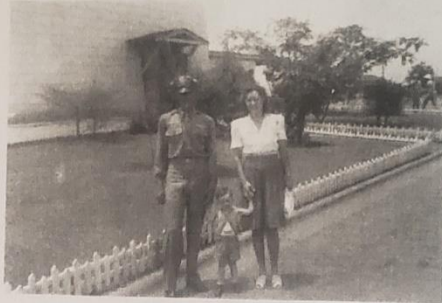


May 1946 Fayetteville, N.C.
Woody was assigned to Ft. Bragg, flying paratroopers
at the 82nd Airborne.



Warren - 3 yrs old 1945



Woody, Warren + Rachel - Turner Field
Graduation - June 27, 1945



Warren + Rosemary Flemming June 1945



"Here, have a drink."



Radium Springs, Albany, GA



Rosemary + Warren "No I don't want
to dance". Flemmings insisted these
two were made for each other!



Litlen, Lindell, Lyon. Good western cadets
Basic training - BT 13 Greenville Miss.

(Woody's writing on caption)

Pocatellan Takes Special Training

July 25, 1945
GEORGE FIELD, Lawrenceville, Ill.—Second Lt. Woodrow Longhurst of Pocatello, Idaho, son of Warren Longhurst of Colonia Dublan, Chihuahua, Mexico, and husband of Mrs. Rachel Q. Longhurst, has arrived at George Field where he will receive specialized training in troop carrier command tactics.

This training with the C-46 transport airplane will emphasize preparation for glider towing, paratroop and parapack dropping troop carrier command formation flying.

Lieutenant Longhurst won his wings at Turner Field, Albany, Ga., June 27, 1945.

JUNE 27, 45

COMMISSION AND WINGS



Army of the United States

CERTIFICATE OF SERVICE

This is to certify that

SECOND LIEUTENANT WOODROW W LONGHURST O 842 961 AIR CORPS

*honorably served in active Federal Service
in the Army of the United States from*

27 JUNE 1945 *to* 14 SEPTEMBER 1946

Given at SEPARATION CENTER FORT LEWIS WASHINGTON

on the FOURTEENTH *day of* SEPTEMBER 1946

J WILLARD WAGNER
LIEUTENANT COLONEL AGO

3-10-1946



Warren. Fayetteville, N.C.



Washington Monument 1946



Looking East at Capitol (from Washington Monument)



Vincennes, Indiana, 1945 (Rachel's writing on the back of photo)

where we stay in Vincennes.
Warren & his g.i haircut
and Teddy Miller from
Pa.

Warren is next to the sign
in case you didn't
recognize him - big huh?



Rachel, Warren, and Woody, Vincennes, Indiana, 1945



This is to certify that

WOODROW W. LONGHURST

2d Lt

0-842961

Name

ASN

CO-PILOT

has satisfactorily completed the course of training prescribed by existing authority and directives for Troop Carrier Combat Crew members.

At

GEORGE FIELD, LAWRENCEVILLE, ILLINOIS

Given on this 2 day of OCTOBER in the

Year of Our Lord 1945

Attest

Henry P. King
Lt. Col. A.C.
Director of Operation and Training

Tracy K. Dorritt
Commanding Col., ac



Army of the United States

CERTIFICATE OF SERVICE

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27 JUNE 1945

to

14 SEPTEMBER 1946

Given at

SEPARATION CENTER FORT LEWIS WASHINGTON

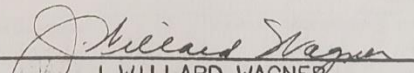
on the

FOURTEENTH

day of

SEPTEMBER

1946


J WILLARD WAGNER
LIEUTENANT COLONEL AGD

MILITARY RECORD AND REPORT OF SEPARATION CERTIFICATE OF SERVICE

DP

1. LAST NAME - FIRST NAME - MIDDLE INITIAL LONGHURST WOODROW W			2. ARMY SERIAL NUMBER 0 842 961		3. AUS. GRADE 2 LT	4. ARM OR SERVICE AC	5. COMPONENT AUS
6. ORGANIZATION 77TH TROOP CARRIER SQUADRON 316TH TROOP CARRIER GROUP			7. DATE OF RELIEF FROM ACTIVE DUTY 14 SEP 46		8. PLACE OF SEPARATION SEPARATION CENTER FORT LEWIS WASHINGTON		
9. PERMANENT ADDRESS FOR MAILING PURPOSES ROUTE #1 POCATELLO IDAHO				10. DATE OF BIRTH 10 FEB 20		11. PLACE OF BIRTH MEXICO	
12. ADDRESS FROM WHICH EMPLOYMENT WILL BE SOUGHT SEE ITEM 9				13. COLOR EYES BLUE	14. COLOR HAIR BROWN	15. HEIGHT 6'1"	16. WEIGHT 155 LBS.
18. RACE WHITE ☒ NEGRO ☐ OTHER (specify) ☐		19. MARITAL STATUS SINGLE ☐ MARRIED ☒ OTHER (specify) ☐		20. U.S. CITIZEN YES ☒ NO ☐	21. CIVILIAN OCCUPATION AND NO. EXPEDITER 1 34 02		

MILITARY HISTORY

SELECTIVE SERVICE DATA	22. REGISTERED YES ☒ NO ☐		23. LOCAL S. S. BOARD NUMBER UNKNOWN	24. COUNTY AND STATE LOS ANGELES CALIF	25. HOME ADDRESS AT TIME OF ENTRY ON ACTIVE DUTY SEE ITEM 9
26. DATE OF ENTRY ON ACTIVE DUTY DATE of officer commission 27 JUN 45			27. MILITARY OCCUPATIONAL SPECIALTY AND NO. PILOT, TWO ENGINE 1051		
28. BATTLES AND CAMPAIGNS NONE					
29. DECORATIONS AND CITATIONS AMERICAN THEATER SERVICE MEDAL, WORLD WAR II VICTORY MEDAL					
30. WOUNDS RECEIVED IN ACTION NONE					
31. SERVICE SCHOOLS ATTENDED NONE			32. SERVICE OUTSIDE CONTINENTAL U. S. AND RETURN		
			DATE OF DEPARTURE 6 DEC 45	DESTINATION MEXICO	DATE OF ARRIVAL 6 DEC 45
33. REASON AND AUTHORITY FOR SEPARATION SEC IV WD CIR 290 1945			22 DEC 45	U S A	22 DEC 45
34. CURRENT TOUR OF ACTIVE DUTY					
CONTINENTAL SERVICE			FOREIGN SERVICE		
YEARS	MONTHS	DAYS	YEARS	MONTHS	DAYS
1	2	1	0	0	16
35. EDUCATION (years)					
GRAMMAR SCHOOL		HIGH SCHOOL		COLLEGE	
8		2		0	

INSURANCE NOTICE

IMPORTANT IF PREMIUM IS NOT PAID WHEN DUE OR WITHIN THIRTY-ONE DAYS THEREAFTER, INSURANCE WILL LAPSE. MAKE CHECKS OR MONEY ORDERS PAYABLE TO THE TREASURER OF THE U. S. AND FORWARD TO COLLECTIONS SUBDIVISION, VETERANS ADMINISTRATION, WASHINGTON 25, D. C.					
36. KIND OF INSURANCE Nat. Serv. ☒ U.S. Govt. ☐ None ☐	37. HOW PAID Allotment ☒ Direct to V. A. ☐	38. Effective Date of Allotment Discontinuance 30 SEP 46	39. Date of Next Premium Due (one month after 38) 31 OCT 46	40. PREMIUM DUE EACH MONTH 6 70	41. INTENTION OF VETERAN TO Continue ☐ Continue Only ☐ Discontinue ☒



RIGHT THUMB PRINT

43. REMARKS (This space for completion of above items or entry of other items specified in W. D. Directives)

ASR SCORE (2 SEPT 45) 37
LAPEL BUTTON ISSUED
ON TERMINAL LEAVE FROM 6 SEP 46 TO 14 SEP 46 INCLUSIVE
COMMISSIONED 2 LT AIR CORPS RESERVE 6 SEP 46

44. SIGNATURE OF OFFICER BEING SEPARATED Woodrow W. Longhurst	45. PERSONNEL OFFICER (Type name, grade and organization - signature) ALVIN R BARNETT CAPT AC
---	---

WD AGO FORM 53-98
1 November 1944

This form supersedes all previous editions of WD AGO Forms 53 and 560 for officers entitled to a Certificate of Service, which will not be used after receipt of this revision.

ARMY AIR FORCES
Certificate of Appreciation
FOR WAR SERVICE



TO

2D LT. WOODROW W. LONGHURST

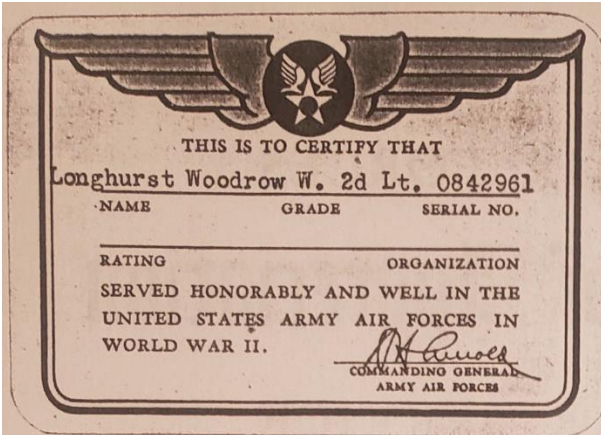
I CANNOT meet you personally to thank you for a job well done; nor can I hope to put in written words the great hope I have for your success in future life.

