

First Aid for Special Populations

Being able to provide needed first aid to all visitors to park and recreation areas is essential. Many current first aid procedures do not take into consideration the specific and special needs of elderly, and physically and mentally impaired visitors.

Park Ranger Cindy L. Orlando of Mesa Verde National Park (CO) suggests the following outline be a required portion of all first aid training sessions. Developed by John Heger and Ray Bloomer of Boston National Historical Park in 1977, this "First Aid for the Special Needs of Handicapped and Senior Citizens" offers some important methods in assisting special populations.

First Aid for Special Needs: Handicapped and Senior Citizens

The objective of this outline is to describe and emphasize the special needs of some victims of acute illness or accidental injury. Handicapped and elderly persons comprise approximately 15% of our nation's population. These persons have the same rights as all other persons, and in an emergency, they deserve the same courtesy and quality care that should be provided for all. Do not make the mistake of thinking that since these persons are limited in their physical abilities, they must also be limited in their thinking abilities. In an emergency situation, they will need your respect as well as your help.



Visually Handicapped Persons

1. Remember that what is obvious to you may not be discernible to a visually impaired person.
2. Don't be shy when offering assistance.
3. Let the victim know specifically what has happened and what is happening. Describe the scene and orient him to the area.
4. Explain who you are and what you are doing there. Explain all first aid procedures.
5. Stay with the victim as much as possible. Never leave a visually impaired person without letting him know. If you must leave the victim, notify him when you leave and when you return.
6. If the victim uses a cane, keep it with him for later use.

7. Never take a guide dog away from the victim unless absolutely necessary. If you must separate the dog from the victim, notify the victim's family or the school where the dog was trained for boarding arrangements.

Persons With Hearing Impairment

1. Hearing impairment is an invisible handicap. Try to recognize it quickly by watching for the following signs:
 - a. Victim fails to respond to sounds.
 - b. Victim shakes his head and/or points to his ears when spoken to.
 - c. Victim moves fingers and hands in a repeated pattern.
 - d. Victim moves lips without making a sound.

(continued on p.42)

Visitors Considered

Grist

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Membership in the Park Practice Program includes a subscription to all three publications and a library of back issues arranged in binders with indices, and all publications for the remainder of the calendar year.

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Articles, suggestions, ideas and comments are invited and should be sent to the Park Practice Program, Division of Cooperative Activities, National Park Service, Washington, D.C. 20240.

For Safety's Sake

All ideas and suggestions shared in the pages of *Grist* are presented as guidelines, not final working blueprints. Be sure to check any device or plan you want to adopt for compliance with national, state and local safety codes.

First Aid for Special Populations

(continued from p.41)

- e. Victim may strain to speak; speech lacks inflection and tone quality. He may speak very loudly.
 - f. Victim may gesture as if to write.
 - g. Victim is unusually visually alert, following your every move with eyes.
 2. Those who became deaf prior to learning language may have communication problems. The following are common examples:
 - a. Speech unintelligible or difficult to understand.
 - b. Person may NOT use voice in public.
 - c. Person may have difficulty understanding complicated or figurative language.
 3. Communicating with hearing impaired persons:
 - a. Use simple language. Repeat key words as necessary.
 - b. Use gestures.
 - c. Use pencil and paper, if available.
 - d. If the person is reading your lips, face him or her when you speak. Do not speak rapidly.
 - e. Do not exaggerate your lip movements for a lip reader.
 - f. Do not shout at a person using a hearing aid. Shouting will distort your speech.
 4. If the victim is to be transported to a hospital, try to notify the emergency room staff in advance so that they can make arrangements to contact a sign language interpreter, if necessary.
- ## Elderly Persons
1. Approach the elderly person in an emergency with sensitivity and understanding. Reassure him or her to ease the overwhelming feelings of fright and loneliness that members of this age group often experience at such times. A fear of not knowing what is happening or where he or she is going may make an elderly person act in an irrational manner. You can often prevent this by providing the person with information in a reassuring manner.
 2. Be aware of physiological differences between the young and the old. Although some of these differences may be quite obvious, others will be less readily discernible.
 - a. Elderly persons often perceive pain differently due to the deterioration of nerve endings in the body. This means that an elderly victim may not be aware of a relatively serious injury.
 - b. Elderly persons often do not adjust to temperature as well or as quickly as younger persons. Therefore, you may feel quite warm in a particular environment where they are cold - believe them; then take appropriate action to make them comfortable.
 - c. Elderly persons often have difficulty getting their balance quickly. Try not to rush them.

