

Transcription: Grand Canyon Historical Society Oral History

Interviewee: Mark Law (ML)

Interviewer: Tom Martin (TM)

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TM: Today is the second of May, 2016, we're in Page, Arizona at the home of Mark Law. My name is Tom Martin this is part of the Grand Canyon Oral History program. Today we're interviewing Mark and specifically focusing on Mark's career as a river ranger at Grand Canyon National Park. Mark, how do you spell your last name?

ML: L A W

TM: What year were you born?

ML: I was born March 29, 1950 in Fairbanks, Alaska, which at the time was a territory. Native Alaskan.

TM: What were your folks doing in Alaska?

ML: Well it's interesting because you told me that Larry [Sanderson] gave you this South Pacific tour of where he went, and my father was just visiting me and you can imagine how old he must be and he was all over the south pacific too, particularly in Saipan and Okinawa, and they were actually headed to Iwo Jima, when the war ended and they just diverted the boat and just took everybody to Seattle and sent them home. Anyway, he was just visiting, and when he got out of the service he met my mother who was the sister of one of his army buddies, and they got married, they bought a military surplus Dodge M751 4 wheel drive ambulance, they loaded everything in it that he thought it would take to, ah, build a house in Fairbanks, minus the materials, but, all of the tools and everything. They took off and they went to Fairbanks-

TM: From where? From Seattle?

ML: From Los Angeles. And according to my father, ah, this was all my mother's idea. (laughs) And ah-

TM: Is she still alive?

ML: No she's not.

TM: So she can't defend herself...

ML: Yeah! And ah, the fact that she was like 5 foot 3 and maybe a hundred and ten pounds soaking wet and lived all her life in big urban areas we really don't put much veracity to that story, but, anyway they went up there, and he had been in the military he was in the commando engineers. Although he would tell you he didn't do much "commando-ing", ah, but they did a lot of construction work and when he went to Fairbanks with my Mom, they had just started the construction of the University of Alaska, Fairbanks. And, he went up there, he was a union carpenter and he had engineering skills and got hired right on and ah- this is an amazing story Tom and I have a photo album that must have about five hundred photographs of this- but in the daytime they would work eight hours a day on the university job, and he'd get off work and he'd go home, and, ah, he would work another eight hours a day building his house.

TM: Wow

ML: Which required that it have a full basement of course because it's so cold there and you have to have basements or your pipes will freeze, so he dug permafrost for about four weeks. He would start big bonfires in the morning before he went to work, and when he got home it would be sloppy mud and he would shovel it all out and then he'd build more fires to melt the permafrost and we've got all these photos we must have five hundred photos of this it's just an incredible little adventure- and ah, that, they went up there in February of 1947, and my sister was born in October of 1947, she was the first kid ever born in the St. Joseph hospital in Fairbanks. Fast forward to March 29, 1950. I was the thirteenth kid to be born in the hospital two and a half years later (laughs)! Those people were not into birthing in the hospitals! (laughs) Anyway, that's the reason I'm telling you this story is it has an incredible connection to this region which may be why I'm here. My father continued to work up there until about, I was born in '50, and I think they left in October or November of '52, he had three job applications out, one as deputy sheriff for Grand Junction, Colorado- nobody'd ever heard of that place. One was working as a mining engineer at Parachute, Colorado, on something that was yet to be even publicized, which was shale oil, and the third job which is the one he took was

going to work for AT&T for Mountain States Bell. So here's- he moves the family back to southern California, he comes out here, he finds a little house, ah, in Beaver, Utah, which he rents and moves our family there and that would have been probably pretty early in 1953. He was assigned to a job where he did engineering work on a telephone line. Basically, pacing off where the poles are going to be and making sure the proper pile of stuff that went on the telephone poles was in a pile there and he would be out in advance of the crews that were actually building the telephone line. The telephone line ran from Kanab, Utah, to a cliff over the Colorado River. Keeping in mind (laughs) that Glen Canyon Dam wasn't authorized until 1956. So AT&T had a little insider information, here. Actually they had been hired by Merrick Chapman Scott who was the prime contractor for Glen Canyon Dam, to build that telephone line here so that they would have telephone lines available if they got the bid. So- and it's no wonder they went bankrupt because they built a frickin' 85 mile long telephone line! (laughing) But- ah- that's how my father came to be in this country and that's how we kind of came to be in this country. Um- we were not members of the preferred church in Utah and we would live four or five months in one little berg and then we would be moved because people would find out that you weren't in the church and- and we ended up, they bought a house in Provo, Utah, and ah, we lived in Provo from about halfway through '54 to about '56. And in 1955 sometime in September, this job for him was finished. They were still constructing telephone lines but it was finished for him, and they sent him off on a bunch of little projects, one of them up in Flaming Gorge Canyon to relocate a telephone line there, and then from there he ended up stationed in Provo doing some work there for a while and then he transferred to Pacific Bell in Northern California which is basically where I grew up.

TM: Did you go out on weekends? Did you guys camp? What happened to that military ambulance?

ML: Well- the military ambulance made three different trips to and from the lower forty eight to Fairbanks and my father sold it to somebody in Fairbanks and bought a brand new 1949 Ford V8, and that's what he moved the family south out of Alaska in.

TM: 4 door Mercury sort of thing or?

ML: 4 door Ford sedan and ah, it was dark blue, and he bought it in Los Angeles, he drove it to Fairbanks, he loaded up the family, he turned around, he drove it to Los Angeles, where he sold it and they couldn't believe that the car was that worn out, it only had like 9000 miles on it! (laughs) But it was just completely rusted and, a junker, and he bought a '50 Ford ah sedan, and anyway- so the army ambulance is probably still in Fairbanks, driving around. (laughs)

TM: So you grew up in Northern California, it sounds like your dad really loved the outdoors.

ML: He did

TM: And, did he pass that to his children?

ML: Well my earliest memory is being with him on a deer hunt somewhere in Utah and he had a little- this was before the days of the really sophisticated kid carrier backpacks- I was literally lashed to a hard pack frame (laughs)- but I remember he shot a deer, that is my earliest memory.

TM: Wow. With you on the pack frame on the back of him..

ML: Yes. I remember it was really loud, I probably cried

TM: This'll wake the kid up

ML: But he did pass that on. And ah- the- So he packs the family up. We move to the "civilized" world of Northern California, and ah we eventually- we lived in several different houses- but we eventually ended up living in a house that was less than 300 yards from the Sacramento River and at the time we moved in there was nothing between their house and the river itself. And ah, this is in Redding, California, so it's up right below Shasta dam- and that's where I kinda got a river connection.

TM: Did you boat? Did you play innertubes, canoes?

ML: Well the water was freezing cold but I had a friend whose parents made some deal with a neighbor who actually had property fronting on the river and they bought us this twelve foot long aluminum boat with oars and every day after school we would literally bike home from school, grab the fishing rods, jump in the boat, and row someplace to go fishin'. And then later on when we got to proving that we were big responsible kids, I mean, you're talkin' 9, 10 years old (laughs) they got us a 6 horsepower motor! And that opened up a whole new world I mean we could go upstream! Where as before you could only go as far as you could row in the current and...

TM: So the Sacramento in Redding is gonna be ah...100 feet wide and 6 feet deep?

ML: It looks twice the size of the Colorado River at Lee's Ferry. And it, and it appears to be running just about that speed

TM: Okay, so about a hundred feet wide, 12 feet deep...

ML: Yup, and the current, probably 5-6 miles an hour with you know little riffles and rapids and at the time there were steelhead and king salmon runs and ah, I'm probably responsible for why they don't have those anymore. But at the time that was big fun to go down and catch these 30 and 40 pound fish.

TM: Did you camp out?

Uh, no we walked from the front porch and it took us like three minutes!

TM: Okay

ML: It was a great place to grow up. Um, of course over time...I'm trying to remember when we moved in there... the world seemed to be encroaching upon us because we were down in this riparian river habitat and just absolutely jungle like and, over time the subdividers came in and bought the land between us and the river and turned that into really nice homes, and was smart enough at the time to establish some access corridors so even though houses started to be built there we could still go down there and go fishing and go hunting and stuff. Of course it's all in downtown Redding, California now and I don't think they let you duck hunt anymore (laughs)

TM: Downtown. So you went to high school there?

ML: Mm hm, Enterprise High School.

TM: Okay, graduated?

ML: 1968

TM: Okay

ML: I'm a youngster

TM: And then?

ML: And, ah, yeah...upon high school graduation I didn't think I wanted to go to college, and one of our neighbors was an administrator for a small little lumber company called US Plywood (laughs) one of the largest plywood producers in the world and I got a job- she got me a job- and we worked from 7pm to 7am, and that first summer I worked in a subsidiary company where we cut lumber to make fruit boxes- and to this day I couldn't tell you how a fruit box is made, but I can look at any piece of wood and tell you if it's a post, a rail, a whatever (laughs) and ah, it was just a mindless job. And ah, they closed that box factory down every winter in December and I transferred into the main lumber part of US Plywood in Anderson, California and pulled these incredible green pieces of lumber and put them in piles so they would then go into these big ovens where they were dried and, ah, I did that for another four and a half or five months- keeping in mind that in 1968 dollars, this was somewhere in the realm of \$9-10 an hour- it was phenomenally good money. But by the time March rolled around, I was just completely fried on this mindless kind of work and there were these guys there and I really loved these guys they were funny and they were just having a life, you know, and but they had worked there for twenty years doing the same thing (laughs) and that scared me enough that I jumped into community college and I started taking a bunch of classes with absolutely nothing, no end in mind. Which probably plagued me my whole college career. I went to Shasta Community College for a couple of years and got a degree in Science and Letters- what that means is after two years in Junior College they added up your primary subjects and I had a lot of English and literature subjects and I had a lot of science classes, so I got this AA degree in Science and Letters. It means absolutely nothing. Ah then I decided, okay, I'm going to try a real university and I'd had a buddy who I had gone to Shasta College with and he was looking for a four year school and because we couldn't get in anywhere else, we went to Fresno State University.