Together we built the striking force that swept the Luftwaffe from the skies and broke the German power to resist. The total might of that striking force was then unleashed upon the Japanese. Although you no longer play an active military part, the contribution you made to the Air Forces was essential in making us the greatest team in the world.

The ties that bound us under stress of combat must not be broken in peacetime. Together we share the responsibility for guarding our country in the air. We who stay will never forget the part you have played while in uniform. We know you will continue to play a comparable role as a civilian. As our ways part, let me wish you God speed and the best of luck on your road in life. Our gratitude and respect go with you.

A large, stylized handwritten signature in dark ink, likely belonging to the Commanding General.

COMMANDING GENERAL
ARMY AIR FORCES



THIS CARD WILL SERVE TO
INTRODUCE YOU WHEN YOU
VISIT AIR FORCE STATIONS



10 OCT 1946
DATE ISSUED

GPO C-670130

F. G. Delaney, Jr.
ISSUING OFFICER
F. G. DELANEY, JR.
LT. COL. A. C.



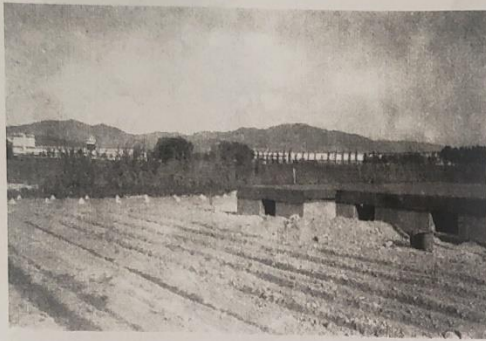
Rachel holding DeVon,
Pocatello, 1947



Warren with his baby brother, DeVon (on
steps of Grandma Quinn's home)



Rachel holding Devon,
Warren flying kite



Woody and Rachel's basement house and garden in Pocatello (gun plant in background)



Warren, DeVon and Rachel on top of basement house 1947



Woody Goosehunting 1948
(Basement house in background)



Home sweet home 1949



Rachel with "the boys"



Warren holding Karyn (4 months old), and
DeVon, July 1950



Visiting Della and Lawrence in Midvale, Utah



Woody with his sister-in-law Ruth Longhurst
(Ashton's wife)



Woody and Rachel



At Island Park Reservoir



Warren and DeVon



Warren, DeVon, Karyn, and Rachel
(holding Connie)



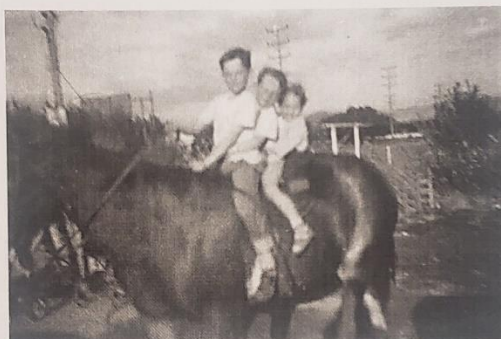
1951 (Living room of the basement house)



Karyn and Streak, "the next best dog ever"



Dana Muir playing with Streak



Warren, DeVon, and Karyn



1953 (Rachel is holding Sandra)



This certifies that

WOODROW W. LONGHURST

was ordained a

Seventy

in

The Church of Jesus Christ of Latter-day Saints

by S. DILWORTH YOUNG

on the Nineteenth day of November 1953 and

has had conferred upon him all the rights and privileges pertaining to this office in the Holy Melchizedek Priesthood.

The First Council of the Seventy

Lea Edgar Young President

Secretary Arnold J. Swine

18 th

Ward

West Pocatello

Stake

Certificate of Blessing

Date Nov 29

19 55

This Certifies that Ludene Longhurst

Daughter

of Woodrow Longhurst

and Rachel Irene Quinn

Son or Daughter

Father's Name

Mother's Maiden Name

Born June 1, 19 54

19 54

at Pocatello

Bannock

Idaho

Date

City or Town

County

State or Nation

Was Blessed June 8

Date

19 54

By Woodrow W Longhurst

an Elder of the Church of Jesus Christ of Latter-day Saints.

Signed

James H Woodland

Clerk

Signed

Edwin R Quinn

Bishop

PRINTED IN U.S.A.

LUDENE LONGHURST
JUNE 1, 1954
JUNE 9, 1954

Missionary Call

Date December 2, 19 55

Woodrow Longhurst

Quinn Road, Pocatello, Idaho

Dear Brother _____:

You have been recommended as worthy and suitable to fill a mission in the West Pocatello Stake of Zion.

It gives me great pleasure to approve of this recommendation, and therefore you are hereby called into this service to labor as a missionary in this Stake under the direction of the Stake Mission President, to whom it is confidently expected you will give your loyal support.

Full compliance with all missionary regulations and cheerful and faithful response to all assignments will be required of all missionaries. You will be relieved of all ward and stake activities in order that you may devote yourself to the work to which you are now called.

Kindly let me know if you accept of this appointment and of your willingness to serve.

Praying the Lord to bless and qualify you for this labor and to give you joy and gladness therein, I remain

Your brother,

M. L. Weston
STAKE PRESIDENT

Setting apart to be attended to on

December 5, 19 55

in High Council Room, 7:00 P.M.



Rachel decorating Christmas Tree (in upstairs of house)



Christmas 1955 (Loalyn is the baby)



Thanksgiving Day 1958 (Shelly is the baby)



WEST POCATELLO STAKE MISSION

WOODROW WILSON LONGHURST

This certifies that you are honorably released from your appointment as a missionary in this Mission. No greater service can be rendered than to labor faithfully for the salvation of the souls of men. The gratitude of those who have been the beneficiaries of your voluntary, generous labors will ever be a source of satisfaction and inspiration to you.

May the joy that comes from the conscientious performance of the duties of this high calling ever abide with you and inspire you with a constant devotion to the Gospel of Jesus Christ.

DEC. 31 1957

Robert H. Egbert
Stake Mission President



Thanksgiving Dinner 1958



Our home in Pocatello at 311 West Quinn Road (later, numbers were changed on our street and it became 1009 West Quinn Road)



Christmas 1954 or 1955



Family photo taken on East side lawn , 1960



W.W. Longhurst family by boat in back of the house (Woody is holding Shelly)

TURBO-CRAFT JET BOAT

A KEN GARFF ENTERPRISE

The Futuristic Concept in Family Boating

WOODY LONGHURST

TELEPHONE CE 2-6508
POCATELLO, IDAHO



Craft Power Motor Service



**The Jet Boats Are
Coming to Pocatello
See Them Soon**

10 Models to Choose From
RUNABOUTS TO CABIN CRUISERS

For Information Call

Woody Longhurst

DIRECT FACTORY DEALER

311 Quinn Road

CE 2-6508

Features

- NO PROPELLER! ● NO UNDER WATER GEAR!
- NO RUDDER! ● SAFEST BOAT AFLOAT!
- PLANES IN THREE INCHES OF WATER!

An exciting new world of fun, thrills and adventure is open to boating fans once they pilot the revolutionary Buehler Turbocraft. With no propeller, no rudder, nothing under the hull, the Turbocraft races through as little as three inches of water... over logs and floating debris. It makes 180-degree turns in its own length—at full throttle. The Turbocraft is fast. It's fun. And it's the safest boat afloat. Stop in now and inspect the Turbocraft. See the unusual features that make this boat completely different from any you've ever piloted. Ask us about demonstrations.

