Jersey. He brought home enough orders to keep the company in business.

Paul Galvin wanted a brand name for Galvin Manufacturing Corporation's new car radio, and created the name "Motorola" by linking "motor" (for motorcar) with "ola" (it was a popular ending for many companies at the time, e.g. [Moviola](#), [Crayola](#)). The company sold its first Motorola branded radio on June 23, 1930 to H.C. Wall of Fort Wayne, Indiana for \$30. The Motorola brand name became so well-known that Galvin Manufacturing Corporation later changed its name to Motorola, Inc.

Galvin Manufacturing Corporation began selling Motorola car radio receivers to police departments and municipalities in November 1930. The company's first public safety customers (all in the U.S. state of Illinois) included the Village of River Forest; Village of Bellwood Police Department; City of Evanston Police; Illinois State Highway Police; and Cook County (Chicago area) Police.

Many of Motorola's products have been radio-related, starting with a battery eliminator for radios, through the first hand-held walkie-talkie in the world in 1940, and during the War, every thing was Military related

Cellular infrastructure equipment and mobile phone manufacturing. In the same year, the company built its research and development program with [Dan Noble](#), a pioneer in [FM](#) radio and semiconductor technologies, who joined the company as director of research. The company produced the hand-held AM SCR-536 radio during [World War II](#) ( only new if it as the BC 611), which was vital to Allied communication. Motorola ranked 94th among United States corporations in the value of World War II military production contracts. In 1943, Motorola went public and in 1947 became Motorola, Inc. Currently, Motorola's main business was producing and selling televisions and radios.

## THE BEST YEARS TO BE ALIVE

So, getting back to “Who was Gene Goebel” In my many sessions with Gene, he only told me that he had worked for Motorola. Another time said that he was a Motorola Salesman. Michigan State Police Communication’s History gives him credit of designing Michigan State Communications System and referring to Galvin MFG.



Galvin Manufacturing Corporation  
(later Motorola) Handie-Talkie SCR536  
portable two-way radio, circa 1940.

Searching the Internet, there are a number of Gene Goebel so it has to be defined the Motorola Gene Goebel

*The Institute of Electrical  
and Electronics Engineers*

*- Motorola Inc., Chicago,  
Illinois (1). The  
Committee on  
Arrangements under the  
Chairmanship of Gene  
Goebel is to be  
complimented.*

I find it hard to find a picture of the Motorola Gene Goebel. I find one that referred to Motorola vice President Gene Goebel.

In the advertisement, it notes that Frank Walker, MI State Police in one the Left and Gene Goebel in on the right. I find that 7 November 1950 Gene Goebel was the speaker at the CPRA/APCO annual meeting in Anaheim, CA, 26 April 1946 he was the speaker at the graduation LA Police Academy and other meeting 15 October 1984.



Note, in the picture of the cars above Chief Eng MI State Police Frank Walker on the left and Gene Goebel Motorola Salesman on the right.

**On the Internet, Dave Held said on 2/13/2009** “Gene Goebel was the Motorola salesman that sold the original system to state. (Michigan) He later became a Motorola VP and for most of his life kept a radio in his car on the MSP system. He used to show up at Travers City where I and later Jack Hengartner used to check frequency for him.

**For many years every transmitter frequency had to be checked and recorded, (FCC Requirement).** Gene had a home on Crystal Lake near Beulah, MI and flew his own airplane, (Beach Bonanza) on business trips, he once crashed landed in a cornfield in Illinois.

## THE BEST YEARS TO BE ALIVE

So, there is not a lot on the internet about Gene Goebel other than he was a Vice President of Motorola and a Motorola Salesman. So then, how could Gene Goebel call William (Bill) J. Weisz, President of Motorola and ask him as a favor to fly from Schaumburg, Illinois to Salt Lake City, Utah to meet with a “NO BODY” Russ Bateman?

**CHICAGO, Dec. 20**— William J. Weisz, a former chairman and chief executive of Motorola Inc., who played a leading role in the electronics company's rapid growth during the 1970's and 1980's, died on Wednesday at his home outside Phoenix. He was 70.

Mr. Weisz apparently died of a heart attack, the company said in a statement from its headquarters in the Chicago suburb of Schaumburg.

Mr. Weisz spent his entire career at Motorola, arriving immediately after graduating with a degree in electrical engineering from the Massachusetts Institute of Technology in 1948. He was especially influential in Motorola's drive to apply electronics technology to pagers, portable telephones and two-way radios, all products in which the company has become a world leader.

*"Bill had a remarkable knowledge and understanding of technology, combined with an ability to communicate the possibilities of that technology to customers and decision-makers throughout the world," said Gary Tooker, Motorola's current chairman.*

*"His efforts to improve the use of the radio frequency spectrum helped to set the stage for global wireless communications."*

Mr. Weisz was the manager of a project developing a new portable radio by the mid-1950's when he first caught the eye of Paul Galvin, the company's founder.

*"My father and I were at a technology review with the communications group, and after Bill talked, my father nudged me with his elbow and said, 'Watch that kid -- he's going someplace,' "* recalled Mr. Galvin's son, Robert, who later became chairman and chief executive and promoted Mr. Weisz into senior management.

Robert Galvin also said that Mr. Weisz had combined his technical expertise and intelligence with a personality "as easygoing as the proverbial old shoe." As a result, Motorola workers felt comfortable having technical disputes with him or in his presence, Mr. Galvin said. That helped create Motorola's corporate culture, widely known for encouraging internal debate and reconsidering technologies it initially rejected.

## THE BEST YEARS TO BE ALIVE

Mr. Weisz could be found in the company cafeteria for lunch every day with fellow senior executives, their shirt-sleeves rolled up and pagers strapped to their hips.

In chapter 11, I talked about the Robert Wood Johnson funding a project that installed radios in 41 Hospitals and 50 Ambulances. The Utah State progressive group wanted to make the project fail and with their influence of the Local Utah and Idaho Motorola Salesmen block our purchase of the equipment. There was a deadline for the funds and if it could be delayed, the project would fail. They felt that the funds then would come back to them to Administer in developing one hospital or whatever they wanted.

It seems that there was nothing that I could do. On a Monday afternoon, I gave Gene Goebel a telephone call and explained the purchase problem. Gene Goebel only comment was, "Russ I will get back to you." The next day, I received a Telephone call from Motorola ask for an appointment the following day. I though, just another runaround.

Wednesday, the Motorola man walked in and introduces himself as William J. Weisz, President of Motorola. He could see that I was somewhat confused. He went on to explain that the company airplane flew west just to see and help me as a small token of appreciation to Gene Goebel. He told me that Gene had done so much for Motorola and help him personally that this was something that he could do for him. He told me that "the locale Salesmen (the ones that had given me so much Trouble) were outside Shaken in their boots".

I gave him a list of the 41 Motrac Base Stations and 50 Mobile units, Antennas and other miscellaneous equipment. He told me that I would have it in two weeks as he would give the order top priority above any other order. In two weeks, the equipment was delivered to the University of Utah IRMP project.

This was another time the lord stepped in and helped me.

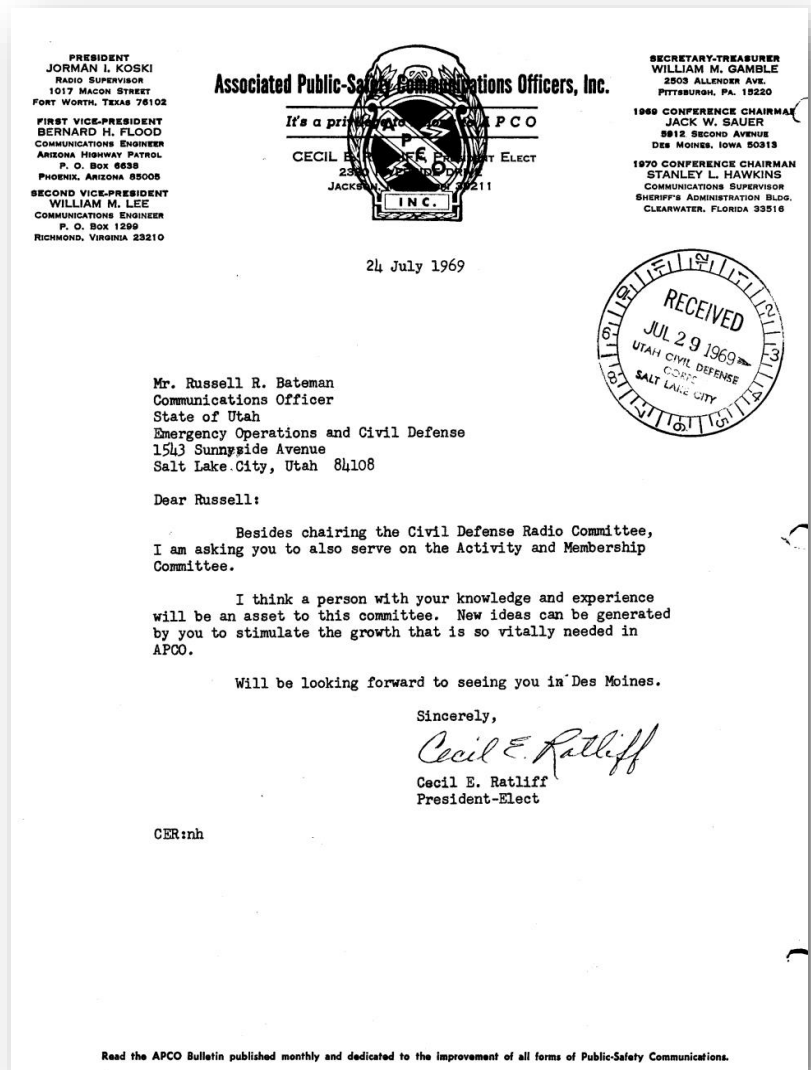
APCO had other committees for standardization of public safety Communications across the United States. One of the major basic problems they had was the standardization of Public Safety radio procedures. As seen in the popular TV series "Adam 12" the procedure was to say your station call sign first and then who you were calling. "One Adam twelve to one L ninety go". The APCO standard would change that to: "one L Ninety, One Adam twelve".

## THE BEST YEARS TO BE ALIVE

One of the APCO meetings was in Los Angeles, California. In the late 1950's and 1960's. Los Angeles Police Communications were far superior to any others found anywhere in the World. "The TV Show Adam 12", included videos taken in the various locations of the LA Police communications facilities. APCO members were guests of the LA Police and taken on tours of the main dispatch center and the main mountain top communications center where there was a lot of State-of-the-Art equipment installed. This influenced my vision of what I felt that the State of Utah needed.

I was asked to Chair the National Civil Defense Radio Committee and serve on the Activity and Membership Committee.

The above letter noted that I was asked to be chairman of the Civil Defense Radio Committee. This was a major assignment for this committee was to set standards and procedures to be used by public Safety elements in the United States regarding emergency communications. This included Federal agencies, State and local police and fire and all other governmental use of radios communications relating to civil defense and emergency communications. To day civil defense is called "Home Land Security". However, due to the Utah Political activity of the Utah States new Progressive party, I only had that assignment for a few months before my activity in APCO was stopped.





## THE BEST YEARS TO BE ALIVE

In 1967, public safety used the “10 codes” in public safety. APCO placed a major project to standardize the meaning of the 10 codes nationally. I suggested two changes in the codes. The code 10-80 originally was “10-80 bomb has exploded” and was deleted by the committee. Our suggestion was “10-80 Stolen Vehicle”. The other submission was to change “10-85 Will be late” to “10-85 Delayed due to \_\_\_\_”. These changes were accepted by the National APCO Operating Procedure Committee to be used as a Standard by all public safety (including police) in the United States.



### 1-Utah Dept. of Public Safety - Peace Officers Standards and Training Instructor Certification 1970-1972

Standards and training instructor for 8 years and assigned to work with the Utah Highway Patrol giving recertification Training in the State of Utah.

I was able to organize a Utah Chapter of APCO. After we received our charter, the next step was to vote in a Chapter President. Craig Jorgenson, Communications Director for the Utah Department of Highways packed the meeting with his people and had them attend the meeting. Of course, he was elected Chapter President. He was a member of the States Progressive Group that wanted the State to control radio and telecommunications in Utah. He was a good politician and was working to be the head of the State of Utah Telecommunications.

I was no longer permitted to participate in national with APCO. The new Utah Chapter President convinced Governor Matheson's office that the president of the Chapter should be the only Utah State



### 2-Utah Dept. Public Safety - Peace Officers Standards and Training Instructor Certification 1972-1974



### 3-Utah Dept. Public Safety - Peace Officers Standards and Training Instructors Certification 1974-1976

I was a certified Peace Officers



### 4-Utah Dept. of Public Safety - Peace Officers Standards and Training Instructors Certification 1976-1978

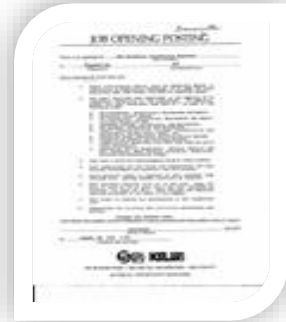
## THE BEST YEARS TO BE ALIVE

Employee representing the Utah State Government in the APCO and allowed to attend the APCO National Meetings. I was not allowed to participate in any more APCO activities.

Later, He was fired the first day of Governor Bangerter Term of office and some way talked his way of heading APCO's project 25. I don't know what the project was, but it caused a lot of problems and Jorgenson was eventually fired by APCO.

I really missed my association with APCO, Gene Gobles and many APCO friends

## 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.*



## THE BEST YEARS TO BE ALIVE

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)



*My vision of a mountain man*



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

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.

When I worked for the State of Utah, Vince Clayton was in the 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

## THE BEST YEARS TO BE ALIVE

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 BEST YEARS TO BE ALIVE

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.




## THE BEST YEARS TO BE ALIVE

### 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                                                      |

## THE BEST YEARS TO BE ALIVE

|                                                                                   |                                                                                   |                                                                                     |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  |  |  |
| 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.

## THE BEST YEARS TO BE ALIVE

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).

## THE BEST YEARS TO BE ALIVE



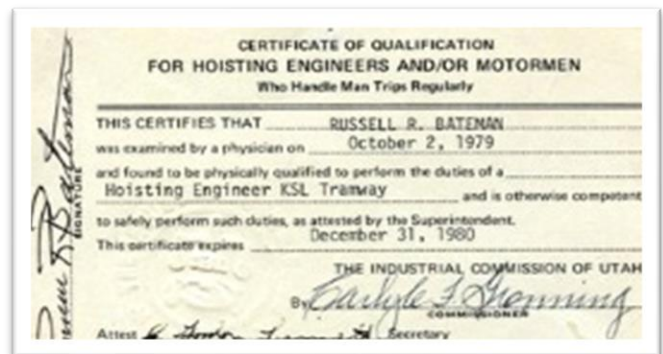
Earl Richardson was the primary Engineer for over 40 years. He was at the Transmitter control for every General Conference for 33 years. On 5 April 1984, was the first time there was general conference that Earl wasn't there. Less, Roy and I were the operating Engineers. Conference ran without a problem.

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.





## THE BEST YEARS TO BE ALIVE

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 rode 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

## THE BEST YEARS TO BE ALIVE

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.



One time, KSL primary Anchor Newsman, Dick Norris Came up to do a story about KSL's Mountain Men. The timing was I was picked to be interviewed. I took Dick around the Mountain Top Station, explaining the various areas of the facility. I didn't know he was coming and had no time to prepare anything ahead of time. The interview ran about 20 minutes the next night evening news.

## THE BEST YEARS TO BE ALIVE

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 seen 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

## THE BEST YEARS TO BE ALIVE

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



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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





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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.

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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 steep 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.



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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

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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 worded 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 concerned 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

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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



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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 my gall 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

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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*

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**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*

## **Chapter 14 UREPCO – SUN ENGINEERING-DIXIE PAGING-DIXIE COMMUNICATIONS-**

I have always felt insecure of employment. I think that I inherited that from my Dad. I wanted to have something to fall back on in case my employment was lost. I have made several bad decisions. It was a major mistake when I left Convair, I should have rode it out. We owned a 10-acre ranch and had a nice home in San Diego. The 10-acre ranch eventually would have been a lot of money. (When we visited there in 2007, our ranch was built into a gated system with multimillion-dollar homes).

I felt over confident in looking for something beyond Convair. I had a Friend....at least I thought he was a friend, Wendell Motter. He was an Amateur Radio operator and we had been friends for several years. I talked with him over Amateur Radio nets. It was his house back in 1947 that I knocked at his back door. John Wayne came to the door. He told me that he had rented the home for a few weeks while was filming in the St. George area.

Visiting family and looking some other employment, I visited Wendell. He told me that he was looking to retire and offered to sell me “Motter Electric”. Motter Electric was a going business do Electrical and appliance service, and Two-Way Radio sales and service. In addition, there was retail Western Auto that sole Appliances and many similar items. Wendell was a very salesman. He offered to sell the business at a very good price and would help me get started. He told me how good his four employees were and that they would do a great job for me.

I talked it over with my Brother who was doing well with Bateman’s Pharmacy. Orden said it look good to him. I should have also talked it over with my Mother, she had a different view. Wendell Motter was also a close friend to my Brother. We met with my Families Attorney’s Son to draw up the paperwork.

So, I resigned from Convair and we put our home up for sale and got go ready to move to St. George. Before I got back, the four employees resign saying that it had been planned for a long time and was waiting for Motter to unload the store. We found that that inventory was “salted”. Everything was overstated.

I felt that I could still make a go of it and Hired Ladell Presiby. He was a good person and well qualified. We had a lot of Electrical work available with Ladell do most of the work, and I was doing

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some and working the store. Our accounts receivable swelled and collection became a major problem and we couldn't pay our accounts payable. We went to Court filling miss representing charges, but when Motter and his attorney went out for dinner with the Judge, I knew that I had been had. The Judge was very hostile to me.

We had major problems with our "Accounts Receivable" Plenty of work, but a few the big accounts didn't pay their bills. With the missing revenue, we couldn't pay our bills on time. In fact, it took us three years to pay our accounts payable, but they were paid in full. Some that owed us for work refused to pay because were we no longer in business. We didn't have the money to take anyone to court; besides, we couldn't trust the judge, to judge according to the law. We have a good "Accounts receivable". I didn't do well trying to collect

Visiting my former boss and friend, John Rowberry in Cedar City, he said that he had a friend at Martin Denver, and he would check with him. I received an offer from Martin Denver to work on the Titan IV Project and moved to Littleton, Colorado.

It didn't take long to discover that I was in the position of being a Political Employee situation. John Rowberry's friend was in Martin Denver high level Management and told the Chief Engineer that he would hire me. My Title was "Special Engineer Planning Test Engineer" in Department 2112. My clock number was 34266.

### History

The first significant Air Force step toward creation of a space launching system suitable for future military requirements occurred on 6 November 1959 with publication of a plan for a "Military Booster Development Program." The plan offered a projection of a theoretical launch vehicle system



designated, for the sake of identification, as "Phoenix." This effort was followed, on 4 January 1960, by another study entitled, "Air Force Space Systems Program," which carried the Phoenix idea several steps forward by defining potential space systems of primary interest and projecting the precise techniques and performance capabilities needed to make these systems possible. The basic thesis of the Phoenix effort was to devise a space launching system of wide versatility and low cost. Development of segmented



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solid motors for first stage application and continued development of liquid engines for upper stages was the crux of the Phoenix study.

Like the Delta and Atlas, the Titan has a long history of modification and change that led to its current configuration. The Titan launch vehicle was developed under the management of the Air Force Systems Command, Space Division. The program objective was to design a launch system to cover a comprehensive spectrum of future missions without the inherent problems of a tailored launch vehicle. The solution, achieved through optimizing existing technology, was a set of building blocks that could be combined to produce a variety of useful launch vehicle configurations.

After a cool reception by the Chief Fabrication Engineer, Martin Marietta Space Launch Systems, Denver, CO, I sat on a chair outside his office for several days. I was told to report to Al Miller, Telemetry Systems Engineer, at the Titan Cell building. Martin-Denver tested and checked out their missiles vertical cell building. Al Miller called me in his office, and we had a several hours discussion of my past experience and the Martin Telemetry problems and my suggestions. Then he asks me to do him a favour. He asked me to take the assignment of getting a special Titan Automatic Telemetry check out unit working and pass the Air Force Acceptance requirements. He told me that it was a political Contract that couldn't get equipment working for acceptance by the Air Force Inspectors. It had bugged him for over a year, no one could get it working long enough to meet the Air Force acceptance. It had been a big problem including a lot of politics.

I worked with the Vendor Engineers for two months, and finally was able to keep it working long enough for the Air Force inspectors to sign off on it. My Boss Al Miller was really impressed, and I gain a lot of appreciation in several areas. The equipment was then moved to a storage area and never used.

Because of my Past experiences with Telemetry Check out facilities, Al Miller then asks me to research the Telemetry Test Lab problems that developed in the conversion from the Titan III to the Titan IV. The existing Lab was located at the ground level. It was a mess of unused miring left over from many previous test equipment modifications. At Convair, the Sycamore Canyon Test Site and Telemetry trailers were kept clean with old wiring removed in an



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organized upgrading. I think that the Budget for the Titan was much less than the Atlas. (Later, the missile development contracts were taken away from Convair and Martin Denver and administered by a company called Lockheed-Martin.)

I started on my study for the Telemetry Ground Station. I talked with many of the Technician and Engineers that were working Titan Telemetry Ground Checkout Station. I got along very well with Al Miller, my supervisor, but was still bothered by my reception of the Chief Fabrication Engineer, I felt insecure with my position. My Family wasn't happy living in Colorado. It was over an hour drive to church, to college and home teaching took hours.

I wrote a letter to Gene Jenkins in Salt Lake City, the one that got me a job in St. George when I was going to High School. Gene had gone up in management in MST&T. He was able to get me an offer for a Job in the MST&T Engineering Office in Salt Lake City (at considerably less salary).

I talked things over with my Supervisor Al Miller and he asks me to stay until I finish my study and recommendations of the Telemetry Ground Station.