TM: 1971-ish?

ML: I believe it was 1971. That was the year that the Chicano/La Raza students came of age and realized they were people and they burned down the computer center and they terrorized Fresno State University! The one semester I was there! And- I didn't get any classes I needed, you know I just pulled classes out of the ether just to have some place to go and most of those turned out to be English Literature classes. But then I dropped out of college and went on a little gallivant around the world and ah, about eight months later decided it was time to go back to college again and went to Humboldt State University with a mission in mind.

TM: So that would be what would today be called a gap year...So you went around the world, where did you go? Did you go to Europe?

ML: No, I went to Yellowstone Park and worked for the concession there for a few weeks, went to Denver and spent about 5 months in Denver which is a great place to be, and I believe that was 1970 or 71. Worked there, had a job there where I worked in a sheet metal factory where somebody found out that I had a spatial relationship and I could make sheet metal ducting-connecting junction boxes and I worked there that was another one of these twelve hour a night kind of jobs and I worked there for 6 or 7 months and the pay was good and ah- by the time I got done with that job which I think was February in Colorado and it's frickin cold in February in Colorado I bailed out of there and went to Arcata, California where I went to school and ah, that's where Humboldt State University is. And then I was on a mission, I didn't care what kind of college degree I was going to get but I needed one, and my mother decided yeah that's an important mission so she basically paid my rent. She had sent me a hundred and sixty dollars a month. She was working at the time for the State of California and the social welfare department doing something, and ah, when I went to Humboldt State I ah, I had 27 jobs in two years- every little part time job that came up I would do that. I ended up working in the university library binding books, you know, putting new covers on books...now there's a trade that you can actually sell! People want that and ah, and so I was pretty successful at that. And ah, in March of 1974 I went and saw my college advisor who I had never seen- and I can't remember his name- but I went and saw this college professor and I said "Okay I'm ready to cash her in, what can we do?" And he sat there and he looked at all my stuff and he said "Oh, well, we can get you a degree in English Literature and you've actually got a minor in Speech and Communications." So, in the course of the month I went from just a college student to I'm graduatin' and somewhere along the line I had sent an application to the National Park Service. There was a brand new park being formed in Northern California called Redwoods National Park. It was actually authorized by Congress in 1972. They hired me a week before I graduated at the end of March 1974, I went to work for them sometime in May and it was an incredible experience. Right out of college, no experience, and they hired four or five college students right out of college that summer in 1974 and our mission was to go out and re-survey the park boundary. And I got selected for that job because somewhere in my background there was a couple of trig classes and a land survey class! (laughs) And as it turned out I was the only guy that even knew which way to point the transit level. The original park boundary had originally been surveyed back in the late 60s early 70s by the Bureau of Land Management, and keepin in mind we're talking about a redwood rainforest, and these guys would survey they would pound in their little corner markers and then 6 or 7 years later there's a rainforest on top of this and basically our task was to go back and to find all of those original corners. Which, for some reason I turned out to be really good at it but the reason why I'm telling you this whole story, Tom, is 'cause this has another connection that we're interested in. One day, I'm out on my own, and my task is to run through this rainforest basin just to get a

feel for it to see what might be out there ah, before we got our crew, and ah, they gave five college kids a group of ex-cons on work prison release from San Quentin and Folsom- that was our work crew, the guys that were literally clearing the rainforest so that we could do our little thing and- what do you find in Del Norte County California? Yes you do! You do!

TM: And the San Quentin guys would have loved it!

ML: Oh Yeah! We're cuttin' the swath through the rainforest and at the end of the day you would march 'em back to the little troop carrier Suburban things and when you got to the car you would take their backpacks and shake 'em out on the side of the road! (laughs) "Mark it's just personal use!" (laughs) And I know those guys were right back there with their car pickin' up the stuff that we dumped on the side of the road- we really didn't care. Ah. But, um, back to my original story, which had a point- I'm going through this basin, and the basin is called Emerald Creek Basin, and I think I'm the only guy out there in the basin except for the timber fallers for the Louisiana Pacific Lumber Company which are about a mile and a half away clearcutting the redwood forest. And I get to this spot where it's very precipitous and there's up and down and all of these gullies and I'm thinking Oh Geez it's going to take me an hour to get 300 yards in this crap- and then I spy where this big tree has fallen down, it was probably 340 feet long- it had fallen down, so instead of having to go up and down up and down up and down all I had to do was walk for a hundred yards across this fallen tree. So, I'm climbing over the root burl of this tree and I keep thinking I'm hearing voices and, lo and behold, I climb over the root burl and I'm walking across this great big fallen redwood log and here's two guys, sitting out- probably 80 feet above the ground- on this majestic fallen redwood tree. And I walk up there, and of course I'm in my little spiffy park service gray shirt with arrowhead and I walk over and, ah, I say hi, and one of these guys is very social- ah, and the other guy is kind of a grumpy asshole, and ah, but ah, they ask me to sit down and we start talkin' and they're askin' me what I'm doin' and I'm tellin' 'em, and um- the young friendly guy was named John Amodio. John was the founder of Save the Redwoods League. Now, think about this- who was John sitting with? A rather grizzled old white haired guy who you would not mistake as a gentleman. Martin Litton. Isn't this a cool story? (laughs) And- years later, when I had evolved into a responsible person...

TM: And, Martin didn't give you the time of day?...

ML: He would grumble at me. He did, I remember him making a comment about didn't I feel guilty? And I said well no I don't really feel guilty because if I'm not out here doing my job, these guys will be out here cuttin' every tree and they won't have a line to stop

at! And ah, I remember we had this big long discourse for probably 15 to 20 minutes and ah, anyway that was my first exposure to Martin Litton. Which, many years later, I played that story by Martin and he went “Are you shittin’ me?” (laughs) He said “I remember that like it was yesterday!”

TM: Wow.

ML: Anyway, interesting little story, I’m glad we captured that one. After workin’ at Redwoods there for about a year and a half two years, I decided that I needed to do something else. And ah, I got a job at Yellowstone National Park in 1976 I got there in April, and went to work in their dispatch communications center. And, worked there for a couple years, got a permanent job, which was an important thing, ah, met my wife, which was an important thing, she would think that, and ah, I worked in that dispatch center for three years and that installed something called Permanent Reinstatement Eligibility. And as soon as I had my three years to the day in there the Yellowstone Park offered me a park ranger job. And ah, so I resigned my permanent job and went to work for Yellowstone as just a seasonal park ranger. I worked 12 months a year, I was like every other permanent but I didn’t get the benefits of being a permanent park ranger. And ah...

TM: So isn’t that a step back for you? Because you’ve just...

ML: Oh yeah!

TM: Because you were permanent, they offered you a seasonal job...

ML: Yeah, but let’s balance this out, Tom. You’re in probably the busiest dispatch communication center of the National Park service at the time. From the moment that you go into your job to the moment that you go home, the phone’s ringin’, someone is yellin’ at ya, someone is tryin’ to talk to you on the radio, someone wants you to do something. And the concept of a park ranger that could go out and get on a frickin’ horse, and just ride away and come back eight hours later and say “Yeah I talked to three fisherman” (laughs) seemed really appealing

TM: Okay, okay

ML: And ah, and the chief ranger at the time, his name was Roger Siglin, who subsequently retired as the superintendent of Gates of the Arctic National Park, and there’s lots of stories about Roger being north of the Arctic Circle. Anyway, he hired me, and he gave me a job in the north district of Yellowstone which is the “banana belt”

district, you know, you have access there all winter long, you're not snowed in or anything, it was absolutely a drunkard's dream, you know. A Great job. My girlfriend Barbara, now wife, was a park ranger who worked in Canyon, Canyon district, in the interior and she would go away in the winter time she would normally find a park ranger job in Joshua Tree or someplace else and we would reunite in the springtime- romantic, you know? And it was a good place to go, and she got a permanent job.

TM: So what kind of training through law enforcement did you get then, this is 1973? Maybe '76? There was Gelco... there was FLETC...

ML: In 1976 the Park Service revised their Organic Act which had previously allowed anybody to be a law enforcement person. I mean, no disrespect to anybody but the guy sitting at the entrance station had the same authority to write a ticket that the superintendent did. And ah, in 1978 there was this little pilot program developing in Santa Rosa California, at the Santa Rosa Criminal Justice Center, it's part of the Santa Rosa Community College network, and they put together a guy by the name of Bill Orr who was a retired Park Service guy- they put together the first seasonal park ranger training course and somehow I talked somebody into sending me there. And I was in the first graduating class, I think 18 out of the original 26 graduated from that class. So I went back to Yellowstone, and at the time I got this brand new little shiny park service law enforcement credential that actually said you're a law enforcement guy. And that, that ah, that was just very interesting.

TM: You're still working seasonally?

ML: I'm still working seasonally. And ah, it's many years later that ah, I get back into a permanent National Park Service job. And, it actually happened at Grand Canyon. And then went off to the federal law enforcement training center in in 1985 or 86. But um, in the meantime, Yellowstone in the late 70s was a pretty interesting thing, all of the antler and animal poaching stuff really came to a head during that time and a lot of the work that I did and every other ranger in the North district did came to do with trying to suppress this constant theft of elk antlers and bighorn sheep heads and grizzly bear skulls and that sort of thing. Just to keep that out of the local commerce.

TM: So you were a lot of times on a horse out in backcountry, were you hiking were you trying to find poachers out there on foot?

