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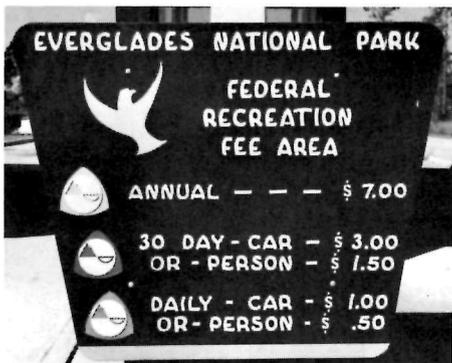


Want to Fill'em?

Try the Incentive Awards program

IDENTIFYING FEE AREAS WITH THE
LAND & WATER CONSERVATION
PROGRAM
(NPS SER 67-49)

Park Rangers Edward R. Carlson, Zeb V. McKinney, and Don L. Pumphrey of Everglades National Park wanted to capitalize on the favorable acceptance by the public of the Land and Water Conservation Fund Act which provides for new and better recreation facilities. They believed that this could be done by using the "Land and Water Conservation Emblem" and the "Golden Eagle" on fee schedule signs at all participating stations.



The "identification" has been established at Everglades (see photographs). A routed sign, using the two emblems and giving the annual, monthly, and daily fees, was constructed and installed at the entrance station. An article in the Miami

Herald used a picture of the sign and explained its significance. This publicity reached the Herald's more than 600,000 readers and firmly associated Everglades National Park with the Land and Water Conservation Program in local circles.

The sign has resulted in a saving of manpower by reducing the number of questions about the fees charged. It has also improved public service by speeding the flow of traffic through the entrance station. Many of the waiting visitors have decided which permit they will purchase and have their money ready.

Emblem colors on the sign correspond to colors of the permits. These can easily be repainted to conform to annual changes in permit color.

Ed, Zeb, and Don suggest that this idea could be applied to all Federal agencies charging "Federal Recreation Fees."

QUICK REPAIR FOR CONCRETE POSTS
(NPS SER 66-77)

If a concrete post is struck by a vehicle, broken off level with the ground and not further damaged, it can be repaired. Foreman Dale B. Sipes, Harper's Ferry (of Blue Ridge Parkway at the time he made the suggestion) tells how.

Straighten the post, place a form around it which extends ten inches into the ground and three or four inches above the ground to cover the broken area. Build the form to allow for a two-inch thickness of concrete. This is sufficient because of the reinforcing rods already in the post. Dig around the post, install forms, mix and pour concrete, remove form later at your convenience. The whole operation should take no more than thirty minutes.

Dale says it costs about \$2, or about thirty minutes of time and materials to make this repair. In contrast, removing and replacing the post would cost about \$12, involving: cost of a new post, \$5; labor to remove and replace, \$5; and if it were a sign post, time involved in removing the sign from one post and putting it on the new one, about \$2.

SHOWER SHEDDING CAMPFIRE SEATS
(NPS SER 66-106)

Park visitors attending an evening program at Everglades National Park are assured of a dry seat even though there may have been a preprogram shower—as there frequently is.

The seats shown in the photos are temporary campfire circle seats, and in photograph number one you see them folded. Photograph two shows some of them with the backrests positioned for seating.

Ernst T. Christensen, then the Chief Park Naturalist, says that the seats have proven to be very satisfactory and that



many programs have been held which it otherwise would have been necessary to cancel because of wet seats. Improvements in the design are planned to make them safer and more comfortable when more permanent seats are constructed.

**PREVENT RUSTING OF
CAMPGROUND GRILLS
(NPS SER 66-67)**

The use of boiled linseed oil or crankcase oil to prevent rusting of campground grills could cut the cost of materials by as much as one-half or two-thirds and at least double the life of the grills, says Mohonie A. Quidley, Operator General, Cape Hatteras National Seashore.

Aluminum paint was used as a protective coating before Mohonie made his suggestion, and besides being more expensive, it left the grills covered with flaky, peeling paint at the end of the season. Either of the oils could be sprayed on at the end of the season. The first fire would burn off the oil, and when it was time to give the grills a protective coating again, the metal would be exposed for the treatment.

**KEEPING LIDS ON GARBAGE CANS
(NPS SW 66-48)**

The frolicsome winds at Great Sand Dunes National Monument, when they wound themselves up to 35 miles an hour or more, snatched up garbage can lids and sent them rolling and the trash blowing all over the landscape. To stop that game, rocks were put on the lids to weight them down, but that discouraged visitors from putting trash in the cans. So, either way, keeping the area trash-free was a problem.



H. Wayne Norton, Supervisory Park Ranger, found a very simple solution. From the local used iron dealer he obtained material with which to permanently

weight the lids on the inside. The round pieces used were 1/2 inch thick and 9 inches in diameter. (See photo) It took about 10 to 15 minutes to install each piece, using 3 bolts 1/4 inch x 1 inch (2 bolts would be sufficient). The iron doesn't have to be round, of course, and Wayne says it could be lighter, but ought to be 9 or 10 inches across. At 48 cents a lid, it costs less than picking up a can of scattered trash just once.

**CONCRETE SUBSTITUTES
FOR WOODEN POSTS
(NPS MW 66-94)**

When Foreman Ray C. Davis was at Custer Battlefield National Monument (he's now at Badlands), he had an idea for making posts which would outlast the wooden ones which were in use on the self-guiding Entrenchment Trail at the Reno-Bentzen Defense Area. As you can see in photograph number 2, the posts are colored and resemble wooden posts.

The simple secret of making the posts is a hinged form made from a 4-foot section of 8-inch steel pipe cut in half lengthwise, and the diligent use of an electric finger vibrator (see photograph no. 1) to remove air bubbles from the wet concrete. In photograph no. 2 you can see that the pipe is hinged along one side and has bolts along the other.