Jet Boat Ad in Pocatello Newspaper



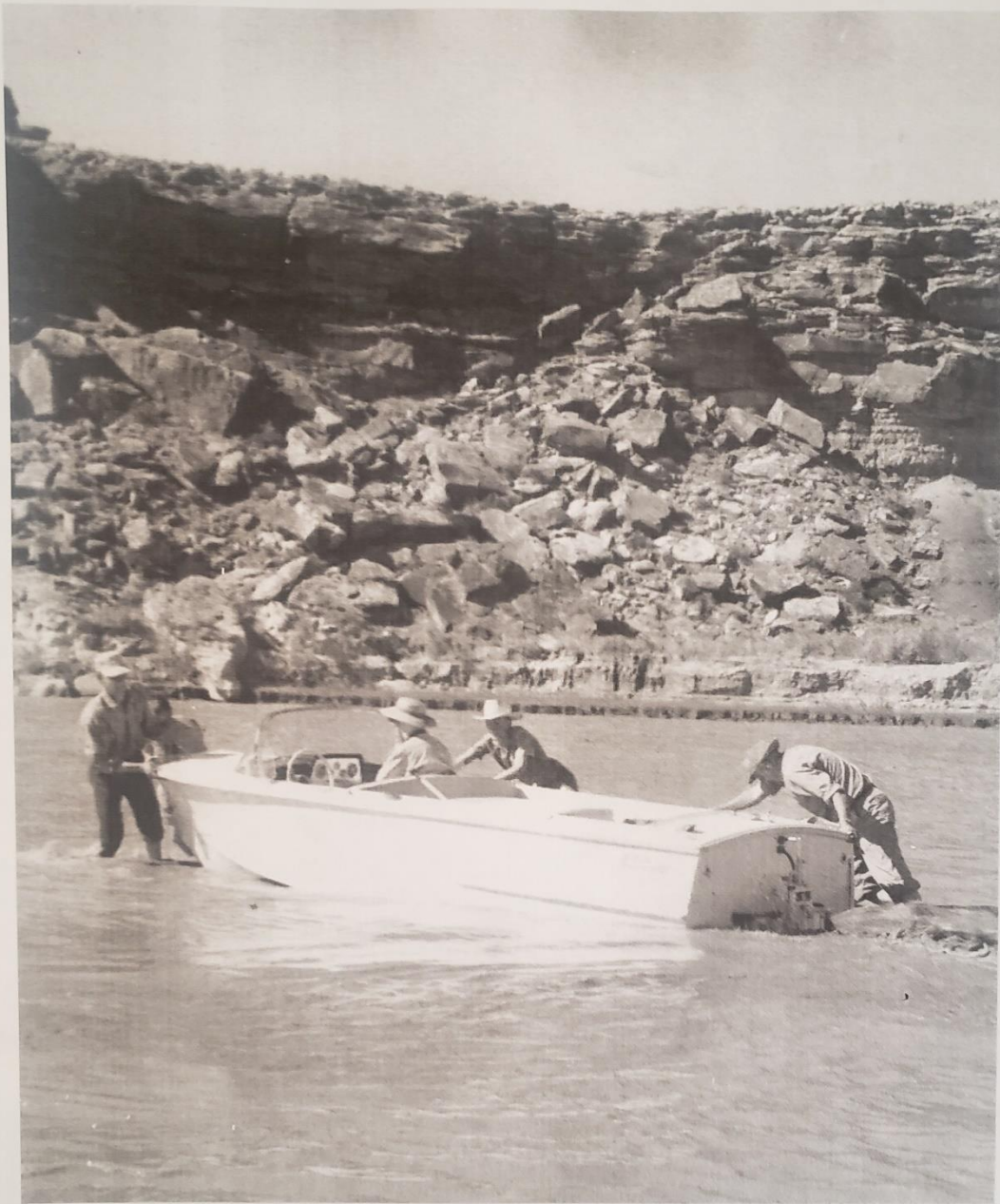
Turbocraft Brochure



Jet boats on river run



Woody with Hack Miller on river run



Woody and others stuck on sandbar

Sportsman Goes Up The River Of No Return In A 16-Foot Jet



RUNNING THE EDDY, BOAT IS TURNED TO RAPID
... Ken Garff of Salt Lake takes Salmon in stride



ONCE IN RAPID, DRIVER PICKS SLICK OF RIVER
... "Propelled" by turbine—makes water-jet stream



SALMON RUN—UP 50 FT SIDE AND OVER
... Expected to revolutionize travel on water

ROD AND GUN by **HACK MILLER**



Mackinaw Trout Planted In Fishlake

A plant of 25,000 Mackinaw trout was made at Fish Lake last week, according to the department of fish and

First Tests Prove Successful

Turbojets Shine On River Run

By HACK MILLER. It's the new turbojet boat, thrill of running a 16-foot boat 180 water mile Deseret News sports editor. Released in New Zealand and by the Salmon River, famed big rough water. There is a new idea in boat racing tested on the Salmon River of the Pacific Northwest.

Has Never Hurt A Man's Leg

APID, DRIVER PICKS SLICK OF RIVER SALMON RUN—UP SO FT SIDE AND OVER THE TOP
d" by turbine—makes water-jet stream ... Expected to revolutionize travel on western rivers

First Tests Prove Successful

Turbojets Shine On River Run

By HACK MILLER
Deseret News Sports Editor

There is a new idea in boating which might revolutionize river travel—turn our western rivers into water highways.

It's the new turbo-jet boat, designed in New Zealand and being tested on the western rivers.

This writer participated in such a test last week—had the

thrill of running a 16-foot boat up the Salmon River, famed River of No Return. We "shot" the rapids—just like the salmon do, from Riggins to Salmon City, something around

180 water miles. And it was big, rough water.

No Props To Break

The boats made it without much mishap. There were no props to bend, no pins to shear. At planing speed the boats drew only 3½ inches of water, took some of the softer riffles at about 35 miles per hour—upstream.

Ken and Gary Garff of Salt Lake City and Woody Longhurst of Pocatello were some of the official pilots. The most trouble these men had was a sticky throttle.

Sure they knocked a few rocks, but that was part of the test.

Manufacturing Rights

John Buehler of the Indiana Gear Works has the manufacturing rights for the Western Hemisphere, associated with the inventor, C. W. F. Hamilton of New Zealand.

The boat is a rather simple thing, as far as inboards go. A 150-hp V-8 motor, or a Ford six is used in the smaller craft. Three impeller blades in the turbine unit "rev" up the water. Water is picked up beneath the boat, shot through a tail pipe for its power.

Deflect The Flow

Only thing to wear out is the motor and it is said that the motor and the turbine unit will "out-live" a lot of hulls. Boat is steered by deflecting the flow from the tailpipe.

The boats are being manufactured in Indiana but are still undergoing some rigid testing. Several turbojets are in Utah and Idaho areas as test craft.

Below Average Report Listed On Salmon Run

With approximately 50 per cent of the migratory spring-summer runs of chinook salmon believed to reach Idaho waters each year, preliminary estimates at Bonneville Dam based on projected tallies at that point indicate that the 1959 numbers will be below average by as much as 30 to 50 per cent, the Fish and Game Department said Saturday.

Commenting on what the fish counts seem to mean, Leonard pointed out that while the 19-year average for salmon from 1938 to 1956 was only 81,025, and this year's salmon count from January through June is about 100,000 at Bonneville. He said the figures nevertheless reflect a downward trend in the numbers usually available to sportsmen and for spawning.

He said that the life cycle of a "race" of chinook salmon from eggs to the ocean and return to spawning waters is four years, and that the 1959 "cyclic" count is just over 100,000 as of June 30.

GOOSEBERRY GIVEN PLANT OF NATIVE CUTTHROATS

Native trout have now been stocked in the Gooseberry CC Pond and waters above this lake on the Scofield Reservoir drainage.

These waters, along with Scofield and all other tributaries to the big lake, were chemically treated to remove trash fish populations during the fall of 1958. All the treated waters are closed to angling until the beginning of the 1960 season.

The 41,000 small native trout planted in Gooseberry CC Pond and waters tributary to this lake were of the Lake Lahontan variety. These fish, a pure strain of the native cutthroat species common to some of the high mountain lakes in California, were matured from eggs sent to the Utah department as a gift from the sister state department.

This most recent plant leaves only a few minor tributary waters in the total Scofield drainage yet to be stocked. Scofield Reservoir was accessible to planting early this spring and some 3,524,813 rainbow and kokanee salmon are already planted there.

Angling Outlook

High Lakes Still Best

By THE SPORTSMAN

High lakes are still the answer as the weather holds hot. Many of the High Uinta country lakes are being almost neglected, yet they are fairly teeming with trout.

The underfished lakes not only offer the advantage of something akin to a "private fishing pond," but the camping is cool in the upper elevations.

For those who haven't the time for a pack trip right now Deer Creek is picking up for the trollers who know where to make their runs and Straw-

... On Land ...



NO SCRUBBING BOTTOM—This turbine-driven craft takes shallow channels like this one in the Snake River with ease. The photographer was standing in water barely covering his feet and the boat, a Buehler Turbocraft, was moving through water not much deeper. The two men in the boat are Woody Longhurst, Quinn Road, and Vince Davis, 78 Trail Creek. Davis has an inboard that will go faster in deeper water. It wouldn't go anywhere in water like this.



JET NOZZLE — Davis and Longhurst inspect jet nozzle from which water escapes after it has been given tremendous force by three-stage turbine. Metal plates on each side of the nozzle steer the craft. The 16-foot hull is made of Fiberglas from which nothing projects.

MIRACLE ON RIVER

New Jet Boat Turns on Dime at 35 MPH And Planes in Just Three Inches of Water

By LEE ESTER

A motorboat without a propeller is causing quite a stir on Idaho

River from Heise to the Swan Valley bridge.

For Woody Longhurst, the man who put it through its name,

Turbocraft could make that run, it could handle most anything any river in this country has to offer. Longhurst, a former Army pilot

hurst contacted Buehler and now has the franchise for the intermountain states with Ken Garff.

speed. Some of them said that they couldn't have taken a raft over shallow water the boat

MIRACLE ON RIVER

New Jet Boat Turns on Dime at 35 MPH And Planes in Just Three Inches of Water

By LEE ESTER

A motorboat without a propeller is causing quite a stir on Idaho rivers these days.

Fishermen and other boaters move with ease in water only three or four inches deep. Their curiosity is aroused even more as they watch it make a full turn in its own length at top speed.

The secret of this spectacular performance is a three-lap turbine unit which does away with a propeller entirely.

A series of impellers and stators in the turbine pressurizes water in the length of about 40 inches and forces it out a four-inch diameter jet nozzle at the stern.

The turbine, powered by a V-8 Dearborn Interceptor engine, develops enough thrust to push the boat at top speed of about 35 miles an hour.

