



SEPTEMBER 1969

NUMBER 3



NEW USE FOR PLUMBER'S HELPER
(NPS W 67-59)

Nick Arms, Jr., power plant operator, Yosemite National Park, was mopping up when the phone rang and at the same moment he backed into the water turbine governor control piston rod in the shut down and reduce load position. This 1 1/4-inch rod projects into the walkway about 10 inches. That phone just went right on ringing while Nick bent double from the pain in his side.

The soreness and the black and blue marks were a reminder to find some form of protection from those protruding rods, and he found the answer in the rubber plungers commonly called "plumber's helper" or "plumber's friend."

One of these was fitted over each of the control rods, reversed, and painted red.

the tree (see photo B). The cable was anchored to post #2 below water level. A metal basket was constructed and provision made for attaching to it a thermometer gauge approximately the length and diameter of a wooden pencil.



IMPROVED WATER SAMPLING AND TEMPERATURE RECORDING
(NPS SE 66-119)

When it rains at Mammoth Cave National Park, the steep slope shown in photo A becomes muddy and slippery. More rain and — the water rises several feet above the pool. A flooding — well, then the whole area may be under water. Yet, this is the spot at which, once a week, regardless of weather conditions, water samples and temperature are taken. Needless to say, the danger to personnel of falling or of slipping into the water is great. For safety's sake, two men were assigned to the job.

Park Guide Fred D. Furlong proposed construction of a device, suspended on a cable between two posts (see photos) placed in such position that one man standing at the top of the bank could manipulate a nylon rope and pulley to bring up a water sample bottle.

A heavy gauge cable was used from post #1 at the top of the bank to post #2 placed in the pool about sixteen inches in front of

The basket was attached to the cable with a break-apart pulley, which makes it possible to remove the sampling device after each use.

A water sample bottle is put into the basket which is lowered into the water and then pulled back up by means of a nylon rope. One man can now safely do in any weather the job which formerly took two.

WATER-LEVEL READING DEVICE
(NPS SE 69-44)

Water tanks supplying rest rooms on mountains in Hot Springs National Park must be frequently checked, and if found to be low, replenished by starting pumps to fill them. Electricity is not available, and rope or cable devices require frequent maintenance and are usually unsatisfactory.

Doyn Lammer solved the problem by attaching (can be done by soldering or threading) a copper or iron elbow to the bottom of the tank. To this he attached a length of plastic pipe the same height as the tank. Alongside the pipe which extends up the outside of the tank, feet were measured off and marked. One side of the plastic pipe can be painted fluorescent red, in order to make the water level more visible. The water level in the plastic pipe will remain at the same level as that in the tank.

LET THERE BE LIGHT
(NPS SE 69-3)

You've put the visitor registration desk in the most appropriate spot—everything's okay—fine! But wait a minute, that's rather a dark corner. What about the visitor who must sign the registration book and has to see what you want him to write and where? Need a light there?

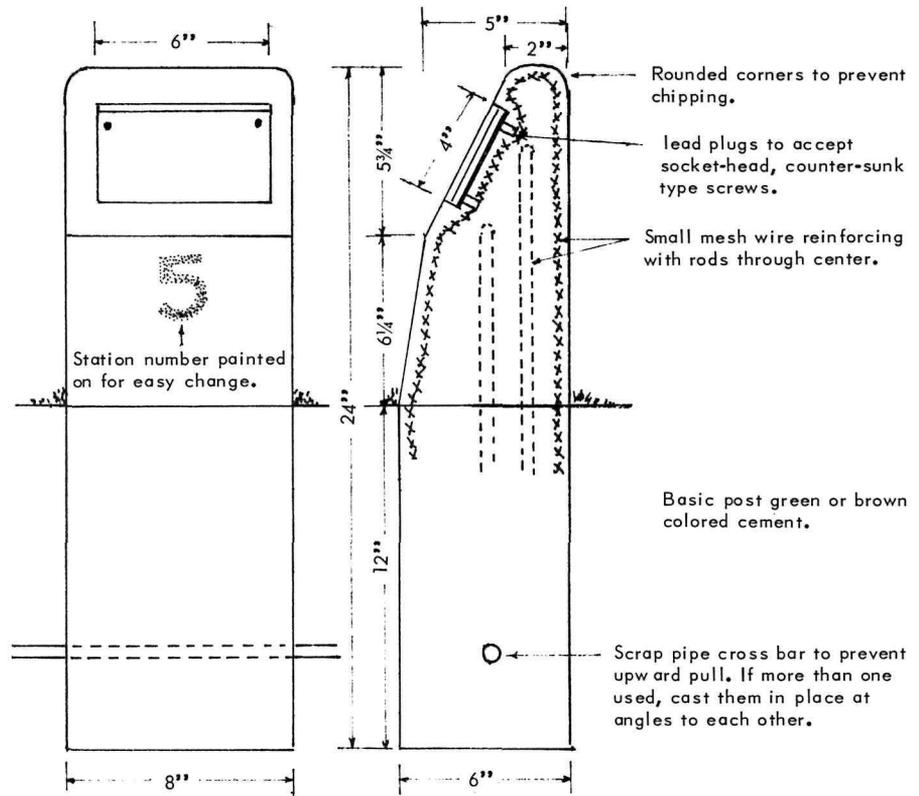
Park Guide George W. Archambo, Fort Sumter National Monument, offers this reminder.