Here are Ray's recommended steps in making the posts.

1. Mix cement, sand, and 3/4" gravel in 2.5/4/4 proportions, adding 1/4 cup of concrete coloring.

2. Close and bolt form, adding circular base plug. Pour concrete and thoroughly vibrate it as the form is filled. Tilt to 45 degrees to finish top pour.

3. After concrete has set for 2 hours, smooth off face of the post. Add a half-round backing of modeling clay to plastic numerals and imbed the clay portion into the soft concrete surface. Allow the post to set for 2 more hours before giving final finish to the face.

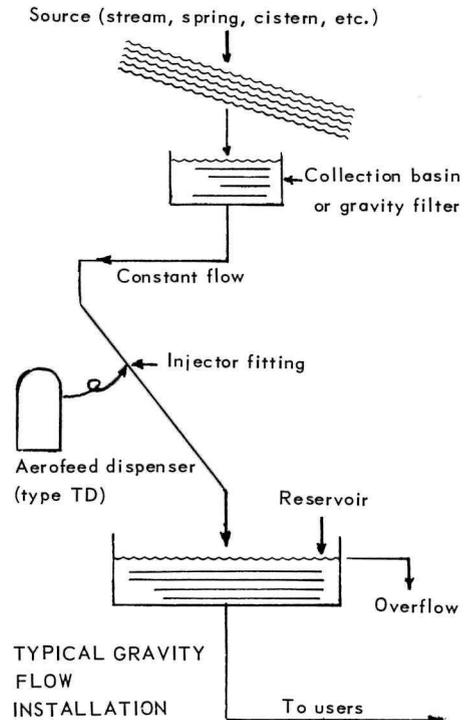
4. After the post has set for 12 hours, remove the form and finish the surface. Remove the numerals and paint the impression left by them.

Use of concrete instead of wood will eliminate costly maintenance and periodic replacement. Painting alone for the 18 posts on the Entrenchment Trail would be about \$100 a year, Superintendent Thomas K. Garry estimated, and Ray figured, based on a 7-year life for a treated wooden post, savings of close to \$100 in replacement over a 10-year period.

**CHLORINATING WATER WITHOUT
ELECTRICITY OR WATER POWER
(NPS SER 60-80)**

At the suggestion of Staff Engineer Gary E. Everhardt, of the Southeast Regional Office, a Standard (Series TD) hypochlorinator (basic unit), manufactured by Aero-feed Inc., was tested at Great Smoky Mountains over a four month period and found to be successful. Some advantages of the unit are:

1. Operates without electricity
2. Chlorinates water that has no pressure, such as gravity systems
3. Ease of installation, operation, and maintenance



4. Compact, to facilitate storage or transportation

5. Especially useful for meeting emergency or temporary chlorination services

6. Provides bacteria-free water to safeguard public health

7. Is corrosion resistant and operates effectively with commercial laundry bleaches.

The test results were compared with a pellet type hypochlorinator with the following outcome:

Pellet type hypochlorinator — Daily inspection and servicing (required to insure potable water)

120 inspections x \$2.00 per inspection (personal service, supplies, and other direct expenses) . . . \$240

Aerofeeder Chlorinator (Series TD) — Inspection and servicing every 10 days

12 inspections x \$2.00 per inspection (personal service, supplies, and other direct expenses) . . . \$24

The basic dispenser can be used with separately added components to provide flexibility of operation. By altering the operating characteristics of the dispenser, it can be used to chlorinate waters that run intermittently or waters delivered by hand-operated pumps. A typical gravity flow installation is shown in one sketch and the component parts for a complete Aerofeeder unit installation are shown in the other.

PIPE STRAPS ANCHOR PICNIC TABLES (NPS SER 66-112)

By using pipe straps to anchor pipe-frame picnic tables, Maintenance man Jack A. Hood, Fort Pulaski National Monument estimates that a savings of \$5.00 in materials and manpower for each table can be made at the time of installation. Additional manpower savings will be made every time the tables are demounted and remounted.

Jack used 1 1/4" straps to anchor table and bench combinations to concrete plat-



forms. Four straps are required for each table. These come with oval bolt holes. The bolts are set into the concrete, and the straps are fitted over the pipe frames and fastened to the bolts with lock nuts.

The pipe straps are made of malleable iron hot galvanized. They are inexpensive and come in many sizes. (Those used at the Fort were purchased from Thomas & Betts Company, Inc., P.O. Box 19875, Station N, Atlanta, Ga. 30325. They come in boxes of 25, and the 1 1/4" size are catalog number 1279.)

There are several ways of setting the bolts in the concrete. Jack found it most



satisfactory to imbed small blocks of wood flush with the surface at the time the concrete platforms were poured. When the time came to anchor the tables, the blocks were removed and the bolts inserted at the exact points where needed and then cemented in place. The straps can be removed in a matter of moments if the tables are to be stored for the winter, or if they are to be repainted in the shop.