3. Remember that elderly persons are likely to be suffering from chronic illness, visual impairment and/or hearing impairment. Look for signs and symptoms of each and be prepared to judge how the condition may affect your rendering first aid.
4. If possible, contact one of the victim's close relatives or friends to be with and comfort him or her.

Tour Passes

Although the Trog Children's Program was popular at Mammoth Cave National Park (KY), the tour guide experienced some problems when parents occasionally left children unattended before the guide arrived for the tour.

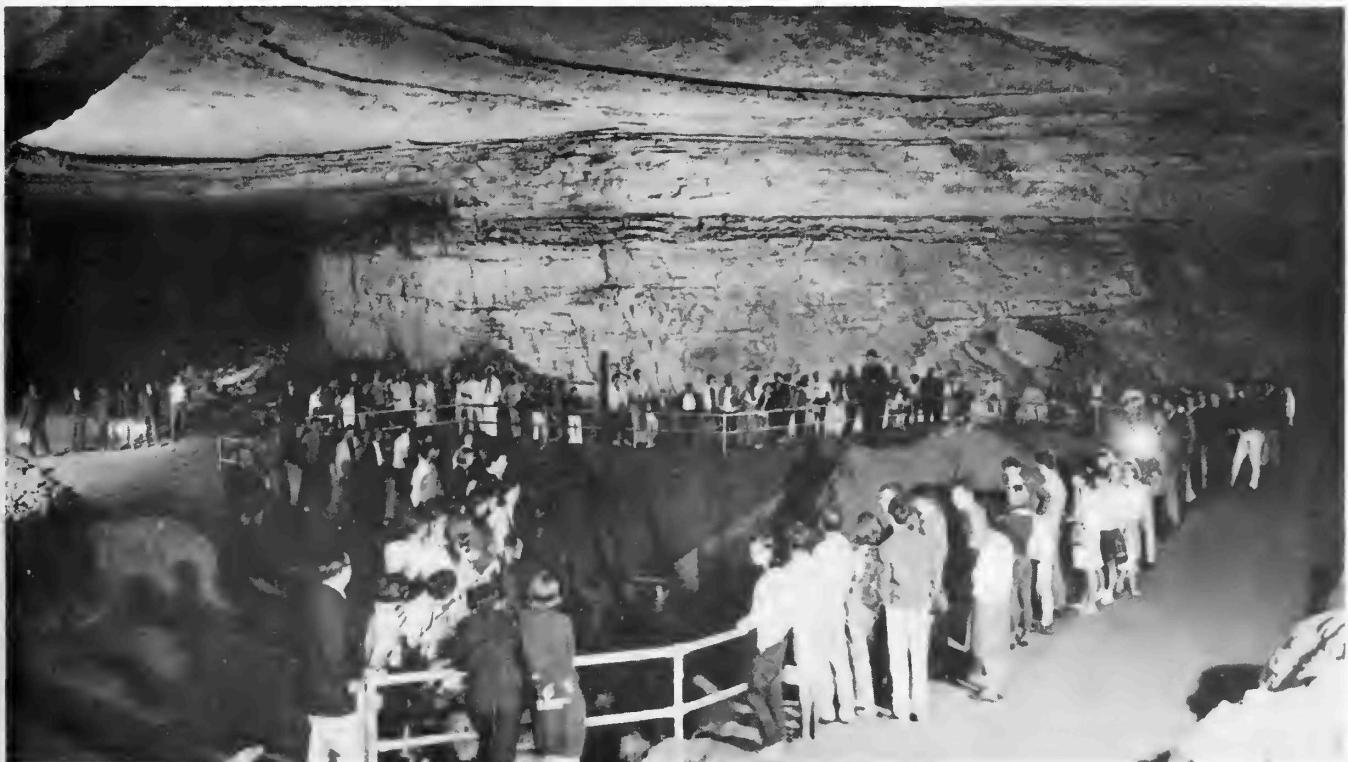
Supervisory Park Technician Rachel Wilson came up with a suggestion that will be of significant benefit to all concerned.