Steering is accomplished by deflector plates on each side of the jet stream.

The water is taken into the turbine through a self-cleaning grill which conforms to the contour of the boat, so there is nothing protruding from the bottom. The boat can make a sharp turn in water and needs only eight inches of water to start.

The boat, called a Bushier Turbocraft after the man who brought it to this country, was taken out on a run last weekend on the Snake

River from Heise to the Swan Valley bridge.

For Woody Longhurst, the man who put it through its paces, it was an easy run. Only two weekends before, Longhurst, Quinn Road, had piloted the boat up, not down, but up, the Salmon River, the so-called River of No Return. Longhurst readily admits it wasn't an easy trip, the 200 miles from Riggins to Salmon, but Longhurst's boat and three other Turbocrafts made it without a major mishap.

The Salmon trip was the acid test. It was decided that if the

Turbocraft could make that run, it could handle most anything any river in this country has to offer. Longhurst, a former Army pilot and longtime boat enthusiast, first heard of the boat by reading of it in True magazine. It was invented in New Zealand by a man by the name of William Hamilton for the rugged rivers in his country.

John Bushier, president of the Indiana Gear Works, Indianapolis, also read of it and sent a representative to New Zealand to look it over. Indiana Gear Works soon had the manufacturing rights for the Western hemisphere. Long-

hurst contacted Bushier and now has the franchise for the intermountain states with Ken Garff, Salt Lake City businessman.

Longhurst sold Bushier on the idea of testing the craft on the Salmon and arranged the trip. Three other boats made the run, two piloted by men from New Zealand and the other piloted by Al Tie, a Salmon River veteran.

Last weekend on the Heise-Swan Valley trip, Longhurst offered rides to anyone who indicated an interest in the boat's performance and there were plenty. Veteran anglers and boaters agreed it was just the thing for taking them places they'd never fished or boated before.

They whooped like kids when Longhurst whipped the boat around in its own length at top

speed. Some of them said that they couldn't have taken a raft over shallow water the boat went over with ease.

Longhurst plans to give a demonstration next Saturday starting at 10 a.m. just downstream from the Swan Valley bridge. Rides will be offered all day.

ser at this modern-day museum museum of spectacle on an Idaho lake.

This year entries will come from Detroit, Mich.; Lake Tahoe, Calif.; Longport, Calif.; Lake Mead, Nev.; Buffalo, N.Y.; Washington D. C.; Toronto, Canada; as well as Seattle, Tacoma and Spokane in the State of Washington.

Because of the impressive showings of several boats in earlier races this year, the 1958 Gold Cup looms as one of the most hotly-contested races in the long and colorful history of unlimited hydroplane racing.

Defending champion in the 50 mile speed classic is Hawaii Kai III, which was formerly owned by Kaiser, and is now the property of Joe Mascari, of New York.

HOPES PLEASE WILL WORK

Killebrew's Batting Slump Has Little Woman Worrying

By PATRICIA WIGGINS

WASHINGTON (UPI) — "Please one more home run today?"

The widely plea has seemed to work in the case of Harmon Killebrew. And his pretty blue-eyed blonde wife hopes it will again.

In the meantime, she's worrying along with him—long distance, about the batting slump that has plagued him and helped plunge the Washington Senators into the American League basement.

She hopes one morning soon—maybe tomorrow—she will be able to answer affirmatively when their three-year-old son, Cameron, asks his daily morning question these days.

"Did daddy hit a home run last night?"

batted in, for a while was threatening Babe Ruth's season record of 60 homers. But since the team went on the road July 19, he's hit only one homer—his 33rd.

His pretty blonde wife, though, his trouble is that he's away from home. "I think he's just tired."

No Rest In Sight She said he's played in each of the 101 games so far this season "and there's no rest in sight." She feels he's probably more nervous than ever about facing the All-Star Game in Los Angeles next Monday.

On his return home the following day, Mrs. Killebrew doesn't expect to notice any great change in his behavior around the house—even if he is still slumping.

"He never brings it home with him," she explains. "And I'm just

You may be told others are equal but...

THERE'S ONLY ONE...

Whatever claims are made by other products—there can be no mistaking the difference between them. And, though there are several "dry mix" concrete products on the market, there's only one SAKRETE. The original pre-mixed ready-mix concrete and mortar mix.

SAKRETE*

*SAKRETE is the registered trademark for the finest pre-

Factory Authorized REDUCTION

THE FACTORY HAS AUTHORIZED A BIG PRICE REDUCTION AND WE ARE PASSING THE REDUCTION ON TO YOU... ALL TIRES ON SPECIAL: 14", 15", NYLON, WHITE, TUBE-LESS.

SET OF NEW T

WE REC

Regular Tube-Type

FOR

Squaw Valley Sets 'Second to None' Olympic Facilities

NEW YORK (UPI) The 1960 winter Olympics at Squaw Valley, Calif., "will have facilities" sec-

Turbo-Jets Ready Colorado Battle

By LOIS SANDERSON

Deseret News Correspondent

PAGE, ARIZ.—John Hamilton, engineer and designer, who took his father, Bill Hamilton Sr.'s idea and developed water jet propulsion for boats, is presently on the Colorado River below Lee's Ferry, where test trials of American-made turbo-jet craft are being made.

John and Joyce Hamilton, with their business associates, Guy and Nancy Mannering, all from Christ Church, New Zealand, are here at the invitation of John Buehler, owner of the Indiana Gear Works, Inc. The Indianapolis company has acquired the license to build boats in this country using the Hamilton design for jet propulsion. They are using

the trade name of "Buehler Turbocraft."

In New Zealand, the rivers are shallow but very fast moving down from the mountainous country. There the Hamiltons built small craft that, with the new propulsion idea, could literally scoot upriver. After seeing the Colorado, Nancy Mannering was overwhelmed by its magnitude and decided to stay on the rim and watch. So Joyce Hamilton is the lone woman on the expedition.

A Buehler Turbocraft using a Gray marine motor for power, was entered in the April Miami-Nassau speedboat races but because of too great fuel

consumption it had to be refueled at sea. The loss of time relegated it to seventh spot in the finish.

Now, with twin 185-hp. motors, the 24-ft., 5,000-lb. (unladen) Miss Turbojet and her twin sister, Little Squirt, are being tested on the West's greatest challenge, the Colorado River through the Grand Canyon. Two 16-ft. streamlined craft weighing 2,200 lbs. each, powered by one motor, complete the fleet. All are of Fiberglas construction.

The designers and builders of the craft claim that when the motors are revved up, only four inches of water is needed to plane. They say that this expedition is not specifically for pleasure, but

that it is a test to attain scientific perfection.

The party left Lee's Ferry on schedule Tuesday, May 3, riding low due to the weight of nearly 200 five-gallon cans of gas, much of which is intended for stashing at all rapids down to the Bright Angel Trail where more supplies will be brought down into the canyon by mules.

Then it happened! Miss Turbojet in the lead hit a rocky bar and caved in the bottom and had to be beached for repairs before the party had even gone under Navajo Bridge.

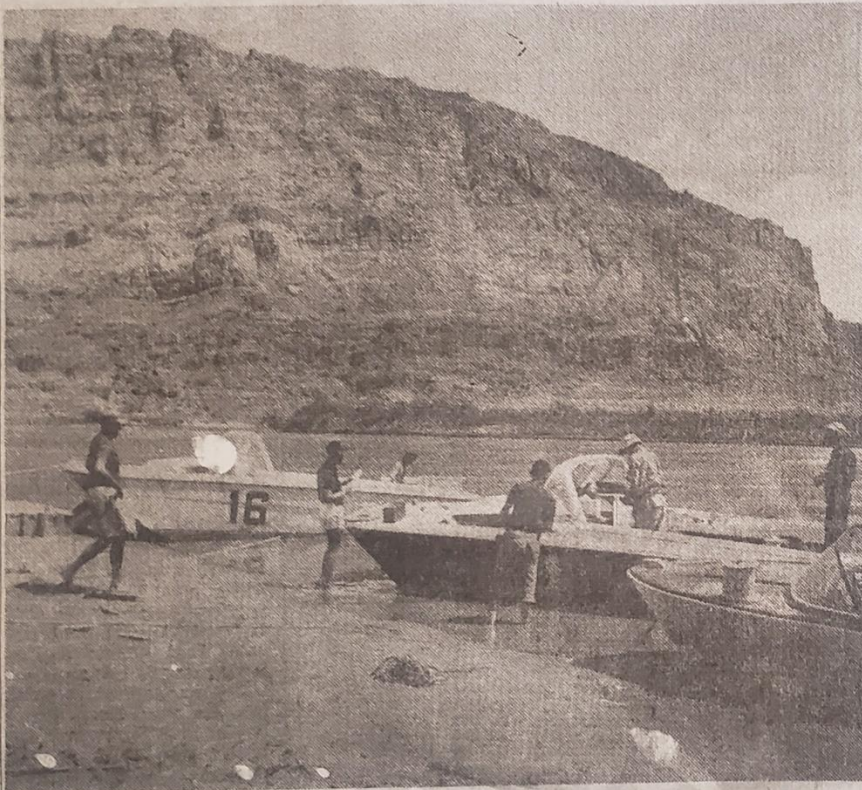
Still, as the load is lightened and with more care in navigation, the fleet should be able to make its way on down the river without too much further trouble and arrive at the Temple Bar Landing at the upper end of Lake Mead about May 11.