When my study was completed, and a meeting was set with Management and Engineering. The meeting was held at the location that I suggested the Ground Station to be built. My recommendations were that a new lab be built on the top floor of the Titan Cell building. I stressed the advantages of a place with new-clean wiring and being closer to the Telemetry package being located on the nose of the missile, it would shorten the vital test leads. After the new ground station became operational, and then the old one on the ground floor could be removed.

I had made up charts and graphs and felt my presentation went well. Most of the attendees expressed their thanks and comments. However, I never heard if it was accepted or not. The non-friendly Chief Engineer was not there.

We were not happy living in Colorado working for Martin-Denver and I knew that there would be another layoff. I had sent a resume to Gene Jenkins and was accepted to work for the Mountain State Telephone in the Salt Lake City Engineering Office.

We moved ourselves to a small home on 900 South in Salt Lake City.



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Background history. When living in Cedar City in the Eden Apartments, a Gene Jenkins lived across the hall from us and he had a daughter “Jackie” that was my age. We grew to be good friends.

When we moved back in 1945 to St. George, Mr. Jenkins, who was in Management with the Telephone Company helped, get a job as a Janitor at the St. George Telephone Office. The assignment was two hours a day, cleaning the floors, windows, toilet room and cleaning-organizing the stock room. I was a little young, but he was able to pull strings for me. I kept that job for two years while I was in the 11<sup>th</sup> and 12<sup>th</sup> grades.

### *MOUNTAIN STATES TELEPHONE*



Mountain States Telephone and Telegraph (MST&T) was part of the Bell system. The main company was all American Telephone and

Telegraph (AT&T). The Bell system was primary source for telephone service throughout the United States.



I was assigned to work for the Utah carried Engineering Group, 51 south Main, in Salt Lake City. My Supervisor was Charlie Satori. I was assigned to the “O Carrier group. O carrier was the older Carrier system that provided a few telephone lines on a pair of “open wire lines”. The O carrier was one of the first carrier systems and was still use where open wire type facilities were still in use.



I found that there was a different technical language used the Bell System. I took as many Bell System sponsored correspondent as I could to learn and to use telephone Company “Lingo” as an effort to sound like a Telephone Engineer.

I was next assigned to monitoring the Utah Central Offices Battery drains requirements. All Engineering project came to me to calculate how additional battery current were required on the Central Office Batteries and create engineering project to add additional batteries if there were not enough capabilities in the existing batteries to meet the new requirements. I wondered about the equipment being removed, which I never seen any paperwork on.

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One time when I was off, I stopped by a Central Office in one of the smaller Utah towns where I had written the paperwork for adding additional batteries. I talked with the Foreman that was over that Central Office who was upset with the additional batteries that took a lot of room when the last several Banks of added batteries were never needed. He said that we always added batteries when we added new equipment, but never removed the demand requirements when we removed equipment. He, in a roundabout way, said “You dummies in Engineering Office don’t know what you are doing.

When I had a chance, I ask other Utah Central Office Foreman and found the same conditions in the other Central Offices all over Utah. On my own time, I did a study and wrote up a suggestion of a new procedure of monitor the banks with a recording currant drain of the different battery banks in the central offices. With that figure, an emergency safety factor to be developed to cover long power outages. There would be large saving if this was done.

When I presented this to my boss, Charlie Satori, who became very upset, wouldn’t look at the suggestion and said, “We’ve done it this way for the last 25 years and we will do it the same way for the next 25 years.” After that, no matter what I suggested or commented on, he would repeat the same “We have done it this way for 25 years and we will do it the same way for the next 25 years”. I felt that he had resented me in that I didn’t start out in the field climbing poles and installing telephones. (I was a test case of bring in an outside Engineer as an effort to modernize and a different look at Engineering)

Not long after this, he transferred me to the “Engineering radio group” where we expanded facilities using radio in place of the wires and cables. The Main radio system was called TD2, using Cornucopia antennas. This was mechanical as well or electronic and I would have felt happy just to stay in that group. It was a small group of four other planners besides me, all good guys and none started out in the company climbing poles. Microwave and radio were relatively new to MST&T Charlie Satori couldn’t say we have done it this way for the past 25 years. In that it was a newer technology that he didn’t have knowledge with, he left us alone. I felt that the pressure was not there to do it “the old way”. I felt that I could speak up and make suggestions again.

The good times didn’t last. I was transferred into the “special service Engineering group” that was under Dale Thompson. Dale was a college Graduate Engineer and I didn’t know how he started out,



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but I am sure it wasn't climbing telephone poles. He was certainly, a company man. This again was a small group that handled anything requiring special service planning. We would order special equipment and create the documents for the installation of the service.

To begin with, I was excited with this new experience. I loved the opportunity of this new experience. It was fun stuff to work with. There was the Bell System "Bible" you had to follow, and I did a lot of studying of the Bell Practices. So, for a while I did some of the simple type installations and enjoyed working with the telephone installers.

For several weeks, I was assigned to work with one of the older planners (who started out climbing telephone poles and he let me know about it often.) This was not a good experience. We would hold a conference with the customer to find out what their needs were. My Trainer companion would sit down at the customer's desk and put his feet on top of the desk using the customer's chair and he would say to the customer, "Tell us what you want, and we will tell you what we will let you have." It was very embarrassing to me and I could see the hatred in the eyes of the customers. This was routine as long as I was required to work with this person for several months.

After it seems forever, I was permitted to work on my own. My first big job required two "24v4 Western Electric Amplifiers. The availability of these units from Western Electric required six months delivery time, but everything else was available. I called my counterpart in Denver Colorado for suggestions and was told a source where he was ordering his units from in place of the Western amplifier units. I ask my supervisor for permission to order the alternate units so that we could give the customer immediate service as our Denver Office was doing. He said, that was Denver, but Utah was never going to use any parts that were not provided by Western Electric, as Western Electric was part of the Bell System and we only use Western Electric part. Just tell the customer that it will be six months before he can have service. I hated to do this because there was good equipment available from other suppliers locally, but I had accepted and followed the boss's directions.

I started having real problems with my planning. The installers were complaining with my planning and it was causing me a great deal of concern and I couldn't understand what and why there was problem. One of the installers told me that one of the "older" planners in my office was stirring up problems and asking installers to screw up my jobs and trying get support to make me look bad. His justification was that by the company hiring me; it blocked experienced installers in the field from



## THE BEST YEARS TO BE ALIVE

being advanced into the Engineering group. If they could make me look bad, it may stop the company from hiring other Engineering people and that there would a better chance for the installers be promoted into the Engineering Department.

I was told by a friend who was a supervisor over the MST&T Engineering Construction group (Commander of the Salt Lake Jeep Posse which I was an Horary member), He told why they hired me was to get away from that “We have been doing things this was for 25 years!” and let some modernization of the telephone company with new-better ways of doing things. I was locked in place and spend extra effort to Document every job I planned so that there could not be any questions.

I liked Dale Thompson in some ways, but we had a little problem as his life interest was sports and insisted that we spend Saturdays playing baseball, but I had outside jobs that I needed for additional income to support my family and couldn't do both.

Salary was only about \$350/month and I needed to supplement working Saturday and some evenings. I was able to get part time working for Poll and Austin Sound and installed School Sound systems for another company (Edwards School Supply-I think?). I did one in Pocatello, where I started Friday after I got off work from the Telephone Company, working day and night, finishing in time to meet my 0800 starting on Monday morning at the Telephone Company.

I lost interest in the telephone company and it was just a job. My interest changes to the Jeep Posse, Civil Air Patrol, other search and rescue and amateur radio activities

With this activity, I was recommended to the Utah State Civil Defense and was asked to be their Voluntary Communication Officer. This had its problems as I was not available during working hours. They keep asking me to become a full-time employee. In the telephone Company, I felt like I was not permitted to use my initiative. I felt that there was no promotion possibility.

I can't help feeling that attitude of the Telephone management “We will do it this way for the next 25 years” was the demise of the Bell System. The competition had a wide-open field replace the old Bell System.

I took a lot of interest in the LDS Church High Frequency Broadcast to Europe program and was doing some research for my personal Interest. Information on this project was not widely known and I had to do some digging for the information. Somewhere along the way someone wrote a letter to the

## THE BEST YEARS TO BE ALIVE

Utah Telephone management asking for me to be a part of the Staff at the Boy Scout activity being held at BYU and teach classes on the LDS High Frequency Broadcasting. A letter coming down through channels to my Supervisor and for him to arrange for this assignment and stating that I should use a Telephone Company Car. I felt that the company wanted the appearance of the Telephone Company at this major activity. This was arranged, but my supervisor didn't appreciate it.

Our two sons were in that long hair age. It started when we were living in Rose Park and we didn't feel good about our kids running with some local kids and wanted to get them in to something more constructive. I re-joined CAP as a senior and encourage our boys to attend meeting. We got active in CAP Communications. Through some contacts and a man by the name of Bill Fahey, I was asked to serve as a volunteer in the Utah State Civil Defense. It wasn't long before they wanted me to attend the Monday morning Staff meeting. I stated that I was a telephone Company employee and was working at time of the meetings. Some way a letter was generated at some level of the state Government and sent to upper management of the telephone company. My supervisors were told that they would give me release time when those meetings were held so that I could attend. That was my death sentence for any future in the Telephone Company. Lower level of supervision was not happy about this and let me know that. After about three years as a custodian in St. George and five years in Engineering in Salt Lake, I was offered an exciting position with the State of Utah, as the Utah State Warning Officer and Communications Officer. I accepted and resigned from the Telephone Company. (See my chapter 10 for this history).

Counting the two years I worked as janitor, and five years in Engineering, I ended my eight years with MST&T,

Even while working for the State of Utah, I felt that I needed to something to fall back on, I formed my own company and called it "UREPCO" (Utah Representing Company). While I was researching car two-way radio antennas, I met Jim Larson, President of Larson Antennas. He asks me to be his representative in Utah and maybe some of the adjacent states. Due to my concerns of a possible "Conflict of interest", I was not very active in that assignment.

While living in Monroe, I served for a period with Harvey Lay as High Councillors in the Monroe LDS Stake. We talked of moving to St. George and going into Business. I had changed job and now worked for KSL at Farnsworth Peak. (See Chapter 13)

## Dixie Communications

When Gaye and I moved to St. George to take care of Gaye's Mother, Harvey suggests that now was a good time to set up a



business. We rented a Store Front on the North end of Bluff Street in St.

George. Harvey did Satellite and Appliances servicing and I did two-way radio and The Telephone Store.



I was still working at KSL at Farnsworth Peak and gone eight days at a time so couldn't do any maintenance contracts. While I was gone, Gaye would tend the store. There was talk of cutbacks at KSL and I was sure that I would have been laid off as I was junior to sever of the other Farnsworth Peak Engineers. I felt that I needed to be ready when it happens. (However, I was one of the three Transmitter Engineers that they kept out of the department of 8 Engineers (See Chapter 13)



I was able to get the AT&T telephone and the King Radio franchises. Harvey was able to get appliances franchises. We built a living area above the store garage for Gaye and I and Harvey rented a home in the area. The store looked nice and we have a good display of our AT&T Telephone. I was able to get a couple of Telephone systems lines with the Idea of doing business systems.



I had a nice Two-Way radio service shop and was licensed by the FCC, with my second-class Radio Telephone Licensed. There were a couple of others that was doing Two-way Radio servicing but were not FCC licensed.

I developed my warehouse on the lower part of my Rocky Point Property. This gained me a place to store my antennas and other bulky marts.



## THE BEST YEARS TO BE ALIVE

I have an old house and several trailer bodies. At that time, I could only see one or two houses in the valley.

I was able to get permission from Don Schmutz to drive through his property to access my upper portion.



We provided rental space for radio business repeaters and some paging transmitters. An Amateur Radio Friend, Don Lloyd, suggested that we started our own paging business. We



expanded the paging business with a transmitter in Cedar City and one in Mesquite. I was the first to provide Mobile telephone service to the St. George Area. I started with 10 VHF channels and expanded to a second system. I was able to get a repeaters site on the Black Mountain near the College "D".



I placed a solar repeater on Black Rock Mountain that was located about 50 miles South of St.



George in Arizona. I ran a UHF business repeater and A VHF Amateur Radio repeater at this site.

Things were looking bright for Dixie Communications. That didn't last, and as they fell apart and kept falling.

Stone Cliff's blocked my access to the upper part of Stone Cliffs. My first problem was with Stone cliffs when they blocked my access to the upper area of Rocky Point after I had been accessing it for 14 years with permission.

My Attorney suggested that I cut a road up the steep hill. It would be cheaper that fighting Stone Cliff in Court. That was a major mistake as I had the wrong Attorney. That mistake was a burden on me for the rest of my life. By time I got the road cut, all my tenants had moved out. For years after, I have had a lot of flak from the City for cutting the road.

## THE BEST YEARS TO BE ALIVE

Las Vegas FM radio station KJUL had a music format that we really liked. My radio site on the Black hill was an ideal location for a low power translator. I went through all

The image shows a Federal Communications Commission (FCC) License Form for K232CY, a Commercial FM Broadcast Translator/Booster Station. The form is dated March 12, 1996, and is issued to Russell S. Barton. The license is for 100 watts of power, operating at 94.3 MHz. The station is located at West Black Ridge, off 400 West 20 South, St. George, UT. The form includes fields for the licensee's name, address, and contact information, as well as technical details about the station's operation, including frequency, power, and antenna specifications. The form is signed by the FCC Commissioner and includes the FCC seal.

the steps for a Commercial FM Broadcast Translator/Booster Station License on 94.3 MHz with the call sign of K232CY. I applied for permission to translate Las Vegas KJUL. I purchased the equipment that provided me a way to program commercials into it. I had several advertisers that provided funding to cover the operating cost. The station immediately was successful and was very popular with the older population in the St. George area. It had a great potential for a higher power FM Station. I did get some complaints that the advertising would cut into music that was being played, but I had no

way to control that. We only wanted minim of local commercials to meet the expenses of operating the station.

I received notice from KJUL that they received legal action from an existing St George full power FM station that I could no longer use their format. There was a regulation that a Full power FM station had priority over low power stations. They said that they would prefer to stay working with me but due to the regulation, they had to go with the other FM Station.

It was very unusual that a full power FM station would translate the format of another Station. That meant that they would have to put their advertising on top of regular KJUL advertising. My overhead was low as I owned the equipment and the building and didn't need much revenue. I just wanted to have a good music in the St. George area. It was a poor management decision on their part as they couldn't get local advertisement that covered their operating costs. Also, listeners' felt that there was too much advertising (Commercials) and stopped listening. The High-Power FM station went bankrupt a year later. I couldn't pick it up again as I had to sell the license and equipment, or I would have lost the station license as I had no format to put on the air to keep the licensed valid. I made an offer to "Mormon Radio" but it wasn't accepted.

I contacted Doug Barton, owner and manager of KMTI FM in Manti, Utah to see if we could translate his format. He was strongly in approval of it. Today's technology, it would be a simple to do something like that, but at the time there were no economic way to accomplish getting the signal from Manti to St. George. The regulations also state that an FCC license could only be "DARK" (no on



## THE BEST YEARS TO BE ALIVE

the air emitting a signal) for a limited amount of time. I sold the license and equipment to Karl Lamar Weise for \$1,000. Today the station is worth big money even though the format is garbage.

26 July 2002

*Martin Bonadurer 145 W. Hope Street St. George, Utah 84770*

*Dear Martin,*

*Pursuant to the letter from Michael D. Liljenquist Dated 14 May 2002, and as owner of the object building and towers Located at 685 West 20 South, St. George, Utah and as per our previous verbal discussions, I intend to meet their instructions of removing the building prior to 15 August 2002.*

*In 1988, I had contacted Don Garrick requesting the installation of a Communications Building on his property on the Black Hill. He referred me to his son (Don Garrick Jr). I originally requested to place a Cement Brick building similar to the existing St. George City Police building which was previously built on the same property. I proceeded to gain a building permit from the City of St. George. The City required a considerable amount of paper work and committee meetings including approval from the Federal Aviation Administration. After about a year the FAA issued the approval on 7 September 1989 and I proceeded with my building plans. The City restricted me to be within 100 Ft of the Existing Power Transformer. Don Garrick (Jr) contacted me about that time noting that they had not decided just where the community communications building would be located. He requested that we use a portable building that could be moved and the antenna towers be attached to the building and not cemented into the ground. After the planning was completed, they could then identify a location for the permanent cement block building and antenna structure.*

*I attempted to follow Don's instructions, I installed a portable building and didn't cement the Radio Towers in the ground. Later on, when other buildings appeared without the appearance of the FAA and other permits, I ask Don what was going on. He said that he could only say, that was it was taken out of his hands. I promised Don that I would follow the request of the family, even to remove the building if necessary. I am following my commitment to Don and will remove my building as requested by the family.*

*Due to my Missionary call and other service obligations, I turned over most of the Dixie Communications business and equipment to you including the management of the building, excluding the Broadcast equipment.*

*I appreciate your support in meeting this obligation. Yours truly, Russell R. Bateman*

*CC: Micahael D. Liljenquist Union Park Center, Suite 500/P. O. Box 71068, Salt Lake City, Utah*

I was given an eviction notice from a Salt Lake Attorney on my building that was located above the "D" on the black hill. I had hired my nephew to follow that part of the business and he didn't say anything to about a violation filed by the City due to a pile of garbage piled on my building, we seem there was some activity with the College with a temporary decorating the "D". Instead them taking care of all the garbage, they piled in on my building. If I had received the first violation notice, I could have taken care of it. But after the eviction notice, it was too late. I had four paying customers within income of about \$400/monthly in addition to our 94.3 FM Station.



## THE BEST YEARS TO BE ALIVE

I had lost most of the customers on the HF Mobile Telephone due to the new cell phones that came on the market. We move our mobile Telephone System to another location, but the equipment became valueless. The technology replaces the big cables running to the trunk of a car with something that you could carry in your hand.

A customer came into our store and told me that the AT&T telephones that I had in stock was selling at ACE Hardware for much lower than the price we were selling them for. I researched and found that they were able to sell at a price that was lower than what we were purchasing them for.

That put our Dixie Telephone Store out of business. We live in a competitive world and there was nothing I could complain about. We had to sell our stock out at a large discount. Our supplier went bankrupt. We lost a lot of our profits that we had made when our business was making a good profit.

So, what else could go wrong? And it did. Harvey's wife had a stroke. She was taken to the local Hospital and then flown to Las Vegas. She died shortly after. Harvey had a family of four children. It was startling to find out that he had no insurance of any type. He couldn't pay for any of the medical bills.

Harvey had to drop out our business leaving the obligation on us to close the store and pay off all of the outstanding obligations. As I recall, that was over \$12,000 that we had to cover. We have always covered our obligations and on time. The only exception was with Sun Engineer/western auto store, where it took us three years to get them all paid. We could have paid them off when we closed the business if we could have collected our accounts receivable.

Harvey was unable to share on any of these costs. He later remarried a woman that had money, but never felt the obligations to compensate us for the loss.

The paging business was doing well with the main paging transmitter at the Rocky Point site. There were previously paging transmitters at our Rocky Point site but left when Stone Cliff's closed the access road. We moved from the store to operating to our home on seventh South in St. George, Utah.

A lot of paging business success was due to our son Randy who made numerous trips to help us.

## THE BEST YEARS TO BE ALIVE



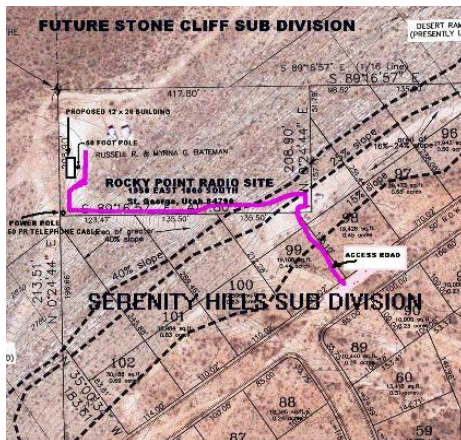
We had a paging transmitter in Cedar City and in Mesquite, Nevada. The important people, Doctors, and Attorneys were carrying our pagers. We used the good Motorola pagers, costing about \$230 each.

A fellow that we knew wanted to be our salesman. We borrowed \$15,000 from the credit union and

purchased pagers. By time we received our shipment, the guy was no longer interested. I remember see all those pagers setting on the bedroom dresser and wondering what I was going to do with all those pagers. It didn't take long, and they were all in service and drawing revenue.



American Paging was a large national paging service. They had been renting space from us. One of the things that I did do right was to research the future of paging services.



We sold Dixie Paging to American Paging for \$60,000 and were able to Pay off all our bills and recover our investment into the paging business. A year later, American Paging went bankrupt nationally due to the popularity of the new small cellular Telephones.

I was contacted by Jim Ames, Director of Implementations Services, UbiquiTel.

*Dear Russ:*

*UbiquiTel PCS would like to express its interest in locating at the proposed Rocky Point Communication Site. After completing an extensive evaluation of several other available site options in the St. George area, UbiquiTel's engineers have determined that the Rocky Point location provides the best coverage for our customers in the area. It is UbiquiTel's wish to significantly improve coverage for its customers by the spring of 2006.*

*This Letter of Intent is contingent upon Dixie Paging and Communications obtaining all permits and approvals. Should you have any questions or concerns, please do not hesitate to contact me.*

*Sincerely,*

*Jim Ames*

*Director of Implementation Services*

## THE BEST YEARS TO BE ALIVE

We later agreed on a joint project where UbiquiTel would assist me in building the Cell Site in exchange for a better Rent rate. We invested a considerable amount of your own funds in the project. The site would be for Sprint Wireless Cellular Telephone.

We originally purchased this property to build a home in 1981. The plan was to put a septic tank and a well on the lower level and a home on top. On the entire hill and valley there was only several homes and many farms. The country had a TV translator to the west of the hill. When it was incorporated into the City of St. George, Well and septic systems were not permitted. I put a trailer body on the upper area and installed an Amateur radio repeater. Pagers became very popular and use Rocky point for the primary Paging location.