ML: Yeah, on foot. I know enough about horses that I could put a saddle on one, ride for about two miles, and then my butt hurts. Then it's no fun anymore and the horse always knew how to get back to the barn so they would turn around and go back. Most

of my time out there was spent on foot. Yellowstone has a pretty extensive backcountry ranger patrol cabin thing and you would just basically hike from patrol cabin to patrol cabin or if you knew you'd have a problem in a certain area you'd just go out and stay in a certain area and make your presence know. And that was a good job, I learned a lot and ah,

TM: And Barbara was still working seasonal, other ranger positions elsewhere?

ML: The answer to that is yes and one winter she got a job at Cuyahoga Valley National Recreation Area, which you can imagine going to Cuyahoga Valley- the river was no longer on fire but there was still hundreds of millions of old worn out tires that had been dumped in the recreation area and if she was here she would tell you her number one duty was standing at the bottom of the sledding hill providing EMS to people that crashed! (laughs) Anyway before her Cuyahoga Valley job ended she was offered some sort of clerical position in Yellowstone which she accepted and she came back and that's- her career pretty much parallels my career we both ended up at the same level and I retired a couple a years before she did but I will say we're some of the last people to enjoy the benefits of the civil service retirement act and it's a very good, comfortable retirement.

TM: Okay, so Yellowstone, not to Grand Canyon yet. But that's gonna happen.

ML: Sometime in 1981, Barbara decided it was time to get a promotion. And, Tom, we're talking about a promotion that was probably valued at about a buck 25 an hour. And she got a job, ah, I'm trying to remember, I think she was a GS-4 in Yellowstone, and she got a GS-5 job at the Grand Canyon so we- it was like the Beverly Hillbillies- we loaded up a U-Haul truck and I resigned my seasonal position and ah, headed to Grand Canyon. This was in October and we had in our minds that we were going to the Grand Canyon, desert with the saguaro cactuses. We rolled in there on I believe it was the 23rd of October- in a white out snowstorm. And I remember because we pulled into desert view- she was driving separate from the truck I was driving, and ah, and we pulled in- you couldn't see anything. I remember stepping out of the truck and saying "What the hell have we done?" (laughs) Anyway so we got moved in and we discovered, Hey, this is a pretty good place to be.

TM: So you left your seasonal position- a year round seasonal position.

ML: Yes, and came down to Grand Canyon with no job.

TM: With no job, okay thank you.

ML: I sent a couple of applications ahead, and I think, well I went to work on the 11th of November in '81 in the dispatch office at Grand Canyon. Um, 'cause I was having difficulty getting a park ranger job there. They required park rangers, at least the ones that worked on the South Rim, to be EMTs. The top of the pinnacle of EMS in Yellowstone at the time was advanced first aid (laughs). Which is what I had. So we arrived there, I went to work in dispatch office, I went to the EMT class with Ernie Cuncil, I don't know if you knew Ernie...went through the EMT class and ah sent a few applications out, I was actually applying for some permanent jobs to be reinstated, and I got turned down for a job, which for me would have been my dream job, and I would probably have worked there my whole career had they given me this job and they did not give me this job because I did not have any powerboating experience. Park service powerboating experience. Where does Grand Canyon National Park have powerboats? Meadview. I got turned down for that job (laughs). And the reason stated was that I didn't have any powerboat experience. So I said Well- I was very upset about this, ah, I'm leaving. I'm going someplace to get some powerboat experience. And I made a call to Glen Canyon Recreation Area where I was promptly told by somebody in their personnel office "Oh, no we don't have any vacancies." And about three days later I got a phone call from a district ranger saying "Hey, we heard that you want to come work for us and that you're looking to get some boat time." And I said, "Well, that's exactly right, ah, there's some positions here at Grand Canyon that I want to be qualified for next time they come available." And ah, he said "Well I have got the job for you." And ah, I became a boat ranger on Lake Powell stationed at the old Rainbow Marina, living in a houseboat. That's, you know-

TM: What was that like?

ML: It was just an incredible experience. Way out there in the middle of nowhere, ah, and the whole marina floated, it had a floating sewage treatment plant operation, there was the concessions end of the marina where they sold bait, gasoline and ice cream, and there was the park service end of the marina where there was a couple of permanently fixed houseboats to the marina- one which was the ranger houseboat and one was the maintenance houseboat.

TM: So let's just set the stage here I'm assuming this is the spring of 1982...1983 is coming but nobody knows that yet...1983, big water was coming?

ML: Well in 1980 the lake filled up for the first time, and then they dropped it significantly, like 55-60 feet, and the next year it bumped up a little bit. But in 1982, they miscalculated by 25 feet how much runoff they were going to get, and the lake got to full

pool in 1982, and that was the first year I worked on the lake. And that winter, the lake only dropped like thirteen and a half feet, so it didn't take a rocket scientist...

TM: To figure this out!

ML: And, and '82, '83, '84 were above average snowfall-rainfall years in the Colorado, San Juan River basins. And ah, we're kind of getting ahead of the story but ah...

TM: Yeah, yeah. Okay so let's back up a bit, your new assignment, you're gonna live in a houseboat...you got a floating sewage system, you got a floating dock, you got a concessionaire at the end selling supplies...

ML: I had, you know, a fishing rod with an anchovy on the end of it and a striped bass every twenty minutes.

TM: And you like fishin'!

ML: You know, and I like fishin' and I thought this is a pretty good job. And ah, god I could spend the next five weeks telling you little Rainbow Bridge stories but ah...

TM: Tell me one or two.

ML: Well Rainbow Bridge, of course, is a very beautiful, unique place. And in 1982 when the lake filled up you could literally boat underneath Rainbow Bridge. And ah...I gotta get this in the right context...I'm at the Rainbow Marina one morning, and I look up and coming across the harbor is this like forty seven foot long Tollycraft cabin cruiser. Ah, probably a million and a half dollar boat. And I found out later that it belonged to the Sandersons of the Sanderson Ford dealerships in Salt Lake and Phoenix and all of those Sanderson Auto things are connected. I don't know to this day whether they're connected with the Sandersons of River fame but, ah, anyway. I'm standing there, here comes this luxury cruiser into the boat dock, I mean I'm standing right there, there's a rope on the bow of the boat, I just reach over and I tie up the front of their boat and a couple of loops around a cleat and I'm walking away when I hear this Swedish accent female voice say "Thank you very much mister ranger!" And I turn around and there is this drop dead blonde female woman in this little buckskin bikini, and I find out later her name is Monica. And I find out later that they're doing a photo shoot for Penthouse magazine. But, you know, it's just another day at Rainbow Bridge, you know! So whoever was piloting the boat he came and he introduced himself and he talked to me and he told me what they were doing and ah, and I said "Do you guys have a filming permit to go to Rainbow Bridge?" No, we don't. And I said well don't do any filming at

Rainbow Bridge. Yeah, okay, but we just wanna go down and see. Well, whatever, but you don't have a permit, I said I don't think people would like it if they knew what kind of photos you were going to take at Rainbow Bridge. And ah, I didn't give it anymore, they left and an hour or two later I had to go do something and I had to go down towards the bridge, so I drive down in my little boat and I tie up to the dock there at Rainbow Bridge and here's this big Sanderson cruiser, and I'm walking down toward Rainbow Bridge and there are lights and cameras and everything there except the buckskin bikini. (laughs) And ah, whoever was in charge there, whoever was operating the boat he was trying to make himself as big as possible to blank out so I could not see what was going on. And ah, and I remember when he got close to me, I forget what his name was, I said "You've exceeded your 15 minute stay at the boat dock." (laughs) And just walked past him, just walked past them all and went up to do whatever I was supposed to do at Rainbow Bridge and it when I came back, they were all gone. But, those photos live on. They were part of the Penthouse...

TM: The Penthouse spread in one of the magazines...

ML: Yes. Yeah they showed up quite a bit later, thank God my picture didn't show up with 'em.

TM: Any repercussions to you? Did anybody know you had interfaced with these people at all?

ML: Yeah, because it was immediately reported- "Hey, did you guys know this was happening here?" Yeah, they're not supposed to be doin' that. We told 'em!

TM: You told 'em!

ML: Well you know- there's a fine line...after a while you learn how to be ranger friendly and there's certain circumstances where you always wanna be ranger friendly! (Laughs) And that was one of them and ah, I can still envision the buckskin bikini. (laughs)

TM: The missing buckskin bikini.

ML: It was a work of art, ah, I actually missed it. Anyway- moving on!

TM: Yes.

ML: I worked up there until middle of September 1982. And, that's when the Rainbow Marina was closed down for- that was its final summer. In the Rainbow, Forbidden

Canyon area. And, over the winter they moved the marina and parked it at a place called Dangling Rope. And I guess because I was so diplomatic with Monica and the Sanderson cruiser, I was given an opportunity to work the winter at Lee's Ferry. Barbara and I had visited Lee's Ferry sometime during the summer of '82, the wind was blowin' a hundred and fifty miles an hour, I was working on the lake but Barbara was livin' at the Grand Canyon- I didn't have any housing here in Page at all, so I would work 8 days on and then would go to the Grand Canyon, spend my 6 days off then come back up here- it was a pretty good deal. He's givin' me a time out sign!

TM: Little time out, so let's just talk about Lee's Ferry at the time would you have considered Lee's Ferry a lateral, a step down or an improvement step?