VANDAL-RESISTANT
NATURE TRAIL POST
(NPS W 67-38)

At Pinnacles National Monument several types of trailside posts have been tried over the years. Regular wood or metal stakes have been quickly pulled up. Arrow-head cutouts on iron rods have been pulled up or the rods twisted out of shape until useless. The 4" by 4" redwood posts with routed numbers on a sloping face and cemented into the ground lasted longer than other types, however, these have been hacked until some numbers are all but illegible, and replacing wood posts set in concrete is no small chore.

Chief Park Naturalist Robert C. Zink designed a post which is close to being vandal-proof.

Bob's post is cast concrete, slightly tapered 6" by 8" by 24" length with cement coloring incorporated. Chicken wire or other small mesh wire reinforcing is placed close to the outer surfaces and a rod or two in the center. The label recess on the sloped face is made to accommodate a 4" by 6" metal photo text covered with 1/8" plexiglass. Recessing provides resistance to prying with knives, and the plexiglass protects the label. However, if vandalism occurs in spite of these measures the plexiglass and the metal photo text may easily be replaced. Socket-head



screws hold the assembly by means of lead plugs in the concrete. The station number can be painted on the front of the post in a bright color to attract attention, and a green or brown post will not be in-

trusive. Dipping or painting the finished post with fiberglass resin may add resistance to pounding with stones. A cross bar of reclaimed pipe in the base will make it nearly impossible to pull the post out.

THREE-WAY-CHANGE SIGN
(NPS SW 67-137)

The sign standard shown in the photographs, not only displays the desired message, but stores two other necessary messages. It was devised by District Ranger H. Wayne Norton and Park Ranger Robert J. Ferris of Arches National Monument.

Three 3/8" grooves were cut to a depth of 1" in two 4 by 4 uprights. These hold 1/4" masonite sheets which bear the messages. The bottom of the standard is another 4 by 4 set into the uprights. Instead of making grooves in this piece, three short strips of wood were placed in front of and behind each sign. This pre-

vents excessive movement in a strong wind. Rigidity could have been achieved by giving the standard a plywood back, but Wayne and Bob used diagonally-crossed adjustable guy wires instead.

The roof is a 2 by 4 hinged to the back of the 4 by 4 uprights which were cut in to receive the hinges. Wood strips between the two uprights front and back and just below the top of the signs control movement. The top of the 2 by 4 was bevelled to achieve the slope desired, and plywood strips of the appropriate width were fastened to the front and sides. A hole was drilled through one of the side pieces of the roof and into the 4 by 4 into which a nail could be placed to hold the roof down in a wind. This could be a locking arrange-

ment instead, to prevent theft of the signs. The uprights were solidly placed with long bolts through them to make removal by vandals more difficult.

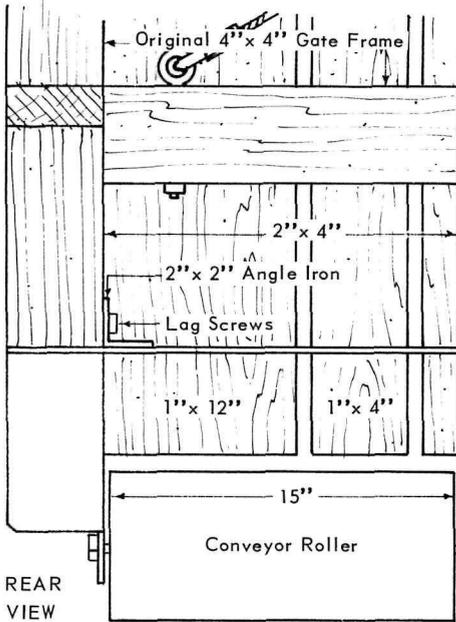
If located in front of the entrance station, the sign should be low enough to allow the ranger on duty to see approaching vehicles.

If lettering is done with reflective scotchlite, the fluorescent light shown in the photographs is really not necessary. After lettering, all masonite was sprayed with clear plastic to prevent warping. Paint applied prior to lettering would allow for more contrast and provide more protection from moisture. The posts were strained with a mixture of burnt-umber, linseed oil and turpentine.

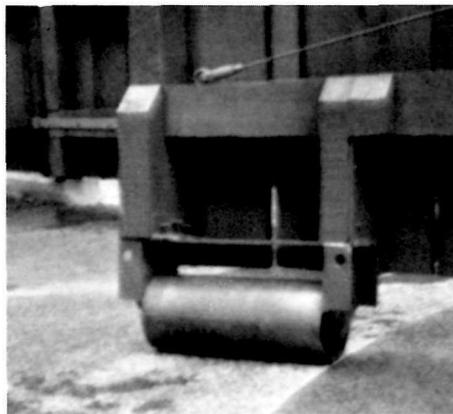
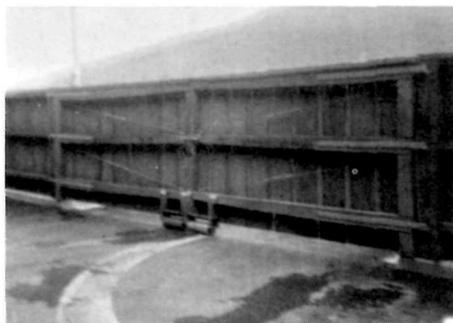


HEAVY-DUTY GATE ROLLERS
(NPS SE 66-165)