The hill was owned by Don and Richard Schmutz Access to the TV translator Site was driving just past Don Schmitz's home. Don gave me permission to access the Rocky Point upper area. Don didn't want people driving past his house and gave the County permission to construct a road further to the west. Don ask me to use the new road also Mc Kay Larson (W7KVS) a good friend that I had once worked for) was the Washington County TV person and he put a lock on the gate and gave me a key. Don said that someday there would be a public road in my area.

We did as much of the construction as we could, but of course it was Jim Ames and his crew did the bulk of the Construction. Jim's crew would start at Day Break and work until dusk, taking only a little time out for lunch. I never heard a cuss word from them or complaining by the guys on the Team. I know that Jim was LDS and I think that most of the crew were. Most evenings, I stayed a couple hours after everyone left to clean up and put things a way. We did have some copper wire stolen that was left out.

Building a Cellular site is a lot of work. Most of it hard work. If I documented all the steps, it would take more pages than this history.







# THE BEST YEARS TO BE ALIVE

## BUILDING ROCKY POINT CELL SITE

|                                                                                     |                                                                                     |                                                                                      |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
|    |    |    |
| Laying out the tower and building                                                   | Installing the reinforcement for the tower                                          | Poring the concrete base                                                             |
|   |   |   |
| Concrete building floor and tower base                                              | Building the Cell Building                                                          | Putting the Roof on the Cell Building                                                |
|  |  |  |
| We appreciate all help – see the little guy in the middle                           | Family Project –wife Gaye painting Tower                                            | Grandson, Ray Bateman drilling holes for Coaxial Cable                               |



## THE BEST YEARS TO BE ALIVE

|                                                                                   |                                                                                            |                                                                                    |
|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
|  |           |  |
| Time out for Snow                                                                 | Installing the 50 ft Tower-<br>City required us to cut 25 ft<br>off the tower we purchased | I did most of the inside lights and<br>electrical wiring                           |
|  |           |  |
| Mounting the Service<br>Entrance and burying the<br>underground cables            | Installing the outside<br>electrical Cable                                                 | Completed Rocky Point Cell Site                                                    |

Not long after the completion of this project, Sprint cellular change their National organization and decided to develop their cell sites in house. UbiquiTel Company was dissolved. Jim was offered a similar position with Sprint, but he would have had to relocate and move his family back east. He was quickly hired by a service station company called Pilot (Flying J) and assigned in charge of installing fuel tanks for the company. We were able to get Digits, an internet company as a customer. Digits would pick up the internet from the Red Hill Fiber Optics. Later Verizon added a Fiber Optics to the Rocky Point Cell Site.



Verizon stated that they had to have a 100 ft Tower. I had paid close to \$20,000 for a 75 ft Tower and St. George City made us cut 25 ft off. They said that we were only allowed to have a 35 ft tower,

## THE BEST YEARS TO BE ALIVE

but They would let us go up to 50 Ft. Atlas Tower was the agent for Verizon and put a lot of pressure on us saying that we had to sell to them, or they would take Verizon and possible Sprint to another Cell Site. Due to my health and age, we agreed to sell the building and facilities, but not the land as the City would not let us subdivide the two-acre property.

Atlas Tower submitted a request to extend the tower to 100 ft and the approved the request. The little guy like me gets kicked around and the big guy like Atlas Tower, the City will let them do anything that they want. In the contract, Atlas Tower would release the easement through the two-acre property and use the Public Road as was shown on the City Master Plan.



At that time, I felt that I could subdivide the two acres in to four partials. The cell tower would have one, two high value view lots on top and a less value lot below that would access Rasmussen drive on the lower level.

In 2015, Stone Cliff started to develop the property adjacent to our 2 acres. The City established a 100 ft setback for a residence build and ruled that they would only permit one residence to be built on the two acres. Howsoever, they said that they would not let us build on any of the property as there was not enough property. We hired two Engineering companies to investigate and prove to the City that there was enough property for building a home.

Developers do everything that can to keep cell towers and other communications sites away from their development.

I wondered why Stone Cliff put so much pressure on us, trying to get rid of us. Hearsay told us that they told their customer that there would be no home higher or homes that had a better view. Letting us build would be a better view and higher than their development sight.

## THE BEST YEARS TO BE ALIVE

The old saying “**follow the money trail.**” In a meeting with Stone Cliff Management, we agreed that we would get rid of our old building and make a clean site to fit in with the environment. We would have access to our property with have access to our property by a public road. Finally, we found out that they were planning a home for Marie Osmond. Our property was higher than the Osmond and they were blocking our further development of our property. From the picture below, you can see our 2-acreages. Our property became valueless to be able to develop. The picture shows Marie Osmond’s home with my cell building and tower in back.

We sold receiving only about a tenth of what we should have sold for if it hadn’t been the privatizing of the road.



## Chapter 15 Special People and Life Experience's

Living on a farm in my early life with no neighbors kid my age, my early friends were my Dog, "Snowball," My Horse "Hal Direct" and a Lamb that I don't remember the name that I gave it.

My Horse (I guess that it belonged to my Brother and Sister also) was given to us by Grandfather Bateman. It was a Retired "Trotter Race Horse" and held a lot of records with its activity in Cache Valley, Utah. Hal Direct died of a heart attack and my pet Lamb grew up to be "sheep" and had to be slaughtered for the meat, as it was during the depression and my parents said that we couldn't keep it for a pet. Losing these two friends was very hard for me and made me reluctant to have animals as friends.



*Hal Direct*

The primary special people in my life was Idella, my Mother and my Wife, Gaye. This chapter is about special people and experiences that I remember.

My father was a school teacher in Idaho Falls so we went to school in Idaho Falls. The town Kids at School looked down on us, low life farm kids. They would see us at school, but we returned to the Farm when we weren't in school and so had no opportunity to have other activities with them. Kids from our farm area where we lived went to a rural school, one of two room school houses in Lincoln that was north East of Idaho Falls.

We left the farm in 1938 and Moved to Garland, Utah, where we lived in an apartment in the middle of town. Even though Garland was a small town, it was different than the farm life that we had left. I remember a friend who was a girl by the name of Judy Northman. She was a nice-looking girl "and her hair hung down in ringlets" I don't think that she was LDS. Another boy that was a friend was Boyce Last. It was nice to be treated different as I was no longer a Farm boy.



We only lived in in Garland a short time before moving to Morgan Utah. In Morgan, I remember having a lot of friends, but only remember my neighbor was a Clark.

In 1939 we moved to St. George where I had many friends. One was a Robert Gardner, but I don't remember which Robert Gardner he was, but he lived across the

Billy Benward  
street from me. I remember having several friends' that were Hafens and we rode horses out in the Ivins area.



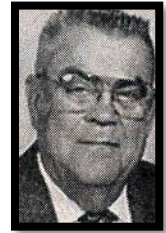
## THE BEST YEARS TO BE ALIVE

We moved to Cedar City a short time later about the time of the start of WWII and I developed friends with Durray Dally and Demar (Bud) Bowman. They were both two years older than me and lived in my neighborhood. With their influence, we joined the Utah State Guard together. (The story is in another chapter of this history) (Durray Dally graduated from University of Utah and worked for the U. S. Forest Service. Durray was from a very poor, single Mother family.)



Bud and Durray

Bud was from a very well to do family whose father owed the Conoco Gas distribution in Cedar City. Bud worked for his dad and started driving at the age of 12 years old, delivering gas. Bud started drinking before I moved back to St. George, but we remained friends. In 1946, Bud's father purchased him a new 1946 Studebaker Landcruiser, which was the most powerful of the new cars. We were chased by Blonde Porter, a Utah Highway Patrol several times, but the patrol cars were 1946 Fords and had very low power and slow. He was never able to catch us. I must have been hard on the police in those days as they had no radios at that time. (Demar Bowman retired from the Highway patrol and was elected Republican District 72 in the Utah State Government and was assigned Vice chairman of Law Enforcement and Criminal Justice Committee.



Bud Bowman

After I moved, Bud would come down to see me in St. George. We did get stopped when I was with him and ticketed for running a stop sign. Due to Bud's Drinking, I started avoiding him. One night when I came home from working at the Theatres, I could see his car parked in front of my home. I parked my car around the corner and slipped home without him seeing me. He had others in the car and they were drinking. They got into some kind of a consultation with another car and got into a big fight, ending up in Jail. I stayed away from Bud, and lost track of him when I went into the military. One time when I was on Navy leave going through Cedar City, I was wondering what happened to Bud and ask someone about him. I was directed to an office in the Northern part of Cedar City and when I got there, it was the Highway Patrol where he was working as a UHP Radio dispatcher. After retirement from the Highway patrol, Bud went on to be a Community Leader and served in the State legislator until his death.



## THE BEST YEARS TO BE ALIVE

I started working in the Theatres as a projectionist at age 13 and that limited other activity. Moving back to St. George, my best friend was Karl Barton. We went hunting and did a lot of various things together. He and I were awarded the best



performance in our High School assembly contest with me simulating singing and him simulating playing the piano. We also performed in Hurricane High School.



Later, in our last year of High school, Dewayne Eyre, Maxine Leany, Ora Larson and I, became very close. Dewayne and Maxine were married in the St. George Temple and I became engaged to Ora.



In my last year of high school, it was very difficult to come up with the money to purchase an engagement ring. It was heartbreaking to sell my 22 Rifle and some other things, but at the time, I felt it was worth it.



Ora Larson

Ora's aunt came to me, with advice that when we get married, that we should live somewhere else to avoid having problems with her controlling Sister (Ora's Mother). We had not planned a temple marriage, even though the only thing that would restrict us was I hadn't been converted to the law of Tithing and was only semi-active, using Sundays for Cleaning and maintaining the projection equipment at the two theatres. We had no moral problems and planned a temple sealing later.

I moved to Salt Lake and started working for Sear & Roebucks' in the tire shop. Ora's mother convinced Ora that she shouldn't marry me and so she broke our engagement and it was very hard on me. I considered suicide, but then I did decide to do worse than that. I joined the Navy on about the same date we previously planned to get married. "That will really show her"! I am told



by friends that at Ora's wedding her Mother told them that she was sure glad that she had broken up her engagement with Russell Bateman and she sure didn't want her to marry him. Two years later, my Mother told me that Ora's Mother apologized to her that she was sorry that she had broken us up.




Breaking this engagement affected me to not have any interest about marriage for the following six years. Not being engaged any longer, a fellow working with me at Sears lined us with dates with some very good-looking girls that we took to Salt Air swimming and other places. I remember that

## THE BEST YEARS TO BE ALIVE

they had Band Dancing at Salt Air and at Lagoon. Carl Barton came up to visit me in Salt Lake and he had some contacts and we double dated several times. I don't remember names very well, but one cute little French gal was Named Grace Jonjaic, or some similar spelling. Either she or it was her father was born in France. I met another girl at a dance that was LDS and we corresponded for a year or so.

I was sent to San Diego for my basic training and schooling which took about six months. I had now been "converted" (more about my conversion See chapter 2) In Church Activities at that time, there were about eleven male members to every, one girl. I did date a few girls that I met in church. I met Virginia Hedlund, a beautiful Blonde. We went steady for three months, until I was "shipped out" to Aleutians (Alaska), where there was a girl behind every tree. Okay, so there were not any Trees.



 After being in Alaska and exchanging letters for several months, I received a "Dear Russ" letter from Virginia's Mother, Bernice. She told me that Virginia had met and was engaged to boy, by the Name of David Martin. All though we had gone "steady" for weeks before I was sent to Alaska, we had never talked about marriage or anything in the future. Bernice told me that she really liked me and had hoped that something would develop between Virginia and me. But that David Martin was a very nice boy from Salt Lake City.

I felt no remorse and was happy for Virginia as she was a great girl. I later found that David Martin was already a millionaire heir of the Martin door company, but Virginia didn't know it until after they were married. David had joined the Navy to evade the Korean War Draft. Not long after David served his time and was released from the Navy, he became the CEO of Martin Overhead Door company. He served in many callings including Stake President and National President of the "Sons of the Utah Pioneers, "Gaye and I have met them a couple of times at SUP activities.



I stopped at Kodiak Alaska for several days and had the opportunity of attending a dance at Kodiak Village. Most of girls there were native (Eskimo) and certainly not very attractive.

Now I was on the Island of Adak, in the middle of the Aleutian Islands, there was a "girl behind every tree." For two years, I looked for the tree that had a girl behind, but there were no trees - no girls. For the following two years, I was never face to face with any girl or female.

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We did, however, talk to girls over the amateur radio. We would contact stations in the "lower 50" and if they didn't know any girls, we would talk with the telephone Operators.

The girls that I corresponded with in writing, gradually thinned out as they were getting married or lost interest in writing. For two years, stationed overseas at Adak, Alaska- which was considered in the Korean War Zone, I never saw or personally talked with a girl.

On my way back to the lower 50 states, I stopped again at Kodiak Village. After two years, the native Eskimo girls sure got a lot better looking.

We spent several days in Seattle Washington and we attended a dance. A girl came up to be nice and talk to me, and I was speechless and couldn't talk. I am sure that she thought that I was some kind of character.



I returned to St. George for my 30-day leave. I dated Mar Jean McMullan, the girl across the street who said that I was the first boy to kiss her (years previous when I dated her). I think that my Mother and Mar Jean's mother were trying to get a match. Mother took Mar Jean and I north to visit family. Mar Jean was a very nice girl, but we didn't click. An example, she told her Uncle that we were engaged to be married. He, being in upper society in the Salt Lake Area wrote a story announcing our engagement, sending it to the newspapers. When she finally admitted that it wasn't true, her uncle had a lot of stress cancelling the newspaper article. Mar Jean thought that it was funny, but I knew better. There were not more comments about it during the remaining time of my leave, and Mother and Mar Jean took me to the Salt Lake Airport as I left for Washington D. C. I never wrote to Mar Jean and I understand she went on and had a successful marriage and family.

I did take out my endowments before leaving St. George. My mother had great concerns in that I was still in the Military.



Washington D. C. a fun City. I was in training out at Cheltenham Maryland, but spent my weekends in Washington D. C. I had my Civilian Cloths and spent weekends at the "Sheridan Embassy." Sounds political? It was a large three-story



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apartment on Sheridan Street that about 16 priesthood holders called home, at least on weekends. There was only a couple of us that were military, the rest were CIA, FBI, etc. The "House Mother" (the one in charge and made dish duty assignments, etc.) was J. Moyle Anderson. He was unmarried, in his 30's and worked for the Department of Agriculture.

The LDS youth group that I joined was mostly in their latter 20's or early 30's, all non-married. There wasn't a couple's type relationship, but a group of around thirty members that wanted to have fun. We visited the historic sites around Washington D. C., Climbed the Washington Monument (took hours), Sang Christmas carols at different locations.

I had the opportunity of making the annual New Year's trip to New York. A group of LDS girls had two large apartments in downtown New York City. Each year when the men from Washington D. C. came up, the girls would vacate one apartment and move in with the other girls in their apartment. Then the group (Girls and Boys) would go down to Time



Square for the big midnight celebration. I was in uniform and their assignment for me was to act like a drunken sailor and drop \$20 bills. Of course, the bills were fake, but they looked very realistic. As the group watched, it was fun to see a person step on the bill and when they thought no one was watching, they would scoop it up and walk away.

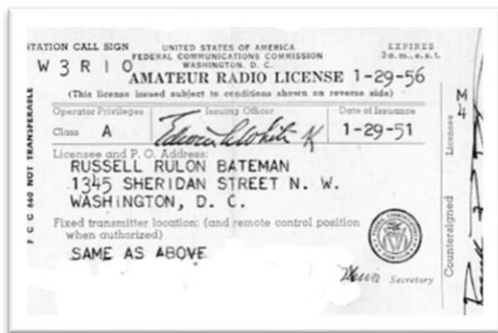
We spent several days in the Time Square area and then headed back to Washington D. C. There was no place to park near the downtown apartment's, so we would have to park on the out area and take the Train into the City.

It was very hard to get a date without a car in Washington D. C. The 16th Ward chapel was very popular and had weekly dances. I was considered a good dancer and had no problem getting girls to dance with me. There was a formal dance scheduled that was for couples. I had a friend at the Navy school office who let me take his car. So, I got a date with one of the girls that regularly attended the Saturday night dances.

## THE BEST YEARS TO BE ALIVE

I thought that we had a good time and I was taking her home. Then she shocked me by saying, "I want you to make love to me before you take me home." I didn't think that I understood her and ask her to repeat what she said. I told her that it wasn't accepted by church standards, even more; I had been though the temple and received my endowments. She said it was different because I was in the Navy and therefore, I didn't have to obey those standards. I told her that that was not correct and there was not any more conversation and I drove up in front of her home. She got out of the car and slammed the door and I never saw her again.

It was very foggy driving back to the school in Cheltenham. In fact, I had to just creep along slowly. I looked out in the fog next to me and saw moving, flashing sign that said "Stop". It finally became apparent that it was a police car and I pulled over. The officer came up and told me that the Florida license plate was not currant. He asks for the registration papers, couldn't find them in the glove compartment. I told the officer that I had just borrowed the car for the evening. I only remembered the first name of the one that loaned me the car and I didn't have an address of where the owner lived. I did have a currant Utah Driver's license. He had me follow him to the police station where I spent the rest of the night in Jail.



The next morning, they let me go after paying \$10 fine. They told me that the only thing that made them believe my story that the expired license plates was Amateur Radio Plates and that I had an Amateur Radio License in my wallet. Amateur radio licenses Car Plates were very rare at that time. The owner told me that he had sent for the Florida renewal plates, but they hadn't come back.

I found that getting around Washington D. C. was difficult and as I had another several months of School, I purchased a motor scooter. I road it up to the Sheridan Embassy (apartment house) and got permission to park it in their garage.

(02-21:) The following week at school, one of the instructors came to me talking of what I was to do the next day in London. I told him that he had me mixed up with someone as I had several months of school left. He said, didn't someone talk to me about my assignment? I was told that they need someone to take the place of a man who was being reassigned on a classified mission (There is more



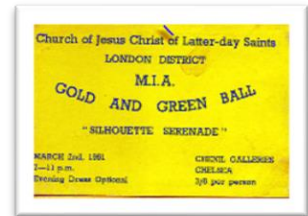
## THE BEST YEARS TO BE ALIVE

information in another part of this history about the Man that I replaced was killed when the Submarine was sunk in a Russian Harbor – See Chapter 7) and I was the only one far enough along in training to take the assignment. Next day, I was in London.

I had just purchased the Motor scooter and didn't get a chance to use it. I had no telephone number, address or way to look up names at the apartment. About a year later, I went to the apartment to check on the Motor scooter. They said that I had just disappeared. They had moved the motor scooter to one of the members sheds.

In London England, the LDS members between 18 to 30 were a high percentage of young girls in the LDS Church and about no young men. I was told that young girls were attracted to the missionaries and were converted to the church by time they found that the missionaries were not available for dating.

I lucked out and was able to attend the London Gold and Green Ball 2 March, where I never had to ask for a dance. The more forward girls ask for a dance and were patient to wait for their turn. This was a different experience for me.



In London, I dated Margret Singer, member of the church. I met her Mother who had been waiting months for her turn for some kind of special type of surgery. After Church activities, I offered to take her home (public transportation) and she refused. One time she relented and agreed. We got to where she lived about 9:30 pm and she immediately started pressuring that I should leave. I felt that she just wanted to get rid of me.



- London, England.  
Margret, her mother  
and Brother (LDS)

Returning to the "Park House" (near Marble Arch) I boarded the

underground railway to my next station. As I stepped off the train and headed for my next leg, a uniformed man was waving for me to hurry to get on the next leg of my underground railroad trip. When I got off at a next transfer station and



## THE BEST YEARS TO BE ALIVE

looked for next train for the final trip, the uniformed man said, "not more trains to night, Laddy" and locked up the gates as I climbed the steps to the Street. So, Margret was concerned about my means of transportation to get back to the Park House (U. S. Air Force Hotel). I had a map and ended up with a long, long walk on dimly lighted streets to get there, starting before 11 pm and it took me around two to three hours to there.

There were still many areas that were still bombed out and a lot of piles of Brick. I spent a lot of time touring various areas of London. I found where the LDS mission Home was located and visited there. The white sign on the side of the fence said, "War Damage repaired by...." I was told about the Gold and Green Balls that were scheduled and attended the one in **London**.



03-14: A few days later the ship was in **Glasgow Scotland** on March 14<sup>th</sup>, where I attend another Gold and Green Ball and area Conference. This is where I met Eleanor Helen Junor. In the meetings, she could listen to different people or groups talk and could identify where they were from. We hit it off quite well. She was very active in the church.

I was able to attend the area LDS Conference and the Gold and Green Ball. She could tell me where various members were from, by listening to their speech. All though they all spoke English each area in the LDS district spoke a little different.



I took leave for a few days and returning for a visit in Glasgow and was invited to stay at her family flat. I slept in the same bed where President McKay had slept just a few weeks before when he visited Glasgow area. Helen and I started writing and I was able to visit her couple of other times when I was in a port somewhere in the British Islands. She was planning to immigrate to Salt Lake and had put her papers in a long time before I met her. Our relationship got a little closer with discussions of future plans, for back in the United States but I failed in that she read more into it than it was. I felt that it was just a good friendship. I only had the opportunity of visiting her once in Salt Lake after she arrived. I felt that marriage and Navy life didn't work, and I felt bad that there may have been some misunderstanding. Another major deterrent was my being in the Navy Security Group, I would have to leave the Security Group because it was not permissible for a member of the group to marry a non-citizen. Even marrying a Citizen, they would have to do a security check. We

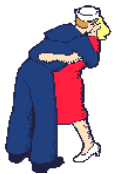
## THE BEST YEARS TO BE ALIVE

were never in the going steady category. I really felt bad as she read more into our relationship that there was. It was understandable as I was the only Mormon boy she had known, and she didn't date before. She had never ridden in a car or traveled out of Glasgow Scotland. I did get some members to meet the ship in New York where she spent several days seeing New York. It was hard on her to come to a strange country and travel to Salt Lake City by herself.

(Helen went on to marry a Salt Lake boy and she became a very successful executive Secretary to several key State of Utah Government officials. Gaye and I ran in to her in Salt Lake a couple of times.)