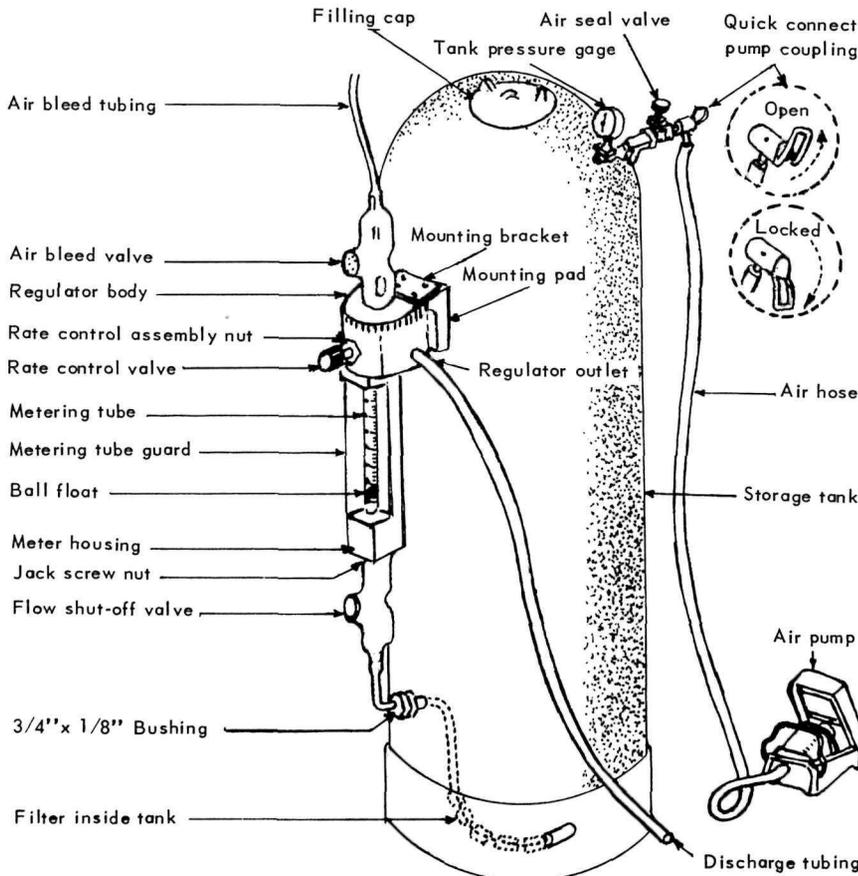
In ten months of use no attempt had been made by vandals to remove the straps.

TWIN MIRRORS FOR SAFER TRUCK OPERATION (NPS SER 66-81)

Foreman Nevin W. Wescott, Cape Hatteras National Seashore, suggests that all park trucks, regardless of size be equipped with two large mirrors, one on each side.

Reading accident reports, Nevin noted that many accidents occurred because the driver did not see a car which was approaching from the rear, particularly if the car had already pulled over to the left to pass.

Most trucks in park service have only a single small round mirror about five inches in diameter, located on the driver's side. If rectangular mirrors of a minimum of 4 1/2" x 11" size were placed on each side of the truck, the driver would have a greatly enlarged view and a much wider safety margin. Nevin thinks they should be required equipment on all National Park Service trucks. What do you think?



STOP VANDALISM OF
CANNON BALL MONUMENTS
(NPS SER 66-66)

Cannon balls welded together to form a monument are easy targets for vandalism. The welds are easily broken, and photograph number 2 shows the result.



Monument with Welded Cannon Balls



Result of Vandalism



Monument with Grouted Cannon Balls -
Vandalism Almost Impossible.

With thefts at about 180 a year, they were fast running out of cannon balls at Chickamauga-Chatanooga National Military Park. Foreman Eugene F. Pettyjohn came to the rescue with the suggestion that cement mortar be used instead of welding (see photo number 3). There hasn't been a case of vandalism since.

MAKE YOUR OWN REAR
PROJECTION SCREENS
(NPS SER 66-28)

Rear projection screens of sizes to fit your own needs can be made easily and inexpensively if you follow one of two methods which Park Historian Glenn L. Hinsdale, Horseshoe Bend National Military Park, devised.

The method Glenn considers best for general purposes uses transparentized tracing paper (Stock Number 7530-286-7762 in the 1964 GSA Supply Catalogue). This is a tough, translucent paper with a slightly grained surface. The conditions under which this screen was to be used required that it be sturdy enough to provide protection from the curious public. Therefore, a pane of single-weight window glass, two inches larger in each dimension than the size desired for the projected image, was selected. On this glass 1/4" x 1/4" strips of masonite board of a convenient length were glued with weather-strip adhesive, 3/16" from and parallel to the edges to provide a continuous spacer between the perimeter of the paper projection screen and the pane of glass. When the glue had dried properly, weather strip adhesive was spread evenly on the top surface of the spacer strips and allowed to dry until tacky to the touch. The glass was thoroughly cleaned and brushed free of lint, and an over-size sheet of the tracing paper was then stretched taut and pressed into the adhesive. Weights maintained tension on the edges of the screen during drying to insure a flat, ripple-free projection surface. The screen was later trimmed to size by drawing a sharp blade along the outside edges of the spacer strips. (The adhesive must be thoroughly dry before proceeding to the final step.)

The paper screen was then treated with a good grade of boiled linseed oil applied with a small, saturated swab, working with gentle circular motions to insure uniform wetting of the paper. After fifteen minutes the excess oil was wiped off with soft cloths and then with paper tissues. The screen was then ready for immediate use.

The other method which Glenn tried and selected as successful was to bond the paper screen to the glass. He selected a pane of glass of a size to suit his need and a sheet of tracing paper 1/8" smaller in each dimension. On the thoroughly cleaned glass surface he spread a film of boiled linseed oil, then pressed the paper screen into the oil (which quickly saturates the paper). Light weights were placed on the screen to prevent curling. The oil was allowed to dry for several days, during which oxidation process the screen was inspected frequently for air bubbles. If this occurred, they were worked out toward the edges by gently pressing with a soft cloth.

This method results in a screen permanently bonded to the glass surface, giving only two dispersion surfaces and maxi-

imum transparency. It is excellent for use with low-intensity projection equipment, Glenn says, but will tend to develop "hot spots" with too intense illumination. The experimental screen was put into use one hour after construction. Small bubbles that developed during the first two days of the oxidation process did not interfere with a good projected image and were removed when the projector was not in operation.