Wilson suggested having 3" x 5" tour passes mimeographed which would contain all pertinent information regarding the

upcoming tour and a place for the signature of the person taking the reservation.

The parent would be instructed to read the information on the pass and to personally present the pass to the guide at the beginning of the tour. This would prevent children from being left to their own devices while waiting for the tour to begin, and would also ensure that both parents and children would have the necessary information regarding the tour.

A \$25 National Park Service incentive award was presented to Wilson for her suggestion.



Interpretation Aid

Many visitors to park and recreation areas are keenly interested in the name and species of the wildflowers that are presently growing, or are native to that particular area. Although many park areas include this information in slide shows, not all visitors have the time or occasion to view these shows.

Supervisory Park Ranger Randall A. Kendrick of the Blue Ridge Parkway (NC-VA) suggests displaying color photographs of common wildflowers in bloom at Mabry Mill and

at other Parkway visitor contact stations. The Polaroid SX-70 color prints or the comparable Kodak system would do very well.

A picture could be taken of a wildflower species that just came into bloom, an explanatory caption typed, and both could be displayed for visitor viewing in an album page that had a clear plastic covering. These photos can be removed and replaced with those of the next emerging species, and can be used year after year.

Kendrick received a \$25 National Park Service incentive award for his suggestion.



First Aid Communication Kit

As park and recreation areas experience an increase of foreign visitors, more and more attention is being focused on ways to effectively communicate and serve our non-English speaking visitors. Especially important are those times when a foreign visitor needs emergency first aid.

Park Technician Michael John Meyer of Arches National Park (UT) suggests developing a standardized first aid kit which contains medical questions in 5 or 6 foreign languages (French, German, Spanish, etc.). These questions would be written in standard and phonetic pronunciation form. If the pronunciation was difficult, the injured person or a companion could read the questions. Meyer

also suggested including in the kit a diagram of the human body which could be labeled in the different languages.

Since few park and recreation personnel know more than one language, this kit would provide a better means of serving our non-English speaking visitors.

Meyer received a \$75 National Park Service incentive award for his suggestion.

<u>ENGLISH</u>	<u>GERMAN</u>	<u>PHONETIC PRONUNCIATION</u>
I understand	Ich verstehe	ikh fehrshayer
I don't understand	Ich verstehe nicht	ikh fehrshayer nikht
Do you understand?	Verstehen Sie?	fehshtayern zee
Can you show me?	Konnen Sie mir zeigen	kurnern zee meer tsighgem

<u>ENGLISH</u>	<u>FRENCH</u>
Show me?	I'm going to take your blood pressure.
Yes	It's nothing to worry about
No	I want you to go to the hospital
Where?	Je desire que vous alliez a l'
When?	
What?	
How?	
Who?	
Why?	
Could you	
Can you	
Please po	
the book	
back	
blad	
Do you sp	
blood	
I don't sp	
bone	
Please wr	

<u>English</u>	<u>Italian</u>	<u>PHONETIC PRONUNCIATION</u>
You'	Si	see
It's	No	No
ankl	Per piacere	pair peeanchayray
appe	Grazie	grartseeay
arm	Molte grazie	moaltay grartseeay
arte	Tante grazie	tahntay grartseeay
back	Va bene	vah bainay
blad	Prego	praygoa
Good mornin	Buongiorno	bwonjoarnoa
Good afterno	Buongiorno	bwonjoarnoa

Informative Signs

Park Technician Barry Mathias of Yellowstone NP (WY-MT-ID) saw a need to modify the information signs within Yellowstone NP.

The campground information signs at all of the entrance stations emphasized only the closed or full status of park campgrounds. It was discouraging for park visitors to enter the park and see only closed or full signs on the campground boards. The visitor had to extrapolate from the boards that landmark names such as Tower Fall, Slough Creek and Bridge Bay also represent campgrounds, and that these campgrounds were still open.

Mathias' suggestion was to inform visitors where they can camp rather than illustrate and emphasize closures or full campgrounds. He also suggested simultaneously signing open campgrounds with the closed ones.

A \$200 National Park Service incentive award was presented to Mathias for his suggestion.