The ship was docked at **Hull England** where I was able to attend a third Golden Green Ball.

I met and dated several other girls mostly English. You know the tradition was for a Sailor, "A girl in every port". I had been assigned to the Aleutian's for two years and didn't see or talk to a girl. I did date a few non-member girls; it was nothing more than that I really enjoyed dancing. I was not a macho of a sailor with a girl in every port, just at the right place at the right time. My Patricidal Blessing warned me about dating non-member girls. This time period was just after the big War, and thousands of young men were killed and there was a major shortage of men throughout Europe. An American boy was in high demand.



I watched some type of Scout parade and activity in Glasgow while we were there.

Men and boys were wearing their "Kilts."

The **kilt** is a knee-length garment with pleats at the rear, originating in the traditional dress



of men and boys in the Scottish Highlands of the 16th century. Since the 19th century it has become associated with the wider culture of Scotland in general, or with Celtic (and more specifically Gaelic) heritage even more broadly. It is most often made of woolen cloth in a tartan pattern. Although the kilt is most often worn on formal occasions and at Highland games and sports events, it has also been adapted as an item of fashionable informal male clothing in recent years, re the kilt first appeared as the *great kilt*, the beacon or belted plaid, during the 16th century and is Highland Gaelic in origin, a full-length garment whose upper half could be worn as a cloak draped over the shoulder or brought up over the head. The philibeg or *small kilt*, also known as the *walking kilt* (similar to the modern

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kilt) was invented by an English Quaker from Lancashire called Thomas Rawlinson sometime in the 1720s for the use of the Highlanders he and Ian MacDonnell, chief of the MacDonnell's of Inverness employed in logging, charcoal manufacture and iron smelting, for which the belted plaid was "cumbrous and unwieldy" turning to its roots as an everyday garment.

The Ellison left Glasgow Scotland on the 19<sup>th</sup> of March, spending the 20<sup>th</sup> at Sea and arrived at Hull England on the 21<sup>st</sup>.

03-27: **Hull, England** was heavily damaged during the war that only ended just in over five years



previous. Many parts of the City were still bombed out. Food was still rationed. I attended the Hull District Gold and Green Ball. Hull had one of the few pre-war LDS Chapels in England. The war damage to the chapel was only minimal and the surnaming area was heavily damaged.

What was one of the better areas of Hull, England was now one of the low-class areas.

One may ask, how did a three-striper seaman sailor get the navy to send this Navy Destroyer to three ports, one after another, so that he could attend the LDS Gold and Green Balls in London, England and Glasgow Scotland and Hull England? My Answer is that I went over their heads to higher authority.

03-27: I was able to take tours of **Hamburg**. The main part of the City of Hamburg was still flattened, and all the bricks and debris had been cleaned up. I was able to walk down some of the Streets of Hamburg. A tour guide told us that his home once was located where we were standing. We were invited to programs telling us more about Germany and their post War plans.



I met a girl on a tour who was the daughter of one of our tour guides. She was trying to learn English. She tried to tell me a little about Hamburg and War conditions which they had to live in.

I ask for a date with a beautiful little German girl in Germany, but she said no, not even Nein. Dating in foreign countries (other than the British Islands) was difficult for me as it seems that the available dance halls were





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not the kind of places that I wanted to be. We spent the day together on a tour of the City of Hamburg. She did speak broken English.



04-7: We were at Weymouth England several times. The first time was on 7<sup>th</sup> of April 1951 until 20 April. This was a longer stay than normal and we came back a couple of times. I remember a girl that I met by the Name of June. She milked seven cows' morning and night. She took me home to meet her family. She lived in a nice home but had a terrible

smell. You opened the back door of the kitchen and there were the cows. I guess they got use to the smell.

She was a sweet young girl from a good family and a good friend but wouldn't accept my warnings about a married fast-talking sailor from the ship that I was on. I really felt bad that the sailors were taking advantage of English girls. Most of these English girls were so gullible and would believe about anything. They even believed that the western United States was just like the cowboy films that were showing at that time. We departed Weymouth on the 20th of April.

04 25 I was in downtown London the evening that Lighted Sign and advertising were permitted to be turned on. This type of lightening was not permitted since the starting of the World War II. Most of the British Citizens had never seen lighted Signs. This was to be a big thing, but when the big moment came, I only saw a light here and there. It was disappointing to me, but the local British People were excited. The United States never really had to turn this type of lighting off, and I had been to New York City's Time Square shortly before coming to Europe and had seen all their lighting. Streetlights in London had started Turning on about four years prior.

05 15: We arrived at **Naples, Italy** on the 15<sup>th</sup> of May. Someone, (maybe the U. S, Embassy) set up



a three-day tour up to Roma. The Bus was new and modern. I don't remember where we stayed, but it was near the Vatican. An audience was scheduled for a visit with the



Pope. There were a number of tour guides assigned to us for this visit. They took us over to an area next to where there was a large

crowd of people waiting for the Pope's appearance. At the last moment, the tour guides joined hands



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and pushed to the center of the crowd next to the roped off area, pushing the crowd back and pulling us in front of the crowd, placing us next to where the Pope would be. The crowd didn't seem to mind, we were all in uniform and we received respect from the crowd. I DIDN'T FEEL GOOD ABOUT IT.

The Pope (Pius XII?) offered me his ring to kiss, but of course I didn't. I was embarrassed! They pushed those people back and put us in front. I thought it very rude. It was very noisy with everyone screaming **Viva il Papa! Viva il Papa!** Long live the Pope! (Italian)



We left Roma around noon on our last day. Traveling down the road toward Naples, we came into a small village with a group of about a couple of hundred people. They were having a party and soon as they saw



us, they blocked and surrounded the bus, Singing and yelling praises. They just coached us off the bus and continued their singing and dancing. They were showing appreciation for the military defeating



their enemy (Germans). You could see that there had been a major battle in that little Village. It looked like it could have happened the day before, not five years before. They had a hard time letting us go and a lot of us had tears in our eyes from the experience.

We arrived at Palermo, Sicily on the 25<sup>th</sup> of May.

There was no indication that there was any of the LDS church in the area, I took a Taxi to look up an Amateur Radio Operator that I found in the Call Book. The taxi was a Horse pulling open buggy. Going down a cobble Stone narrow road, about a dozen boys, young ruffians. about 10 to 15 years of age came at us from all sides. The driver using the buggy whip beat them off from getting to me and outran them going down the street. I had seen others that young ruffians had caught, taking wallets, rings, everything in your pocks and leaving you with a beaten body.

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I knocked at the door of the Amateur Radio Operator. When he came to the door, he asks me if I spoke Italian. No, I said. Do you speak German? I said no. Do you speak French? I said no. Then he said, I donna speak English very well, but I will try. We spent a time on the Air and he let me do the (CQ) calling. I remember his call was IT1BXX. He said that they replied saying what good English that he spoke. I think that the Amateur Radio Person was a University Instructor. I was able to return to the ship without any further problems.



Using my camera, the taxi driver took a picture of me sitting in his driver's seat.

On the 15<sup>th</sup> of May we arrived at Naples, Italy where there was much to see.

July 1, we arrived at Athens, Greece for an eight-day sight Seeing Visit.

The first day that we were there, A reception/party was given our ships



company. Among the dignitaries was *Queen Anne-Marie of Greece*. This was exciting for me to be able to chat with



The Queen of Greece for several minutes. She spoke very good English with a bit of British accent. I only had notes that she was called "The queen of Greece" Research

indicates that she was "Queen Anne-Marie of Greece, Daughter of King Frederic IX and Queen Ingrid of Denmark and Wife of Constantine II Greece. Some places she is called Queen Frederica of Greece. There is a ship named after her" QUEEN ANNA MARIA"

06 15: I had an interesting experience in Salonika Greece. This was the old biblical City of



Thessaloniki. Salonika beach and main part of the city was leveled by the Germans. On 15 June 1951, there were no piers to dock next to and so we dropped anchor out in the bay. I loved the experience of walking the streets and thinking of what it was like back in the days that the Bible wrote about. At the time I was there, the signs of WWII were

everywhere. The people were very poor and had very few possessions. There was only electrical power in the downtown area. This power came from a Beached U S Landing craft that was only used for the generators. The back streets that were still there, were narrow, made out of pebbles stones and

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most of the dwellings had no windows. They had no "Kitchens", running water or power. Bathrooms were a neighborhood wall or trench and smelled terrible. I am impressed when I see on the internet, what the city looks like today.

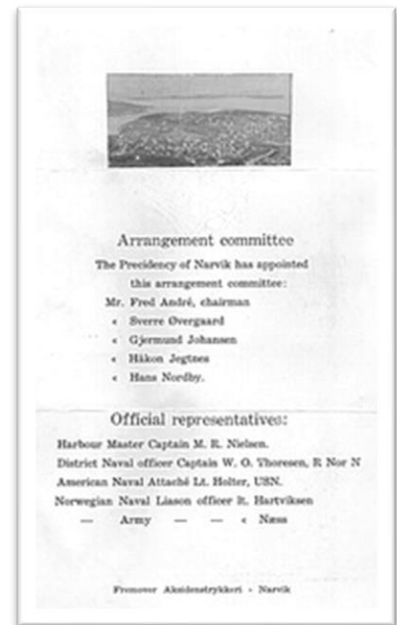
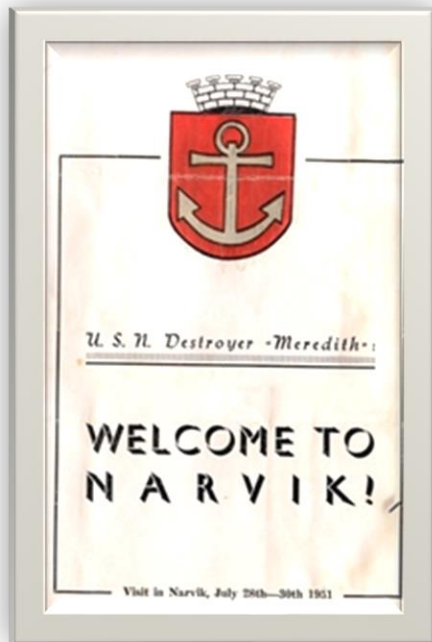
While I was seeing as much of Salonika as I could, I got into a conversation with a Greek who spoke very good English. He invited me to his home for visits which I appreciated the opportunity of see the inside of a typical home. At the entry to his home, there was a little open area that contained a fire pit to cook something and was open so that the smoke would escape. I only saw two rooms; one was a bedroom and the other was a living or sitting room. There were at least one other rooms. It was dark and the sitting room was lighted with a coal oil lamp on the table in the middle of the room. The only difference to this home from the others I could see into, there were some nicer furniture. The homes didn't have anything covering the windows and Glass windows were unusual. I don't know if he had a wife or was married. He introduced to me to his adopted beautiful daughter and said that he also had an adopted son. Both about my age. He said that their parents were killed in the war. He asked his daughter to speak to me in English. Her question was "it is true that there is a kitchen in every American home. I answered in the affirmative and she looked astonished as very few homes in Greece had kitchens in them. The father told me that he had kept this girl away from any man and educated her to speak English and to read and write. etc. He then made me an offer. He would give her to me if I would take her to America and she would serve me the rest of my life. It was interesting to have someone want to "give me a girl". Arranged marriages or whatever they called it, was common at that time in Greece. I thanked him for his generous offer but told him that it was not the way we do things in America.



07 28: We arrived at Narvik 28 July and tied up during the early morning hours. This was the first visit of an U. S. Navy Ship to Narvik. A Planning Committee had been developing this celebration for months. They decided to combine this celebration with their 50-year railroad anniversary. There were representatives from the Norway National Government, city officials, The Norwegian Naval District Officer and the American Naval Attaché Lt. Holter (USN) and the Norwegian Army. It was a big thing for the citizens of Narvik.

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Narvik experienced heavy war damage in that their resources used by the Germans. They had re-built a lot of their city since the end of the war just five years earlier.





## Official program :

**SATURDAY, JULY 28th.**

- 0800 : Moor alongside pier (Utstikker 1).  
 0815 : Harbour Master onboard together with Mr. André (representing the City Council) and NNLO and NALO.  
 1000 : Commanding officer, ANA and NNLO depart ship on official calls.  
 a. 1010: Ordfører Finseth and Rådmann Ressaak at Rådhuset.  
 b. 1020: District Naval Officer Captain Thoresen, R Nor N at Royal Hotell.  
 c. 1035: Commanding Officer I. R. 15. Colonel Krogstie, R Nor A.  
 d. 1050: Chief of Police, Steinholt, at Rådhuset.  
 e. 1105: Harbour Master, Captain Nielsen. at Havnens Hus.  
 1130 : Return visits.  
 1200—1330 : Commanding Officer's luncheon.  
 1415—1646 : Trip by mountain railway to famed Bjørnfjell (150 persons). Exceptionally beautiful scenery. Refreshments can be bought at Bjørnfjell Turiststasjon. Guides will be provided by committee. NALO will arrange onboard.  
 1700—1830 : The City of Narvik: Reception at «Havnens Hus».  
 2000—2400 : Dancing will be arranged at «Royal Hotell» — 30 persons — and at «Fossestua» — 100 persons. Refreshments can be bought. NNLO and NALO will arrange onboard.  
 1800—2300 : Sightseeing flights over the town of Narvik. Price N. kr. 20,— a person.  
 2300—0300 : Midnight Sun Flights from the Narvik Flying Harbour (Fagernes). Price N. kr. 80,— a pers.

**SUNDAY, JULY 29th.**

- 1315—1445 : Sports arrangements at Narvik Stadion. Baseball game between 2 teams from U.S.N. «Meredith».  
 Handball game between Mjølner and Nor (girls).  
 1600—1800 : Reception on board U. N. S. «Meredith».

- 1750—2000 : Trip to Bjørnfjell. NALO will arrange onboard  
 2000—2300 : Dancing at Royal Hotell and Fossestua.  
 1200—1800 : Voyage to Skjomen by SS «BOLGA».  
 Price N. kr. 10,— a person. Refreshments can be bought onboard. Very nice trip.  
 0800—1800 : Sight Seeing flights.

**MONDAY, JULY 30th.**

- 0900 : U. S. N. «Meredith» leaves Narvik.

## NARVIK

In this year Narvik is celebrating its 50th anniversary, so that North Norway's largest town is not exactly ancient. Its history is closely bound up with the Ofot Railway. When an English Company in 1883 started to build the Ofot Railway Narvik was chosen as their headquarters. At that time a single farm, bearing the name of Narvik, was situated where the town of Narvik stands to-day.

In 1898 there were only 15 people living here, a year later there were 1890. The swift growth of the town, which to-day has nearly 11 000 inhabitants, is probably due to one concern, Malmholaget: iron ore from north-Sweden is shipped from Narvik and this transit trade has created a thriving town.

The long rows of railway waggons filled with ore which roll down to the huge quays all day long keep Narvik busy.

A fleet of iron ships is always lying in the harbour of Narvik waiting to load.

The Ofot railway connects Narvik with the Swedish railway net. The trip up to the frontier takes an hour, and is well worth while. The railway runs up in the mountains, high up above the Rombak Fjord, where so many German naval vessels were sunk in 1940. Near the frontier lies Bjørnfjell, a mountain with first class ski-ing and a climate which attracts tourists for winter sports until well into May.

By ferry it is possible to reach Herjangfjell, a mountain plateau with excellent shooting and trout fishing.

15 minutes walk from the centre of the town lies Orneavika where Norwegian and Allied troops landed in 1940.

South of the town is the Beisfjordgubbe, a rock formation which strikingly resembles a troll.

At the head of the Beisfjord the Germans ran one of their most notorious concentration camps with Serbian and Russian prisoners.

The central portion of Narvik which was totally destroyed during the war, has now been almost completely re-built. A large new international class hotel has been put up, as well as a modern tourist hotel just outside the town.

Trips to the Lofot fisheries are frequently arranged via Narvik.

I found that there had been a large LDS group, but they had mostly immigrated to the US back in the 1800 and those that didn't go, fell away from the church. I am told that there is an L D S Ward there now.

08 01 It was easy to find the chapel in **Bergen Norway**. The first person that I ask told me where the chapel was. It was upstairs over a store in downtown Bergen. The place was unlocked, but I couldn't find any one to talk to. Due to a Navy obligation, my time in Bergen was limited.

08 06 We left Bergen on the 3<sup>rd</sup> of August; we spent time at Sea, arriving at **Isle of Wright**, Cows England the 6<sup>th</sup> of August. We were representing the United





## THE BEST YEARS TO BE ALIVE

States at the International Yachting Regatta. It is also called the Sailing regatta. It has always been the largest, longest running and most prestigious sailing regatta in the World. There were two destroyers dressed up with all the flags. One was the U. S. Navy Meredith and the other was a British. The seven days that we were there, were the main days of the activity. There was a lot of “parting” going on the water and all around the City of Cowes. “The Spook Room” was closed while we were there and we had no watch assignments and were free to do as we wanted for the week that we were there. Our ships motor whale board made hourly trips to shore about every hour, up till Midnight, but started again in the morning at 08 AM.



It was a special experience to have been a ships company member representing the United States. A great week of excitement and fun.

**Cowes Week** is one of the longest-running regular regattas in the world. With 40 daily races, up to 1,000 boats, and 8,000 competitors ranging from Olympic and world class professionals to weekend sailors, it is the largest sailing regatta of its kind in the world. Having started in 1826, the event is held on the Solent (the area of water between Southern England and the Isle of Wight made tricky but strong double tides), and is run by Cowes Week Limited in the small town of Cowes on the Isle of Wight.

As well as the sailing activities, the week includes a large number of onshore events including live music and cocktail parties. Marquees are erected in the marinas serving food and drink, and the crowds overflow from busy public houses and restaurants around the narrow high street - the town becomes a hive of activity into the early hours of each morning. Around 100,000 visitors are attracted

## THE BEST YEARS TO BE ALIVE

to Cowes by the festival atmosphere of the event each year in addition to all the competitors. A lot of the royalty from all over the British Island make the trek for the occasion.

All the members on our ship were issued the pass (shown above) that gave us access to every thing free. Every where there were a lot of girls and a small number of boys due to the losses of the War.

It was a big week-long celebration with all kinds of activities including Boat Races. The part that I liked was the Big Dances every night. With 100,000 visitors, the Uniformed American Sailors were hardly noticeable.

The first night at the dance, I saw this very nice beautiful, refined girl and at that time, very few girls refused an American Sailor when asked to dance. So, I boldly ask her for a dance, and she accepted. Things went well, so we danced together that evening. I thought that things were going very well and ask her if we could dance together the next evening. She looked at me and didn't say anything. Then I noticed that she was wearing an engagement ring and I apologized. She didn't say anything, and we continued dancing. At the end of the last dance, she said that she was part of a British Royal Family and her marriage was an arranged marriage. The man that she was assigned to marry, was working as a Bus conductor in London. He would never go to a dance and that they had very few things in common, and though that he was "rather Dull". So, with that understanding, she agreed to meet me the next night at the dance.



We attended the dances every night and spent time during the day visiting with her family. They fixed me the best meal that they could. Two EGGS! I was very reluctant as I knew that they were rationed to one egg per person per week, at that time. Her father said, no problem, we buy them on the Black market and have plenty. They were extremely nice, but her Aunt who was in some high-level position in the Royal Family, really made an objection. Her parents were also Royalty but were very nice and seemed to be under the control of her father's Sister. The Aunt had a high-level position and something to do with the marriage arrangement.

She had a very different name that I can't remember. The last evening, with tears and lightly crying, she told me how much she appreciated that I didn't make any sexual advances (like the reputation of sailors). She said "That it was like a story book. I was the man she always dreamed of and the next

## THE BEST YEARS TO BE ALIVE

day I would sail off over the sea, and she would never see me again and that she would have to go up to London and marry this Bus Conductor.”

We departed Cowes, Island of wright, on the 12th of august 1951.



09-04: I met Betty Ogg during our visit to **Dundee Scotland** 4 September. She loved to dance, and they held dances about every night in most British cities. WWII had been over for about 5 years and they were still restoring their country with major shortages. Going to dances or to a movie theatre was about the only recreation that was available. There was always about triple the number of girls everywhere as boys were few in number.

10 03: 3 4, and 5 October Paris France

I went up with a friend, wasn't LDS, but didn't drink or smoke and we enjoyed seeing the things in



Paris France. We did the Eiffel Tower, Joan of Arc, and a number of the historic sites. Along the way a girl started following us and it didn't take long to understand what she was after. She was one of those professional, beautiful girls that wanted to make some money. We told her that we were not interested in what she had to offer but she kept trying to sell what she had to offer. We couldn't get rid of her until I came up with an idea. I put

my arm around my friend, giving him a hug and telling her that we wanted to be alone. She asks in broken English, “are you that way”? I said yes and she left immediately, and we were able to continue seeing Paris without interruption.



The girl in the picture was not that girl that I was talking about. My friend and I met her and some other very nice people at the Arc de Triumph and spent about three hours learning their view of the French history. You note in the picture that two other older females covering History with my Friend from the ship.

Due to War Damage, the Eiffel tower wasn't open to go inside of to any of the upper levels

8 October (Port in Southern England) My replacement came in and I returned to the united states

## THE BEST YEARS TO BE ALIVE

After being transferred to the Naval security station in Washington D. C, I flew up to Detroit to pick up my car that I had pre-ordered. It was nice that now I had a car of my own.

I drove up to the Sheridan Embassy (Apartment) to Visit my friends and check on my motor scooter. They had moved it over to a member's place and I had no problem in selling it. I had only ridden it from where I purchased it to the apartment house, where it sat about a year, not being used.



I was just getting back into circulation when I was transferred to Imperial Beach Naval Radio Station, South of San Diego. It didn't take time to get back in circulation again and in a short time I was elected as the San Diego Area M-men – Golden Gleaner President.

Because I was President, I had no problem getting a date, even Nancy Knudson the “sot after daughter” of one of the Stake Presidents. She was a Great Gal.

I did do some dating with a girl who was at school at the base. She was taking some interest in the church and I took her to a number of meetings. She finished her school and was shipped overseas, and I heard that she had married.