Where protection of the oiled paper screen from abuse is not a factor, any method of obtaining a flat surface will do. A reinforced lacing strip placed around the edge of the screen would permit lacing it to a tubular or other support, the method used for commercial screens. This type screen would be suitable for a protected, sliding-panel installation in an office, conference room, or auditorium.

A test sheet of the paper used in making these screens oiled and exposed to daylight and air for a month showed no detectable change in color or transmission quality. Glenn thinks that transmission quality due to aging of the screen will not be a significant factor in any except the most technically critical projection problems. Durability increases as oxidation progresses and use expectancy promises to be reasonably long.

Glenn says that, experimenting, you may find other oils or other paper give better results than those he used. He used what was readily available. The boiled linseed oil he knew would produce a translucent screen which would quickly dry to a dust-free finish. The paper which he used is 42 inches wide, which limits the screen size, but an invisible splice isn't feasible.

For greater permanence and resistance to abrasion, Glenn suggests the possibility of laminating a well-cured screen of this type between two layers of flexible clear plastic. It would reduce danger of damage to screens of larger size during transportation and storage.

A commercial rear-projection screen available on the GSA contract schedule costs about \$3.50 a square foot, including the tubular metal mount. Glenn's screen, mounted on and protected by a sheet of single-weight glass, costs a little more than 30 cents a square foot, exclusive of labor, which was about two hours for the experimental model. Glenn estimates the saving to be about 65 to 80 percent of commercial costs, depending upon screen size.

MAKE YOUR OWN
ACETATE SLIDE PROTECTORS
(NPS MW 66-76)

Commercially available one-piece acetate slide protectors fit very tightly. There is danger of bending slides when they are inserted and usually impossible to remove them without cutting the protector.

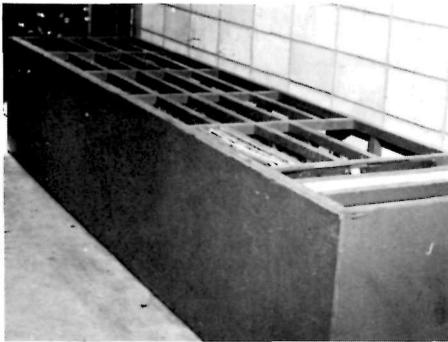
John S. Mohlehenrich, at the time he made the suggestion was Interpretive Specialist at Flaming Gorge National Re-

creation Area Project, made his own from the acetate sleeves used to package slide sets for sale. He cut five individual protectors from the 10 1/4" long sleeves used to package 4-slide sets. Because of the open, overlap design of these sleeves, the slides can be inserted and removed rapidly and easily. One protector can be used many times. A good paper cutter will cut two sleeves at a time.

One-piece protectors cost about \$2.40 per hundred, or about \$.024 each. One acetate sleeve cost \$.02. Since five protectors can be cut from one sleeve, the unit cost is \$.004. The acetate sleeves can be ordered from Frank Holmes Laboratories, Inc., 1947 First St., San Fernando, Calif.

STORAGE RACK FOR TRAFFIC SIGNS
(NPS MW 66-62)

When traffic signs are stored on shelves, particularly if overhead, there is always the danger of their being pulled out or slipping out when one is being removed, causing injury to someone.



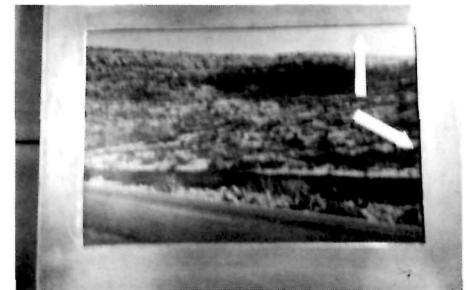
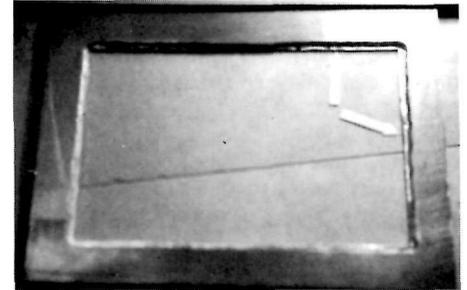
**INSTALLING METAL PHOTOS
IN ALUMINUM SIGNS**
(NPS-SW-66-110)

At Grand Canyon National Park, Signmaker William P. Mote and Signmaker Helper A. J. Talley have devised a better and less time consuming method of installing metal photos in aluminum signs. This is the way they do it.

On the aluminum sign, mark off the place where the metal photo will be, draw an outline 1/4" smaller than the size of the photo, then drill a hole in each corner of the outline. Using a sabre saw, cut around the outline, then turn the sign over and mill the edge of the hole to the correct size of the metal photo, leaving a 1/16" lip for the photo to rest on. Cut a piece of backing to fit against the metal photo after it is in place. This prevents vandals from prying the photo out of the sign.

The total time for installing is about one hour, saving around \$30 per metal photo. Another advantage is that the metal photo can be replaced at the Park or Monument, thus eliminating the cost of shipping the sign to a central shop, and shortening the length of time the sign is out of use.

The old method, by which the metal photo was installed flush with the face of the sign, required 6 to 8 hours of milling, smoothing the aluminum, and fitting the metal photo in place, plus additional time for the finishing process.