Then the real test will begin! For on May 15, John Buehler, owner of Indiana Gear Works, technically will take over command as they attempt an upriver run. This is a feat eyed by a few daring souls, but never accomplished yet.

With Buehler as he joins his crew will be Dr. "Smoke" Walther, also of Indianapolis. In charge of the venture now is Bill Austin, assisted by Otis "Doc" Marston as technical consultant. This is Marston's 14th trip down river and his counsel should be invaluable.

Also representing the company are Jack Wishmire and Jim Bechtel. A factory specialist, Ed Pascuit, also is along on the trip. These, with Mannering and Hamilton of New Zealand, and Alexander "Pug" Atherton of Honolulu, Hawaii, comprise the crew for the upriver attempt.

Others with the party now are George Morrison, director of public relations for the Indiana firm; Hy Peskin, who is photographing the expedition for a sports magazine; Philip M. Smith, National Science Foundation, Washington, D.C.; Edward T'Anson of Pasadena, Calif.; Garth Marston and Jack Reynolds of Tacoma, Wash.; Bill Belknap of Boulder City, and Joyce Hamilton.



READY RIVER GO—Engineers, designers and boaters go over last minute preparation below Lee's Ferry before making an attempt at the dangerous waters of the Colorado River. Craft in above photograph are turbo-jet jobs capable of speeding in only four inches of water.

ROD AND GUN by HACK MILLER



Colorado Upriver Race Is On: Who Will Be First To Do It?

The old Colorado River is becoming a race track. This summer the "river rats" will not be able to go down the rapids for boats coming up.

The race is on to see which of the big motor boat producers can win the last of river victories—the Colorado upstream from Boulder Dam to Glen Canyon.

Several weeks ago this writer broke a story which told of plans of Lyman Leavitt and George Craig of the Anchor Boat and Steel Co. in Salt Lake City.

These men have been working all winter making a matched set of four 26-foot river boats to launch on the Colorado as soon as the river is right (in June).

With experienced help of Don Smith, his son, Bob, and several other veteran Salmon River boatmen, Leavitt and Craig have been testing their boats on the River of No Return—getting ready for the Colorado River run.

The Salt Lakers will power their river craft with two 800 Mercury Outboards—the biggest unit Mercury makes, about 85 horsepower each. That's power enough.

The plan, as reported before, is to run the river downstream, with the help of the Smiths and Bus Hatch, veteran riverman from Vernal who has been negotiating the Colorado rapids since the late 1920s.

Then when the river is receding from its high crest the Salt Lake boaters will start up—four boats, eight motors, the best of the river runners at the helm. All that's been said.

Turbocraft To Try

But now, back in Indianapolis, there is another side to the Colorado story. And this side is told by Gary Garff, Salt Lake dealer for Indiana Gear Works' Turbocraft boat.

Gary just returned from John Buehler's factory where Turbocraft are made. Turbocraft, if you will permit a review, is a motor which picks up the water through a couple of mid-ship vents, runs the water through a series of high powered impeller blades and jets it out through a nozzle at the stern. This force is what puts the boat under power and keeps it there.

Last summer this river rat was invited by John Buehler, president of Indiana Gear Works, to run the Salmon River upstream from Riggins to Salmon City.

It was a big run and a fast one. Four of the five boats got through in fine shape. The other split a bow board and in prudence, not necessity, it was taken down river from the midway point.

They're a real rig, no props—just a rooster tail that seems to put the boat where you want it to go.

First Is The Finest

Turbocraft, according to Gary Garff, is preparing an assault on the Colorado and will race the others in an effort to be the first. First up is the top glory! Nothing else really counts!

Buehler has hired Otis Marston, a veteran riverman from Los Angeles as technical advisor (for about \$10,000).

Buehler plans to "feel" the river with a downstream run in May. He'll have his "fleet" run each

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Buehler plans to "feel" the river with a downstream run in May. He'll have his "fleet" run each rapid down river, turn around and take each rapid in an upstream try. He'll do all his filming at that time, get his big scoop ready to flash across the nation when he makes his big run after all trial runs are done.

Buehler's boys will be in big boats, too. There will be two 23-footers with cathedral (three) hulls; four 18-footers and a seventh boat of undisclosed dimensions.

Race Against Time

It's a race against time. Leavitt and Craig have the backing Karl Klekhaefer—Mercury Outboard Motors. Buehler will be running to establish the record for his Turbocraft.

Last year some expeditioners tried and failed—at Lava Falls—the worst rapid on the river. They got so much publicity, even in cracking up, that they will be back again. Others will try it, too.

As in all adventure, glory goes to the pioneer. John Wesley Powell ran the same river as Dellenbach, Stone, Ashley, Stanton, Galloway, Frazier, Hatch and Swain. But Powell was first. Haldane (Buzz) Holmstrom was first to solo it in 1937.

The race is on for the pioneer push upriver. Someone will get the job done this year.

Who will be first?

May 22, 1961

ROUND ABOUT by HACK MILLER

Deseret News Sports Editor



Sandbars Broke Windshields— By Putting People Through 'Em

ON THE GREEN AND COLORADO RIVERS: This is the land of the broken windshield.

It's easy to break them. Just ride along at a 30-mile clip in a good boat and strike a sandbar.

By the time four people go through the shield it's gone.

Like the time I was riding with Zane Doyle

100 men couldn't move it.

Even with crowbars.
That didn't dampen my plans. I still want to do it.

His Hat Didn't Float

Everyone seemed to enjoy the 125-mile wade down the Green River. You'd ride a short distance then shear a pin. Then wade.

Once Ray Johnson was walking from one boat to the other to give a feller a hand and dropped completely out of sight. His hat would have floated but he had it glued to his head.

Only people who didn't have fun (and then only during a desert windstorm) were the folks who were flipping steaks at Anderson Bottom. What a mean time to have a sandstorm—just setting up kitchen.

But Jim Hurst and his chow crew did a great job.

I was talking to Jim but couldn't see him. The dust was that thick for several minutes. An hour later all was calm.

The ladies and young men of Green River and Moab moved 507 cars from Green River to Moab during Friday afternoon and Saturday morning. That's a lot of taxi service. That all went in with the registration fee—and the steaks did, too.

Tourists coming through Green River Saturday or Moab Sunday wondered if the big bomb had dropped. Thousands of people, about 600 matching boats, motors and cars.

All Was Orderly

There was Commodore Connie Caouette of the Canyon Country River Marathan Assn., at the helm—of the entire project. At the gas station there were the El Paso boys with their long-hose pump—Gene Hunt, Gene Dunham, Alma Scoville. At the steak fry Swift and Co. had its head meat man, Ken Shreck, on hand and with 1,300 choice rib steaks. There was a bean salad, garlic bread, french fries—all the goodies.

There were troubles, but no time to frown. People like Stan McAfee and Jack Hale ran out of gas. Dale Hanks had motor trouble. Everyone got some sun, some of the sun-worshippers got a lot of it.

Some of the athletes water-skied. Everyone shoved off a sand bar.

More than before, boaters took time to hunt for arrowheads, search for pretty rocks, look for Indian ruins.

One young lad stepped off a sand reef, had to have his pockets emptied of rocks before they could bring him up.

Start planning for next year. The Friendship Cruise

Like the time I was riding with Zane Doyle and Dean Jensen. We were clipping. Zane was sitting on the bow of the boat yodeling a ski tune when all of a sudden Dean ran a reef. From 25 m.p.h. to dead nothing in five feet!

All else stopped but Doyle. We put him into orbit—hind pockets to the mud, 30 feet ahead. We launched him!

When he left the boat he took all signal lights, accessories with him. Ouch!

So it was Saturday on the Friendship Cruise with Gary Garff and Flint Dickson of Salt Lake City, Woody Longhurst, Werner Erickson and Vince Davis of Pocatello and Ray Johnson of Payson.

They were driving those Turbojets, an excellent river boat (it has no outside prop).

Gary was in lead; I was the navigator. I spotted a side channel and in the jet boats these are fun to shoot.

The inevitable happened. At 33 m.p.h. and going great we ran completely out of water on a fast turn.

We were so far up in the rushes we looked like duck hunters in a blind.

I lost my job as navigator.

Rock Pushing Detail

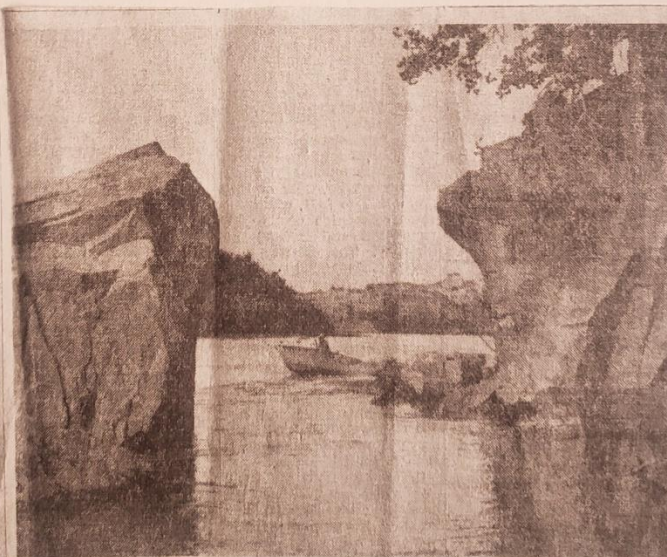
Next time I want to come for two months and bring a crowbar.