Puncheon Bench

Maintenance Foreman Mitchell C. Packett of George Washington Birthplace National Monument (VA) had the idea for this inexpensive and easily constructed bench.

Native red cedar was the wood selected because many of these trees are lost in the park to wind storms and old age. The cedar has a handsome wine color and pungent cedar smell recognized by the visitors.

The bench legs are anchored in the soil to make them steady and they rest on buried cinder blocks to stop further settling.

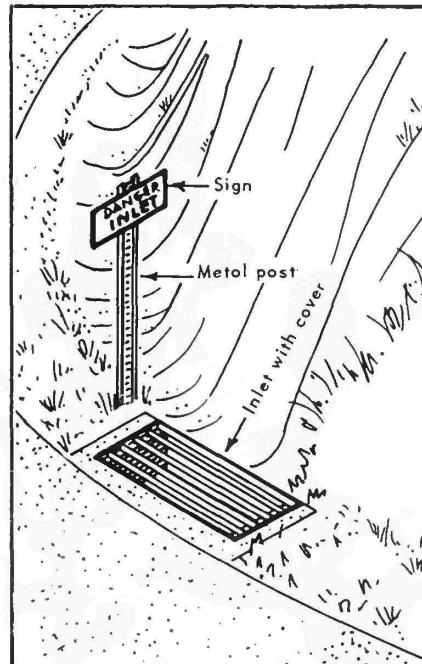
Each seat is made by first selecting a six foot piece of cedar without any center rot. It is cut lengthwise in half with a chain saw and the seat top is lightly sanded to remove any saw marks or splinters. The bottom of the seat is drilled to accept the legs which are pounded into place. Two bolts are used to attach the

back to the support posts.

No stain, sealer or paint was used so as to portray, as closely as possible, a bench of the 1750 period.

Two simple benches can be constructed in approximately 3 hours. Also, the bench can be made without the back rest and still provide adequate seating for visitors.

Drop Inlet Markers



Supervisory Park Ranger Francis T. Wolfe came up with this idea to alert visitors to unmarked or uncovered drop inlets along the mountain road at the Kennesaw Mountain National Battlefield Park (GA).

Wolfe recommends marking each drop inlet with a 4"x8" yellow metal marker mounted on a metal post and placing the marker approximately 30" from the road surface level. For those inlets immediately adjacent (within 18") of the traveled portion of the road, Wolfe suggests constructing metal grates to cover them.

These markers will serve as a warning to drivers that some degree of driving hazard exists and, hopefully, will reduce property damage or personal injury.

A \$25 National Park Service incentive award was presented to Wolfe for his suggestion.

Maintenance

Safer Method for Protecting Historic Feature

When removing cannon tubes from carriages for routine maintenance at the Petersburg National Battlefield (VA), one would use the front-end loader with chains wrapped around the cascabel and muzzle, or an iron/steel rod was inserted in the tube at the muzzle end to secure

the chains. These items often slipped and rolled which almost caused serious accidents on several occasions. Damage to the historic tube would vary per attempt to remove or replace.

Park Technician Isaac C. Kelley suggested using a nylon sling similar to one used for incapacitating horses with leg injuries. The design of the sling is such that the chains and/or rod and chain can be eliminated. Also, there is no damage from scratching, gouging, etc.

The nylon sling is rated at 2500 lbs. breaking strength. When placed under the tube, the sling provides secure, stable operation when lifting with a bucket-loader, hoist, etc.

Kelley feels his suggestion would better protect historic artifacts and provide a safer working environment for employees who must perform these maintenance operations.

A \$150 National Park Service incentive award was presented to Kelley for his suggestion.

Editor's Note:

Connie Villar of the National Park Service's Safety Management Division states there are many variables to be considered regarding the use of the nylon sling for lifting cannons such as:

- 1) The rating of the sling. The rated capacity shall not be exceeded.
- 2) The load must be balanced to prevent slippage.

Some standards which must be looked at are CFR 1926.251 which covers rigging equipment for material handling and CFR 1910.184 — Slings.

Concrete Fire Ring

This concrete fire ring was developed by Tom Miller and Harry Gordon of Shawnee State Park (PA).

Cut old pressure tanks of desired dimensions. Weld angles at divisions and allow 1" space on inside of ring for stripping form. Use 1" wood

spacer between angles.