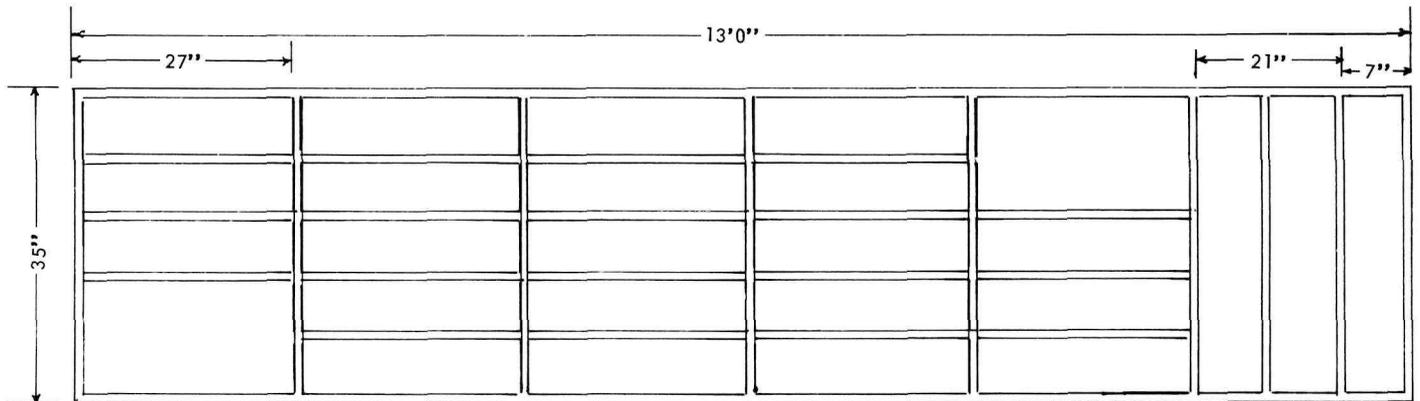


The storage rack shown in the photos and sketch was designed by Roads Foreman Dell R. Bressler, Grand Teton National Park, and has been in use for some time.

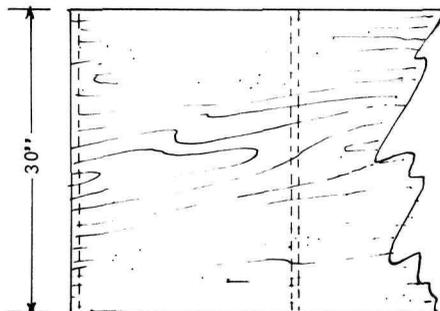
In addition to the safety factor, the rack makes it easier to locate the desired sign, since as shown in one of the photos, each section is labeled. Less storage area over-

all is required than in most sign storage arrangements (30" high x 35" deep x 13' long), and a minimum of clear space in front of the rack to select signs is needed.

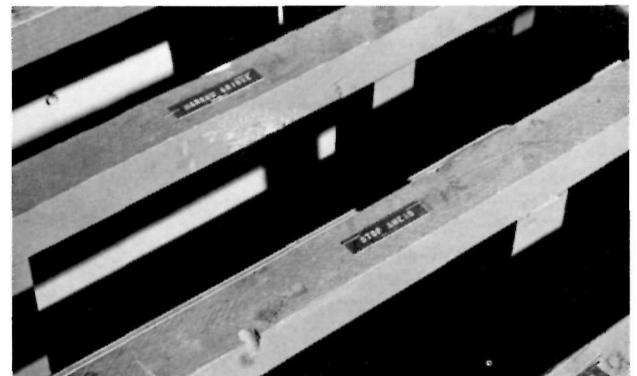
The rack was constructed of 2" x 2" fir for the framework, covered with 3/4" plywood to which a coat of gray deck paint was applied.



TOP VIEW



FRONT ELEVATION

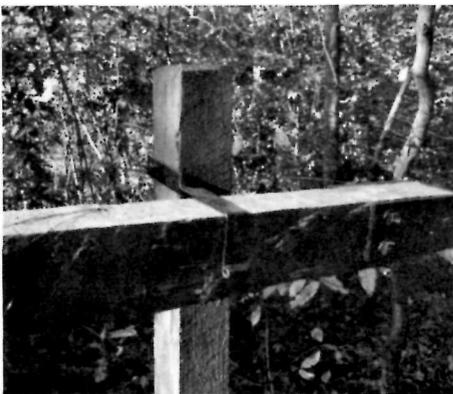
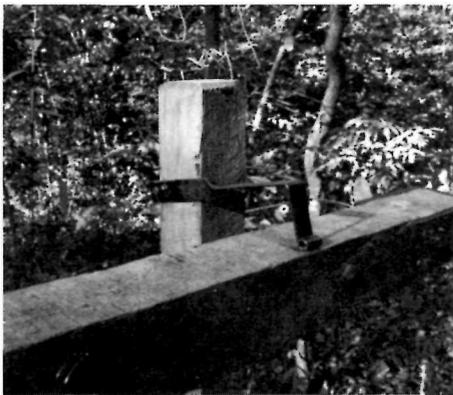


**RETAINING LATCH FOR
HEAVY RUSTIC GATE ARMS
(NPS SER 66-30)**

After an automobile accident caused by a gate swinging free across the roadway in a strong wind, Francis T. Wolfe, District Park Ranger, Colonial National Historic Park, designed the latch shown in the photos.

The hook and eye arrangement for retaining a gate in an open position wasn't being used because, due to sagging of the gate cross arms, they were out of alignment.

The retaining latch which Francis designed is made of flat iron, one-eighth of an inch thick and two inches wide. Length depends on the width of the gate timber. This type latch has proved more reliable in retaining the heavy gate arms. It also eliminates the lifting necessary to align a hook and eye type latch.



**UNDAZZLING SUNLIGHT
ON SHINY SURFACES
(NPS MW 66-78)**

A driver being dazzled by sunlight reflected from chromium or other shiny surfaces inside or outside his vehicle is taking a safety risk.

Wayne E. Welch, Assistant District Ranger, Dinosaur National Monument, suggests a quick and easy way to eliminate the difficulty. Apply chromium cleaner or automobile polish to the offending surfaces. Just apply it—don't wipe it off.

The coating is surprisingly tenacious, and tests show that single coating on a windshield wiper arm will usually stay on for weeks, even through heavy rain storms, Wayne says. If applied with a small wad of cotton, the coating will have a smooth appearance.