Vincent Willardson, My Bishop asked me to visit him in his office. He noted that I should be considering marriage. I told him that I was having a great time not interested in getting married. Being San Diego Area M-men-Gleaner President, I was having a lot of fun. I told my Bishop, that I wouldn't get married unless I could find a beautiful, small town girl with lots of pioneer heritage. She had to be very intelligent, talented and very dedicated member of the church. Yeh, what would be the chances of finding all those things in one girl.

So, I took it to my Father in heaven and explained what my Bishop had said



and ask for his help in finding the girl that I was looking for. Shortly after that, I drove up to St. George from San Diego to Visit my Mother and Father, as I had done before a number of times and dated St. George girls. But on my next

trip to St. George, there she was, working for my mother. She had all those things that I ask for, and on that visit, she was in a talent program and told me to sit where she could see me, and she would sing to me during the talent show. Nothing was said about that she had to be a Redhead, but that turned out to be a bonus in the package. The lord has answered my prayer, telling me that she was the right one for me and in a few months, we were married in the St. George Temple.



## THE BEST YEARS TO BE ALIVE

Bishop Willardson was replaced by Bishop Cal Judd at the time I was discharged from the Navy. I was looking for the summer work before attending the Brigham Young University in the fall. He arranged for me to meet with one of his first level supervisors. I met with a man by the name of Chuck Kashara and he hired me to work in the instrumentation model shop. (See chapter 09)

We have been active in many organizations and found many special friends. We have RV travelled over the past 30 years, making special friends. We have travelled for three months in Alaska and several trips back East, one trip lasting for 5 months, been in every state but Minnesota. More information in other chapters. The two pictures below, one would be considered a friend and one would not be considered a friend.





## Chapter 16 Sons of Utah Pioneers

About 1982, we had moved back to St. George to take care of my wife's Mother who was suffering from Alzheimer's and bad health. I was working for KSL Television in Salt Lake City, working a shift of seven day on and 13 days off. We were happy to be able to get close to my Brother Orden and his wife Afton. They were very active in RV's (recreational traveling in motorized vehicles).

We were members of the Red-Rock-Road-Runners RV group that would travel monthly to different locations as a group. We enjoyed the opportunity of visiting different areas where we traveled, normally within 3 or 4 hours travel from St. George. (See Chapter 19)



My brother held a leadership position in the Cotton Mission Chapter of the Sons of the Utah pioneers. I have previously been a member of an organization called the "Mormon Battalion Association" in Salt Lake City.

The Mormon Battalion Association was formed to emulate the only unit in American Military history bearing a religious title and being comprised entirely of recruits from a single religion. The official history of the United States Army was "Mormon Battalion of Volunteers, Army of the West, U. S. Army the West"



*The original 1846-47 Mormon Battalion was like no other unit to ever serve into the United States military. An independent battalion in the Army of the West during the Mexican-American War, it remains the only religious unit ever recruited from a single religion using a religious unit designation, the nickname of the Christian church from*

*which it was drawn, The Church of Jesus Christ of Latter-day Saints.*

Most of my participation was wear my uniform for parades and other activities honoring the memory of the Mormon Battalion.

My Great Great Grandfather. John W Hess and his Wife Emeline Bigler were members of the famed Mormon Battalion (see [www.alfredbateman.org/history](http://www.alfredbateman.org/history)) I felt that it was an honor to in an organization honoring those like my great great grand parents.



## THE BEST YEARS TO BE ALIVE

I have always dedicated my life in honoring the great pioneering histories. My Wife Gaye had the honor of sitting on the lap of a Mormon pioneer, her **Grand** Father David H. Cannon Jr. and being told the stories of Settling St, George as a member of the original group settling in St. George, Utah.

We read in history records that her Great Great Grandfather David H. Cannon, Temple President of the St. George Temple was called to Logan Utah to help my Great Great Grandfather Marriner Wood Merrill set up the operation of the new Logan LDS Temple.



### The Mission of the Sons of Utah Pioneers



Come to know our fathers and turn our hearts to them. Preserve the memory and heritage of the early pioneers of the Utah Territory and the western U.S. Honor present-day pioneers worldwide who exemplify these same qualities of character. Teach these same qualities to the youth who will be tomorrow's pioneers.

## THE BEST YEARS TO BE ALIVE

### Mission

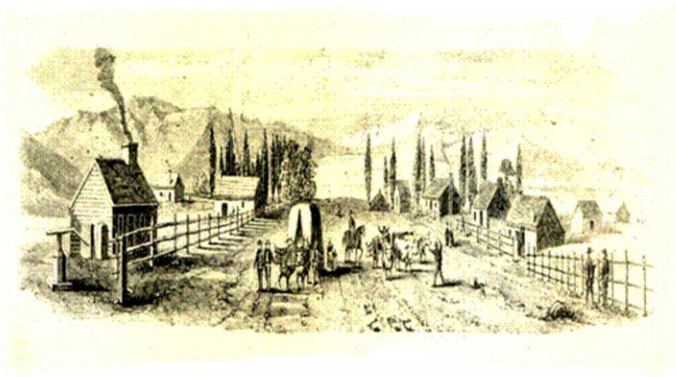
#### CHAPTERS OF THE SONS OF UTAH PIONEERS



Our mission is to learn more of our venerable Mormon Pioneers who conquered the West. Understand more of their heroic struggle.

Appreciate more their dauntless faith in God, their devotion to their church and to their families, their amazing courage and determination as they faced unknown frontiers, and the integrity of their purpose that kept them moving forward until they

achieved what they sought.



Let's promote the spirit of these early pioneers in the present day. Today's world urgently calls for the same faith and purpose, the same courage and determination, the same values required of our pioneer forefathers. And what of Tomorrow? It was for their posterity that they

persevered and overcame. Let us pass on to our posterity the virtues and values that made our forefathers' lives meaningful.

There are 44 SUP chapters of Utah pioneers, with 37 of them in Utah. The headquarters is located in Salt Lake City, Utah



## THE BEST YEARS TO BE ALIVE

The National Society of the Sons of the Utah pioneers located in Salt Lake City provides the over all leadership for the SUP, has a Board of Directors and electret's a new president each year. William Critchlow III shown on the far right in the Picture was also my Mission Director at the St. George



*Group of the past presidents of the National Society of the Sons of Utah Pioneers*

Temple Visitors Center

Pioneer ancestors is not a requirement to have membership in the Sons of the Utah Pioneers. I joined the COTTON MISSION

CHAPTER shortly after we moved back to St. George. The

name of the chapter was named after the Historic Pioneer Cotton Mission and Factory located in Washington, Utah.



### COTTON MISSION CHAPTER



*Board of directors. My brother, Orden is in the light-colored jacket and I am hiding to the far left in the picture*

With my brother in a leadership position, it didn't take long before I was offered an assignment.

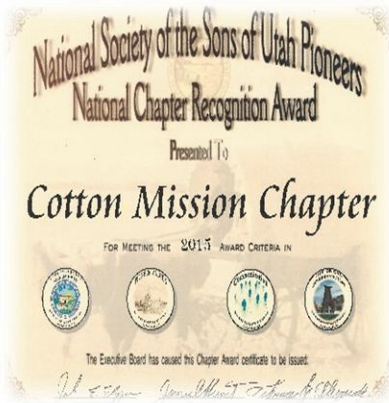


My first assignment was to the Chapter Recognition wards annual submission. It included four categories:

1. PIONEER VALUES RECOGNITION
2. STRENGTHENING MEMBERSHIP RECOGNITION
3. COMMUNICATION RECOGNITION
4. HISTORICAL PRESERVATION RECOGNITION

## THE BEST YEARS TO BE ALIVE

Based on the competition of the Sons of the Utah Pioneers Chapters, The Cotton Mission chapter was first for several years.



The St. George, Utah-based Cotton Mission Chapter of the Sons of Utah Pioneers shares the mission of the National Society of Sons of Utah Pioneers, which is to: \*Come to know our fathers and turn our hearts to them.

\*Preserve the memory and heritage of the early pioneers of the Utah Territory and the western U.S.

\*Honor present-day pioneers worldwide who exemplify these same qualities of character.

\*Teach these same qualities to the youth who will be tomorrow's pioneers.



### Scholarship Program

The Cotton Mission Chapter supports local students with an endowed scholarship program, awarded every



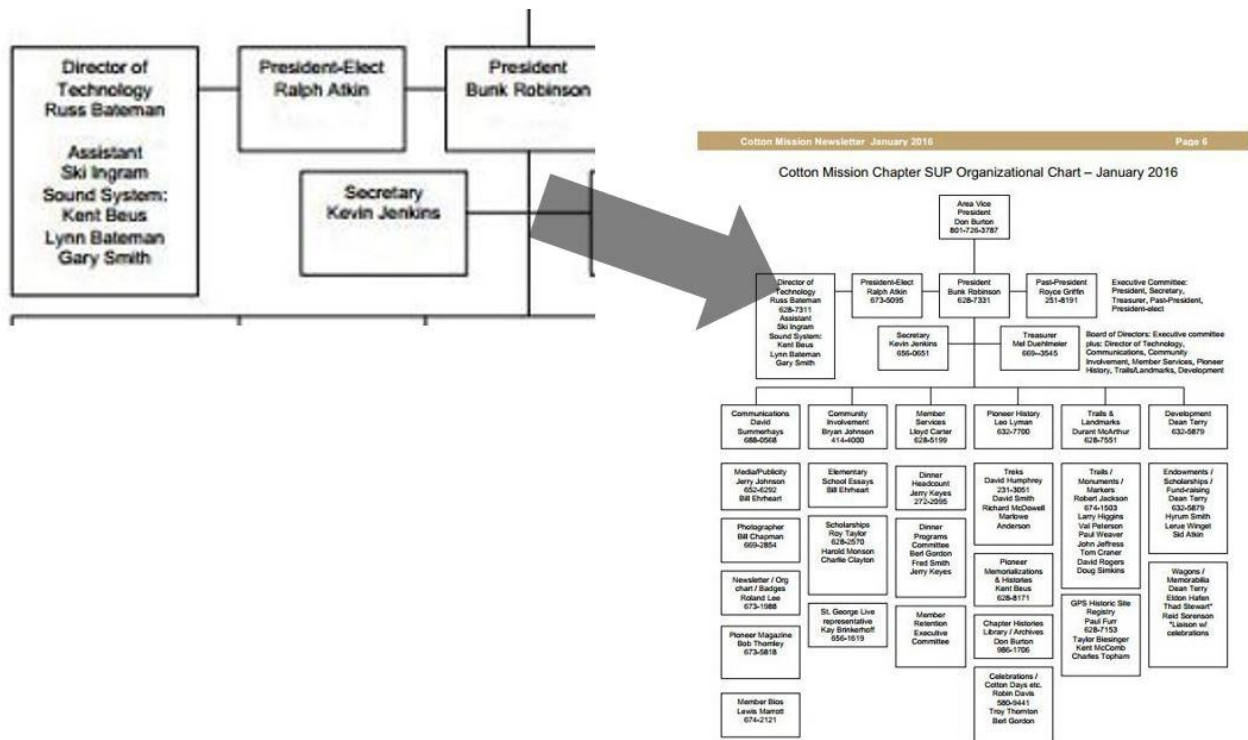
April to graduating seniors. In 2017, the Chapter awarded \$9,000 in scholarships.

I became a member of the SUP Cotton Mission Board of Directors, a position that I held for over ten years



# THE BEST YEARS TO BE ALIVE

Origination chart



At the time I resigned from the Board, due to my moving to Orem, Utah, I Served under the President Elect.

Our Chapter had about ninety members. Wives were invited to all activities but were not members of the Sons of the Utah pioneers. We had

Most LDS Church associated organization are required to submit an annual history. Each chapter of the Sons of the Utah Pioneers are required to write an annual history. I was asked to help digitize, distribute and submit our chapters annual history. We would send a CD disk and a hard copy to Nation. Two disks to the Dixie State University and one copy to the past chapter president.

## High school scholarship

Each year, the Cotton Mission awards a Scholarship of \$1,000 to one student in each of the St. George Area High Schools. The Award is based on need and accomplishments of the Students. The chapter forms a committee to research and select the Student. The chapter sets the standards for the awards for the needs of the student.

## 4<sup>th</sup> GRADE STUDENT ESSAYS

Jacob Holtzclaw

By Jacob Jepsen

Do you know who built the first iron furnace in Virginia? If not, I'll take you behind the scenes of Jacob Holtzclaw, the greatest great, great, great, great, great, great, great grandfather in all time!

Jacob was born in Truppbach, Germany in 1683. He became a school teacher in Germany. He was twenty-five when he married his wife Margret. They later had two boys named Henry and John.

In April 1714, thirty-one year old Jacob and twenty-eight year old Margret took their two sons across the Atlantic to America with eleven other families. They settled in Germania, Orange County, Virginia. They built the first iron furnace and manufactured the first pig iron in America for Governor Spotswood. Jacob founded the first German reformed church in America also! After six years in Germania, Jacob Holtzclaw and the other families from Germany were able to have their own land farther to the north. They called the town they founded Germantown.

During their first year in Germantown, the colonists packed their provisions from Fundericksberg. Jacob and his family had to walk thirty miles. They raised their first crops using only hoes. There were no draft animals to help. Men and women worked hard. After a few years, they were able to purchase more horses and land. In fact, when Jacob died, he had three-thousand acres of land! He divided it up amongst his children and grandchildren, each getting two-hundred acres.

Their land was good and prosperous. They used their money wisely and soon became very comfortable. Jacob became mayor and one of the three founders of Germantown.

Jacob had a large family. They include John, Henry, Ann Elizabeth, Katharine, Hyrum, Elizabeth, Alice Katharine, Jacob Jr., Joseph and Eve. Wow what a bunch of kids!

Jacob Holtzclaw's descendants have shown their loyalty to their country by serving in all the wars that been fought by the United States. Here's how they served their country. French and Indian War, Revolutionary War, Virginia Militia, North Carolina Militia, Mohawk War, War of 1812, the Battle of New Orleans, the Florida War of 1819, the Mexican-American War, Civil War, WWI, WWII, Korean War, Vietnam, Gulf War, Iraq War.

I'm proud that Jacob Holtzclaw had the courage and faith to bring his family to a new and strange world and how he helped build America into the fine nation it is today.

St. George had four elementary Schools. The Cotton Mission works with the school administrators to encourage 4<sup>th</sup> grade students to right an Essay on one of their pioneer ancestors. This was popular with school elementary 4<sup>th</sup> grade history program. The students who wanted to participate would return their ancestor history to the teacher and work with our Chapter 4<sup>th</sup> grade project manger. The essays would then be judge by the SUP chapter 4<sup>th</sup> grade committee and a winner from each school would be selected.

The winning essays would be given to me for encoding on

the Chapter's web. The students would them be able to search the web for the ancestor and find their essay on the web. At the awards banquet, the winning student would receive an award certificate and a \$20.00 gold coin.



## St. George Live



Many of the Cotton Mission members participated with Historic St. George Live Program.

**HISTORIC ST. GEORGE LIVE!** **SUMMER TOURS**  
June-Aug., Tues-Sat 10 AM  
(No tours on July 4 or July 24) Special tours arranged year round with advanced scheduling

Meet Dixie's famous pioneers as they come alive and describe living here at the turn of the century; entertaining and educational for everyone.

**\$3.00 PER PERSON 12 & OVER, 11 & UNDER FREE**

Starts at the St. George Art Museum, 47 E 200 N Main  
Parking available behind Art Museum, Access by 250 N Main

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## THE BEST YEARS TO BE ALIVE

The St. George Live is a community program supported by the City of St. George and several other groups such as the SUP Cotton Mission. The program is coordinated by the St. George Art Museum located next to the Historic St. George Opera House. I was very active for several seasons in the Historic St. George Live program. My assignments including Web Master for the St. George Live Web Site which had the scheduling of the Historic Characters. Along with my wife, we took the part of President Erastus Snow and wife for the St. George Live visit at the Famous Historic St. George Tabernacle. The roll playing Characters would dress like the original personage and tell the story as the Historic person would have told it. I

STARTING LOCATION



The 2-hour tours begin at 10 a.m. daily on Tuesdays through Saturdays, June 1 through August 31, 2017. A one-hour tour with a wood spinner, an Indian flute, and pioneer children's games is at 9:45 each day.

served as the President Erastus Character coordinator for one season.



Visitors to St. George and residents too will meet Brigham Young, Erastus Snow, Orson Pratt, Jacob Hamblin, Judge John Menzies Macfarlane and a woman pioneer this summer as part of

the Historic St. George LIVE! tours.

The SUP Cotton Chapter participated in many civil activities such as support of parades held in St. George, City of Washington and Enterprise. Member Dean Terry owned several refurbished historic equipment such as a Stage Coach, buggies, Etc.



Our Chapter took part in parades in St. George, Washington City, Enterprise and Santa Clara.

Several times the Chapter put a float in the Pioneer Parade on the 24<sup>th</sup> of July in Salt Lake City





## THE BEST YEARS TO BE ALIVE

### Washington City Days Washington City

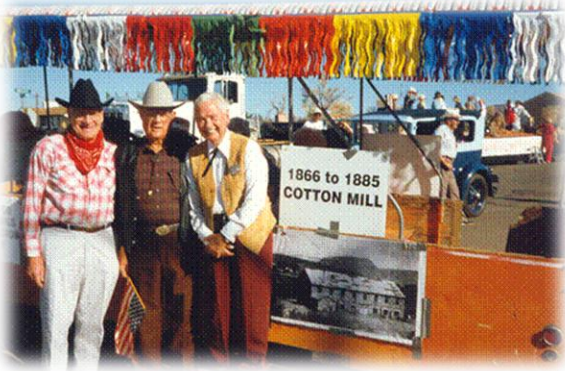
# The Pioneer Story

Days are dedicated to tell the Pioneer Story. Our chapter is very active in telling the Pioneer Story



with several exhibits.

Hand carts and stagecoaches the exact copy of the original pioneer units and the original unit was refurbished.



Schools were in session during Washington Day and many elementary scheduled treks for their classes to the exhibit. Members of the Cotton Mill Mission chapter were



assigned the various exhibits. We were also assigned to set up and take down of the exhibits. Large trailers were required to haul the large units back to storage.

## THE BEST YEARS TO BE ALIVE

### Treks

Several Treks for the chapter are a major part of the Chapter projects. The treks are over seen by the board and assigned to the Board member assigned to Treks Chairman Member that is called to be Chairman of the particular Trek. All Treks are designed to be associated with Pioneer History.

Treks fall in various formats, clean up historic Cemetery, visit a location where a Pioneer Historic event happened, collect information to document, Etc.

### HOLE IN THE ROCK

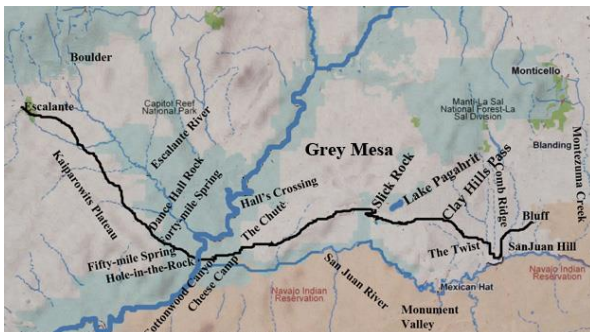


Hole in the Rock:An Epic in the Colonization of the Great American West is still a popular Book on Amazon. Another book. “The Undaunted, The Miracle of the Hole-in-the-Rock pioneers sturs the interested in the Colonization of the South East

area of Utah. A picture of our trek members was taken a the location called “Dance Hall Rock”. Gaye aned I paused for a picture where the Mormon pioneers danced on their trek to mostly unknown area of Utah.



Our trek chairman required that only 4 wheel drive vehicles be used. It was a long dusty drive from Escalante to the Hole-in-the-rock and back to Escalante and was a challenge to make the trip in one days



Restroom were “boys on the right and girls on the left. Your lunch and drink had to be something that you brough with you. There were no stores or other facilities avaiable.



## THE BEST YEARS TO BE ALIVE



How did they get the wagons down the “whole”?



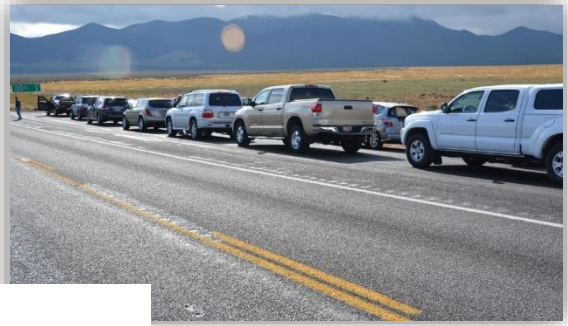
We are told it was too dangerous for the kids to ride down in the covered wagons, so they slid down.



Seeing the real conditions were certainly revealing the hardship then had in their assignment to Colonization of the South East area of Utah'

## THE BEST YEARS TO BE ALIVE

Our chapter made many treks to a lot of historic sites. A lot of the locations required 4 wheel drive. Some times there was a dinner inluced and other times it was you bring your own,



Each year, a national Covention is held at different chapter locations. As a member of the Cotton Mission Chapter board, we were all heavily involved in organizing and conducting the three day convention that was held in St. George.

In addition to other board assignments, I served as WEB MASTER for the Cotton Mission Chapter of the Sons of Utah Pioneers for 14 years. ([www.sonsofutahpioneers.info](http://www.sonsofutahpioneers.info)) Prior to my joint the Chapter, a list of historic sites was made up as projects to locate and document. Over the years, additional site were added to that list. As information was gerathered from many sites, a web site was coded into our chapter web site. One method was to take a chapter trek to the site and collect date, GPS locating information. Contributions came from many scources. The historic site shown in blue, were developed in to a web documentary site. Thos listed in black were for future development in to web sites.