ML: Let me just finish this story. Barbara and I are down there. It's probably July or August. It's probably a big monsoon-y afternoon, and, and it's probably 105 degrees. And we pull in to the Paria Beach, and we step out of the car, and we make like 20 feet to walk down to the river, and there is a frickin' gust of wind that I swear sandblasted the skin right off of our legs! And this big dust cloud and the wind blowin' 80 miles an hour and hot and miserable and I remember telling Barbara, "Who in their right mind would work in this hell hole?" Well, that answers your question! So, in September they offered me this opportunity to spend the winter at Lee's Ferry. Have you ever done an interview with Tom Workman? Well you need to do that. Because Tom was the ramp ranger there at Lee's Ferry for, what, ten years or so and he's got a lot of stories, and without gettin' into the details of this one- Tom ran amok at a couple of parties that happened down in the Marble Canyon area in the summer of 1982. And, it resulted in suspension for him, and ah, he took off for about 6 months and that opened up the opportunity for me. Because, there was another ranger who you may know, John Peterson, and John Peterson was a good friend, we worked together up on the lake, great big blonde Scandinavian kinda guy, ah, very wonderful man. Anyway- ah, Grand Canyon hired John Peterson to fill in the vacancy left by Tom, that caused them to call me to fill the vacancy left by John- so they hired me to take John's position. So I ended up at Lee's Ferry I think it started September 16th, 1982. And ah, I remember John had been there at least a week or two before I got there so he seemed like he knew what was going on but he didn't know anything either. And there was a permanent ranger assigned there named Jerry Ballard, but Jerry Ballard ended up in Dinosaur and ended up a district ranger in Dinosaur, where he was a river ranger up there for many years and then retired from the BLM. Jerry was given some other kind of assignment, and ah, some kind of detail someplace else and it left John and myself alone at Lee's Ferry. And ah, the job was pretty interesting. You know, you do your little river trip orientation stuff, you can imagine how good I must have been at that because somebody just told

me- "You gotta go down and give this program!" And it's okay it's just a slide program, all you gotta do is turn on the slides and read the captions."

TM: So this was a slide program that was put together in the late 70s, just as a, you're new here to the river we're gonna orient you to the river and where was that slide presentation held, how do you get the river runners over there? 'Cause they're down at the Ferry putting their boats together and they wanna go downstream.

ML: It was in a double wide trailer that was pulled in behind the water treatment plant for Lee's Ferry, it was the god-awfullest thing- it was obviously a low bidder thing you know that they might have even donated to the park service it was so terrible. The roof leaked and there were holes in the wall and the bathroom plumbing never worked and you know you'd have thirty to forty people in there almost every day with no toilet facility or anything...

TM: And so this was 1982 in September, and so were you doing any-

ML: The motors were done.

TM: Were you doin' this with the commercial passengers and the do it yourselves, everybody who was gonna launch?

ML: No, we only did it with the private river runners, ah, that's part of that permit deal at the time. But at the same- you know that was the other part of the duties there, every commercial river trip, you had to go down and you had to check out procedure with them. Where you check their PFDs and their ropes and their lines and make sure they have their fire pans and all of their required equipment. And-

TM: So sometime between, it seems like, 1972 and ten years later in 1982 that orientation with the slide show started. Any idea where it started?

ML: For some reason I wanna say '79 or '80. But, this is where we run the risk of really getting eddied up, Tom. Because I know that history really well, and ah, we can find out that information for sure.

TM: Who would know, I mean who's gonna...'cause Steve {Martin} left in '79. Um, but he told me they were taking pictures in the late '70s.

ML: Steve left in '79 and where did Steve go? He went to the West District ranger position in Yellowstone. (laughs) I remember I met Steve very early on when he arrived there in Yellowstone. But he was far removed from what I was doing at the time.

TM: Okay so in '82 that orientation is going, so you had no river experience, you haven't been in the canyon yet-

ML: Never been on a river trip!

TM: And you're orienting the river runners to their river experience!

ML: Yes.

TM: Got it.

ML: Yes! Just read the slide, Mark!

TM: And then you were like, oh this is my job...

ML: Yeah! And, how many trips have you done? None! Um, I caught a trout here the other day, though!

TM: (Laughs)

ML: And ah, somehow I managed to develop a little credibility, somewhere along the line. And ah, because I think I had some innate boating sense by that time and ah, and could ah, could pull off this program pretty well. And ah, and so I'd give those orientation programs and people would go and launch their private river trips and ah, that's the end of my dealings with them. And ah, the same thing- but with the commercial trips of course it was during the non-motorboat season so I got to meet all of these oar powered boatmen and boatwomen and ah, you know, they were pretty laid back. Ah, I remember the first time I saw a dories crew with the guys all wearing dresses- I remember that threw me for a loop. You know these stories? (Laughs.) I don't know where this tradition started or why it ended but it did, and I think that's a good thing but for a while a lot of the rowing river guides, the males, decided that it was cooler and much more functional to wear dress-like garments rather than shorts or cutoffs or anything. And just from the sense of freedom and evaporative cooling physics, um, I think, and I remember the first time I saw these guys and I'm supposed to go over there and check it, check out their equipment! And it made me think at the time, what have I gotten into here? And of course, these guys had been on the river for years

and they just knew “Oh here’s another green guy, what can we possibly do to him?” And um, and they did it! You know (laughs) And ah, they would just have me runnin’ in circles and stuff and it was okay because I figured out very quickly Ooookay this is a little bit different kinda culture than what I was used to in Yellowstone with the guide community up there. They’re also very tight knit, but they’re backpacking guides and that kind of thing, and fishing guides, and ah they weren’t just pushing boats down the river and stuff. And ah, anyway I met a lot of really interesting people that first fall that I was there at Lee’s Ferry. Ah, one that sticks out is Kenton Grua. And ah, he was probably one of the prime instigators of a lot of my additional stress. But that’s, but I came to know him pretty well and ah I actually have some stories that we’ll talk about in context because you wanna get to high water.

TM: No, um...High Water is well documented, I mean we’ll talk about that in a little bit but these stories about Kenton...what was the, let’s back up a minute. What was the difference that you saw right away between Yellowstone backcountry guides and the river guides at Lee’s Ferry- besides the fact that the Lee’s Ferry guys were walkin’ around in dresses?

ML: Well, the Yellowstone guiding community, the horsepackers, the backpacking guides, the fishing guides- they were all stand-alone entities and of course they were all just incredibly talented and gifted and knew how to live outdoors which was very, very interesting to me. ‘Cause I always thought- I’m kind of an outdoorsy guy, but these guys really knew what the hell they were doing. And they knew about- in Yellowstone everybody knew about bears. Well when I first went there, you know, I thought a bear was just something on TV. And ah, I learned pretty quickly that bears are really significant animals. But there was no cohesive sense of community amongst the guides in Yellowstone. There were hundreds and hundreds of guide services, but there was not this community. But, it didn’t take me a week to figure out- Woah, this river thing. These people are, they’re like livin’ here! And people talked about their river guiding as if it was a trained profession equivalent to a doctor or a physical therapist. And I mean they talk about it with the same passion and they poured themselves into learnin’ how to be better guides, but when they were off the river 60-70% off them lived in Flagstaff. And that was their community. And ah, it was very striking to me at the time- Wow, this is really an interesting community. It was a false picture of that community, because I was there in September. And it wasn’t until the following spring when those God-awful, smelly, noisy baloney boats started runnin’ again that I saw Oh there’s another component to this thing- Woah, now this is really interesting, you know. And that guide’s community in 1982 I think it was pretty fragmented it, you had the rowing boat operators, and of course the pinnacle of rowers were the dory boatmen, and you had the motorboat operators. And ah, they didn’t seem to communicate too much and they

didn't seem to mingle too much. Except at the Hatch warehouse when they had a party or something. Then you'd see everybody there, so. It was kind of an interesting little thing, and ah, I wanna back up a little bit, Tom. When Barbara and I got to the Grand Canyon, she immediately went to work, I went to work a week or two later, the first social event that we attended was the going away party for Marv Jensen. Marv was the- I don't know what they called it at the time, a Canyon District Ranger I believe. And the river subdistrict ranger, Steve Martin, had worked with Marv Jensen. Back in the 70s when the Park Service realized we have to figure out how to manage this, because this is really gettin' out of control, we have a lot more usage than we anticipated, they came together and they went through this process and they devised the 1978 River Management Plan. Which was basically kind of a benign little document. Except it contained a reference to the eventual, and I think it was a 3-5 year phase-out, of motor rigs on the Colorado River. And that had really polarized the river community itself but it also kinda polarized government in a way, and I think it was the first time there had been a significant clash of philosophies between what had been contractors to the park service, the concessioners, and the Park Service itself. And here the Park Service was saying, In the future we want your contracts to read like this and we want you to operate like this. And, the pushback from the concessioners was No, we don't want to do that, we're not going to do that and that's- ah, the feedback, and all the resonance from the publ all the public input process and input from that 1978 management plan pitted these two communities- motors, non-motors- against each other and the commercial motors, the commercial oar powered companies didn't have to get in the battle. They were already there, they weren't going to change. And they weren't gonna say anything bad about a brother concessioner company, so they were all very cohesively together. And we all know what happened ultimately- ah somebody had not been able to make the relationship between the Hatch River Expedition Company and Oren Hatch, Senator of Utah, but I guess eventually they did. And ah, and the decision was made that the 1978 river management plan would be scrapped. And, that left this big void for Grand Canyon because they thought there were some significant errors in judgement made. Ah, and one of those was that when they published that, ah, that draft plan, to eliminate motor rigs from the river, they just did not understand the pushback they were gonna get from that. And, they got it. And ah, it rocked the National Park Service and everybody focused on that issue that was in other national parks that had nothing to do with that particular issue but it, it, shed light on... here's something that we had anticipated. We thought we were in charge and we were just going to tell people how we were going to run things. And instead, the people, and in this case they were business people, pushed back with such intensity it knocked the Park service off the table and they came up with the most benign little river management plan in 1980, ah, which basically said "We're just gonna keep doin' what we're doin' and ahhhhh hopefully everything will be okay." And ah, and that's basically what happened. Ah,

the...back to Marv Jensen's goin' away party. Steve Martin had already rolled outta there. I mean, those guys were right in the floodlights on this one. And the government does what it has to do to protect people. And they gave Steve a very good assignment, they moved him someplace else. They moved Marv eventually someplace else. But I remember going to this going away party for Marv and, I've been to a hundred Park Service going away parties at the time and I knew what they were like, but here I showed up and there were people singin' songs and reading poetry and here was this river community thing and ah, you know, right in my face, goin', wow you know- this is really something. I thought this was- I thought this whole river debacle was a bad thing. But it's being celebrated here. And that- that really gave me something to think about for a long time. We ah, if you were outside the camp looking at that issue you would say "The government really screwed up and these business men forced themselves and got their way." But, the other way people were looking at this was well, we lost the battle but we kind of are now drafting a guidebook on how to get what you want so maybe the next time we do this we'll be a little more successful. And I watched this my whole career at the Grand Canyon evolve and evolve and evolve, now we're gonna fast forward to 1987. By this time, I have come back to Grand Canyon, I've been a permanent park ranger workin' South Rim. Ah, I've been given an assignment at Phantom Ranch. And I go to Phantom Ranch and I've been to FLETC and ah, there are two crystallizing events and you can edit this out of this record if this appears to be libelous.