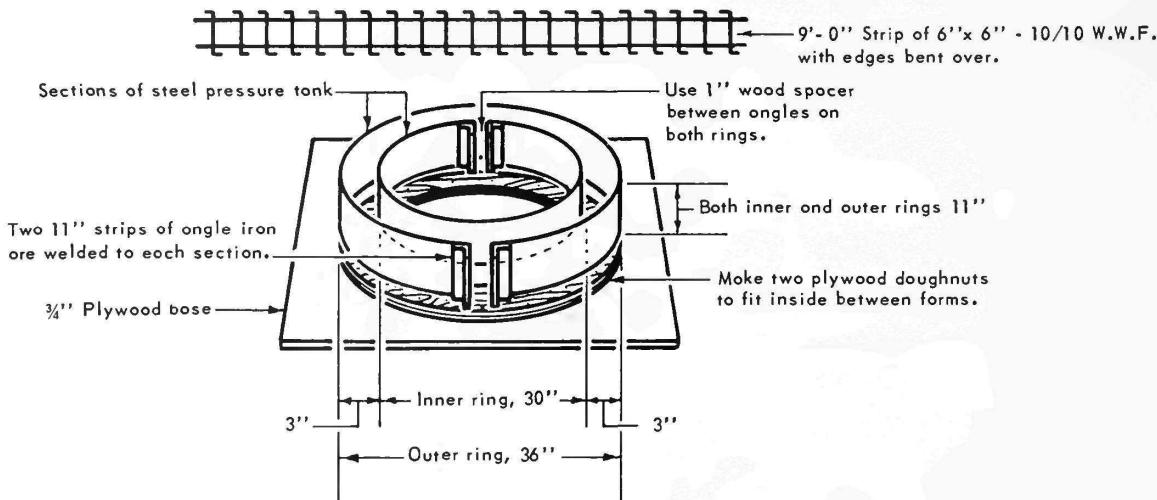
Cut two plywood doughnuts of correct dimensions and nail to 4' x 8' sheet $\frac{3}{4}$ " exterior.

Set the old forms and metal on plywood doughnut. Clamp angles with "C" clamp or vise grips. Insert concrete wire reinforcing #10—6 x 6, bent at cut. Use 1-2-3 mix, Class A

concrete, pouring and tapping sides for vibration.

Approximate cost for this fire ring is \$13 as compared to the \$35 price for a commercially-made ring.

Park Superintendent John Kohler of Shawnee State Park shared this design with *Grist* subscribers and readers.



FIRE RING FORM FOR CONCRETE

Bicycle Rack

Providing sufficient spaces for bicyclists to park their bicycles was a problem at Hopewell Village National Historic Site (PA). There were too many

bicycles for the old single-sided rack, and additional racks or a double-sided rack would have led to unacceptable congestion of pedestrian traffic as the old bike rack was on the Visitor Center walkway.



The problem was solved, however, by painting two parking spaces bright yellow for "no vehicle parking." A double-sided bike rack was purchased and placed lengthwise in the middle of the combined parking spaces. A large bicycle symbol sign was fastened to a round piece of plywood to eliminate the safety hazard of the sharp-edged metal. This plywood backing was painted black and the entire unit was mounted on the traffic side of the rack.

Park Superintendent Elizabeth E. Disrupe said there have been no problems with this arrangement since bicyclists have ample room and there is less congestion on the Visitor Center walkway. The bicycle rack was placed in the combined parking spaces located directly in front of the Visitor Center. This is convenient for bikers and is a quiet reminder to other visitors of alternate methods of transportation.

Aluminum Ramps

Custom-built aluminum ramps specifically designed for access to floating dock systems installed in reservoirs and tide-affected areas are now available from Topper

Industries.

These ramps are a unique blend of light-weight, structural rigidity/strength, and have an integral design feature that make their use particularly appropriate where water-borne docks are

raised and lowered by shifting water levels.

Composed of premium-grade marine aluminum, Topper's ramps are of durable welded construction, have 4-ft side railings, and are individually designed and built to accommodate a wide variety of dock and shore conditions.

The ramps are attached at the shore end (to a walkway, stairway, etc.) with a flexible hinge, and have two cast iron wheels at the dock end. The result is a ramp system that raises and lowers automatically with the tides, and smoothly slides forward and backward over a small area on the dock. Whatever height the dock floats up or down to, the ramp freely follows.