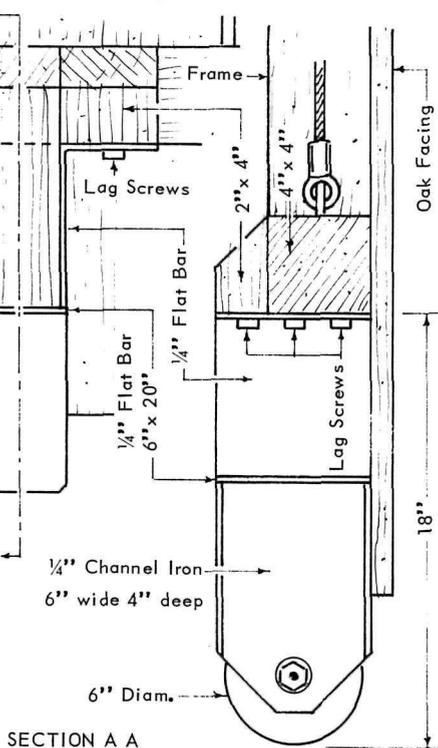
The fence and gate of the utility courtyard at Russell Cave National Monument



are of oak framing with vertical boards. Each half of the wide gate measures 10 by 6 feet and weighs 400 pounds—more if it's soaking wet! Wheels were installed on the outer ends of each half to prevent them from sagging on their hinges and pulling the fence out of line. That caused another problem. The weight was so great that the wheels dug into the asphalt surface of the drive, necessitating the laying of concrete tracks. Even so the gate was too difficult to open and close.



When resurfacing of the drive became necessary, Caretaker Robert S. Hill looked around for a more satisfactory solution to the gate problem. As the photographs and sketches show, he found it in two 15-inch conveyor belt rollers, 6 inches in diameter. Steel mountings were custom-built to

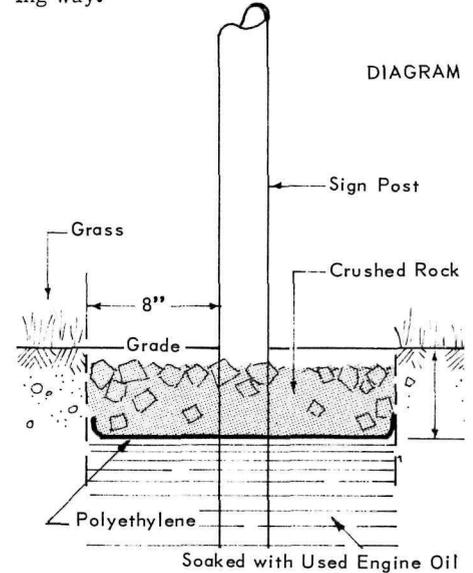


fasten the rollers to the outer ends of the gate. The width of the rollers distributes the weight of each gate section over a broader surface, making concrete tracks unnecessary. The gates can now be opened with relative ease and safety.

Material came from a scrap metal heap and labor cost was \$18.

NO MORE HAND CLIPPING GRASS CLOSE TO SIGNS
(NPS SE 69-4)

The long grass around the base of sign posts ordinarily must be hand clipped even though the shoulders may be mowed by machine. Park Ranger John J. Wagoner, Blue Ridge Parkway, made the whole procedure a machine operation in the following way.



Dig a neat round hole eight inches from the post and six inches deep, and soak the soil with used engine oil from your own garages. Place a piece of polyethylene, cut from something like a garbage bag, on the bottom and rill the hole within one inch of the top with crushed rock. The mower can then cut all of the grass because no more grass will grow close to the sign.

Besides saving the cost of the hand clipping, the whole area looks neat and even.

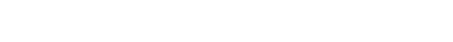
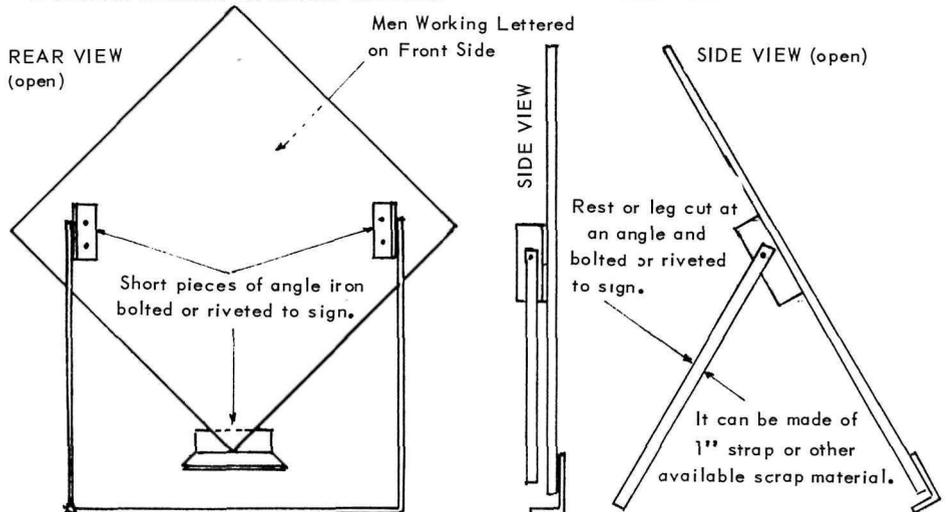
FOLDING SIGN STAND
(NPS SE 66-158)

A folding stand for "Men Working" or other temporary signs can be made for only the labor cost.

Foreman Herbert W. Adams and Main-

tenanceman Clyde W. McDaniel of Natchez Trace Parkway used scraps of iron, angle and strap iron. The construction method is shown in the sketch.

The rest, or leg, folds against the sign for compact transportation and storage.