TM: It won't bother me. We'll edit it out only if it bothers you.

ML: Polarizing event number one: at the time there was a person named Chuck Lundy being the river subdistrict ranger. I've got a list of all these names for you. Chuck had been a backcountry supervisor and he had been moved into the river job after Charlie Peterson left, and I get a phone call from Chuck one morning and I'm down at Phantom Ranch, and Chuck goes "Mark, I want you to look for something." And he said that this is going to be very sensitive. So please, don't take any action until you talk to me. And I said "Okay, what am I looking for?" 'Cause this has got me all intrigued. And he said "Last night, we had an anonymous phone call at 3 am, and that anonymous phone call reported that at 12:10 am, a Canyoners motor raft with two boatmen on it, launched serendipitously at Lee's Ferry, took off down the river, they don't have a permit, and they don't have any reason to be on the river." And, I said, "Oh. Why would they do that?" And Chuck says, "Well, we know that there's a charter bus that came into the park early this morning and they paid with a Canyoners credit card, to bring 22 people into the park. Very interesting. We think they're sneaking a river trip in! That's exactly what we think and we want you to see if you can spot this boat." I said okay, you want me to identify the boatmen? I said "You know I'm on those boats all the time down

there scrounging soft drinks and stuff, I can"- he said "That'd probably make 'em really nervous, yeah, why don't you do that." So, I'm sittin' down there at the boat beach. And ah, I'm figuring this boat's gonna roll in because people are comin' down the trail and windin' up on the Boat Beach. And they're not with, there's a Western trip that has already pulled in there but these people that are showing up aren't on the Western trip, and I'm waitin' and I'm waitin' and I'm waitin', and lo and behold, here come's a Canyoneer's boat. Pretty distinctive looking boats, you can see them about five miles away. But this boat's full of people! And this boat pulls in, and ah, 21 people get off the boat, and 21 people get on the boat and the boat's gone in less than 15 minutes at the Phantom boat beach. And I look up the river, and within two minutes of that boat leaving the Phantom Boat beach and heading down river, here comes an empty boat. And that boat pulls right into the beach where there are probably 15 or 20 people already there waiting to get on, a Canyoneer's boat! And ah, woah, this is really interesting. And when that boat pulled into the boat beach, I went and met the boat at the beach and reached over and took the rope and went over and tied it up. And went in and talked to the boatmen involved and I said "I'm really confused. There was just a Canyoneer's boat in here, it exchanged its passengers and ah, and now you're here but you guys only had 21 user days- person user days for today..." And he, and he goes "I don't know nothin' man! I was just told to be at the boat beach at 9:30." And by god, it's 9:30. And ah, and I said, ah, "And these people are gettin' on your boat?" He said "I'm supposed to pick up 21 people." So, I said "Okay. We're going to behave as if this is just a regular exchange at the boat beach. But, you are not allowed to leave this beach without my permission. Do you understand?" "Uh, but I was told..." "Do you wanna work here as a boatman in the future?" "Oh, okay." So, I run back to the river ranger station where there's a telephone, 'cause I didn't think I could do this on the radio. And ah, so I'm talkin' to Chuck and I said, well this is what I know, this is what I saw, these are the names of the people, this is the names of the boatmen. Ah, and he said, okay, he said, we'll take care of it from here. Ah, let these people go, we don't want to impact these passengers, they paid a lot of money to go on what they think is a river trip. Just let 'em go. And, I said okay. And ah, you know I have all of the names and I have the trip manifest and all that stuff so we knew who was there. And ah, so I wave goodbye to the Canyoneer boatmen. And, of course in the meantime the park was communicating with the Canyoneer's folks saying, "What's going on?" "Oh, we don't know, what? There's nothing wrong." "Uh, yeah there is." And they, what had happened was Canyoneers had sold the trip and then another company had an inquiry about a trip that they didn't have enough launch time space at Lee's Ferry to accommodate so they just basically gave that charter business the names of these other people- they contacted Canyoneers, and Canyoneers said "Oh, we'll fit you in," but then they weren't able to manipulate and trade with anybody and ah, so they decided this is the only way we can do it because the Park Service won't give us

permission to launch this trip. And ah, so at the end of this whole thing- that was all resolved through this concessions evaluation process and Canyoneer's, ah, were penalized and actually lost those ah, what would have been unreported user days, it would have been 4 days, 21 people so 84 user days, they were penalized those the next year they weren't allowed to sell that many. And ah, at the time it seemed like kind of a fair deal but they got a substandard evaluation that year and the concessions operators lived in fear of substandard evaluations because it means that when they're business comes up for renewal they may not be renewed if they have a continuing bad record. So, anyway, that was one of the polarizing events right there. Ah, it made me see, wow there's some really complicated issues here, and if you're not paying attention all the time, this shit's gotta be goin' on all the time! Ah, the second polarizing event, this isn't going to be published is it? Had to do with- the story's really about the National Park Service River Patrol. But it involves the Diamond River Company. And ah, I had a really good ranger named Patty Thompson, who you may know Patty, long red hair, ah, anyway Patty and I had done some work on a project and to reward us, the then canyon district ranger Butch Wilson said "I've got a river patrol trip coming in, with two boats and everybody's gettin' off the boats except the boatmen, they need somebody to ride with them down to Diamond Creek, do you think you could put this in your schedule?" "Well let me think about it, you know, Barbara was thinkin' I'm comin' home." Ah- and so we said "Yeah, we'll go!" And the River Patrol came in and ah, you can ask me their names later, but there are two little Park Service white Domar rowing boats, and each one has a guide wearing a little ranger shirt sittin' in it, and ah, Patty and I jumped in.

TM: What year is this?

ML: This would have been 1986. The event with Canyoneer's also happened in '86. And ah, so we're being ranger patrollers, you know, and Patty and I are there lookin' like civilians- we were told don't wear your uniforms, ah, and I was given some instructions because I think Butch ah...I don't know if you knew Butch Wilson or not... you came after Butch left...anyway he said "I'm a little concerned with some of the stuff that I keep hearing coming off, back in here about our river patrols, so if you see anything weird, just let me know." "Okay, Butch, fine." I am going to rat out a bunch of park rangers? And ah, so Patty and I are in the boats and we're rollin', and that evening we pull in at Bass Camp where there is two huge diamond motor rigs, and so 40 plus people in the camp. And we pulled in right above on that little nook-y spot right above 'em, and ah, I gotta say these guys names: Ranger Tom and Ranger Dave. And ah, and Ranger Tom who's kind of in charge tells us, well we're going to do a concessions inspection on this camp. And Patty and I are goin' "Oh, well that's good, because we do concessions inspections once a week here at Phantom Ranch" and they ah, we make our camp, and Patty and I are settin' up the kitchen and Tom says "Don't bother settin' up the kitchen,

we're eatin' with them." And so we wandered down that hundred yards or whatever it is to get to where the Diamond camp is, and ah, Ranger Dave and Ranger Tom are in their Park Service uniform and we get there just at happy hour, which is okay, and I've never been in a Diamond River camp before. But I knew that they had a reputation for being a very party kind of company. And ah, the son of the company owner was the trip leader for the Diamond River Company, and Patty and I kind of went down there and we talked to people and you know, passengers on the trip and stuff, and people were drinking a lot, and then it was dinner time and I remember we ate dinner, which was very uncomfortable for me- I didn't like it at all, it was like somebody that I had arrested or something paying for my dinner at the El Tovar, it just didn't seem right that we're here to evaluate these people, you know, is it really right to sit down with them and drink and ah, and that was going on. And, while we were eating dinner, ah, it came to my attention that Ranger Dave who was a good buddy with a boatman with an alcohol problem, ah, they were drinking on the bow of one of the Diamond boats, Ranger Dave in his uniform, they were drinking straight Wild Turkey out of a bottle. That bothered me. And ah, and Ranger Tom saw that that bothered me- I think it was because I said- "Ranger Tom, that bothers me." And ah, and he said "Oh, happens all the time, not a big deal." I said "Oh, well ok.". And so we ate dinner and Patty and I ended up talking to a bunch of visitors, talking to them about life at Phantom Ranch and that kind of stuff and then, as soon as it got dark, and announcement was made that anyone that wanted to smoke dope could join the party at the end of the bar table. Now, that really caused me some issues. But it was Patty, Patty just beelined right to me and said "Mark, I'm really uncomfortable with this" and I said "I've been uncomfortable with this for an hour." So Patty said this is making me really uncomfortable and I said- "I think it's time for us to go." And she said "These people are getting the total wrong impression of Park rangers!" and I said "We'll deal with this later. But I've already let Tom know that I didn't like this." And ah, so we started walkin' back to camp. And ah, Ranger Tom ran up the best he could because he'd been drinkin', and ah, he said "Oh, don't be upset about that, ah, you know, this is just life on the river" and ah, I said "No, this is not just life on the river" and I said, "this isn't right." And he goes: "Well, ah, this is how we do our job." So, Patty and I went back to camp and ah, mused about that for a while and ah, then went to bed. The next morning, Tom's in camp and I get up and I make coffee and ah, Patty and I are eating granola bars or something and you know it's a ranger patrol trip it's not like we're making pancakes or somethin' and ah, and ah, I asked Tom how the evaluation went. And he said "Well, they got a level 5." A level 5 is the top- ah, and I said "Oh, that's interesting." I said, "Come with me, Tom." And he goes, "What?" I said, "I wanna show you something." And we walked down to where their camp was, and you could see where one of the swampers- I had watched this guy do this- and had dumped the bacon grease out of the D.O.s into the sand at the water line. And I said "That's not allowed!" And that was the first time that Ranger Dave caught my attention-