I would like to walk the rims of the high points and push balancing rocks into the river. Some people like to burn houses and barns. Some like to steal watermelons. I just want to roll rocks into the river.

Above camp there was a teetering rock. Flint Dickson figured he could tilt one. He scaled the mountain—looked like a fly speck on the king's castle.

He didn't even push; came back with a report that 100 men couldn't move it.

Even with crowbars.



THE RUN OF THE RIVER—Woody Longhurst of Pocatello breaks into the open during the Friendship Cruise down the Green and up the Colorado River during the weekend. There were 507 boats registered for the run.

Turbo-jet Boats Conquer River

LEES FERRY, Ariz. (AP) — Seven men in three turbo-jet boats scored a first Tuesday — they completed a 312 mile run up the treacherous Colorado River.

Four crafts left Lake Mead's Temple Bar July 4, and three completed the trip Tuesday at 4:32 p.m.

The fourth boat was under 30 feet of water about 1½ days downriver from this crossing.

Making the upstream trip were Dr. Otis Marston, San Francisco, reportedly the first man to run down the river in a power boat; Ed L'Anson, Pasadena, Calif.; Bill Belknap and his 16-year-old son Bechtel, Indianapolis, and Jon Hamilton and Gu Mannerin, New Zealand.

The loss of the fourth boat forced George Morrison and Fireball Young, both of Indianapolis, to leave the historic trip at Phantom Ranch, deep in the bottom of Grand Canon.

Of the nearly nine days needed to complete the upriver run, two were spent getting past Lava Rapids, the turning back point for all previous upstream expeditions.

The turbo-jet boats have no propellers. Their engines pump in water and jet it out the back end, providing propulsion.

Members of the party say one of the boats will be placed in the Smithsonian Institution, one will stay in the National Parks museum at Page, Ariz., and the boat manufacturer will place the other model in its own company museum at Indianapolis.

Old Timer Prepares to Boat Through 1,000 Wilderness Miles

Harry Aleson, boatman, guide and grizzled veteran of the wilderness, stopped in Pocatello recently before beginning a boat journey which will eventually carry him to within the Arctic Circle and back this summer.

After a stopover here to see local boat dealer Woody Longhurst, 311 West Quinn Road, Aleson left for the vicinity of the Great Slav Lake in the Northwest Territories of Canada.

He plans to launch his 16-foot turbocraft jet boat at the mouth of the Hay River on Great Slav Lake to begin his trip northward down the MacKenzie River for 1,000 miles through virtually uninhabited country.

Aleson, who received a brief familiarization course in his boat from Longhurst before departing, expects to travel over approximately 310 miles of water inside the Arctic Circle.

His only encounters with civilization will be on the few occasions

he passes trading posts or Eskimo villages.

"I hope to return by leaving the MacKenzie at its mouth and head for Alaskan waters and come down approximately 2,000 miles of coastline via the inland water route to Seattle," Aleson said.

For 23 years Aleson has been operating out of Richfield, Utah as an outdoor guide in the enterprise of Larabee and Aleson Western River Tours. He has made the hazardous trip through the Colorado River's Grand Canyon three times.

Accompanying the 62-year-old Aleson on the trip is Max Levin, an encyclopedia writer from Washington, D.C., who presently is compiling a medical history of the U.S. Army in World War II.

Aleson has been in Alaska and the Northwest Territories twice. In 1954 he traveled down the MacKenzie River, and in 1955 he ran the famed White Horse rapids on the Yukon River, using only a 10-man rubber raft.

He says he expects to return to Pocatello about September 1.



Beginning of Longhurst Dairy
(Warren and DeVon with the cows)



W. W. Longhurst family by car 1960



Christmas 1962



Rachel holding Glen



Easter Sunday, 1963

Certificate of Ordination

This Certifies That

WOODROW WILSON LONGHURST

of the _____ 9th _____ Ward _____ West Pocatello _____ Stake
was ordained an

High Priest

in

The Melchizedek Priesthood

in

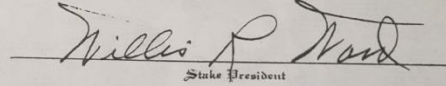
The Church of Jesus Christ of Latter-day Saints

By Elder Boyd K. Packer _____ an _____ High Priest _____ in said Church
(Priesthood office held)

on the 1st day of December 19 62.

Attest:


Stake Clerk


Stake President



Loalyn (left), Shelly (center), and Sandra



Rachel often had a quilt on in the living room. Neighbors and ward members would come over to help make quilts for the Relief Society Bazaar or for Newlyweds.



Glen (10 months old)



David (1 year old),
February, 1965



Summer 1964



Family photo taken on Woody and Rachel's 25th Wedding Anniversary. Feb. 23, 1965. David is the baby.



Glen and David February, 1965



Glen and David painting the house



Woody and Rachel on Mother's Day 1965



David and Glen holding "the big fish"



The family at the airport as DeVon leaves for his mission to Mexico



Aerial photo of Quinn Road and surrounding area (photo taken by Paul Wilmore, Rachel's brother-in-law)



Thanksgiving Day, 1968



Under the apple tree on the east side of the house in Pocatello



W.W. Longhurst family in their front yard.



August 23, 1969



November, 1971



1971



Woody, Sharon, Rachel, Glen and David,
Alaska, 1972



Mexico, 1973



Rachel, Della and Lawrence, Hawaii, 1975-
1974



Hawaii, 1975 1974



Christmas, 1976



Row 1: L-R: Wendy, Nathan, Keri, Kevin, Greg, Talina, Norman, Stephanie, Mark.
 Row 2: Connie, Bobby & Wayne, Sharon & Roger, Valina, Rachel, Shelly,
 Karyn & Kami, Sandra & Shauna, Loalyn.
 Row 3: Cory, Jered, Jolana, Lupi, Sheldon, Colissa, Lonnie, Bryan.
 Row 4: David, Devon, Warren, Woody, Earl, Paul, Glen

Christmas, 1978



Rachel winner of biggest fish derby,
 Westport, Washington



Christmas, 1979

JAN 8 1980

State of Idaho
CERTIFICATE OF DEATH

785485

State File No. 113
Local Reg. No. 9
Reg. Dist. No. 510TYPE
OF PRINT
IN
PERMANENT
INK

DECEDENT

PARENTS

DISPOSITION

CERTIFIER

IF DEATH WAS DUE
TO OTHER THAN
NATURAL CAUSES
THE CORONER
MUST COMPLETE
AND SIGN THE
CERTIFICATECONDITIONS
IF ANY
WHICH GAVE
RISE TO
IMMEDIATE
CAUSE
STATED IN
THE
UNDERLYING
CAUSE LAST1749
CAUSE OF
DEATH

DECLINANT NAME RACHEL QUINN LONGHURST		SEX Female	DATE OF DEATH (Mo. Day Yr.) 7 Jan 1980
RACE (White, Black, American Indian, Japanese, etc.) Cauc.	AGE (Years) 58	DATE OF BIRTH (Mo. Day Yr.) 9 Sept 1921	COUNTY OF DEATH Bannock
CITY, TOWN OR LOCATION OF DEATH Pocatello	CITIZEN OF WHAT COUNTRY U.S.A.	HOSPITAL OR OTHER INSTITUTION - Name (if not in either, give street and number) Saint Anthony Community Hospital	IF HOSP OR INST - Indicate (X) OP Emer. Hm. Indispensable 4
SOCIAL SECURITY NUMBER	MARRIED, NEVER MARRIED, WIDOWED, DIVORCED (Specify) Married	SURVIVING SPOUSE (If wife, give maiden name) Woodrow W. Longhurst	WAS DECEDENT EVER IN U.S. ARMED FORCES? (Yes or No) No
RESIDENCE - STATE Idaho	USUAL OCCUPATION (Give kind of work done during most of working life, even if retired) Housewife	KIND OF BUSINESS OR INDUSTRY Own Home	
CITY, TOWN OR LOCATION Bannock	CITY, TOWN OR LOCATION Pocatello	STREET AND NUMBER 1009 W. Quinn Road	INSIDE CITY LIM (Yes or No) Yes
FATHER - NAME James A. Quinn	BIRTHPLACE Mississippi	MOTHER - MAIDEN NAME Elizabeth Inglestran	BIRTHPLACE Idaho
INFORMANT - NAME Woodrow W. Longhurst	MAILING ADDRESS 1009 West Quinn Road, Pocatello, Idaho 83201		
BURIAL CREATION REMOVAL (Specify) Burial	CEMETERY OR CREMATORY - NAME Restlawn Mem. Gardens	LOCATION Pocatello, Idaho	
MORTICIAN (Specify) Long E. Ellis	NAME OF FACILITY Manning Funeral Chapel	ADDRESS OF FACILITY Pocatello, Idaho 83201	
21a I hereby certify that I attended the deceased from _____ to _____ I last saw the deceased alive on _____ To the best of my knowledge, death occurred at the time, date and place and due to the cause(s) stated Signature of Certifier E. F. Hyde M.D. DATE SIGNED (Mo. Day Yr.) Jan 22, 1980 HOUR OF DEATH 4:00 AM		22a To be completed by CORONER Only Signature of Coroner DATE SIGNED (Mo. Day Yr.) HOUR OF DEATH 22b PRONOUNCED DEAD (Mo. Day Yr.) 22c PRONOUNCED DEAD (Hour)	
NAME AND ADDRESS OF CERTIFIER (Physician or Coroner) (Type or Print) E. F. Hyde, M.D. 345 W. Lewis, Pocatello, Idaho 83201		23a To be completed by REGISTRAR Only Signature of Registrar DATE RECEIVED BY REGISTRAR (Mo. Day Yr.) Jan 24, 1980	
24a Signature of James L. Harrison Deputy			
25 IMMEDIATE CAUSE Septicemia		Interval between onset and death Hours	
26 DUE TO, OR AS A CONSEQUENCE OF Carcinoma of the Breast metastatic to Brain		Interval between onset and death 8 months	
27a OTHER SIGNIFICANT CONDITIONS - Conditions contributing to death but not related to cause given in PART I 1749		AUTOPSY (Yes or No) No	
28a ACC. SUICIDE, HOMICIDE, OR PENDING INVEST. (Specify)		DATE OF INJURY (Mo. Day Yr.)	
28b INJURY AT WORK (Yes or No)		HOUR OF INJURY	
28c PLACE OF INJURY - At home, farm, street, factory, office, building, etc. (Specify)		DESCRIBE HOW INJURY OCCURRED	
28d LOCATION		STREET OR R.F.D. NO.	
28e CITY OR TOWN		STATE	