FIREFIGHTING FIRST AID
(NPS SE 67-93)

Wouldn't it be good if you could get 52 gallons of water to that grass or brush fire that's too big for the capacity of a backpack pump? Why not a water tank of that capacity, thought Laborer Paul Wesley Leonard, Manassas National Battlefield Park. True, it couldn't go everywhere a backpack could, but it could go anywhere a truck could, and with eight times the capacity. It could be used for structural fire first aid, too.

A simple fitting with valve was installed at the bottom for hose attachment to fill or empty the tank. An air coupling with



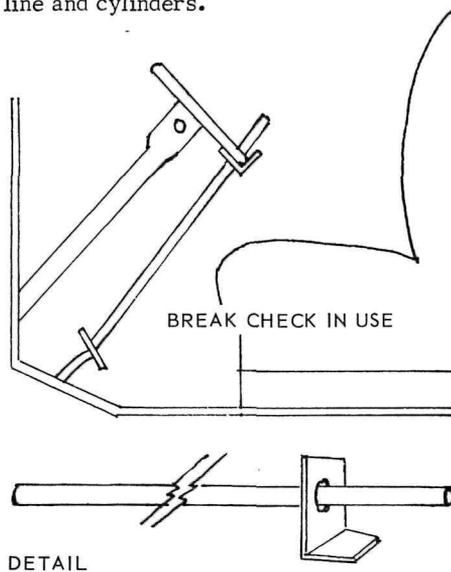
pressure gauge and release valve was placed about 12 inches from the top of the tank. A hose with a female coupling at each end is used to fill the tank with water. Upright in design, the tank requires little space when mounted on a truck, and the hose is easily stowed out of the way by coiling it around the spare tire.

To ready the tank for operation, the air release valve near the top is opened. The filler hose is connected from a water supply tap to the fitting at the bottom of the tank and the water is then turned on. When water emerges from the air release valve the tank is full. The air release valve and the lower water valve are then closed. An ordinary air hose is connected to the air coupling and turned on until the air gauge reads 75 pounds or until the air release opens at its preset point. The air hose is then detached and the tank is ready for action. Using an ordinary 25-foot section of garden hose and a pistol grip nozzle, the 75-pound pressure provides a good solid stream of water with a range of about 100 feet.

Paul's device has an unexpected dividend; the air under pressure in the tank can be used for emergency tire inflation. This is not only a maintenance staff time saver, but a service to visitors with a stricken vehicle. Testing has shown that even after a tire has been inflated adequate pressure remains for effective fire-fighting.

ONE-MAN BRAKE CHECK
(NPS SW 69-14)

Alone in the shop most of the time, Joe A. Eberling, shop foreman, Mesa Verde National Park, needed a way to apply the brakes to check light bulbs and to bleed the line and cylinders.



Joe took a piece of metal tubing 30" long and a flat piece of 2"x3" metal. He drilled a hole in one end of the flat piece the same diameter as the metal tubing, angled the other end, and inserted the tube in the hole as shown in the sketch. The device can be hooked under the steering wheel after applying the brakes, and the brakes can then be bled and brake lights tested.

IMPROVED DUMP BED CONTROL LEVER
(NPS W 66-111)

The dump bed control lever on many trucks used by the Park Service is quite short and placed beyond the driver's normal reach. This makes it necessary for him to bend and reach in such a position that he cannot observe the operation in the rear-view mirror. This isn't a problem if the load is to be dumped in one spot, but many times it is necessary to unload small amounts at a time and someone is usually at the rear of the vehicle directing the driver to raise, stop, or lower the truck bed. At other times, particularly when repairing roads, the driver must back his truck over freshly oiled parts of the road, spreading a thin layer



Reaching down to shift.



As driver watches - truck bed rises.



Signal comes to slow - truck bed lowered.



of gravel as he goes. This requires constant observation of the job in the rear-view mirror to distribute the material evenly and to avoid hitting a member of the ground crew.

Demetri Gambsky, operator general, Hawaii Volcanoes National Park, corrected the situation by making a simple extension from 3/4" electric conduit flattened to fit the lever and bent as needed. The photographs show the extension on a Chevrolet dump truck. The location of the beds will depend upon the particular truck.

The extension permits the driver to operate the dumping mechanism while sitting in a normal position where he can observe the signals, maintain the necessary split-second control of the dump thus avoiding costly mistakes, and reducing the possibility of injury to personnel.

BUTANE TANK HANDLER
(NPS SW 67-14)

How do you make the handling of an awkward butane tank easier? Keith M. Wilkins, carpenter, at Glen Canyon National Recreation Area made a ring of 1-inch strap iron just large enough to slip over a butane tank easily. To this he attached two handles made of 5/8-inch solid rod bent at approximately a 90-95 degree angle at the point of connection. When the handles are grasped the band grips the tank.

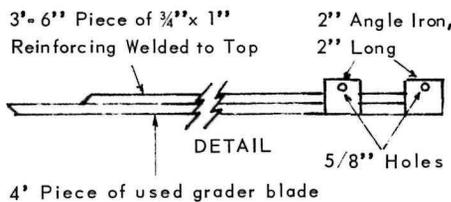
Keith says that the handler has been in use many months and has not slipped or given any trouble. It is used easily by two men and can be by one in emergency.



PUT TEETH INTO THAT LOG HANDLING JOB
(NPS MW 69-5)

Two teeth, four feet long attached to the cutting edge of any front end loader will save time and money in handling and loading logs and posts of all sizes and lengths. Roy D. Pierce, operator general at Wind Cave National Park, made those shown in the photographs and sketch of 4' lengths of worn out grader cutting edges and added scrap pieces of 3/4"x1" iron for reinforcement. To each tooth he welded two pieces of 2" angle iron, each with a 5/8" bolt hole. These enable him to install or remove the teeth in about 10 minutes.