Ranger Dave was passed out between the outrigger tube and the donut tube on the motor rig, face down right above a big puddle of puke (laughs) and I said- "I think it's time that you wake up Ranger Dave- it's time to go." And ah, and TM went "Oh, shit." And the whole rest of that trip I think you can imagine what happened for the next five days on that river trip, that was a very difficult trip dynamic, ah, it was better than the Powell trip- But it wasn't really good! And ah, anyway at the end of that trip ah, I remember Patty saying "Are you gonna talk to anybody about this?" and I said "Yeah, that was my assignment, that was why I went on this trip!" and she goes- "Oh, I didn't know that!" I said "Yeah." And so I did report, and then she later on was asked to come in and collaborate with that, so that was a pivotal point in the district ranger's mind about this river patrol operation.

TM: So let's, let's back up for a minute. Um, and let's shoot up to 30,000 feet for a bit and then come back down. So at 30,000 feet, when the Park Service realizes they have a cluster of concessionaires that have started a trade association that has been able to go to Washington D.C. That has been able to lobby politics into the Park Service management to get what they want. And, the aftermath of that as you see in 1982, as you show up there's still some motor-oar feuding but that's all gonna mellow out, but the concessions themselves are constantly looking for ways to game the system. The do-it-yourselfers go up for the orientation and the slide show and all that stuff and walk down and check this out, but meanwhile there's a little bit of rot if you will, starting to happen amongst the employees on the river. Okay, so that's sort of the 30,000 foot view.

ML: Yeah. Yeah.

TM: Alright, so now we're gonna drop back down and Chuck has sent you down there to check this out because he suspects something's goin on?

ML: Yeah.

TM: How did he get suspicious in the first place- do you know?

ML: Well because I'm sure there were phone calls or anonymous messages left on the message machine saying you need to look at your river patrol. Ah, it goes back farther than that- and ah, it's how this could happen in a national park, I will never understand. It just means that the lights were on but nobody was home. Ah, and this is way back in the 60s, and the 70s when this explosion of river expedition trips was happening and nobody was payin' attention in Park headquarters. Absolutely nobody. And then by the time Park Service wakes up, and sees the degradation that's gone on on the river already, I mean, they're having to do literally hundreds of rehabilitation river trips

defining trails and taking trails out and safeguarding important places- ah, they, they're behind the curve! There's already, you know!

TM: I've heard this in the last week so many times, yeah.

ML: The, the surf's in front of 'em and they're just paddlin' trying to keep the wave in sight, but it's already gone!

TM: Behind the eight ball, behind the eight ball.

ML: And ah, and when then you add to that the Park Service's response, which was the '78 management plan, which was not tolerated, ah, then they throw this little nothing together in 1980 to be their management plan. And all they did was send everybody on the river this issue that the Park Service has been told "Hands off." And that's what's going on! Kurt Sour, really wonderful guy- we don't get along well at all, he was the subdistrict ranger after Steve Martin, and ah, his mission- and I know this because I've been told this by the people that were his bosses, ah, he was there to mend fences and to develop relationships with this developing river community, ah, 'cause back in the 60s there might have been guys gettin' paid to do river trips but most of the guys down there were just floatin' their summers away. And, and then over time it was like "Oh, I can make enough money to stay alive for a few months or get my ah, Ph.D. from NAU, and ah, they ah, I kinda lost my train of thought there but they're just there, and the profession is developing in the-

TM: Well, you were talking about Kurt Sour and Sour took over for Martin-

ML: When Kurt was there, his mission was be friends with these guys, develop relationships with these guys because they're going to be here to stay and we need to develop trust with these guys. And ah, I think the response from Kurt and the river patrol operation at the time was merely that, what the river patrol was designed to be were the emissaries on the river, we'll float down there, we'll introduce ourselves, we'll say hi- you guys are doin' a great job, we'll see ya later. This was before the days of the commercial operating requirements, that was what became essential in the management plan in 1987, '88 is actually the management plan-

TM: Did that bring in the C.O.R.s [Commercial Operating Requirements] then?

ML: Yes. And that kind of made a framework of rules and I think there were CORs before the '88 management plan, but they weren't part of the contracts. And, that plan became a part of all of those commercial operators. Ah, contracts. So Kurt's there, and

they're doing and the river patrol- and I don't want this to be critical and I don't want it to sound critical- ah, there were good people there, really good boatmen, really people that understood the outdoors and ah, and were very good at protecting the river, and people like Kim Crumbo who could spot the degradation that was going on and had the energy to come up with a plan that- we gotta do somethin' about this. We gotta figure out how to revegetate these areas and how to steer people where we want them. Ah, there were everybody on that river patrol ah, were initially a part of that river community, they were pulled out of the river community, given river jobs, and, so they had good links with those people. The problem with that is, when you are thrust into the role of being the policeman, if you will, the person that's watching, that has to take an action if they see something that is detrimental to the program, if you're inside that community to begin with, it's probably really hard to see when something isn't quite right, because you're a part of that culture, and you're going to have all of this... you're gonna figure out how to justify everything that's going on- it's just the way the human mind works. And ah, that's what was going on from '82 to ah, sometime around '87 and '88. Ah, and that's when there were some other important things that happened there. Ah, there was a superintendent change. Ah, Dick Marks came in as a superintendant. Dick's reputation was- he'd read the charge that'd started the Stoneman Meadow Riots in Yosemite, and he was a hardcore law enforcement guy. And, he was very much a command and control kind of manager.

TM: So, command and control, Marks has come in- there's been a change in-

ML: So Marks is looking at this thing, ah, I think Dick Marks came in in 1980.

TM: Came in after Stitt, yeah.

ML: And, and, ah I don't know when Merle died but ah-

TM: '80.

ML: Is that when Dick came in? 'Cause Ken Miller came in in 1980. New chief ranger. I believe it was Norm Dodge before, ah, Ken Miller. Norm with Acadia. And ah, Ken Miller's reputation- he was a law enforcement specialist at Sequoia, and he was very much a- he's a guy who wrote the Range Law Enforcement Guidebook, it's called the NPS-9, and Ken was the primary author of that. I'm sure Dick selected him as the chief ranger because Dick knew- okay Ken and I have a law enforcement background, we think alike, we know what this is like. Ah- when ah, Ken was there, ah, when we first went there in '82, Larry Van Slyke was the Canyon District Ranger, he was the River Subdistrict ranger supervisor, ah, Larry subsequently went to Alaska where he was a

pilot, he became the chief ranger of Canyonlands later, ah, very wonderful guy, but I wouldn't categorize him as having much law enforcement acumen at all.

TM: So, one of the things that struck me, um, in the last week I've talked to Glade Ross, Glade Ross was the first river ranger with a boat- I mean if you wanna say Dan Davis in the '50s was the first river ranger well he really was a Phantom ranger that just happened to be dealing with river runners. The first park service employee driving a boat was Glade, and then after Glade came ah, ah Doerr and Hannah-

ML: I didn't know if you had Tom's name or not-

TM: Martin and Winn, yeah Tom of course died what, three years ago.

ML: Yep.

TM: But, but talking to these people, ah, and then talking to Warren Hill, no one really got a ticket. Um, you'd see people without life jackets...well, the do it yourselfers would get in trouble, they would get you know a \$250 fine and ejected out at Phantom if they didn't have a permit if they were trying to sneak a trip, um, the commercial boatmen if they weren't wearing their life jackets they'd get a warning. They'd get a little talking to. But none of these people gave citations to anybody. And they were hired and of course Glade Ross had worked for Bus Hatch when he was 15.

ML: Once again the connection from hiring from within the community you're trying to control- which may not be the best way to do it.

TM: Yeah, yeah exactly. So here at the top is a very hard structure of law enforcement, which is Ken Miller, is you know that sort of deal, Dick Marks, but on the bottom it's, it's the river ranger is just let go from concessions river company A and now is just started working as an NPS employee.

ML: Yes.

TM: So that's, that's the picture you're painting here?

ML: Yep.

TM: Okay. Thank you.