This glare-reducing method is particularly useful when driving a vehicle drawn at random from a motor pool, or if for some reason it is not desirable to apply a permanent, glare-proof coating. A small quantity of the polish can be carried in a leak-proof container; and glare spots can be eliminated as they show up, just by dabbing on a little polish.

**SAFETY SHIELD FOR
TRACTOR-MOWER OPERATOR
(NPS SER 66-69)**

The operator of a tractor used to pull a rotary type mower is in danger of being struck by flying objects, such as rocks, cans, and glass that are thrown up by the rotating blade. Maintenance man Hubert P. Thompson, Natchez Trace Parkway, designed the shield shown in the photos to provide protection.

The shield is made from sheet metal approximately 1/16" thick and should be about 20" to 24" in width. It should be curved to deflect flying objects. The shield shown in the photos was fastened to the tractor fenders just back of the operator. Its length is determined by the distance between the tractor fenders or other fastening points.

Material and labor for making and installing the shield cost about \$9.00.



**TRANSPORT FIRE TOOLS
SAFELY, QUIETLY
(NPS SER 66-64)**

Conventional fire tool boxes are normally too large and bulky to carry inside the trunk of sedan type patrol cars. Carried loose in a sedan trunk they rattle and bump around and distract the driver. Besides that, loose tools are a safety hazard. Park Ranger Charlie V. Fisher at Chickamauga-Chattanooga National Military Park suggested this modified fire tool holder.



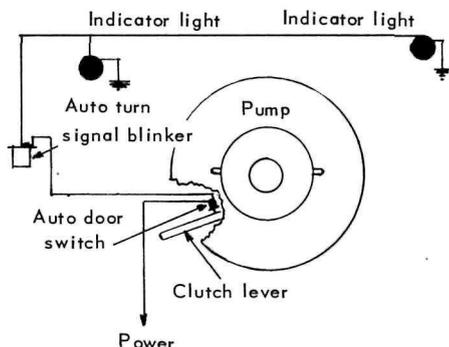
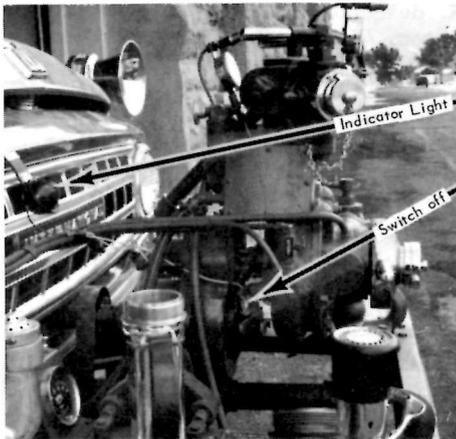
The tool holder shown in the photos was built for about \$5, using 3/4" plywood, a few nails or screws, and rubber bands cut from inner tubes. The tools fit in slots cut on either end of the holder and are held snugly in place by rubber bands. This one holds 2 rakes, 1 axe, and 1 shovel. A strap around the middle of the holder further secures the tools and also serves as a handle. Any old belt of canvas or leather can be used for the strap.



**WARNING TO PREVENT
FIRE PUMP DAMAGE
(NPS MW 66-82)**

Front mounted mobile fire pumps can be seriously damaged if inadvertently left in gear while the truck is being driven at highway speeds. This causes excessive wear and impellers, and makes repair and replacement of clutch parts necessary. In addition to the cost of repairs, this can keep a truck out of service for as long as two weeks while parts are being obtained.

Ted R. Scott, Supervisory Park Ranger, Yellowstone National Park, has devised a light system to warn the operator that the pump is in gear. He installed an automobile



door switch (the type used for dome lights) in such a position that the clutch lever depresses it, keeping it off, when the pump is out of gear. When the pump is in gear

two blinking indicator lights, one over the pump and another in the cab, come on. This gives the operator warning at two places that the pump is in gear.

Ted used a truck turn signal as the outside indicator light and a "radiotype" indicator light inside.

**GETTING A FIRE PREVENTION
MESSAGE ACROSS
(NPS MW 66-86)**

Supervisory Park Ranger J. Fred Devenport, Wind Cave National Park, found a way to get a fire prevention message right into the hands of visitors.

A rubber stamp was made bearing the following message:

**PREVENT GRASS FIRES
USE YOUR ASHTRAY**

The message was hand stamped on the front of the illustrated park folders which all visitors to the park receive.

**PROTECTION FOR CHROME FITTINGS
(NPS SER 66-70)**

The thin coating of chrome on comfort station fixtures, such as towel and tissue holders, soap dispensers and the like, tends to crack and peel off under conditions of extreme temperature change and accumulation of condensation. When this happens the fixtures rust, become unsightly, and have to be replaced, their potential use-period having been reduced often by several years.

Foreman Dale B. Sipes of Blue Ridge Parkway suggests that, when comfort stations are closed for the season in areas of extreme temperature changes, a heavy protective coating of paste wax be put on on all chrome fixtures. This will prevent cracking and peeling of the finish and the rusting which follows. The well-maintained appearance of the interior of the building will be preserved, and the expense of replacing the fixtures so frequently will be saved.

Dale says that a one pound can of wax, costing less than a dollar will coat fixtures in five comfort stations and that almost no cost is involved in application, because the fixtures have to be cleaned anyway when opening and closing the stations.

**PROTECTION FOR
FIRE TOOL HANDLES
(NPS W 66-107)**

Handles for fire hand tools mounted for ready use in park vehicles were deteriorating from exposure to weather and were

becoming damaged by contact with other articles being hauled in truck beds at Sequoia and Kings Canyon National Parks. John P. Bowdler, Supervisory Park Ranger, found that covering the handles with surplus linen hose dipped in boiled linseed oil protected the handles from deterioration due to weather and from damage by other articles in the vehicle as well.