Difference in size and shape of loaders of different make may require that another set of teeth be installed on the back of the bucket for safety if the material has to be raised in an extremely high position.



LOADING & UNLOADING DEVICE FOR BULKY OBJECTS
(NPS W 68-110)

Pipe, lumber, plywood, sheet rock, corrugated roofing, reinforcing steel, steel bar stock, septic tanks, and steel deck plate are a few of the long, heavy, or bulky items which cause truck loading and unloading problems. Warehouseman Alan C. Thorpe, Yosemite National Park, designed the device shown here which, with a forklift, makes this a one-man operation with less likelihood of damage to the cargo and greater safety for the operator.

The rest, or support, is constructed of metal pipe. The cargo is pulled from the truck with the forklift until just the far end is resting on the truck. The device is put under the end of the material being supported by the forklift and the material let down on it. The forklift is then moved to the side of the material, the material lifted, and the truck driver signaled to move ahead. The forklift now has full support of the load, and the operator has complete control to maneuver as need be. Putting material into outside storage bins is basically the same operation.

The device is light enough to be handled easily, and is adjustable to accommodate



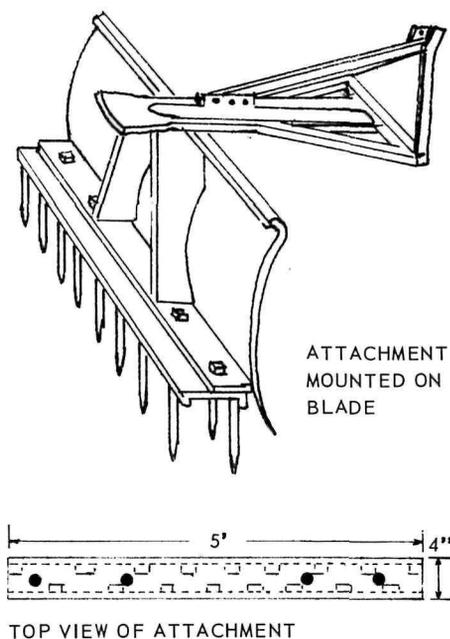
the variations in trucks, bins, and terrain. It has been in operation successfully for some time.

SOIL SCARIFIER ATTACHMENT
(NPS SE 66-166)

At Russell Cave National Monument a sparse stand of grass covering a large area needed improvement. To do it without complete renovation would require, for best results, scarification of the hard-packed soil prior to seeding. Distance to available equipment was too great to make rental economically feasible, and scarification by hand was also too costly.

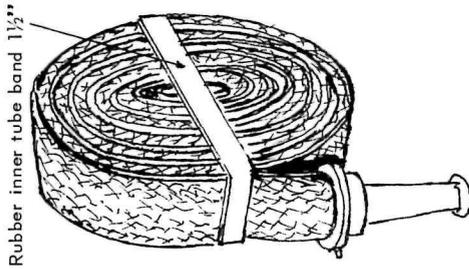
So, Caretaker Robert S. Hill made the tool for the job. He welded some old drag-harrow teeth in offset positions to a 5-foot length of 4-inch channel iron and secured the tool to the brace of a utility blade. The blade provides the added weight needed to scarify the soil, and when the tool is mounted behind a tractor the depth of scarification can be controlled by raising or lowering it, using the hydraulic lift.

The attachment was made from scrap materials at a labor cost of about \$9.



HINT ON FIRE HOSE STORAGE
(NPS W 67-63)

Firehose life is extended if creases are made at a different place periodically. However, when this is done the hose takes up a little more space than before and won't stay tightly rolled.



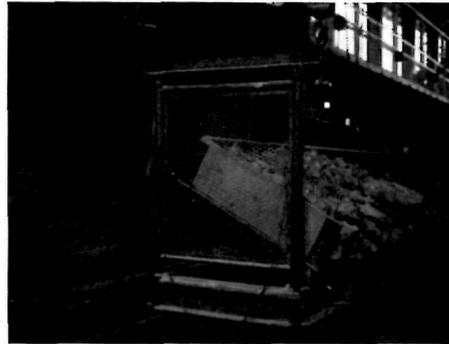
Park Ranger Robert A. Magie found that after rerolling to change the crease the hose wouldn't fit in the protective covering provided at hydrants in Death Valley National Monument. Bob made some heavy rubber bands by cutting 1 1/2 inch strips diagonally across a discarded inner tube. Placed around the rolled hose, one of the bands holds the roll compactly so that it will fit in the cover. The band also prevents the hose from unrolling when it is being handled, yet snaps off easily when it is to be used.

SELF-DUMPER HOIST
AT DINOSAUR DIG
(NPS M 67-71)

Tons of over-burden removed from the face of the quarry cliff at Dinosaur National Monument in the job of uncovering fossils was lowered by a hand operated hoist system to the quarry floor. There it had to be scrapped off the platform by hand until Museum Technicians Floyd H. Wilkins and James R. Adams devised a time and labor saving, self-dumping device. Later when a new electric hoist system was installed, they found that they could not dump the new platform as they had the old system in which one side was secured in a stopped position while the other side lowered to dump the load.