# THE BEST YEARS TO BE ALIVE

These sites can be found at my web site <http://www.utahsdixie.info/hs/> I don't know how

|                                                                        |                                                           |                                                             |                                                          |                                                                    |                                                                               |                                                                   |
|------------------------------------------------------------------------|-----------------------------------------------------------|-------------------------------------------------------------|----------------------------------------------------------|--------------------------------------------------------------------|-------------------------------------------------------------------------------|-------------------------------------------------------------------|
| <a href="#">A03-Brighton Young's Winter Home</a>                       | <a href="#">A17a-Original Pioneer Entry to St. George</a> | <a href="#">B07-Warner Valley Byway to Hurricane</a>        | <a href="#">F- LEEDS SILVER REEF</a>                     | <a href="#">J03- Old Hotel (up Iron Town turn off)</a>             | <a href="#">M02- Old LDS Branch Indian Chapel</a>                             | <a href="#">Q04- Smithsonian Butte Byway Road to Apple Valley</a> |
| <a href="#">A04-Opera House (Social Hall)</a>                          | <a href="#">A18-Woodward School</a>                       | <a href="#">B08-Lorenzo camp</a>                            | <a href="#">F01- Harrisburg Monument</a>                 | <a href="#">J04- Hamblin Cemetery</a>                              | <a href="#">M04 Shiyatts Cemetery</a>                                         | <a href="#">Q05</a>                                               |
| <a href="#">A06-Art Museum &amp; Early Boyd Grant Jones Adobe Home</a> | <a href="#">A19-Dixie Academy</a>                         | <a href="#">B09-Washington Dam</a>                          | <a href="#">F02- Ruins of pioneer homes</a>              | <a href="#">J05- Holt Cemetery</a>                                 | <a href="#">N-GUNLOCK</a>                                                     | <a href="#">Q06- Duncan Retreat- Martindale Grave</a>             |
| <a href="#">A07-Greene Gate Pioneer Village —Orson Pratt Home</a>      | <a href="#">A20-Snow Canyon Pioneer Petroglyphs</a>       | <a href="#">C-SANTA CLARA</a>                               | <a href="#">F03- Old cemeteries - Catholic and LDS</a>   | <a href="#">J06- Hamblin fort</a>                                  | <a href="#">N01- Gunlock Rodeo Grounds</a>                                    | <a href="#">Q07- Hoags Heaven</a>                                 |
| <a href="#">A08-Ancestor Square — Historic Jail House</a>              | <a href="#">A21-Honeymoon Trail</a>                       | <a href="#">C01-Jacob Hamblin Home</a>                      | <a href="#">F04- Silver Reef Ghost Town and Monument</a> | <a href="#">K-MOUNTAIN MEADOWS</a>                                 | <a href="#">N02 Rock LDS Chapel</a>                                           | <a href="#">OTHER UTAH HISTORICAL SITES</a>                       |
| <a href="#">A09-Old Washington County Courthouse</a>                   | <a href="#">A22-Hay Stack Rocks</a>                       | <a href="#">C02- Relief Society Building</a>                | <a href="#">G01- Silver Reef Ghost Town and Monument</a> | <a href="#">K01- Monument and cemetery</a>                         | <a href="#">O-OLD HIGHWAY 91</a>                                              | <a href="#">R01-Orderville</a>                                    |
| <a href="#">A10-St. George Memorial Plaza - (ZIONS BANK)</a>           | <a href="#">A23-Apex Mine Byway</a>                       | <a href="#">C03- Women Pioneer Monument</a>                 | <a href="#">H-NEW HARMONY</a>                            | <a href="#">L-ENTERPRISE</a>                                       | <a href="#">O01- Jackson Springs / pioneer home</a>                           | <a href="#">R02- Pine Springs</a>                                 |
| <a href="#">A11-Temple Quarry Trail</a>                                | <a href="#">A24-Atkinville</a>                            | <a href="#">C04- Santa Clara River Petroglyphs</a>          | <a href="#">H01- Fort Harmony Monument</a>               | <a href="#">L01-Enterprise Pioneer Monument Corner</a>             | <a href="#">O02- Goldstrike Mine / ghost town</a>                             | <a href="#">R03- Pahreah</a>                                      |
| <a href="#">A12-Toniquint Park Petroglyphs</a>                         | <a href="#">A25-St. George Area</a>                       | <a href="#">C05- Titthing Building</a>                      | <a href="#">I-PINE VALLEY</a>                            | <a href="#">L02- Hebron Pioneer Cemetery</a>                       | <a href="#">O03- Ruins of Luisa Leavitt's Pioneer Home and 1 Mile Springs</a> | <a href="#">X-ARIZONA</a>                                         |
| <a href="#">A13-Little Black Mountain Petroglyphs</a>                  | <a href="#">A26-Confluence Park</a>                       | <a href="#">D-Hurricane</a>                                 | <a href="#">I01- Pine Valley Chapel</a>                  | <a href="#">L03- Jefferson Hunt and Old Spanish Trail Monument</a> | <a href="#">O04- BYU Lytle Ranch Preserve</a>                                 | <a href="#">X01- Mt. Trumbull School House</a>                    |
| <a href="#">A14-Virgin River dinosaur tracks</a>                       | <a href="#">B-WASHINGTON CITY</a>                         | <a href="#">D01- Pioneer Museum and Monument</a>            | <a href="#">I02- Pine Valley Past Office</a>             | <a href="#">L04- Modena</a>                                        | <a href="#">P-VIRGIN</a>                                                      | <a href="#">X02- Mt Trumbull Saw Mill</a>                         |
| <a href="#">A15-Fort Pierce</a>                                        | <a href="#">B00- Washington City</a>                      | <a href="#">D02- Old Hotel and pioneer homes</a>            | <a href="#">I03- White Elephant Saw Mill</a>             | <a href="#">L05- Terry Stage Coach and Bullion Wagon Stop</a>      | <a href="#">P01- Old town building and school house</a>                       | <a href="#">X03- Bar Ten Ranch</a>                                |
| <a href="#">A16-Dominquez/Escalante Trail</a>                          | <a href="#">B01-Pioneer Relief Society Building</a>       | <a href="#">D03- Hurricane Canal Monument</a>               | <a href="#">I04- Pine Valley Old town</a>                | <a href="#">L06- Enterprise Dam</a>                                | <a href="#">P02- Old LDS chapel</a>                                           | <a href="#">X04- Twissens Church House and overlook</a>           |
| <a href="#">A17-Encampment Mall</a>                                    | <a href="#">B02-Cotton Mill</a>                           | <a href="#">D04- Hurricane Cliffs.</a>                      | <a href="#">I05- Pine Valley (First) Cemetery</a>        | <a href="#">L07- State Line Ghost Town</a>                         | <a href="#">Q-ROCKVILLE / GRAFTON</a>                                         | <a href="#">X05- Honeycreek trail</a>                             |
|                                                                        | <a href="#">B03-Mill Creek School (Museum)</a>            | <a href="#">E- TOQUERVILLE</a>                              | <a href="#">J-PINTO</a>                                  | <a href="#">M-SHIVWITS INDIAN RESERVATION</a>                      | <a href="#">Q01- Rockville Chapel</a>                                         | <a href="#">Y-NEVADA</a>                                          |
|                                                                        | <a href="#">B04-Robert O. Covington Pioneer Home</a>      | <a href="#">E01- Browning Nagle Home Grape/Wine Mission</a> | <a href="#">J01- Pinto Monument/Cemetery</a>             | <a href="#">M01- Shem - Copper Ore smelter, ghost town and dam</a> | <a href="#">Q02- Virgin River Bridge in Rockville</a>                         | <a href="#">Y01- CleverValley (Barclay)...</a>                    |
|                                                                        | <a href="#">B05-Adair Springs Monument</a>                | <a href="#">E02- Town Hall</a>                              | <a href="#">J02- Pinto Petroglyphs</a>                   | <a href="#">M02- Shem Grave</a>                                    | <a href="#">Q03- Grafton Ghost Town</a>                                       | <a href="#">Y02- Davidson Grave Site</a>                          |
|                                                                        | <a href="#">B06-Middlton Dinosaur tracks</a>              | <a href="#">E03- Cotton Gin</a>                             |                                                          |                                                                    |                                                                               |                                                                   |

long they  
will be  
available  
after I  
graduate.

GPS finders were very limited. I took the GPS reading with my

unit, but later on equipment was available to obtain more accurate readings



I keep a master list of GPS readings and up dated it when I could obtain a better reading



## SUP SITES

[illegible]

## SUP SITES

[illegible]

Gaye and I spent many hours exploring the back county in southern Utah, Northern Arizona and Southern Nevada. Our Yukon 4 wheel drive was the ideal vehicle. Most of the time it was with groups, but we made a number of treks by our sleves. I received the Modern day pioneer SUP award for my many years of working on this project.

Brigham Young Sons of Utah  
Pioneers

July 25<sup>th</sup>, 2017, we relocated to live in Orem Utah, to live near our children and Great Grand Children. Leaning the Cotton Mission, where we had been so active, was a real adjustment. We were fortunate to

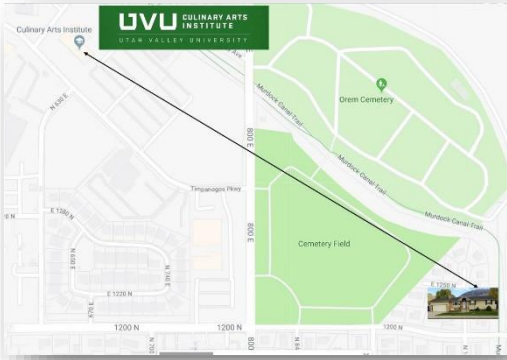
be able to move our membership to the Brigham Young, Chapter of the Sons of Utah Pioneers. We have appreciated how they accepted us into the new chapter, but now, we now members with no major responsibilities and just able to attend the meetings without responsibilities in organization and setting things up. We now can just come and

enjoy the meeting. Most of the meetings are held in the Utah Valley University Cultural Arts Center which was located not far from our home only about four blocks (as the crow flies). Other than a couple of neighbors, there are about not structures or building restricting line of site of the UVU Cultural Arts Center.





## THE BEST YEARS TO BE ALIVE



This is a beautiful facility. The dining room is spacious and has good acoustics. There are built in video with dual monitors and is used for most meetings. The meals are prepared and served by the students and monitored by the UVU instructors. The table settings are a good as you could find any high-class restraint.



The guest speakers seem to be drawn from BYU Alumni and emeritus LDS leaders.

The Brigham Young Chapter had similar projects as the Cotton Mission. They are very active in the scholarship for needy senior's high school students that helps them get college education.

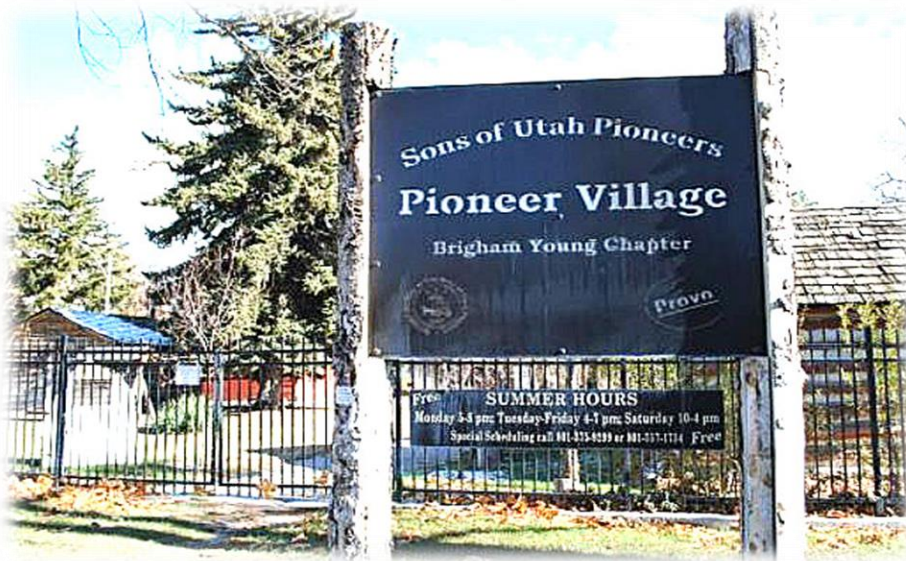
The primary project of our chapter is the support of the Provo Pioneer Village. Kind of like the mission at the St. George Temple Visitor mission There are historic pioneer relicts and other pioneer settings. Volunteers provide the guides and operation of the Village. In addition to the support of our chapter, the city and others participate in the Provo Pioneer Village.

### Provo Pioneer Village

<http://www.provopioneervillage.org>



The Brigham SUP Chapter Primary project is the Provo Pioneer Village. SUP members and other LDS community members join with Provo City in support of the Prov Pioneer Village Project.



Experience the life of the pioneers as you walk back into the early days of Provo when the settlers of 1849 had to survive in isolation. The Pioneer Village contains the original structures built by these pioneers, including the



## THE BEST YEARS TO BE ALIVE

Turner Cabin, the Haws Cabin, the Loveless Home, a granary, school, woodshop, corn crib, outhouse, and more. The Pioneer Village also contains an ox shoeing stock, various pioneer wagons, a working blacksmith shop, authentic general store, pioneer games for the children, and a wide variety of historical artifacts and tools.

This Pioneer Village represents early Provo, a frontier community existing in large part in isolation. The pioneers' very survival depended on their own skills and the support of their neighbors and friends. What they ate, they grew; what they wore, they made; and what they needed, they manufactured, or they did without. Things were used and reused; little was discarded or thrown away.

### **Village Mission *Statement***

We, the Brigham Young Chapter of the Sons of Utah Pioneers, are committed to preserving the memory and heritage of the early pioneers of Utah County by authentically preserving, developing, and interpreting the buildings and artifacts in the George A. Smith Pioneer Village. We are committed to using the Village as a resource to teach youth and preserve the memory of the early pioneers for the visitors and residents of Utah Valley.

## 17 Amateur Radio and related History

The FCC, Federal Communications Commission, established amateur radio as a voluntary, non-commercial, radio communications service. It allows licensed radio operators to improve their communications and technical skills, while providing the nation with a pool of trained radio operators and technicians who can provide essential communications during emergencies.



My interest in Radio began in 1943, at the age of 13. It started with

Herschel Urie who was about the age of my beautiful Sister and had a crush on her. At a young age, he was the Engineer and Manager of Radio Station KSUB (Southern Utah Broadcasting). He encouraged me to hang around the Studio/Transmitter which was located near the South West corner of the BAC College (Branch Agriculture College) Campus which I could easily access riding my bike. At that time, the transmitter was a small 80-Watt unit and only covered the Cedar City Area. The Transmitter went off the air due to a failed Capacitor. It was war time and parts were very difficult to find. Herschel asks me if I wanted to ride to St. George with him on a Saturday where he heard there was a part available in a transmitter at a home.

We arrived at a home in St. George that had a bunch of wires above the house. Herschel told me that the owner was an Amateur Radio Operator, but the equipment couldn't be used on the air due to the War and the owner was somewhere serving in the military. After removing a "Capacitor" from the Amateur Radio Transmitter, we return to Cedar City. While driving back from St. George, Herschel told me about Amateur Radio.

### KSUB SOUTHERN BROADCASTING Cedar City Utah

December 31, 1947

*To whom it may Concern:*

*Gentlemen:*

*During the past two years, Mr. Russell Bateman has worked for KSUB from time to time accessing and controlling operations and remote broadcasts. His work with us has been very satisfactory.*

*Yours very truly,*



## THE BEST YEARS TO BE ALIVE

*Hurschell G. Urie  
Chief Engineer*

*Over the next couple of years, we did a lot of fun things together. I was permitted to put the large (about 16") records on the player and play them over the air. These records were like "Hymns of all churches" and "The Lone Ranger". I would even go on the air noting the next program that was to be played. There was a regular Broadcast AM radio in the studio that you would have to turn down the volume so that you wouldn't get the squealing – feedback when you went on the air. After having that experience a few times, I learned how to do it.*



*I also worked as a projectionist at the Gaiety and Utah theaters'. See chapter 5.*

*A man by the name of "Woody" opened up a Radio store called "Paramount Radio". I don't remember much about his back ground other than he was severely injured in the great earth Quake in the San Francisco. He had his chest crushed so had to leave large indent area of his chest. We got to be great friends and he let me hang around his radio shop.*

I remember that we tried to do some drama radio programs that evolved Herschel, Woody and a couple of others including me. Herschel came up with some script for the radio program and we would act out our parts. I remember that there weren't enough people to take all the parts, so Herschel would put marbles in his mouth so that he would sound like a different person. These programs would originate in Woody's store and feed the KSUB Station via telephone lines.

At the Paramount Radio Store, I tore radios apart for the parts to be used for repairing radios because new radio tubes and parts were very hard to get. I Tested radio tubes from the old radios, etc. and did some repair on radios. I was never paid for my participation of activities at KSUB or Paramount Radio but was rewarded with experience and a lot of good fellowshiping.

Moving back to St. George, I went to work at the two theatres in St. George for MacKay Larson. McKay and I did some code practicing, but had a hard time getting together. I also made friends with a Neil Lundberg who had a radio shop in St. George. We worked on learning the International Morse Code so that we could get our Amateur Radio license when the FCC would again open up the Amateur Radio program at the end of the War. Some way, Neil lost interest in studying for the test and I started studying with MacKay.

KSUB Radio Station obtained a high-power Transmitter and you could hear the station in St. George. KSUB (Southern Utah Broadcast) was still the only station in Southern Utah. At the request of Herschel, I set up the equipment and we broadcasted the Dixie – BAC (now SUU) Football game from the old Dixie College football stadium in St. George. This was the first Radio Broadcast from

## THE BEST YEARS TO BE ALIVE

St. George. The broadcast was put over the telephone lines to Radio Station KSUB in Cedar City. (See Chapter 5 where I talk about weekly broadcasts from Dick's Café)

Studying for the Amateur Test was set aside as I was too busy working and had no one interested in studying with me.



After I finished the Navy Basic Training, I was sent to radio operator's school. I went to the administration Office and told that that I had joined to go to Radio Material School. The Navy told me that once I completed the operator school, I could put in for the Electronics Technician School, but I had to have good grades from the Radio Operator's school.



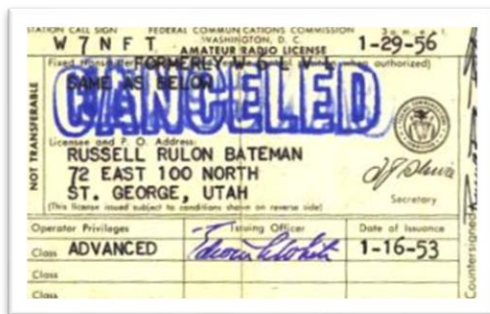
Part way through operator's school, I went to the San Diego FCC office and took my Class "B" Amateur Radio Test from the FCC Engineer and had no problem passing it. A couple of weeks later I received my Class B W7NFT license (Issued 16 March 1949). A class "C" license was the test taken by mail and was the lowest class license. At that time, you had to be a Class "B" licensee for a year before you took the Class "A" test. Each step up, gave you access to more frequencies.



October 1, 1948, I purchased my first Amateur Radio receiver. It was a Hallicrafter S-53 Receiver Serial AB85688 \$82.21 Radio Supply Company in SLC1 Utah.

I missed the last two weeks of The Navy Radio Operators school in that I had the measles. I still came out with a good grade and after graduation rushed to the Administration Office to request E. T.

(Electronic Technician) School and was told that I would have to wait until I got out in the Fleet assignment to request the School.



Shortly after, I was stationed at Adak Alaska I immediately requested the E. T. School. I was then told that once you have attended a Class "A" radio operators

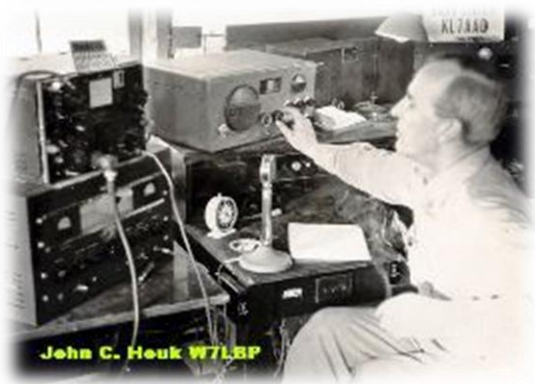
school, you can't go to a Class "A" E.T. school. The Navy had been lying to me all along.



## THE BEST YEARS TO BE ALIVE

I was stationed at the Navy Transmitter Station and our assignment was to operate the many transmitters, changing frequencies and retuning as requested by the Hart Lake Receiver Station. I found an old surplus AM transmitter with four 807 tubes in parallel and an old receiver and got on the air as W7NFT/KL7.

I took the Class "A" Amateur Radio Test from a Naval Testing officer and passed. I put in for a change in my license (as was required at that time) and at the same time and another Amateur Radio Licensee. He received KL7ZB and mine came back KL7AAD, third KL7 three letter call. In those



days, a "two letter" call had a lot of prestige, and I had missed it by three assignments.

In talking with my friend Jim Holland W6UDE and several other "Hams" I suggested that we set up a "Base Amateur/MARS Radio Station" and found a lot of interest. We found an unused small office building, but it had no power. One of the licensed operators was a Contactor John

Houk W7LBP that was on Adak doing some construction work. He said that if we got permission to use the building, he could find the underground power cable.



I put in the request for the building and it was approved, and I was made the "Station Trustee."



I was only a "three stripers" lowest rating of any of the new members of the Adak Amateur Radio Club. We had a lot of work to do to get the



station operational. With several other licensed Amateur Radio Operators, we got to work putting in the underground power cables and putting up the antennas.

I would like to say that I was the Station Master because of my years of experience, but I had less experience than any of the other members. John Houk took me under his wing and trained me. As a contractor, he could still



## THE BEST YEARS TO BE ALIVE

operate the station, but it had to be a Navy person in charge. I lived at the Ham Sack, any time that I was not on duty, the building had a small room with a small bed where I slept. I didn't like the large 50 bed Navy barracks.



In those days, you had to log everything in your station log. You had to make an entry when you contacted someone and

when you finished your contact. The called used had to be KL7AAD, but other operators could sign into the log with their call signs.