Aluminum construction makes these low-maintenance ramps highly resistant to corrosion, and painted protection is unnecessary. An optional roller, runoff plate, and expandable aluminum mesh walkway are also available.

For further information, contact Topper Industries, PO Box 1611, Vancouver, WA 98669.

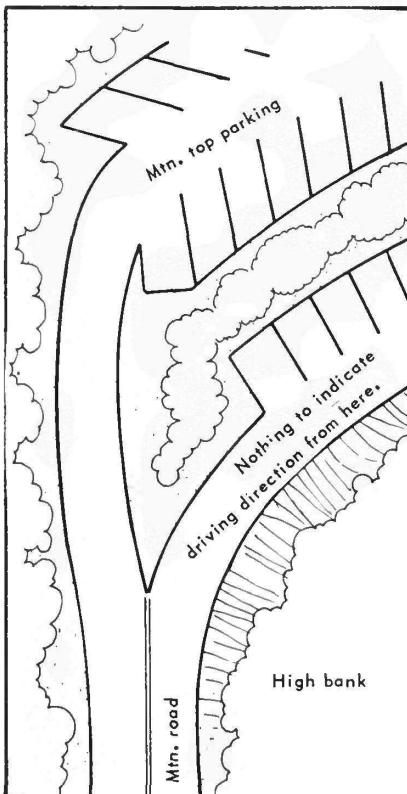


Vehicle Control in Parking Lot

Park Technician Arthur T. Whitehead saw a need to better control vehicles in the parking lot at Kennesaw Mountain National Battlefield Park (GA).

When traffic was heavy on the mountain top, vehicles that parked on the left side of the parking lot's first section sometimes turned around and exited back out on the narrow single lane. There were no signs or traffic arrows to indicate that this could cause a head-on collision with an inbound vehicle coming around the slight curve.

Whitehead suggested painting directional arrows or indicators on the roadway traffic lane to indicate the direction of travel on the single lane portions between the two-way road and parking lots, and using "NO EXIT" signs. Also, Whitehead suggested installing a sign at the Headquarters parking lot entrance near where the closing regulations are posted. This sign would indicate the direction to the mountain drive for the visitors who are not familiar with the area so they may drive on through and not have to hold up



other traffic while they make inquiries as to the proper road to use. This suggestion could well prevent a serious vehicle accident at or near the intersection with the mountain road.

Whitehead was presented a \$50 National Park Service incentive award for his suggestion.

Visual Inspection of SCUBA Tank Stickers

SCUBA tank cylinders at the Chickasaw National Recreation Area (OK) had to be transported to local dive shops and inspected, at a cost of approximately \$2.00 per cylinder, in order to obtain a current Visual Inspection Permit (V.I.P.) sticker.

Park Technician Bill Warren suggests that visual inspection stickers be printed up at the park or regional level. These need only be

small, vinyl, adhesive-backed stickers worded to indicate that the inspection has been performed. They could be affixed to all SCUBA or Scott Air pack cylinders owned by the Area after the cylinders have received an annual inspection of the interior of the tank by the Park Diving Officer or his/her representative. This inspection is not required by law at this time, but most reputable dive shops will not fill a cylinder which does not carry a valid V.I.P. sticker.

This suggestion would convey to the public the use of the V.I.P. program as a safety practice and would make park divers more aware of the necessity to inspect their tanks regularly to eliminate the danger of using contaminated cylinders.

Warren received a \$50 National Park Service incentive award for his suggestion.

Securing Tool Box Cover

Keeping a tool box lid cover in an open and upright position was often a problem at Indiana Dunes National Lakeshore (IN). Strong winds would lift the cover up and release the latch catch, causing the lid to fall closed. Any accidental bumping or jarring would also cause the lid to slam shut, occasionally injuring an employee.

Wayne R. French, park technician, devised a method for keeping the lid open and secure. He drilled a hole through the lid brace and inserted a pin to hold the lid open. A chain was welded to the pin and to the upper lid brace to avoid loss. This lid cover pin provides a safe means of access to the tool box.

French was presented a \$50 National Park Service incentive award for his suggestion.