In the new system, electric double drum cable hoists are used. Two strands of cable at each corner of the platform serve as lift cables; each is secured to a dead



end on the hoist frame and comes down through a running block attached to the platform and back up to and around the hoist drum, giving a running double line at



each corner of the platform. The old system which had let the load chain on the hooked or stopped side of the platform go slack while dumping would not work on the new system for any slack in the lift cables would cause kinks and result in snarling of the cables on the drum and with each other. Still Jim and Floyd wanted to salvage as much of the old system as possible.

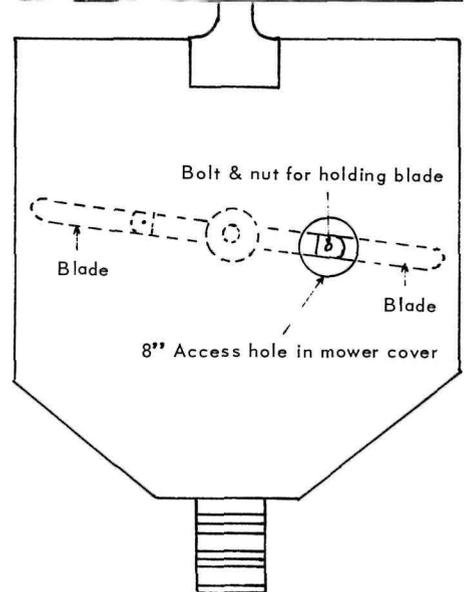
They solved the problem by building a false floor and hinging it on the front or dumping side of the platform. They enclosed the other three sides with 2 by 10 planking. This enabled them to hook directly to the false floor, dumping it while the platform remained in its normal position with its full weight keeping the cables tight and avoiding any slack problem.

SAFER, FASTER
MOWER BLADE CHANGE
(NPS SE 66-68)

Now you can change rotary mower blades without raising the mower or getting underneath it.

Tractor Operator John H. Pigg, Natchez Trace Parkway simply cut a circular access hole in the mower cover over the bolt and nut assembly of the blade. A metal cover plate for the access hole was made and screws were welded onto the mower cover about an inch from the edge of the hole to hold the plate in place.

The access hole permits use of a ratchet wrench to loosen the blade assembly replacement of the blade, and tightening the

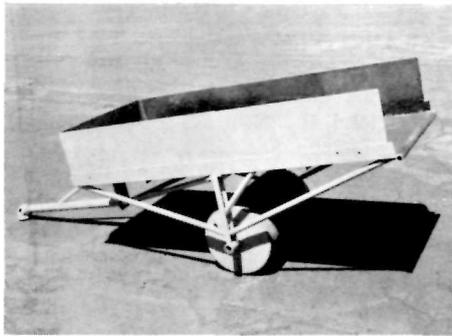


assembly. One man can manage the change by bracing the wrench against the mower cover.

**DOUBLE DUTY TRAILER-ROLLER
(NPS W 67-16)**

At Craters of the Moon National Monument, pre-mix material was hauled by trailer from the nearest road to the point of construction or maintenance of interpretive trails. When laid, the asphalt was then tamped and rolled.

Seeing an opportunity to combine two operations, Maintenance men James Sipe and Herald Jardine through mental teamwork conceived the double duty unit shown in the photograph. The metal trailer bed placed over a lawn roller and pulled by a garden tractor compacts the newly laid pre-mix each trip it makes to pick up another load. It not only does the com-



puting job better than any method previously used, but provides a pay-load at the end of the route. In addition, it is about a 30 percent time-saver.

Construction of the unit required only a lawn roller, some scrap sheet metal and pipe, and a welder.

**DISPENSER FOR PLASTIC LINERS
(NPS SE 69-39)**

Those plastic liners for garbage and refuse cans certainly take much of the unpleasantness out of clean-up jobs. That's one of their several advantages. One minor, but time-consuming annoyance when the bags come in a roll is handling the roll on the truck. It rolls off the seat, out of the cab, is always in the wrong



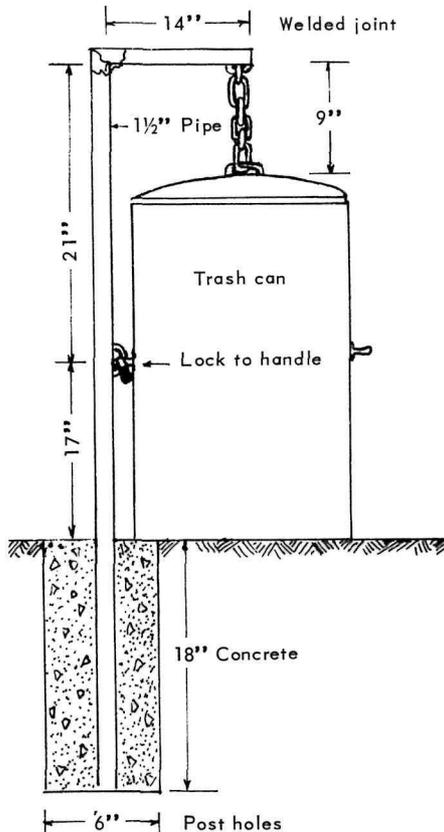
place, or a bag is ripped in tearing it off.

Russell C. Breeden, caretaker, Shenandoah National Park, designed a simple dispenser-rack which is easily attached or removed from a sanitation truck. It is placed at the rear of the truck where it is needed, thus saving many steps.

The rack was made from scrap materials. A piece of 1" pipe was inserted and hooked in place with cotter keys. This allows the roll of bags to rotate freely. The middle strips are 3/4"x3/8" with felt glued to the facing sides and fastened to the rack with wing nuts. These strips provide tension to insure proper feeding of bags from the roll. The cutter bar or lower strip is also felt backed. This piece provides a strike-off surface for tearing off the bags. The side pieces of the frame are notched to fit down over the side boards so the assembly can easily be removed when the truck is needed for other purposes.