COMMUNITY PROPERTY AGREEMENT RECORDED JUNE 26, 1972, INST #495605, BOOK #250.

State of Idaho.)
County of Ada)

THIS IS TO CERTIFY That this is a certified copy of a certificate filed with the Department of Health and Welfare under Title 39, Idaho Code.

DEC 2 1986
Date IssuedSee Lippert R.N.
State Registrar of Vital StatisticsSTATE OF IDAHO
County of Bannock

785485

NO
RECORDED AT REQUEST OF

ARIES

RACHEL LONGHURST

Rachel Quinn Longhurst, 58, 1009 W. Quinn, died early today at St. Anthony Community Hospital, following an illness.

She was born Sept. 9, 1921, at Pocatello to James A. and Elizabeth Ingles-tran Quinn. She was reared in Pocatello and graduated from Pocatello High School.



On Feb. 23, 1940, she married Woodrow W. Longhurst in the Salt Lake LDS temple.

Mrs. Longhurst was an active member of the Church of Jesus Christ of Latter-day Saints and had served in various capacities including YMMIA advisor and stake and ward Relief Society president.

Survivors include her husband of Pocatello; four sons, Warren, Arco; Rey DeVon, Boise, and Lorin Glenn and David James, both of Pocatello; five daughters, Mrs. Earl (Karyn) Mecham, Montpelier; Connie Longhurst, Salt Lake City; Mrs. Paul (Sandra) Perry, Pocatello; Mrs. George (Loalyn) Hellewell, Orem, Utah, and Shelly Longhurst, Provo, Utah; two brothers, Wahlon Quinn, Pocatello, and Gaylord Quinn, Las Vegas, Nev.; four sisters, Mrs. Clayton (Clara) Hale, Pocatello; Mrs. Lymna (Luella) Hale, Rupert; Mrs. Paul (Viola) Willmore; Salt Lake City, Utah; and Mrs. Burton (Erma) Klinkscates, Pocatello; and 25 grandchildren. She was preceded in death by a daughter, Ludeen; a brother, Wallace Quinn; and two sisters, Bessie Fifield and Eva Miller.

Funeral services will be Thursday at 1 p.m. in the LDS Ninth Ward chapel at Quinn and Hawthorne roads with Bishop Archie Stoddard officiating. Burial will be in Restlawn Memorial Gardens.

The family will receive friends Wednesday from 7-9 p.m. at Manning Funeral Chapel.



Rachel's headstone at Restlawn Memorial Gardens, Pocatello, Idaho

In the quiet hours of the morning, having fulfilled the expectations of her life and having given her all to the righteous causes, she espoused, Rachel Q. Longhurst chose to leave her many friends and family. Her never ceasing desire to be of service to others, not unlike our Lord and Savior, was manifest beyond her desire to live. "Faithful to the end", we salute her as a worthy tribute to womanhood, a light in a stormy world; a candidate to our Father's kingdom.

May her memory ever bless generations hence.

W. W. L.

SERVICE ARRANGEMENTS
MANNING FUNERAL CHAPEL
PAUL DAMRON & THERON MILLER
POCATELLO, IDAHO



Rachel Irene Quinn Longhurst

Born
September 9 1921
Pocatello, Idaho

Passed Away
January 7, 1980
Pocatello, Idaho

Services At
1:00 PM, Thursday, January 10, 1980
Pocatello LDS Ninth Ward Chapel

Officiating
Bishop Archie Stoddard

Floral Arrangement
Pocatello LDS Ninth Ward Relief Society
Charlene Young, President

Concluding Services
Restlawn Memorial Gardens
Pocatello, Idaho

Honorary Bearers

Larry Parkin	Hal Waldram
Ralph Bolingbroke	Edwin K. Bullock
Burton Clinkscates	Don MacBeth
Homer Robertson	Don Parkin
Gerald Neil	Jay Eskelson
Lavell Winn	



Services

Family Prayer Rey DeVon Longhurst

Organ Prelude Bishop Neldon Oborn

Vocal Duet "My Jesus, As Thou Wilt"
Sharon Patterson and Maya Muir
Bishop Neldon Oborn, Accompanist

Invocation Paul H. Perry

Vocal Solo Suzan Smith
"I Walked Today Where Jesus Walked"
Bishop Neldon Oborn, Accompanist

Life Sketch Joan Murdoch

Violin Quartet "The Lord Is My Shepherd"
Karyn Mecham, Sandra Perry
Loalyn Hellewell, Shelly Longhurst
Bishop Neldon Oborn, Accompanist

Speaker Elder Boyd F. Henderson

Vocal Solo Bobby Longhurst
"In My Father's House are Many Mansions"
Bishop Neldon Oborn, Accompanist

Speaker President Calvin D. McOmber

Vocal Solo Susan McLelland
"O My Father"
Joan Eyre, Accompanist

Remarks Bishop Archie Stoddard

Benediction Earl E. Mecham

Organ Postlude Bishop Neldon Oborn

Dedication of the Grave Dr. Warren Q. Longhurst

Bearers

Dr. Wayne A. Mineer	George E. Hellewell
Gerald Bellon	Dale Longhurst
Eldon Quinn	Blair Murri
Gerald Hale	Darryle Miller

RACHEL DID NOT LOSE THE BATTLE WITH CANCER. SHE TRIUMPHED MANY TIMES IN THE FIVE YEAR WAR. NONE OF THE WORLD'S CELEBRATED CRUSADERS EVER WAGED A MORE GALLANT AND DETERMINED EFFORT. NOR WERE HER EFFORTS SELFISH. HER CAUSE WAS NOT UNLIKE THAT OF OUR SAVIOR, IN THAT AN ANSWER AND A COURSE FOR OTHERS WAS ALWAYS PARAMOUNT IN HER LIFE.

MANY PEOPLE SOUGHT HER ADVICE IN MANY THINGS, AND BENEFITED THERE FROM. MANY MORE LOOKED UPON HER AS A PILLAR OF STRENGTH AND ESTEEMED HER AS A SHINING LIGHT, AN EXAMPLE OF TRUE WOMANHOOD.

WITH THE SUSTAINING BLESSINGS OF THE PRIESTHOOD SHE DID NOT ASK THE LORD ANYTHING SHE DID NOT MAKE A SUPREME EFFORT TO OBTAIN. EVEN IN HER QUEST FOR HEALTH SHE MANY TIMES TRAVELED ALONE TO FAR PARTS OF THE WORLD.

HER RECOVERY IN RECENT MONTHS TO A NEAR NORMAL LIFE WAS A TOKEN TO HER, FOR HER ABIDING FAITH AND UNRELENTING STRUGGLE. SHE DID NOT WANT TO GO ON THE DOWN-BEAT OF LIFE, BUT ON A TRIUMPHANT NOTE IN THE CONCERT OF AN ACTIVE AND USEFUL LIFE. IT WAS ALSO HER DESIRE, AS IT WAS FOR ALL IMPORTANT OCCASIONS, THAT SHE LOOK HER BEST EVEN AT HER OWN FUNERAL.

RACHEL ESTEEMED EVERY ONE HER FRIEND, AND UN-NUMBERED THEY ARE. NO ONE KNEW HER, THAT DID NOT THERE-AFTER REMEMBER HER AS A FRIEND, A PILLAR OF STRENGTH, THE "SALT OF THE EARTH" AND I, AS HER HUSBAND, GIVE TRIBUTE TO HER AS ONE OF THE CHOICEST OF NOBLE WOMEN TO HAVE WALKED THE FACE THERE-OF.