ML: And, and when we get to the name game which will probably happen next week sometime, there are- it's kind of interesting, people that were in this river unit, that's what they called themselves, from '80-'88, they went two directions. When they were done being park rangers they resigned and they left and they went and did something else, and /or they saw that the world was changing and rather than become these law enforcement enforcer people, they moved into resource management positions, interpretive positions, and these are all people that I've known for years and years and like em a lot, and ah, they ah, but they could see the world is changing here and it was changing before I got stuck in this job. And ah, I don't know if we'll ever get to that. Ah, but the river unit, ah, had a probably an unwritten mission statement that was different than the river patrol staff, ah, which came into existence after I was hired into that job. I gotta- let me tell you about that wonderful, ah, thing. I'm workin' at Phantom Ranch. And ah, you met Charlie Petersen? Previous river subdistrict ranger before Chuck Lundy. Anyway, Charlie, ah, didn't do so well in that job. And ah, Butch Wilson moved him into another position and moved Chuck Lundy into that job. And Chuck started to make some changes. But Chuck's vision for that river patrol and the river district itself was abruptly stopped, they turned Chuck into a management assistant and gave him a project. And the project was to bring the Grand Canyon Railway back to the park. That is- you can imagine- one guy! That was Chuck's assignment. And he did it! And he did it wonderfully! And ah, and they rewarded him very well, he became a superintendent after that.

TM: Why did they pull him off the river though?

ML: Ah, in ah, I don't think Chuck ever went on a river trip. But, he had been a backcountry patrol supervisor and he got moved into that river job and then it was like, I don't know, 12, 14 months later, ah, they moved him into this management assistant job to gear up and plan for the Grand Canyon Railway. Ah, when Chuck vacated that job, here was little Mark sitting' down at Phantom, and ah, and you know you have to apply for these things, in government service whenever there's a promotion involved, promotion means more money- you have to apply. And so I had done an application and applied, and ah, I remember I got a call from ah, the superintendent's secretary. And she said, "Mark, Dick needs to talk to you." And I said, "Put him on the phone!" And she goes, "No, it's not that way. He wants to talk to you in his office." And at the time I's thinking oh shit, what have I done now? Oh god, they found out about something. And ah, and I said "Well, okay, ah, when's my helicopter comin'?" And ah, she said "There won't be any helicopter." (Laughs) And then I thought, "Oh shit, I really am in trouble." And ah, this is like 7:30, 8 o'clock in the morning. And she says "Dick wants to see you at 10." And I said "Whaaat?" Can you make it? And I said "I don't know," I said, "You realize I'm at Phantom Ranch" And she said "Yeah, Ken said you

could just run out!" And I'm goin' oh jeez, I don't know what's goin' on here but this is really got me stressed, so, I said "Well, can we like make it 11?" And she says, "I'll have to call you back." And she calls me back and she says "Well, he wants to see you at 10:30, you better be here at 10:30" And I said I'm on the trail, I'm gone and in the back of my mind I'm thinkin' well maybe they're gonna give me this job but- then more in the back of my mind were all of these dark clouds saying "Oh, they found out about this, they found out about that" And ah, anyway I literally ran out the South Kaibab Trail, I got home, I took a shower, I put on my spiffy little class A uniform, and I get there, and I get there on time! And I walk into the superintendent suite, and the secretary's there, and she goes "Just have a seat." And I think "Oh shit, what have I done?" So, now I'm in the waiting room and I'm trying to listen to hear what's going on in the office and I can't hear anything and finally, ah, her phone rings and she goes "You can go in now." So I'm walkin' in there and I'm pretty sure I'm just quaking probably and I walk in and Dick's sittin' behind his desk and Ken Miller's in there and Ken goes, "Mark, you need to have a seat." And I'm thinking "What the hell" And so I sit down and nobody's sayin' anything and finally Dick goes, "Well you're probably wondering why I called you out of the canyon." And I said "Yes I am!" and he goes, "Well, we think we're going to give you this river ranger job." And I went "Oh, thank God! Oh, I'm not in trouble!" And Dick goes, "You probably are." And ah, anyway they tell me Yeah we're gonna give you this job, and this is, and then they start tellin' me what they want me to do. And they specifically told me what they wanted me to do was professionalize and upgrade the ranger patrol on the river because they were concerned that the river unit was too involved in the community. That they couldn't see what a big part of their job actually was. And they pointed out things like, you know, there hasn't been a citation issued to a commercial company in 6 years, but there were citations issued every patrol trip to private boaters. Ah, and-

TM: What year was this? What month was this? When was this?

ML: 1987...ah, I temporarily went into that job and I was temporarily in that job for 6 or 7 months. This is when they called me out of the canyon to tell me they're gonna temporarily stick me in this job which made me think at the time, I'm just gonna be the hatchet man, and 6 or 8 months from now they'll roll me outta here someplace else.

TM: Okay, so let's back up a bit because I gotta sense of this last week, that just sort of smelling things, that it was way easier to shoot bows and arrows at the do it yourself river runners than it was at the concessionaires. And if you were tough with the do it yourselfers, the concessionaires would see, well they're tough with those guys and we're okay with that. But now the Park Service- but Marks is actually realizing that somethin'-

ML: Well, I think he's not seeing that so much as he probably was seeing, well, private river runners seem to be running amok at a higher frequency than commercial river runners, but based on you know, the park has a billion friends. And, all it takes is a postcard, all it takes is a little letter- this is actually before the days of email- and ah, or all it would take is a phone call or an anonymous phone call saying, you know, how come you're letting this happen? Or, how come you're letting this happen? The Canyoneers sneak trip. We caught that just because of a fluke! Somebody called in to say Hey! You guys need to keep your eyes open, they sneaked a trip on ya!

TM: Interesting. Or, the drinking trip.

ML: Yeah. And the observations that Patty and I had made, you know? These things are all floatin' back to the superintendent. And I think, what he saw was, I need to make a significant change, here. And probably because of my background, ah, they thought- well there's a, we're not gonna find a bigger asshole than this guy! So, we might as well give this guy a little promotion, he can be an asshole, and ah, and maybe he'll solve some of the problems for us. And, so that's basically what happened. I went into that job temporarily. Kim Crumbo was the river patrol supervisor, ah, I forgot to tell you a very important story. In the spring of 1983 I was working back at Dangling Rope up on the lake, and I got a call, ah, from my supervisor and he said "Hey, Mark, ah, you plannin' on going back and working at Lee's Ferry again this fall?" And I said "Yeah, if they want me, I'll go" And he said "Well, there's an opportunity to join a Grand Canyon river trip. Would you wanna go on a training trip?" And I went, "Well, what's that?" Ah, and anyway, they said "Ya need to be at the Lee's Ferry boat ramp 2 days from now and this is what you need and you can get this stuff...", you know- and ah. So I show up and it's the- it's like March 27th, Tom, and it's chilly. And I'm going on a frickin' river trip! And it's a guide's training- it's one of the first guide's training trips. And the first day I'm there and I don't know what I'm doin' but, but you know they're having these orientations and they've got these wanna-be guides and they've got you know, guides that are there to be the trainers and all of the river patrol.

TM: And this is this training trip where Martin was telling me they started these things in the '70s- the Park Service was doin' it, the Park Service had people down on the river, took people to Albright, gave 'em these trainings, and they were doing it as a way to get the guides to buy in to the changes they wanted the concessionaire owners to do that were reluctant to do it.

ML: Yeah. Yeah, that's one of the spins on it.

TM: Okay.

ML: And ah.

TM: Do you think that's a legitimate spin?

ML: I think that was probably the legitimate justification for them starting these trips. By the time I'm on these trips-

TM: Ten years later-

ML: In '83, ah, it didn't have much formalized training. Which was of interest to me, ah. Oh, we're gonna go down the Colorado River and the Grand Canyon. Yeah, this is a training trip. Well, what was in my mind was Oh, they're gonna show us how to operate boats, they're gonna show us how to do stuff- none of that! It was, you know, the only training that I saw was, ah, we did a couple of revegetation projects where we brushed out trails and stuff, and ah, and we had a few lectures and stuff, but for the most part we were just sittin' in boats, pushin' ourselves down the river. The first day, ah, you know how those trips take place, you're there and the boats are all ready, and then it's "Okay, get in the boat we're goin'," and ah, and I'm goin' well what boat am I supposed to get in? And somebody says, "Well just get in a boat." So I step in the boat and I said "Is it okay if I get in this boat?" "Yeah, get in the boat." It's Crumbo. And there's one other kid who's going to be come a Mark Sleight boatmen, and ah, and he's going on this trip so he gets his third Grand Canyon trip so he's qualified to be a guide. Well, that's kind of what these trips had evolved to at the time, and it was all Park Service boats, and ah, no I take that back- there were some commercial boats involved. And I remember jumpin' in the boat and didn't know anything about, ah, rubber rafts and in sitting in that boat for two days, I don't think Kim said ten words. (Laughing). You know, it's not unusual for him! But I didn't know that and I was thinking the whole time "Man, this guy's really pissed off at me!" Ah, and-

TM: So, so he's working for Park Service at the time?

ML: He's working for Park Service, he's wearin' Park Ranger uniform and ah-

TM: Just quiet.

ML: Just quiet, we're just floatin' in a boat! But, but think about this, Tom. It's late March, 1983. What's happening? Well my memories of that river trip are memories of

absolute terror every time we would come to a rapid, these rapids seem to be enormous, way bigger than anything I've ever seen anywhere before...

TM: Was the dam crankin' a constant 45 at that time?

ML: Yeah. It was big water if not 50 or 55 thousand.

TM: They couldn't do that without spilling. So, they probably had to-

ML: It was a little later that they really got into big water, but you know my second river trip-

TM: But everything was open, jet turbos were open, and turbines were all full, open-

ML: Terrifying for somebody who thought that river running was the Sacramento River at 9,000 cubic feet per second! (Laughs) And of course the whole time, you know, you're holding on, you're baling, you're doing all this stuff and ah, and I'm wondering "Well this is very interesting, okay, is this what this whole experience is all about?" And every river trip- I think I did another river trip...either that fall or early next spring when they were still dumping water that was even at a higher flow, but it didn't seem so terrifying to me at the time that ah, but every subsequent river trip after that initial one, ah, always made me think, God, you could get killed down here! And big water experience. And ah, I think that's really something that everybody ought a experience, but maybe not on your first river trip.