**SPOILING THE SPORT OF VANDALS
(NPS SE 69-45)**

Plagued by vandals who find their kicks in throwing park refuse cans and lids off roadside overlooks, Doyn Lammer found a way to eliminate that particular brand of "sport" at Hot Springs National Park.



The sketch shows how trash cans are now locked to a post by one of the handles. The can lid is fastened to a chain which hangs from an arm of the post.

The locking device has been in use for some time, and there is a reduction in vandalism, maintenance, and replacement. There's a much neater appearance throughout the park, too.

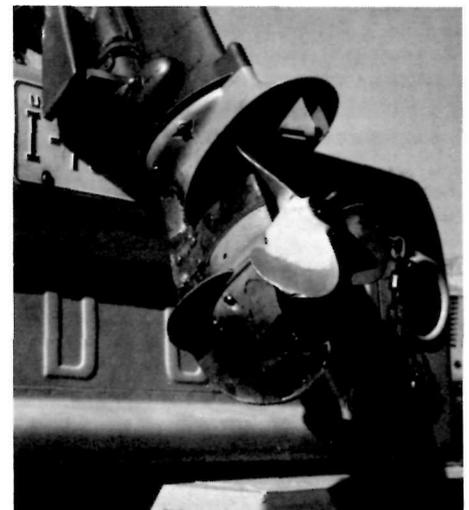
**METAL GUARD
FOR OUTBOARD MOTOR
(NPS MW 67-83)**

Submerged rocks are the greatest hazard to outboard motors used on craft navigating white water rivers within Dinosaur National Monument. Slamming of the motor skeg against rocks causes damage to it and the propeller. Repairs cost from \$35 to \$45, and sometimes have been necessary twice a summer for each motor.

Park Ranger Supervisor James W. Todd devised the metal guard for the lower housing and propeller shown in the photographs. It consists of 3/16- or 1/4-inch plate steel with the edge moulded to fit the



leading edge of the housing. The width varies from two to three inches and a clip is welded on top and drilled to fit the housing bolts. Thin strap steel surrounds the housing below the intake and is bolted to the guard. The tip of the skeg is cradled



in two short pieces of strap welded to the guard. The propeller is protected by two side fins, made of the same plate steel as the guard, moulded to fit snugly around the gear box housing and welded to the guard.

Usage has shown that a craft equipped with the guard is slightly more difficult to control and uses a bit more fuel, but the savings in housing and propeller replacement costs plus the peace of mind and safety outweigh these factors.

SPLIT HOSE TO AVOID SPLIT HEADS (NPS MW 69 80)

Small oversnow-tracked vehicles usually come equipped with unprotected, hard, and sometimes sharp edged windshields. Heads and faces have at times been split by forceful encounter with these edges. To spare the heads, John F. Paro, special services ranger, Grand Teton National Park, suggests splitting some discarded traffic counter hose. Place the split hose over the edge of the windshield to provide a soft, resilient protection. The hose stays on very well without glueing, and it costs almost nothing.

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 1969, will be reported or listed in subsequent issues of PLOWBACK.