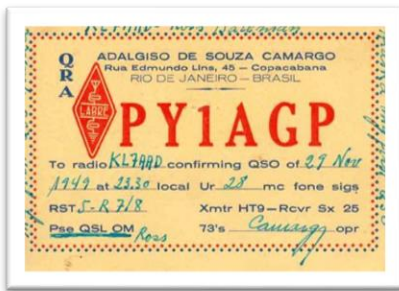
We set up schedules and took shifts in permitting some of the base personnel to talk to their families back in the lower States. At that time, there was no telephone or other means for base personnel to make contact with their families other than mail.



We had acquired a surplus Hallicrafter BC610 Transmitter and later built a RF amplifier using a 610

Transmitting tube. Being Chrystal Controlled was a problem so we tried to build a "VFO" variable Frequency Oscillator which gave a lot of problems with drifting. I ordered a Collins 310B exciter and it really made a nice station. At that time, there were very few Alaska "KL7" stations on the Air. Many Amateurs were looking for KL7 stations to complete their "Work all states certificate".

When you would put out a CQ (invitation to transmit-contact). A large number of stations would reply wanting you to confirm the contact with a "QSL Card." These stations were not only from the United States, but many other countries such as England and Germany. The next step was to exchange QSL card confirming that you had made the contact. We covered our wall with the QSL cards from people all over the world that we talked too, you were considered to be a successful "Ham" once you acquired a shoe box full of QSL Cards. (I had two shoe boxes full of cards from all over the world, which were later destroyed by our pet Hamsters when we lived in National City, Calif.)



## THE BEST YEARS TO BE ALIVE

Several times, I would hear my call sign (KL7AAD) being fraudulently used by ships out in the bay where licensed and non-licensed radio operators would boot leg using my call as they were not legally permitted transmit on Amateur Frequencies on ship board.

When I was transferred to Radio City, Jim Holland W6UDE became the Station Master. He tells me that one day a group of marines came to the Shack and took the BC610. The rumor was that the base Captain was an Amateur Radio licensee and wanted it for his use. There was a Commander Gladding that took interest in the program and gave Jim some strong support. To put things in prospective, the Base Commander was a Navy Captain (four gold strips) that is equivalent to a Colonel in the Army. Commander Gladding was three gold strips, one grade below the Base Commander. Commander Gladding was upset that the BC610 transmitter was taken and somehow obtain another BC610 Transmitter.

The last six months of my 2-year duty assignment on Adak, I was stationed at a Navy Intelligence station on the other side of Adak called "Radio City". My assignment was not part of the Intelligence activity, but a supporting position as outlined in my Military Adak Chapter. (see the Aleutians chapter 7)



The Authorized Amateur call was KL7ADE and belong to Vern Sitze. Vern Original call was W9HLY and as required back then, modified his call to KL7ADE. He and Gary Stein KL7ZD made a room (Ham Shack) in the back of the Radio City Carpenter Shop. They both had left by the time I got there, and the call posted was KL7ADE. During my assignment there, but had use of the station any time I wanted. I was using the call KL7ADE at the Radio City location and Navy Operating Base used my licensed Amateur call sign KL7AAD back at the MARS building. Today standards anyone could use their own call sign.

The Radio City Theatre was closed as there was no one who knew how to be the projectionist and letting them know that I was a projectionist, was a real moral builder. The theatre now could have movies that I ran several times a week. There were still plenty of free time to be on the amateur frequencies and talking to people all over the world. One time I was chatting with a VE0 (Victor Echo Zero-Canadian Call letters) I noted that I had never communicated with a victor Echo zero station before and he changed his call to UA0\*\* (Uniform Alfa zero), which was Russian. We were

## THE BEST YEARS TO BE ALIVE

not permitted at that time to contact Russian Stations, especially at an Intelligence Station. I never changed from using the VE0\*\* call sign, noting I had to leave due to the “QRM” (interference).

Covered in Chapter 7, At the end of my six months I returned to the Adak NOB for assignment. My last day at Radio City, all the 16 Navy CPO that I had been “Mess cook” for ask me to meet with them just before I left for the Main Navy Operating Base. They told me that all had signed a request to have me transferred into the Navy Security Group. I told them that I appreciated it and would like to have the opportunity. I didn’t feel that much would come from it,

Returning to the Adak NOB, I was visiting my old Base Amateur Station, I was told that they were still using my KL7AAD, but my things had all been moved out, which was a concern to me as I had lost my position being in charge of the MARS (military affiliate Radio Station) operation due to my absents. In the past, I had put a bed in the little back room and slept down there most of the time as I didn’t like the new 50 bedrooms.

I didn’t know the person that I talked to but had to report in for my new assignment. I was told to report to my personnel officer for my bunk assignment and work assignment. So, I was “treading water” waiting for my new assignment when I was told to report to my new Division Officer who I had not met previously. I felt that he would give me my assignment where I was to report to. Tour of Duty on Adak in the past was one year, but due to the Korean War, all personnel were” Frozen and no transfers permitted”. I had been there two years.

I went to the office of my new Division Officer and Identified who I was and as I entered, he asked “HOW DID YOU DO THAT?” in a very nice tone of Voice. I was puzzled. I answered “Do what Sir? He told me of how many times he had applied to join the Navy Intelligence Group. He said that he had received priority orders transferring me to the Naval Security Group in Washington D.C. and I was to leave immediately.

I noted that I the Collins 310-B exciter was my personal property and I needed to find a way to ship it home. (The cost was about two and a half months of my pay). He told me that the base said that it was necessary to continue the Base Amateur/ MARS program and they reimbursed me for the equipment. I think that Commander Gladding was somehow involved wanting the Collins 310-B for the base Ham Shack. So now I'm asking myself, did Commandeer Gladding have something to with my being transferred into Naval Security as he was the commanding officer for the 16 Chiefs.

## THE BEST YEARS TO BE ALIVE

I had talked to Commander Gladding a number of times but didn't find out that he was the Commanding Officer for the Security Group at Radio City until a Minnie reunion in St. George in 2015. For the past 65 years, Jim Holiday-Phelan, California, Jim Benson-Parowan, Al Holliday –Salt Lake City several others who had served at Adak in 1949-1950 would get together about every five to ten years.

Headed for Washington D. C.

Arriving in Washington D. C., I was sent to the SESP (Special Electronic Search Project Training Center) at Cheltenham, MD (See chapter 7).

While I was at Cheltenham, I modified my Amateur Radio Call from KL7ADD (Alaska) to W3RIO (Washington D. C. area). Back then, when you moved into a different call area, you had to change your Amateur radio call sign, my training was interrupted when I was about half way through, telling me that I was the only one with enough training to be assigned to the emergency requirement. I was assigned to the Navy Department, London England to be assigned to special teams that would be stationed on ship visiting ports in the European and Mediterranean areas. (See Chapter 07).

While I was in London, I looked up several “Amateur Radio Operators” and visited their stations. Their calls started with “G” (for Great Britain). I noted that their Radios were US made military surplus Radios WWII type. It was particularly interesting that their equipment knobs were rotated 180 degrees so that you turned the switch down to turn the unit on where before they follow the US standard of pushing the switch up. Reference the light switches in an American home.

Where I visited, you sat there with your coat on freezing as you operated your radio station. Why? It was still only five or six years after the WWII and means to heat a home were still not available. A lot of things were still in the War time conditions; food ration was still in place.



I went to the British office of telecommunications (now called British Telecom) to see if I could get a “G” call and License as I knew that some countries would give a visiting Amateur Radio Operator a temporary License. They very nicely said no, that at that time it was not permitted, but they did talk me into joining the “RSGB” (Radio

## THE BEST YEARS TO BE ALIVE

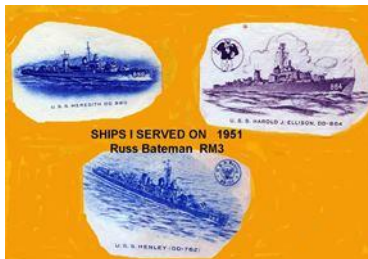
Society of Great Britain-19 June 1951) which is similar to our ARRL (Amateur Radio Relay League).

Even if I had been able to get a temporary permit, I really had no opportunity to use it. So for about the next year as I traveled around Europe, if I couldn't find the LDS Church Contact, I would look up Amateur Radio operators in my international call book.

In Tromso, Norway, I found two listings in the call book. Asking one of the city official's information in contacting one of the names I found, she put me in a Taxi that drove me way out in the mountains. The taxi stopped at a large building with a lot of Antennas and dropped me off. I went up to the door and pushed the button. A man came to the door but spoke no English. We spent an hour, looking around the facility. I could tell that it was a "Radio Free Europe" radio station beamed into Russia from the directional antennas. This gentleman was a typical Radio Engineer that really felt uneasy trying to entertain an American Sailor in uniform.

The other Amateur radio operator that I visited in Tromso, Norway, spoke very good English. He was a Maritime Ship Radio Officer that was on a six-month vacation from his normal assignment on ships out of New York City.

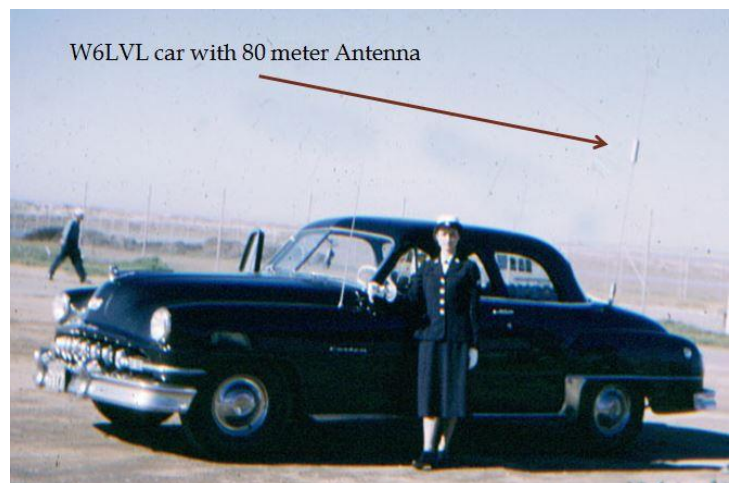
Another incident was in Palermo Sicily where I took a Horse pulled taxi. Arriving at the address listed in the Ham Call Sign book, I knocked on the door. He asked me if I spoke Italian. I said no. Do



you speak French? I said no. Do you speak German? I said no. Then he said, "I don't speak English so very well, but I will try. His call letters of his radio station were IT1BXX.

I called "CQ from

IT1BXX" and someone came back to me saying that I had very good English.





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Upon returning to the US and after I picked up my new 1951 Desoto in Detroit, I headed west for my new duty station at Imperial Beach Naval Radio Station. I stopped at Council Bluff, Iowa at the World (Amateur) Radio Store and purchased a Harvey Well TBS-50, and An HF Radio converter for my Car Radio and other material to install my Amateur Radio in my car. I Installed the radio equipment at home as I passed through St. George on my way to California.



The Antenna was 80 through 10 meters, a great big honking Antenna with a large coil in the middle. There was very little traffic on the highway in those days. When I came up to the agricultural inspection station, entering California, I could see that the height of the ceiling of where you drove through was not much higher than the top of a car, so I drove to the end where the truck passed through. It was nighttime and only one inspector was on duty. He screamed at me to get my car back and drive through the regular port. I tried to tell him about my antenna, and he told me to "Shut up and do what he told me to do." So, I backed up and drove through the port where he told me to drive. I will be honest; I was hoping that my antenna would have knocked out one of his florescent lights. It sure made a racket and I was afraid that I would damage my antenna. On that trip, I came up on an accident where people were badly injured; a Volkswagen Bug was cut into and people lying on the ground. I contacted an Amateur Radio Operator somewhere near the coast and gave him the location and details. He pasted the information to the Police, and they sent an urgent teletype to the proper agency to respond.

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Very few cars had radios, the Amateur Radio cars were about the only mobile radios. Some police had radios in their cars and many still used the frequencies that were just above the AM Broadcast Band or had no radios. A cell phone was not even dreamed of. The next few years, I reported many, many accidents. Again, a two-way radio in a car was very unusual in 1953. We would drive my car up to a “drive in” (in those days the waitress would come out to your car to take an order). We would then roll down the windows and walk to about 20 feet behind the car.



The Army made the BC611 handheld radio during WWII and these radios could be retuned to 80 meters. When the waitress came out to the car to take our order, she would see no one there, we would start talking to her over the car radio. They would really freak out! Usually, they would also call another waitress over.

When the FBI interrogated me in 1952 (see Chapter 7) they kept asking about the radio in my car. The FBI agent was not acquainted with Amateur Radio.

(I remember in 1947 I was riding with my friend Bud Bowman in his new 1947 Studebaker-Lancaster. He was driving fast going up highway 91 between St. George and Cedar City, Utah. Highway patrolman, Blonde Porter took out after us in his new 1946 Ford. He could do nothing but let us go and UHP cars had no radios back then. Bud latter became a Highway Patrolman).

In the San Diego area, there were not many Amateur Radio cars with Radios. At that time, 80 meters was the most popular band to use and we had about a dozen or so, on our radio net. My main call was W6LVL and my Station on base was W6KXN



At the Imperial Beach Naval radio station where I was stationed, there was an old Direction-finding building on the beach that I was able to get permission to use for the base Amateur Radio Station. However, I got a lot of area people mad at me for all the TV interference after I put up my Large Beam Antenna but didn't have any



equipment to even go on the air yet. In those days, TV



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reception was poor, so many people just blamed amateurs because they didn't understand. We still had problems several years later when we lived in Bountiful. It was very hard to teach them that their tv problems weren't our fault.

This was the early days of TV; there were no TV Stations in the San Diego area. There was an unusual condition that brought Las Angles TV to the San Diego area. I purchased my first TV Set. It was manufactured by Pilot and a 3" screen on it. However, the signal strength was very low and caused Amateur Radio a lot of problems. But I hadn't built my transmitter yet.

I built it in a large equipment rack that was not enclosed. I think that it ran about 600 Watts AM (amplitude modulation) and I used it on 80, 40- and 20-meter bands.

I had the station all to myself and as there weren't any other licensed Hams on the Base, at the U. S. Naval Radio Station, Imperial Beach, California. It had an upper room where the Direction-Finding Antenna once was, that you had to climb a ladder to get into it. Again, I had a bed and did a lot of my sleeping there as I didn't like sleeping in the barracks where we had four men dorms.

While I was Training in Cyrillic code, I decided to go to the San Diego FCC Office. These tests had to be taken before the FCC Field Engineer. I tried for some more licenses. I took my third-class Radio Telephone license and it was an easy exam. I took the Commercial Radio Telegraph second class test and flunked the code part. That was because I started writing the code down in Cyrillic as I was doing in school, and that was highly classified, so I was trying to erase what I was writing. The Engineer had me go walk around the block and come back and try it again. The next time I made it. I also took the second-class Radio Telephone. The FCC Engineer laid a very large sheet of paper on a table and said, draw me an FM Transmitter with all the parts. That part took me about 45 minutes to accomplish. There were also a lot of multiple-choice questions. I felt like I was on a winning street, so I took the first-class radio telephone test and didn't make it. Several years later, I took the test a couple of time and finally passed it.



As I got more active in the M-men and Gleaner activity, I didn't seem to have much time for Amateur Radio. Then when I was elected as President of the M-men & Gleaners San Diego Area, I did little Amateur Radio work. I was also going to San Diego Junior college as well as working my navy

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assignments. In addition to that, I had met and dated a beautiful Redhead and had to commute 500 miles for dates.

At the end of my extended enlistment, I took two months leave that I had on the books and married that beautiful girl (WA7QME) Also, during the two months; I was able to get a good job at Convair.

I went back to the base for a couple of days to get my discharge from the Navy. I had taken my tools from the Ham Sack with me when I took my two months leave but tried to go back and get my personal things. I had several pieces of equipment, including my TV and fold up bed. My old receiver and AM Transmitter were still there. While I was gone, another ham changed the locks and I wasn't able to contact him or have him call me back. Getting married, my job and school were more important to me than my old AM transmitter and some other stuff I left in the building, so I just did worry about it.

For the next several years I was too busy attending school, buying a couple of different homes and buying Delmar Mesa ranch. Raising a family seemed not more important set that time were about trying get equipment again and get active on ham radio.



San Diego didn't have any local TV Stations at the time, but there was a condition where, if you had a good antenna, you could get LA TV. The problem, with the TV weak signals in San Diego, the Amateur Radio Stations caused a lot of interference



to neighboring TV sets. I solved the problem by putting up a TV antenna on top of tall a poll and guying it with my 80-meter dipole. And of course, I didn't advertise that I was an Amateur Radio Operator.

I had just made Design Engineer and transferred from the Sycamore Static Test Sight. My new 2<sup>nd</sup> level Supervisor was Russ Casuist and an Amateur Radio Licensee. He stressed the conversion to SSB, but the HT-37 could work with Am also, so that is the way it went. However, in just a short time I went from using AM to SSB only in just a few weeks.

I purchased a Hallicrafter HT-37 Transmitter, Drake 2A Receiver and a Drake 2A power supply and Speaker from Henry Radio for \$717.43 (\$150 down and \$47.20/month). Single Side Band was becoming the new technology for Amateur Radio, but I liked the old AM. We called SSB "Slobber



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Mouth” because how it sounded on my older Receivers. I was a dedicated “AM-er” but one I had a good receiver, I changed to using SSB (Single Side Band).

My wife Gaye received her Amateur Radio License WA7QME, my oldest Son, Russ Jr. received his license WA7MLM, and youngest Son Randy received his license AC7DN.

I was called to be the advisor to a group of young LDS boys; I think that they were in the Teachers Quorum. They were seeking something but were not attending their meetings regularly. I decided to try Amateur Radio and it really clicked and they all got their Amateur Radio Licenses. Two went on to obtain Commercial Radio Licenses. They spent many hours helping me build the “State of Utah Emergency communications Center “which was in the basement of the Utah National Guard Headquarters building.

I made a request for funds to build a basic Emergency communications center. The request went to the counsel of Defense for funding of this project. The funding problem was not the Council members, but our Department Director, General Thorstensen. The legislature had allocated a fund to



be used for developing the department of Civil Defense (also called Department of Emergency Service) I think that the fund was about \$300,000. The director, General Thorstensen was extremely cautious spending any money out of this account. I don’t remember just how much he approved, but they gave us something to work with, I think around \$2500.

We requested equipment and radios from various state agencies. We received mostly radios that were changed out and replaced with newer models. We did purchase a new Citizen Band Radio and an HF Stoner SSB Crystal control 100 W unit. As an active member in the MARS program, I was able to obtain cabinets and other material for the center. We were able to obtain a few things from the Utah State Surplus. We were able to obtain a lot of coaxial cable from Hill Field MARS program.

The Aaronic priesthood boys found a real interest in the program and felt it was an exciting project. There was very little expense to the State of Utah. We worked on the project after school and I spent after working hours working on the project.





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We were able to get cabinets, wire, was other surplus material that help us with our project. Bill, AFF5Ut Utah State mars director. (He was a PHD Air Force Employee, assigned the responsibility of one or more Jet Fighters and had to be located where the aircraft was located. He was overseas quite often to be with the aircraft.)

For many years, Amateur radio utilized AM (Amplitude Modulation) on most amateur Radio Bands. I experienced problems in accepting SSB (Single Side Band) and it took a little time to realize the advantaged of SSB. A lot of this was due to the Receivers that were commonly used in the Amateur Radio Service. SSB was called “Slobber Mouth” as the way it sounded over the air on our older radios. In about the late 1950's, we were making good money and felt that we could afford to purchase a commercial built Radio and Transmitter.



In my research as what to buy, I talked with my Convair Bosses Boss. He encouraged me to purchase SSB type equipment.



He recommended the Drake 2B receiver and the Hallicrafter HT-37 Transmitter. I was disappointed as I didn't want to join the “Slobber mouth generation” In reading the specifications on the equipment; I found that they could also be set for AM. With the new equipment I started operating the HF (High Frequencies 80 to 10 meters). using the AM capabilities of the new equipment, but it didn't take long for me see the value of the new SSB and in a short time I was using 100% SSB except for communicating with several of my old friends who refused to convert.

The new thing when we moved back to Utah, was the new VHS (Very High Frequencies) in the AM two-meter bands. To begin with, it was building your own (only). Heath kit made an inexpensive kit available with all the parts and directions to build the "2'er"



transceiver and it was popular to call it the “Lunch Box”. It was crystal controlled on the transmitter and variable tuned on the receiver section.

For those who had the money and didn't want to build, the Gonset transceiver Communication unit was very popular. You could install four crystals, selectable with a switch. These were available in the 6-meter band (50 MHz) and the 2

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meter (145 MHz band). I owned a “2ER) and later a Gonset 2 meter when they were obsolete, and a couple were given to me.

First Amateur Radio FM transmissions in the State of Utah.

About this same time, Amateur radio 2-meter FM was being authorized. The new FCC Amateur Repeater Regulations were adopted by the FCC. The first 2-meter FM was between Jerry Warner (Weber Communications) and Pat **Buller**. Jerry was in Ogden and Pat was in Providence, Utah.

In the early 1960's, The first known FM Transmissions were between Jerry Werner W7??? (Weber Communications) and Pat Buller W7RQT Provenience, (Logan) Utah. Equipment they used was a combination Motorola and Home built. First Amateurs on FM in Utah were:

Jerry Werner W7GPN Ogden

Pat Buller W7RQT Providence/Salt Lake City

Gordon Smith W7HSW Salt Lake City

Craig Jenson K7AWY Salt Lake City

Mike Mladejosky WA7ARK



Mike

At the encouragement of several members of a group which later became the Utah VHF Society, I obtained a FRC military repeater from Federal Surplus,

There were only two repeater **pairs used throughout the United States and were called “The repeater Standard**. The two Standard Amateur Repeater pairs were 146.34 / 146.94 and 146.16 / 146.76. The standard repeater pairs were published by the Amateur Radio Relay League and in many other Amateur Radio publications. The 600 KC spacing had been criticized by many people over that past many years. They don’t realize that the technology at that time was radio only 1 MHz capability. This was true in 1970 when the top of the line was the Motorola Motrack.