TM: So, couple questions, um, this trip in 1983 in March, um, that was your first trip through the Canyon? And you went out to Diamond? Okay. And your second river trip was in-

ML: Mm hm.. And I'm not working for Grand Canyon, I'm working for Glen Canyon!

TM: You're still at Dangling Rope. And then your second trip is in '84.

ML: Or fall of '83. Because I went back to work at Lee's Ferry-

TM: At Lee's. When Dangling Rock shut down?

ML: Later, later in that year and somewhere in there I squeezed in another river trip.

TM: And, and something else you mentioned which is something that Larry Sanderson mentioned to me today, um, I asked him about training of his guides and he said "Um, the first trip I would do with them they would be with me and they'd watch and I'd let them run some of the rapids, and the second trip they'd do with me they were driving the second boat, and the third trip I wasn't around and they'd have their second boat." So see one, do one, teach one.

ML: Yeah.

TM: And you've mentioned that today as well that, basically if you did three trips, you've got your guides license, you're sort of hired on-

ML: And these guides that were getting their third trip by being on our training trip, they never touched an oar! They never ran a boat! They sat there, of course we'd have our little shore lectures and do the little hikes and do that kind of stuff, but they never touched an oar as a rule-

TM: Or drove a motor-

ML: Nobody ever rowed in a boat that Kim Crumbo was sittin' in. (Laughs)

TM: So, when, by 1991...you had to do six trips before you could get a license. When did it go, when did the park start licensing guides? Getting that business?

ML: That might have been...it was before I became the river manager there.

TM: Which was in '87.

ML: But it might have been...between '82 or '83 or '84, right in there because I remember the first year I don't remember administering any of the guides tests, but the second fall that I worked down there all of a sudden there were all these guides, these guides were in there all the time asking to take these tests. And ah-

TM: That was '84...

ML: And, even I could pass the written guides training test. Ah, which you know, I've been down the river once and I could ace that test. Ah. There, nobody had any trouble with that test, ah you know, it basically just talked about just common rules of the river and the closed zones and places where you weren't allowed to go and-

TM: You read the C.O.R.s and it was pretty easy to do in '91 but, back in '84 the CORs were-

ML: Were not formalized like that. But, like I said, you know, just being a dumb seasonal going to an assignment you just do what you're told and I remember people were showing up going "I need to take the guide's test" Well what's that? Am I supposed to take you out on the boat, or what? It's like- oh no, it's just a written thing, you know.

TM: And, you'd take their picture and you'd give them a little card and then-

ML: Well we didn't even- yeah we did. That card stuff came along later. That card stuff came along '84 or '85, sometime in there. I, ah, the person who could tell you that is Susan Cherry. And, she would be worth talking to.

TM: I'll talk with her, thank you very much. Excellent lead. Okay, so let's, so let's back up a bit here. Um, we've been going now- this is great!

ML: For an hour and thirty minutes.

TM: We've been going a little over two hours now according to this timer. It doesn't matter, um, I would propose that at this point as you're sitting in the office with Dick Marks, having just hiked out of the Grand Canyon and come into your class A's there, all buffed up, that we pick this interview up tomorrow morning.

ML: Okay, you're staying here? I didn't know if you're going back to Flag- or-

TM: I was gonna go back to Flagstaff tonight, I assumed we would be done with this interview by now, but I want a couple more hours outta you at least! This has been very helpful!

ML: See, I'm not tellin' stories, Tom.

TM: No, this has been very helpful for me to figure out what I'm really here to figure out. Your stories are nice, and I-

ML: Well see I don't know what you're really trying to figure out, because the timing of this with the dissolutionment of the river district can't possibly be coincidental.

TM: No, so well here's what I'm sort of figuring out. Um, I am giving a presentation to the Grand Canyon Historical Society in November. On a hundred years of Grand Canyon River management. As I work on a biography of Otis Marston.

ML: Good job! I've got his picture in my bedroom back here!

TM: I'd love to see it, um- and Marston of course spanned from 1942, died in '79, last river trip '78 in there somewhere. He saw all this happen, and so that's why I want to get in touch with Glade Ross from the '60s and I want to talk with Steve Martin from the '70s and Hannah and those people and you from the '80s-

ML: And there's another guy that, if you can find him, he's on my list here- his name is Stan Stockton. Have you ever heard that name?

TM: Nooo...

ML: Long time Phantom Ranch ranger. Ah, and he did multiple river trips. I met Stan when I was the Phantom Ranch supervisor, ah, down there in '86, '87 sometime. He just hiked down there and I met him in the campground I started talkin' to him and he said "Well you know I used to work here," oh, no I didn't. He said "Yeah I was a supervisor down here." And he started tellin' me all these stories and stuff and he told me river trip stories and stuff like that, and he would have been- before me...oh I can't remember the guy's name...there was a guy assigned down there just a short time and then there was Dave Buccello and then there was a Joe Curos and then there was somebody else and then Stan Stockton so he would have been probably a ranger down there in the early 70s to late 70s. And he, I believe- well he was still working as a park ranger but in another park...and for the life of me, the Pinnacles National Park comes to mind with him but I don't really know if that's where he ended up his career, but anyway, ah Stan was just a name I wanted to get in the record here because I never hear anybody talkin' about him...

TM: Oh, okay. He's on my list of people to contact. So, that's what's- where I'm at in this, it just you know, I clearly have some gaps I need to fill in and you're the person to talk to and Steve Martin and Peter Winn and Glade and Jim Hannah and you know, so we'll get up to Hataway and we're kind of close to the 1990s and I can probably skate by-

ML: You get pretty close to 2000 with Hataway, he was in there- I left that job I believe in '96. And, that's a funny little story too. And Hataway I think left in '99.

TM: At this point we're starting to run into some serious sexual problems down there, um, that would result in the closure, the dissolution of the river unit, um, this year. And so have we gone back to 1929 when after the death of Sturdevent and Johnson the Park Service abandons the river for the next 20 years? Is that where we're at? No, I don't think so. But it's this constant history of being behind the eight ball, so here's what- let's do- you're in the superintendent's office with Dick Marks. Let's stop it here, but we're gonna talk a little more after I turn this tape off, and then let's turn it on in the morning. Great, thank you.

ML: Good because I wanna share something that I was going to put on the tape but I'll tell you so I don't forget to tell you tomorrow.

TM: And I'll write a little note down about it. Well, you wanna do it, you wanna wrap it up with that?

ML: Here's one paragraph that I remember from this meeting with Dick and Ken in his office. He said, "Mark- we're not hiring you to put motor boats on the Colorado River for the National Park Service." 'Cause they knew I was a powerboat guy. But he said- the next sentence was, "Your first assignment will be to put motorboats on the Colorado River." (Laughs).

TM: Well, back up a minute, because that means that the- because in the '70s there was a big shift, the Park bought dories, they, they-

ML: That's why I'm tellin' you!

TM: Oar boats-

ML: Yeah

TM: And they got, and they got deep sixed by their concessionaires and wilderness got chucked out the back and motors were here to stay- but Crumbo in '83 they're still rollin' down the river in these oar boats and you didn't mention they had any motorboats on this 1983 training trip.

ML: They didn't. Everything was a rowing boat.

TM: Okay.

ML: And, and to congratulate Kim, that guy had a mission. And that's the preservation of wilderness, and later on you know, he was diverted out of the river patrol, moved over to resource management, where they gave him a bunch of duties which, Kim took one look at and morphed those into the- "Well this is a way I can get access to the river to do the work I wanna do down there, which is all this vegetation stuff." And so he became very successful at that. And, but, he was a burr under the saddle on my back in that every time we went to use those motor rigs for patrol trips, we had to do a justification for non-compatible use-

TM: Minimum tool analysis?

ML: If there's any way to retrieve those documents, because almost every one of those forms I started the same way: there's no requirement that we use a minimum tool because this is not wilderness.

TM: And he would shoot back saying, we have to manage as!

ML: I know! And I would fill out the form!

TM: So, what you're telling me is, this is great, is within the park- within Grand Canyon National Park, was a wilderness yes, wilderness no tug of war back and forth.

ML: Yeah. And I guess, not that I have a pragmatic side, but somewhere I ran amok early on in my career with law enforcement, where I kinda got burned by makin' stuff up. But I became very very good at reading the law, and if I didn't understand the law, I understood what the federal register was and how to access it, so I could figure out- what do these guys wanna do? You know, why did they make this law? So-

TM: You were an english major...

ML: Yes! So I could look at it, and I could go, "Okay, they have excluded that river corridor, and although it's wilderness study area, all the non-compatible uses are still allowed to happen" So, so, that's -

TM: And then Crumbo would write back...

ML: And say, but, but we want to do this!

TM: They haven't been resolved yet. They are going to be resolved. Okay.

ML: We probably don't have enough time in our lives for me to explain a lot of things that have gone on at the park there, that had to do with how we manage this wilderness, the elimination of roads with no process, all that kind of stuff that just sends me up the wall because if it's, if you didn't do it correctly even though it was for the right reason, if you didn't do it correctly it's like it never happened at all and ah, all it takes is one person questioning something, and the whole procedure or process or program is jeopardized and...when we get into the sexual harassment thing, I have some stuff to share with you. Number one I am absolutely amazed that nobody's ever come and interviewed me.

TM: Interesting. Well, that says something for how poorly this has been handled from the start.

ML: I know. I know.

TM: Should we turn this off?

ML: Yeah.

TM: Okay.

ML: 'Cause we're gonna pick this up tomorrow.

TM: I was gonna say- Thank you very much.

End of Part 1