- Adams, Herbert W. (NPS SE 66-158) Folding sign stand. See p. PL-19.
- Adams, James R. (NPS MW 67-71) Self-dumper hoist. See p. PL-22.
- Alexander, Glen D. (NPS SE 68-68) Painting boundary posts.
- Archambo, George W. (NPS SE 69-3) Light for registration book. See p. PL-17.
- Arms, Nick, Jr. (NPS MW 67-59) Safety guard on governor control rod. See p. PL-17.
- Baxley, Caroline W. (NPS SW 69-36) Office supplies request form.
- Berrett, Walter T. (NPS SW 68-50) Lost articles returned by Gov't. frank.
- Black, Bruce W. (NPS WO 69-18) Labeling color slides with rubber stamps.
- Breeden, Russell C. (NPS SE 69-39) Dispenser for plastic liners. See p. PL-23.
- Caldwell, Walter D. (NPS SE 69-66) Tapping sewer line for campground.
- Cervený, Minnie V. (NPS MW 67-1) Submission of retirement applications.
- Couch, Mary D. (NPS SE 69-17) Alphabetical index card file on Corpsmen.
- Coursey, Michele T. (NPS NE 69-62) Update NPS women's uniforms.
- Court, James V. (NPS MW 67-82) Boardwalk safety signs.
- Curran, Archie H. (NPS NE 69-65) Mickey Mouse ear muffs.
- Davis, Johnnie (NPS SW 67-159) Control of low cost stock items form.
- Eberling, Joe A. (NPS SW 69-14) One-man brake check. See p. PL-20.
- Feoli, Bernard (NPS NE 69-32) Holders for minifolders.
- Ferris, Robert J. (NPS SW 67-137) Entrance station sign. See p. PL-18.
- Fisher, George A., Jr. (NPS MW 69-51) Safety slogan on trash bags.
- Fleming, George E. (NPS SE 69-62) Installation of cardinal points marker.
- Foster, Richard E. (NPS SE 69-12) Warning sign for visitors.
- Franklin, Avis (NPS W 69-73) Transparent cover for stencils.
- Furlong, Fred D. (NPS SE 66-119) Taking water samples and recording temperatures. See p. PL-17.
- Gambsky, Demetri (NPS W 66-111) Improved dump bed control lever. See p. PL-20.
- Gibson, William T., Jr. (NPS W 69-75) Remittance reports form.
- Greene, Mack C. (NPS NE 69-43) Directory reflect marital status of women.
- Hanna, Karl H. (NPS WASO 69-20) Personnel question coupon for Newsletter.
- Haney, Phyllis V. (NPS WASO 69-18) Compensatory time record form.
- Harwich, Mary E. (NPS NE 69-62) Update NPS women's uniforms.
- Hastings, Homer F. (NPS SW 69-48) Notice advising public of days area will be closed.
- Hawkins, Zachariah (NPS NE 69-15) English translation of "Qui Plantavit Curbit."
- Hill, Robert S. (NPS SE 66-165) Heavy duty gate rollers. See p. PL-19.
- Hill, Robert S. (NPS SE 66-166) Soil scarifier attachment. See p. PL-21.
- Holditch, Sidney W. (NPS SE 69-40) Advance warning with flags and mountings on centerline stripers.
- Jardine, Herald (NPS W 67-16) Double duty trailer roller. See p. PL-23.
- Johnson, Einar L. (NPS W 69-70) Base hunting camp restrictions.
- Kirkpatrick, Dorothea R. (NPS NE 69-26) Security indoctrination briefings.
- Kiryakakis, James G. (NPS NE 69-36) Remove lights from windows.
- Kiryakakis, James G. (NPS NE 69-42) Reference notebook of construction detail sketches.
- Kryston, Cynthia E. (NPS NE 69-62) Update NPS women's uniforms.
- Kuehn, Daniel R. (NPS SE 69-8) A flexible "Visitor Activities" sign.
- Lacy, Sam P. (NPS SE 69-55) Fences to protect isolated construction.
- Lacy, Sam P. (NPS SE 69-58) Metal gate with vandal proof latch for locks.
- Lammer, Doyn (NPS SE 69-44) Water-level reading device. See p. PL-17.
- Lamoreauz, Guy O. (NPS W 68-40) Imprioting license number in color on credit cards.
- Layman, Lewis S. (NPS NE 69-59) "Buses Only" signs for parking lot.
- Leary, Thelma K. (NPS SE 69-29) Memo forms to forward WASO memoranda to the field.
- Leary, Thelma K. (NPS SE 69-50) Delegation of authority reference book.
- Lederer, Paul E. (NPS NE 69-74) Display area for Merchants' Exchange Bldg.
- Leonard, Paul W. (NPS SE 67-93) Fire-fighting first-aid. See p. PL-20.
- Magie, Robert A. (NPS W 67-63) Fire hose storage. See p. PL-22.
- McDaniel, Clyde (NPS SE 66-158) Folding sign stand. See p. PL-19.
- Morgan, Kenneth O., Jr. (NPS SE 69-6) "Warning bumps" for approach to each parkway terminal access.
- Norton, H. Wayne (NPS SW 67-137) Entrance station sign. See p. PL-18.
- Owen, Mabel H. (NPS SW 69-51) No stamping on face of correspondence.
- Paris, Lucille A. (NPS NE 69-44) Increase minimum award.
- Paro, John F. (NPS MW 69-80) Split hose to avoid split heads. See p. PL-24.
- Parsons, John G. (NPS WSC 68-37) Additions to orientation kits.
- Paulits, Thomas J. (NPS NE 69-48) Cover for hole in the floor.
- Pearson, Lucille I. (NPS MW 68-59) Accident report forms.
- Pierce, Roy D. (NPS MW 69-5) Put teeth into log handling jobs. See p. PL-21.
- Pigg, John H. (NPS SE 66-68) Mower blade change. See p. PL-22.
- Ponec, Carol (NPS MW 69-54) Inclusion of position number on SF 1126.
- Regner, William A. (NPS W 69-116) Abolish "No Payment Schedule" sheet.
- Schulz, Paul E. (NPS W 69-83) Field supplemental handout listing all new areas.
- Selwood, Ann (NPS NE 69-75) Processing black and white photographic work.
- Sharp, Charles C. (NPS MW 69-23) Preservation of NPS badges.
- Shearer, Mary T. (NPS W 69-98) Per diem form.
- Sipe, James (NPS W 67-16) Double duty trailer roller. See p. PL-23.
- Spence, Theodore H. (NPS NE 67-41) Governors on Job Corps vehicles.
- Spence, Theodore H. (NPS NE 69-46) Eliminate 5 copies of daily pinks.
- Taylor, Audrey E. (NPS WO 69-4) Manual for Tract Data Sheet-Management Information System.
- Thorpe, Alan C. (NPS W 68-110) Loading and unloading device for bulky objects. See p. PL-21.
- Todd, James W. (NPS MW 67-83) Outboard motor metal guard. See p. PL-23.
- Treusch, Gloria C. (NPS SE 68-104) Booklet pertaining to Res. Mgmt. and Vis. Prot. Div. for new personnel.
- Uren, Mary Margaret (NPS NE 69-67) Renegotiating contract with Western Union.
- Vaughn, Joseph E. (NPS MW 68-60) Revision of Form 10-190.
- Wagoner, John J. (NPS SE 69-4) Eliminating grass clipping close to signs. See p. PL-19.
- Whitehead, Sandra R. (NPS SE 69-17) Alphabetical index card file on Corpsmen.
- Wilkins, Floyd H. (NPS MW 67-71) Self-dumper hoist. See p. PL-22.
- Wilkins, Keith M. (NPS SW 67-14) Butane tank handler. See p. PL-21.
- Zink, Robert C. (NPS W 67-38) Nature trail post. See p. PL-18.