One of the members was Craig Jensen K7AWY, Radio Engineer for, Mountain Fuel Supply who suggested that I put in a request on my official Utah State Stationary and request the donation of a Motorola repeater that Mountain Fuel was phasing out. They had tried to get the unit, but the company wouldn't release it to them. It worked, and we were issued the repeater, including the duplexer. Then, we had the big problem of licensing an Amateur Radio Repeater. The work was

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done by Pat Buller, W7RQT, a registered Professional Engineer working for Utah Power and light, said that it was harder than his licensing a commercial repeater. The submission was about 27 pages and was approved by the FCC at the first try.

The licensing was generated mostly by Pat Buller, W7RQT, registered Consultant Electronic Engineer at Utah Power and Light, and Mike Mladejossky WA7ARK a PHD at the University of Utah. I was asked to be the trustee by the group as I had done a lot of the organizing. I could have never accomplished writing the 27-page license submission.

Craig Jensen K7AWY, was able to obtain an old Motorola tube type base station that we rebuilt into our first repeater. This was then the first successful 2-meter repeater in Utah. After our WA7KZO license was issued, they added an “R” as the 2<sup>nd</sup> letter in the call sign. Licensing was an 18-page submission of all kinds of graphs and charts. The licensing at that where was the same requirements as in a commercial and required a license for a minimum of two control stations on some other frequency. I was licensed as the Trustee.

Two sets of frequencies were established. The two sets of frequencies were 146.16/146.76 and 146.04/146,640.

Jerry Warner (Weber com-Ogden) had crystals for one of the National Stand pair (04/64) The FRC has solder in tubes and some of the tubes failed during the check out, and we couldn't get replacements.

Utah Valley Relay club for all amateurs in Utah announced that anyone desiring to use a repeater would have to join their Club and pay a monthly fee for the use of the repeater. I can't remember, but I think that the fee was initial \$20 and \$10 a month. They were using a combination of the two standard repeaters so that one repeater could be used in the area. Their club would then issue a black box with a button that activated the repeater.

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The Utah VHF Society was very upset for two reasons.

1. Their attempt to charge for use of the repeater and 2. their blocking any other computer to operate in the area as the Free VHF. I wrote Utah relay club a letter asking him to reconsider their frequency so that we wouldn't have interference between the two repeaters. I told him the status of where we were and where the repeater was going to be located.

We moved ahead with the newly acquired Motorola repeater at Pat Buller's home. He noted that he had an interfering signal that he couldn't identify. They moved the repeater to another location and the blocking signal disappeared.

I had acquired an equipment trailer body through the MARS and with the help of the National Guard, we mounted it on a trailer that I had also acquired from surplus. The unit was moved to Ensign Peak at a State of Utah site after receiving an approval letter from Salt Lake City. The repeater and antenna were installed, and the repeater was on the air.

I had to attend something out of state and was gone a few days. As soon as I got home, I had a telephone call telling me that someone cut the paddle lock off the repeater building and shorted out all the transformers. The instruction manual and notes for the repeater was also missing. They said that they formed a working party and replaced the transformers in just a few hours and had the repeater back on the air.

I wrote a report to Salt Lake City Police about the incident. Sergeant Patrick of the Salt Lake Police contacted me and went over the report. He told me to advise the group that should anything like that happen again, to contact him immediately and to protect any possible evidence.

The repeater was back on the air and working great and in only a short time, many members obtained FM radios and had crystals on the repeater frequency. After the repeater was back on the air for a couple of weeks, the interfering signal came back. Several of the group tried to trouble shoot the problem by moving the antenna to different places. I received a call from one of the members noting that they had found something that I needed to look at, at the repeater site.



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Gordon Smith upset the Utah valley radio club when he duplicated a devise that would Send out the same tones as the \$50 black box accessing the Utah Valley repeater. Gordon Smith was an Engineering Student of the University of Utah and it was a challenge for him.

I called Sgt. Patrick and he said me to meet him on a Police frequency that we both had in our cars. We used the radio for me to tell him how to find the site. That was a big mistake as by the time we got up to the gate, there were about 20 newspaper reporters there. We spent about 20 minutes with some heated discussions between Sgt. Patrick and the reports. The reporters agreed not to release anything until Sgt. Patrick approved it. So, we all drove up the hill to the repeater site where were several others of the VHF Society waiting for us. They showed us a small wire coming out of the ground attached to one of the legs of the Radio Tower. They told Sgt Patrick that they didn't want to dig down to see what was there until he could wittness it.

By then there was a large crowd watching us dig up the two watertight containers. One contained an electronic device that would take the output of the repeater and feed it back into the input causing the repeater to transmit a squeal to all the mobile units. The devise had a sito random timer that would turn the device on and off.

It didn't take long for the reporters to break their word about not releasing the news.

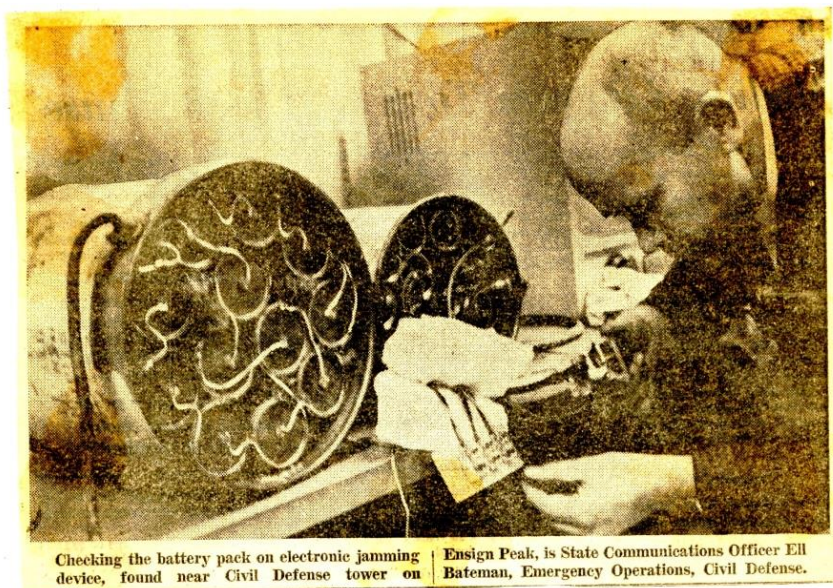


### CD WORKERS FIND JAMMING GEAR ON ENSIGN PEAK

*By Doyle E. Smith-Tribune Staff Writer.*

*An elaborate electronic jamming device that was apparently designed to disrupt Utah civil defense network was found Thursday near the microwave tower on top of engine peak behind the state capital.*

*Russell R. Bateman state communication officer, emergency operations in civil defense, said the device was intermittently disrupting the communications ability of the civil defense auxiliary program.*



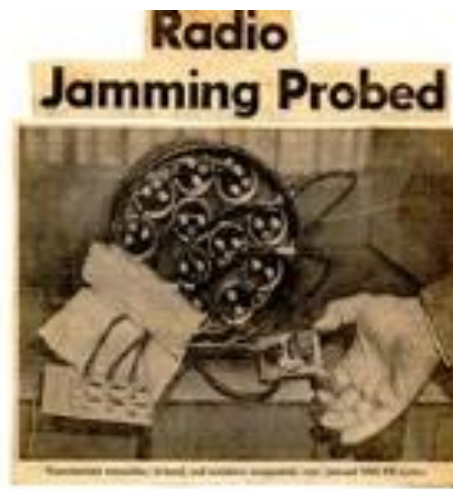
Checking the battery pack on electronic jamming device, found near Civil Defense tower on Ensign Peak, is State Communications Officer Ell Bateman, Emergency Operations, Civil Defense.



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Members of the civil defense communication staff, who were checking equipment for the cause of the interference and disruptions, found a jamming device Thursday at 12:45 PM and Summed Lawman

There was no more locking up the Utah VHF Society repeater, but shortly after that there was a grinding sound that would periodically turn on, The next Civil Defense Exercise, Sgt Patrick SLPD and Tom Uland a member of our Amateur Radio group and a Certified Highway Patrol officer waited at suspects' work place an unmarked City Police car. Not long after he left work the grinding sound started and sgt Patrick pulled over. Tom Uland keyed mobile radio and the grinding sound was transmitted. Also, the Manual and notes that were taken from the repeater building were found in his trunk.



in  
him

The next repeater was licensed by Bob Williams, W7MUG. The call sign was WR7AAA (first Amateur Repeater Licensed under the new repeater Call Sign program. Utah was ahead of the Amateur Radio technology in setting up Amateur Repeaters.

My Amateur Radio Call signs that I have been issued by the FCC:

|        |                                                                                    |        |                       |
|--------|------------------------------------------------------------------------------------|--------|-----------------------|
|        |                                                                                    |        |                       |
| W7NFT  | KL7AAD                                                                             | W3RIO  | W6KXN                 |
|        | 8684 S Brentwood<br>Littleton, Colorado<br>unable to find a copy of<br>the license |        |                       |
| W6LVL  | W0GKQ                                                                              | WA7AKI | WR7AIX                |
|        |                                                                                    |        |                       |
| WR7ADV | WR7ADU                                                                             | WC7RAD | WC7FDZ                |
|        |                                                                                    |        |                       |
| WA7KZO | K7SG                                                                               |        | WA7QME (MY WIFE-GAYE) |

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### My Amateur Radio Service and Military Auxiliary Radio System Call Letters

|                                                                                   |                                                                                   |              |                                                                                     |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------|-------------------------------------------------------------------------------------|
|  |  |              |  |
| <i>AFA5EW</i>                                                                     | <i>AK7AAD</i>                                                                     | <i>N7NFT</i> | <i>AF7NFT</i>                                                                       |
|                                                                                   |                                                                                   |              |                                                                                     |
| <i>Afa5MT</i>                                                                     | <i>AFF5F</i>                                                                      | <i>NOSOR</i> | <i>AFA5BH</i>                                                                       |

Licensing later became a lot more simplified to where you did not need to have a special license for a Repeater. I have had two or three repeaters in operation from the first successful repeater until 2009 when I had to give up being a trustee due to age. I was made an honorary Lifetime member of the Dixie Amateur Radio Club.

While living in Rose Park, I rejoined the Utah Civil Air Patrol as an effort to get a good activity for my two sons. The Civil Air Patrol was trying to establish a State-Wide Radio Network and obtain several surplus Navy TBK-12 Transmitters like some that I used in Adak. These units were large and bulky. They had 110 Volt DC motors to power up the Transmitter causing the program not to be successful due to the DC requirement and the cost of the \$400 diode to convert the available 115 AC to DC. We only got a couple of the units working. We heard of some Hallicrafter Military BC610 surplus units (similar to the one that we used in the Ham Station at Adak Alaska) available at the Yermo Logistic Marine Base near Barstow California. Mac Peterson W7WKF and I drove to the Base to make a request for about a dozen of these surplus units. We made the request, and heard that our request was accepted, but I don't know if any of the units were received. I wasn't excited because they were Amplitude Modulation only.

Heath Kit produced their HW-18 SSB Transceiver especially for CAP 4 MHz SSB usage (4450-4650 kHz). This put an end to the trying to fix up old surplus transmitter. The problem was that they were Kits and had to be put together. The Amateur Radio Community joined in to help put the HW-18 units together. Most of the CAP Radio members were also Amateur Radio operators.

One time in the late 1960's the Utah National Guard ask for participation of the CAP in one of their State-wide exercises. The CAP seniors and Cadets installed antenna at several the National Guard Armories around the State and manned the stations with 12 to 15-year-old CAP cadets. The National

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Guard communications failed, and the CAP cadets did an outstanding performance. It was very embarrassing to the National Guard.

The Civil Air Patrol was authorized several VHF frequencies., The Colorado wing set up experimental repeaters to transmit on 148.15 MHz and receive on 143.9 MHz but was unable to get CAP national to authorize the repeater operation. The members of the National Civil Air Patrol Radio Committee (NCC) were from the Eastern States. I made a trip to the National CAP Conference held in Washington D. C. My discussion with some of the board was that they felt a repeater was not needed and would cause too much interference. I explained the type of terrain that we have in the western states and requested special permission to license a CAP repeater in Utah. I also discussed that this type repeater was covered in the Utah State Telecommunications plan that was accepted by FEMA. It still required a lot of personal contacts, but finally, with coordination from the Air Force and the FCC, I received permission to license the first CAP Repeater in the United States. There are now thousands of CAP repeaters in the United States. Air Force General Richard N Ellis awarded me a “THE EXCEPTIONAL Service ward” and “THE MERITORIOUS SERVICE AWARD” for the development of the Civil Air Patrol Repeater project.

The National Robert Johnson field inspectors really liked what I had done and gave a lot of support. The funds were used in the Six County area, placing new radio base stations in all the Sheriff Offices, pagers for the EMT and a Single number emergency telephone number for emergencies (similar to 911). At lease on of the RWJ inspectors was an Amateur Radio Licensee and was really a good supporter. I was able to get Three new Motorola Micor repeaters for several key amateur locations and three Civil Air Patrol repeaters with these private funds.

Somehow, Box Elder County picked up a surplus new 10 Fiberglass Station Master 20 ft Antenna that was designed to include the 148 MHz Amateur Band. They didn't know what to do with them and offered them to me in a letter. I distributed them around the state for the Key Amateur Radio repeaters and a couple of CAP Repeaters.

Around 1983 before moving to St. George, I provided and installed an RCA ML1000 RCA repeater on the Red hill called the 94 repeaters. This was the first 2-meter repeater in St. George, and I was the owner and trustee until 2009 when I donated the repeater to the Dixie Amateur Radio Club. I also had a 146.45 and a 147.28 repeater.

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I was involved in developing a number of mountaintop radio sites. Some of the sites I developed by myself and others I participated with groups. One of the sites that I contributed a large amount of parts and labor was blowhard which is located near Cedar breaks. To become a member owner each person at that time was required to donate or contribute value of equivalent to \$600. At this site I provided and installed with the help of the Air National Guard, I think several towers and about 30 foot of cable ducting. The towers and cable that were installed by the unit of the Utah air National Guard as part of their summer one-week training.

Some of the other Amateur Radio repeater mountain top sites that I participated in were the Blackrock, Frisco Peak repeater site Red hill, Scrub Peak, Segmiller, Snowbird and Utah Hill.

Devere Swenson an Engineer hired by Robert Wood Johnson and I put in a number of non-Amateur Radio repeater's in a number of sites around the State of Utah. I was installing an Emergency Medical repeater above Bear Lake when I broke an Axial on my F150 Ford Pickup. I gave a call on the SAR Frequency (155.160 MHz) and a Farmer answered, came up and loaned me his pickup to go into Montpelier, Idaho. After purchasing a new Axial, he went up with me and helped me replace the Axial.

After leaving the State of Utah, I made application for employment with Bonneville International-KSL. With my history in Amateur Radio, Navy transmitter experience, holding a Radio Telephone First Class FCC certification all helped me be selected, but I have to give the Lord's blessing the main credit.

I used the Amateur repeater above Manti (one of the repeaters receiving the surplus new Base Master antennas) to talk to Gaye in Monroe. I set up Touchtone decoding but had some complaints from several not liking to hear the touch tones.

One of the Salt Lake City repeaters was located in the building at Farnsworth peak, but I didn't have much to do with it other than make some equipment check when requested by one of the owners.

Moving to St. George and commuting to Farnsworth Peak (West of Salt Lake City) it was rumored that they were making a personnel reduction in our department. In that I was last hired, I felt that I would be the first to be fired.

## THE BEST YEARS TO BE ALIVE

We started Dixie Communications and Dixie Paging. My work schedule was 8 days on and 13 days off. We set up a store front selling AT&T Telephones and doing Two-way radio sales and service. A friend that I served in the High Council within Monroe, went into business with us, his part was appliance repair.

I purchased a Mobile telephone VHF system (frequencies just above the 80 Amateur Radio Band and set it up in one of my sheds which I located it up on the Black Hill, just above the “D”.

I think that this system could handle about ten customers. Business was booming so we purchased a second system. Then the lunch box cell telephone system came out and took most of the business away from us in just a short time and customers dropped to just two customers, one was the Washington County Sheriff as they could use their Public Safety radio to access the system, and other customer was the Care taker at the Arizona Cedar Pockets RV park as it was the only system they could access.

We turned the mobile telephone business over to our Nephew, and I put my attention into the Mobile Radio Business selling to the Mesquite Police and Fire Department and several other business accounts. I could not try for the local St. George area accounts due to my job in Salt Lake and I could provide the 24-hour service required.

We moved into paging and were the largest paging business in Southern Utah with the main base paging station at my sight South East of St. George. With the help of our son, Randy, we expanded our paging coverage with a Transmitter in Mesquite and Cedar City.

Then, the Cell Phone came that destroyed the paging business. We were fortunate to be able to sell our paging business to American Paging. With the sale of Dixie Paging, we had enough money to get out of debt.

We had other setbacks with the owner of the black hill property requiring us to move and the access road cut on the Rocky Point paging sight. We lost all of our rental customers. American Paging bankrupt and out of business, only leaving the Amateur Radio 64 repeater in the building at Rocky Point. I also let Old West Paging stay in the building as they had two or three customers still in the St. George area. But there wasn't any revenue in it for us.



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The good news was I was one of the three that was kept out of the eight members of our department at KSL

I was contacted by Ubiquitel looking for a site for A Sprint Cell site. Along with the Ubiquitel people we conducted a management business study the feasibility of placing the cell site there and future business. The study looked feasible and we moved ahead for the construction of the cell site at Rocky point. I came up with about \$60,000 in cash and Ubiquitel came up with similar. The Ubiquitel people provided many hours during the construction that was not charged to the project. A long-term contract was drawn up with Sprint with favorable Rent based on the participation of Ubiquitel.

The business study indicated additional customer's potential was very good. Except for Digits Internet Company no additional business came.

With only two tenants, and Digits making indications of leaving, Atlas Tower wanted me to double the height of the Cone tower and the City had restricted me to a 50 ft tower including having to cut 25 foot off to meet the 50 ft requirements. I was concerned that the cell site expenses required exceeded both revenues to stay in the black. When we received an offer, we felt we should accept it. The City permitted the additional fifty-foot extension of the tower, something that they would never let me do.

For a period, I served as a Weather Spotter.

## 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

## THE BEST YEARS TO BE ALIVE

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 16<sup>th</sup> 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 10<sup>th</sup> and 11<sup>th</sup> 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.

## THE BEST YEARS TO BE ALIVE

The summer between the 11<sup>th</sup> 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 though 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.

## THE BEST YEARS TO BE ALIVE

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.



## THE BEST YEARS TO BE ALIVE

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

## THE BEST YEARS TO BE ALIVE

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

## THE BEST YEARS TO BE ALIVE

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.

## THE BEST YEARS TO BE ALIVE

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 latter 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 latter 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 5<sup>th</sup> wheel RV. The pickup was found to be under powered, pulling the heavy 5<sup>th</sup> wheel RV. We installed a Supper Charge unit and latter 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.

## THE BEST YEARS TO BE ALIVE

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        |














# THE BEST YEARS TO BE ALIVE

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

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

## THE BEST YEARS TO BE ALIVE

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



## THE BEST YEARS TO BE ALIVE

### 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

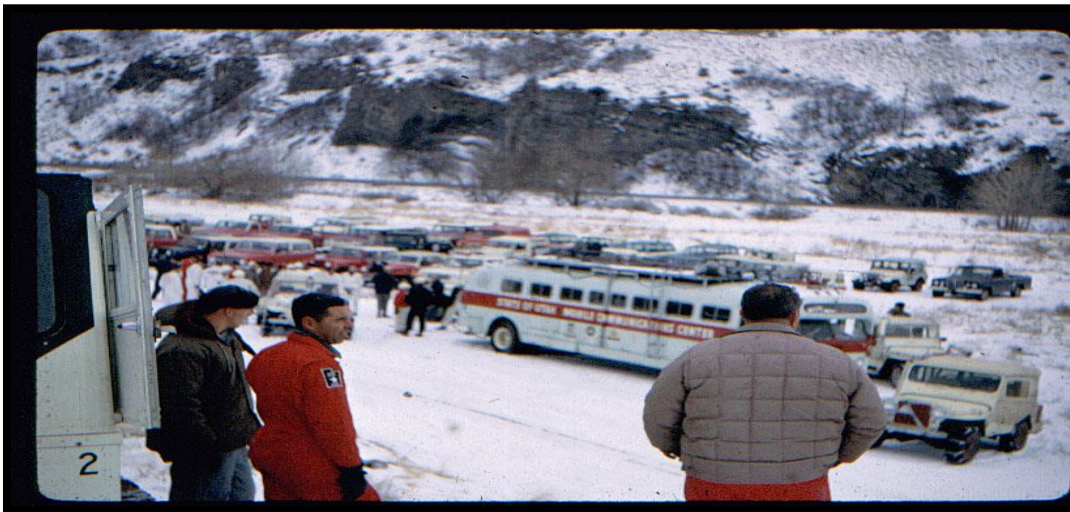


State and Local Government contacts. The picture shows my assigned State Car when I was working with the National Guard on an assignment.



## THE BEST YEARS TO BE ALIVE

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.





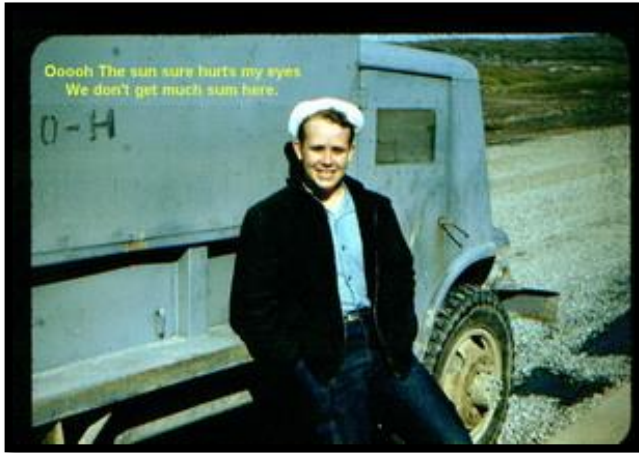
## THE BEST YEARS TO BE ALIVE



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 130<sup>th</sup> 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