W. W. LONGHURST

Tribute to Rachel, by W. W. Longhurst

W.W. Longhurst

THE REST OF THE STORY

About the last week in November of 1979 Rachel and I had decided, because of her much improved health, we would take a little trip to Arizona. In planning for that week, it was her desire that we should stop in Salt Lake and visit Barton Industries. We had been acquainted with Ed and Ann Barton through doing business in Slender Now and more recently our acquaintance included As as he and Ed made several trips to Pocatello for B.I.

Rachel and I stopped at B.I. and Ed introduced us to the business and people involved, in a very routine way. Among those he introduced us to was "My sister April." April was very gracious, shook our hands, smiled and soon continued her work. As Ed continued to brief us, and April walked away, one of the most shocking experiences of my life came yo me. It was so forceful it frightened me. It was so unrelated to my thoughts or needs that I could hardly imagine such a thing, yet so forceful I could not deny. It came to me "You are looking at your future wife."

By the time we returned from Arizona an oncoming pain had taken a firm grip on Rachel and became fatal soon after Christmas.

Because Ed and Al had made agreement with DeVon to join B.I. and that he would then be working in the same offices as April, I chose to tell him of my experience for two reasons. One that iw would be verified, and documented and also that I asked him to check the situation out when he got there.

Twice in my life I have had the inspiration to go to Salt Lake and see someone I did not know. First was after pondering who I could find with enough capital to sponsor a new enterprize, the Jet Boat. As I was looking through the paper one evening, the Ken Garff ad seemed to attract my attention. Not even knowing if there was a Ken Garff, I told Rachel we should go and see, that I felt the answer was there. We layed off work, went down and it all came together like a grand puzzle. We aquired the 11 western states franchise and bought the entire factory output for 2 years. Gary and Linda Garff are among my best friends today as a result of the partnership established from that inspiration. The other

The other incident, with identical feeling - Lay off work, go to Salt Lake to see some one I knew nothing about. The message which by now had begun to concern me and I had the feeling to not wait for DeVon to check things out, but that I should go. That I did the next day, and from that day to this, there have been so many beautiful experiences that we both stand in awe. No two people ever had a more meaningful, exciting and beautiful romance than have we.

April did not know of this during our courtship. She responded to the feelings she had and I to mine.

I felt it was her prayers that had brought this all about. She confirms that it was in answer to her prayers, even the fulfillment of life long feelings.

My life has been rich with inspiration. I bear witness that I have been guided through out my life and many times have known so at the time.

As I now, in ten days take April Barton as my wife for time and eternity, I know also that my prayers are being answered. I have had such beautiful confirmation of that.

Of the many beautiful things in my life nothing has had more meaning, vivid understanding and compatibility than has my courtship with April Barton whom I have come to love with all ny heart.

As the many "coincidences" some humerous, some shocking, some beautiful and some sacred, have dotted our courtship, we many times have said to each other even with tears in our eyes "How come?" Well, we know how come and we thank our Father in Heaven who will inspire and guide us all if we ask and live for it.

W.W. Longhurst

During the first part of January, after I had made the decision to fill a position at Barton Industries, Inc., Dad, realizing the on-coming association with B.I.I., and possible other reasons, shared with me an experience which was to become, and has now become a reality.

Having had several similar experiences of my own, I recognized it as an acceptable source of inspiration and of the caliber which could not be denied. Even though I had never met April BARTON personally, the experience Dad shared with me was instantly confirmed by the Spirit to be the truth.

He related to me the trip HE & Mom had gone on to visit Ed Barton in Salt Lake and on to ARIZONA. HE SAID that while visiting with Ed at the Corporate Offices, he was introduced to the people in the offices and among them was his (Ed's) sister, April. HE told me it was unexpected and almost earthshaking, especially in view of the fact that Mom was by his side at the time, that he had felt a force of inspiration that she (April) was to be his wife.

(Cont.)

Knowing of the experience in its early stages, it has been enjoyable indeed to see it realized. And having had the opportunity to associate with April at work and in commuting to and from work together, it has been difficult to not assume the facts. Our association has resulted in two experiences of my own.

One, the observation of the outstanding talents which April possesses and

Two, the confirmation through the Spirit that Mom has met April, knows who she is, has chosen and approves of her, and that all is well and right. And - it was Mom's signing-up in Slender Now that started the friendship between two families resulting in everlasting bonds of which I wholeheartedly sanction.

D. Mom

Poem written by W.W. Longhurst for April Barton and given
to her at Grand Targhee March 1980.

In the snow covered mountains that pierce the sky
A sweet romance has bloomed, never to die.
Added meaning and romance was promised, you'll recall
To enhance the grandure adorning your wall.

The artist did well this scene to portray,
But no one could paint the beauty of today.
For it is here that I take a real angel to hand
And bid her come into my fantasy land.
Deep and surrounding as the pure white snow
Has love found it's way in my heart, there to grow.

As we ski down the slopes, each turn in rhyme
So we live our lives, one day at a time.
Not always perfect, each turn we've carved,
But the joy of achievement, now together be ours.

So, as our happiness radiates, may our children resound
Strains of rejoicing where love abounds.
May they know also, our love is inclusive
For life without them would rend happiness elusive.

As symbolic the purity here seen in array,
Will we take to the alter, our love, one sweet day.



Woody and April, married May 10, 1980, Idaho Falls Temple



May 10, 1980, Idaho Falls Temple



April's paternal grandparents, Alpha B. Barton and Mary Margretta King Barton (April's father, Lloyd, is the baby)



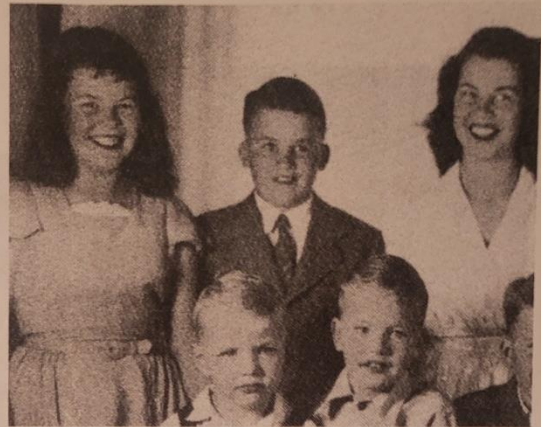
April's maternal grandparents, Clarence Alford Frost and Seraphine Smith Frost (her mother, Willamelia is the baby)



April's parents, Lloyd Lionel Barton and Willamelia Frost Barton



April in 1946



April with siblings



April and Sam Lee and their children



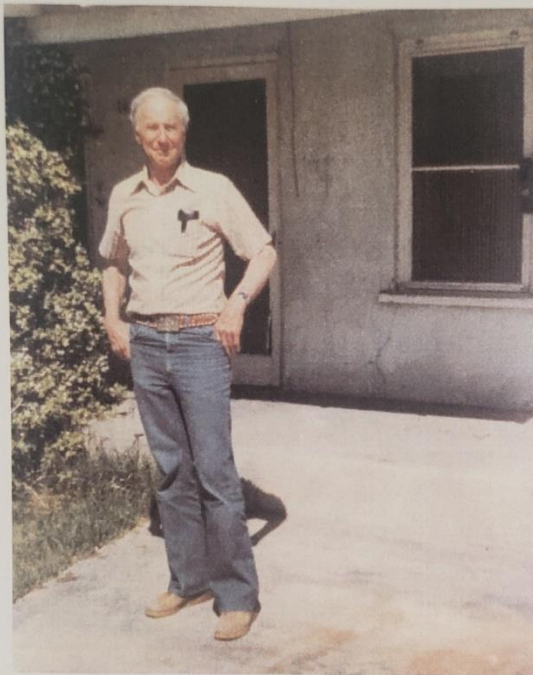
Graduation from Brigham Young University, August, 1976



Woody and April dating, Spring, 1980



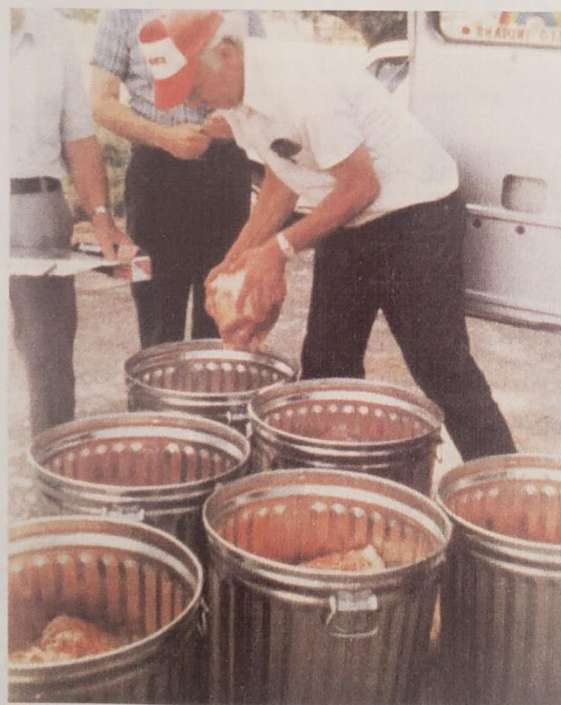
Fishing with the 5 year old grandkids—a great tradition



Woody visiting his Moffet grandparent's former home in Mesa, Arizona



Woody with his sister Della at her home in Orem, Utah



Woody preparing the meat at the 4th of July barbeque