The following is a partial listing of individuals who have received National Park Service suggestion awards to date. Following the listed awarded idea, you will find a page number if the idea was reported in this issue of PLOWBACK. Other listings cover awards for ideas of local application only. Awards information received after August 1, 1967, will be reported or listed in subsequent issues of PLOWBACK.

- Alexander, Gene R. (NPS W 67-133) Install light on generator house at Rogers Peak.
- Arms, Nick, Jr. (NPS W 67-222) Install safety guard around generator flywheel at powerhouse.
- Baker, Eunice T. (NPS M 67-137) Directional sign to locate GSA Motor Pool.
- Barnes, Millie (NPS NE 67-6) Place vending machine in ladies room.
- Baumann, Michael P. (NPS W 67-155) Wire loop for tool heads on pick or mattocks.
- Beans, Marvin E. (NPS NE 67-60) Install a central blower system.
- Bekaert, Rita J. (NPS M 67-79) Show employee's tour of duty on T&A report.
- Becker, Michael J. (NPS SW 66-56) Service participation in All-Electric Home promotion programs.
- Bice, E. Sue (NPS SW 67-60) Circulate news releases in office and region.
- Bice, E. Sue (NPS SW 67-95) Consolidate information preparing travel authorizations on Travel Questionnaire.
- Bielenberg, David A. (NPS M 67-167) Trail map used as orientation aid for seasonal personnel.
- Black, Bruce W. (NPS SER 66-183) Use headlights not parking lights for low visibility during daylight hours.
- Bowdler, John P. (NPS W 66-107) Protection for Fire Tool Handles. See p. PL-23.
- Bowdler, John P. (NPS W 66-108) Sample fire time slips.
- Bradfield, Carol A. (NPS WASO 67-41) Revise "Request for Eligibles" form.
- Bressler, Dell R. (NPS M 66-62) Storage rack for traffic signs. See p. PL-21.
- Brower, Frederick J. (NPS NE 66-61) Uniformed women employees wear emblems centered above name tag.
- Bullington, Neal R. (NPS SW 67-16) Recommend employees working with their hands not wear finger rings.
- Caresia, Fredrick W. (NPS SW 67-81) Consolidate information on Accident Reporting Chart.

- Carlson, Edward R. (NPS SER 67-49) Install signs at entrance stations listing fee charges. See p. PL-17.
- Christensen, Ernst T. (NPS SER 66-106) Shower shedding campfire seats. See p. PL-17.
- Coign, Roy E. (NPS NCR 67-98) Procedure serving TVN moving traffic violations.
- Coleman, Clifford (NPS NE 67-102) Directional signs in Congress Hall.
- Combs, Ruth (NPS W 67-80) Subscribe to clipping service in Bay Area.
- Court, James V. (NPS M 67-123) Adopt blizzard parka as part of winter uniform.
- Crellin, Thomas N. (NPS SW 66-56) Service participation in All-Electric Home promotion programs.
- Davis, Ray C. (NPS MW 66-94) Concrete substitutes for wooden posts. See p. PL-18.
- Derby, Raymond L. (NPS M 67-150) Post inventory list to locate objects.
- Davenport J. Fred (NPS M 66-86) Fire prevention message. See p. PL-23.
- Dolnicar, Ina M. (NPS W 67-1) Suggests awards be implemented.
- Dolnicar, Ina M. (NPS W 67-2) Memoranda transmitting project drawings include statement.
- Dolnicar, Ina M. (NPS W 67-3) Use one cost estimate form.
- Dolnicar, Ina M. (NPW 67-5) Drafting room employees use ear plugs when listening to radio.
- Dolnicar, Ina M. (NPS W 67-6) Move slide file from office to library.
- Doty, Catherine H. (NPS SW 66-69) Index for reports management handbook.
- Duckett, Virginia B. (NPS W 66-59) Card file in payroll section.
- Eaton, Beth M. (NPS M 67-119) Reinforce edge of nylon flags.
- Everhardt, Gary E. (NPS SER 66-80) Chlorinating water without electricity or water power. See p. PL-18.
- Farrell, Daniel J. (NPS W 67-211) Adaptation of pocket compasses.
- Fewlass, Thomas J. (NPS M 67-158) Install fire alarms at residential area.
- Fierro, Henry H. (NPS SW 67-23) Use glass cleaner a new method for cleaning floors.
- Fisher, Charlie V. (NPS SER 66-64) Modified fire tool holder. See p. PL-22.
- Foreman, Lee (NPS M 67-141) Swinging gate stabilizers.
- Foster, Joseph E. (NPS SW 67-143) Install safety hand rail on wooden bridge.
- Galloway, Eugene K. (NPS M 67-106) Add easel mounted photos and brief text in several locations at Fort Laramie.
- Gillman, Yvonne D. (NPS W 66-36) First aid index.
- Gonzales, Manuel A. (NPS SW 67-51) Use overlay sheet for Standard Form 80.
- Graves, Peggy (NPS W 67-102) Year to date change form.
- Gray, Jean M. (NPS M 67-169) Place cost account number in remarks column.
- Hagan, James B. (NPS NE 67-66) Install heater in boiler house.
- Hakel, Larry L. (NPS W 67-99) A form to handle visitor complaints.
- Hanna, Nancy (NPS W 66-8) Addressograph bidders lists.
- Harman, David C. (NPS W 67-118) Routing symbols on correspondence.
- Hejny, Adeline R. (NPS W 67-2) Southern Calif. Edison Co. offers free repair service for electrical appliances.
- Hershberg, Gertrude (NPS NCR 67-88) Out dated letterhead cut to note size paper.
- Hinsdale, Glenn L. (NPS SER 66-28) Make projection screen. See p. PL-20.
- Hood, Jack A. (NPS SER 66-112) Pipe straps for picnic tables. See p. PL-19.
- Housenfluck, Earl (NPS NCR 67-72) Revise motor vehicle storage record form.
- Hubbert, Vincent D. (NPS NE 67-58) Fire-proof storage cabinet.
- Hunt, Herbert W. (NPS W 67-238) Envelope for keeping credit card slips.
- Hurley, Patrick (NPS NCR 67-132) Filing of letters.
- James, Dorothy (NPS W 67-9) Adopt Daylight-Saving map.
- Johnson, Einar L. (NPS WASO 67-48) Place sign above Information Office door.
- Jones, Bennie C. (NPS W 67-142) Remove single phase conductor.
- Jones, Bennie (NPS W 67-193) Reword sign over voltage regulators.
- Keller, Paul (NPS NCR 66-40) Construct nature trail at Great Falls, Md.
- Kellman, Violet M. (NPS W 67-12) Route table of contents instead of magazines.
- Koubele, Betty R. (NPS WASO 67-37) Eliminate emblem type pins.
- Lacher, Anna M. (NPS W 67-71) Place full length mirror at strategic spot.
- Lancaster, Ruth (NPS NCR 67-133) Limit application and high degree of benefit.
- Lewis, John G. (NPS W 66-102) Place traffic cones for safety.
- Lucas, Jennie E. (NPS WASO 67-64) Revise Form DI-400.
- McClendon, Rufus (NPS W 67-235) Use of single prespaced lettered templates.
- Magie, Robert A. (NPS W 67-233) Raised letter labels for fire hose.
- Maitland, Ronald S. (NPS NE 67-52) Mark fire hydrants with reflecting type material.
- Meadows, Ellen (NPS SW 67-76) Include titles in NPS directory.
- Mehlan, Marie H. (NPS SE 67-67) Safety film on fire hazards.
- Mohlhenrich, John S. (NPS M 66-75) Acetate slide protectors. See p. PL-20.
- Montgomery, Jon B. (NPS SW 67-63) Minimum mileage tags.
- Mote, William P. (NPS SW 66-110) Install aluminum metal photo signs. See p. PL-21.
- Nathanson, Sam (NPS NE 67-98) Move visitor guest book to a stand of its own.
- Nathanson, Sam (NPS NE 67-104) Place information signs at street level.
- Norton, H. Wayne (NPS SW 66-48) Method to keep lids on garbage cans. See p. PL-18.
- Oakes, Yvonne M. (NPS SW 67-96) Use rubber stamp on form SF-50.
- Okamoto, Hiroshi (NPS W 67-113) Carry park brochures in all vehicles.
- Owen, Mabel H. (NPS SW 67-58) Rubber stamp to notify correct address.
- Peters, Clay E. (NPS W 67-7) Printed ruler on field notebook.
- Pettyjohn, Eugene F. (NPS SER 66-66) Cement mortar on cannon ball monuments stops vandalism. See p. PL-20.
- Polen, Raymond E. (NPS NCR 65-173) Improve traffic conditions.
- Qualls, Albert P. (NPS NCR 65-157) New complaint and reporting system.
- Quidley, Mohonie A. (NPS SER 66-67) Campground grills. See p. PL-18.
- Reck, Samuel H. (NPS NE 67-51) Corpsmen clothing.
- Richards, Robert (NPS NE 67-95) Make service bell audible on third floor.
- Rodgers, D. L. (NPS NCR 67-44) New procedure submitting accident reports.
- Savage, Terry (NPS W 67-7) New cover design for publication.
- Scott, Theodore R. (NPS M 66-82) Prevent fire pump damage. See p. PL-23.
- Sher, Frank E. (NPS NCR 67-45) Use anti-fog cloths in cruiser.
- Simmonds, Robert V. (NPS W 67-4) Include name and title in master plan narratives.
- Sipes, Dale B. (NPS SER 66-70) Chrome fitting protection. See p. PL-23.
- Sipes, Dale B. (NPS SER 66-77) Repairing concrete posts. See p. PL-17.
- Smith, Franklin G. (NPS SW 66-56) Service participation in All-Electric Home promotion programs.
- Talley, A. J. (NPS SW 66-110) Install aluminum metal photo signs. See p. PL-21.
- Thompson, Gloria S. (NPS W 67-244) Improve sign system.
- Thompson, Hubert P. (NPS SER 66-69) Safety shield for tractor-mower operator. See p. PL-22.
- Thompson, R. E. (NPS NCR 67-44) New procedure submitting accident reports.
- Trapp, Richard A. (NPS M 67-152) Modify pay cards.
- Van Tassell, Fred (NPS NE 67-49) Permit stamping machine.
- Vaughn, Joseph E. (NPS M 67-122) Make survey to determine audibility of fire sirens.
- Wallenburn, Laurence H. (NPS W 67-160) Install a door closer.
- Welch, Wayne E. (NPS M 66-78) Eliminate glare of vehicles. See p. PL-22.
- Wendt, Charles W. (NPS 67-28) Prevent handles of axes and pulaskis from loosening in the heads.
- Wescott, Nevin W. (NPS SER 66-81) Twin mirrors for safer truck operation. See p. PL-19.
- White, Ben F. (NPS W 67-167) Glass cleaner formula.
- Wilmes, Dorothy M. (NPS SW 67-40) Form simplifying Quarterly Mail Report.
- Wilmes, Dorothy M. (NPS SW 67-41) Mail report sheet.
- Wolfe, Francis T. (NPS SER 66-30) Gate latch. See p. PL-22.
- Woodbury, Charles P. (NPS W 67-86) Key tags.
- Yardic, George T. (NPS W 67-173) Add office symbols to telephone listing.