



PARK PRACTICE

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and **NATIONAL RECREATION AND PARK ASSOCIATION (AIPE)**







Commentary AN UNDERSTANDING

This column has, down through the years, been dedicated to the presentation of thought on subjects relating to better administration and operation. We hope that it shall always continue in that dedication.

But somewhere along the way we missed one of the most important of all subjects, and we hasten to project it now. We refer to that human characteristic we call compassion for others. It took a personal tragedy for the window to be opened upon this facet of mankind whereupon, in all its brilliance, it lighted the world.

Some have said that speech characterizes humans from the rest of the animal kingdom; others, that the ability to walk erect was the principal difference; while still others claim that the development of a refined society was the predominant manifestation. The anthropologist traces the making of tools, from the crudest sharp-edged stone, side by side with man's development, yea, to the point where he is now capable of slaughtering his fellow man in wholesale quantity.

They are all correct in a sense, we suppose, but they are also wrong. Humans became human simply because they could find kindness and understanding, one for another. This, we submit, is as it should be.

Let us assume that we suddenly forgot our neighbor, that we could close our eyes and ears and our hearts to his misfortunes and suffering. Would not that indifference plunge us back into the darkness of a cave? We are human because we understand, and understanding we extend to others of our kind upon whom personal calamity has fallen, a tender hand and an understanding heart. This we call 'compassion', and this makes us human, and humble, and puts us on one common level. It is our bond.

We who deal with others on a one-time basis when they come to our domain for rest and relaxation, for refreshment of the body and spirit, are, by the press of other matters, unmindful of the capacity of each for understanding. We, and they, have a purpose and we believe these purposes coincide. But then our, and their, attentions turn in other directions.

Let him, who would look upon the eyes of another, understand to the greatest extent of wisdom that no matter how vain or coarse or indifferent the exterior may manifest itself, there lies within that spark which can kindle the great human emotion we call compassion. When the test comes, humanism comes with it.

Ours is a simple task. It is for us to aid, through those wonders we protect, in a restoration of the human spirit. -IBL

MAIL CABINET FOR GREATER SAVINGS

The New Hampshire Department of Resources and Economic Development is an extensive organization having many sections concerned with payrolls, income, and general accounting for the forty-two state parks under its jurisdiction. A large volume of mail is sent out every day to these parks, and until a few months ago, the costs of envelopes and postage stamps made a large dent in the Department's budget.

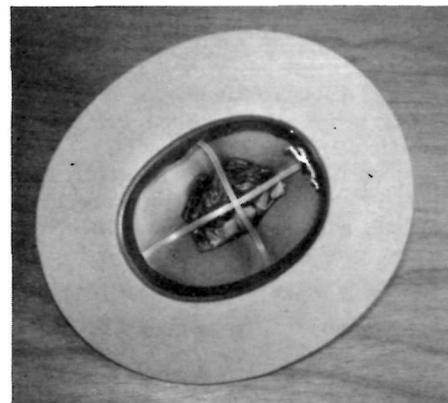
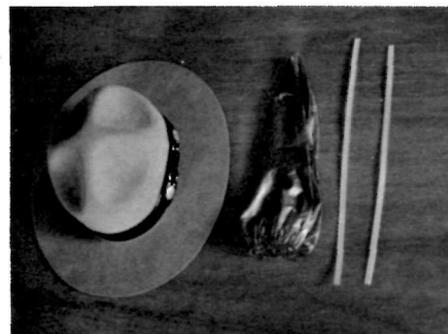
But Mrs. Alison R. Riley, Department Secretary, noticed that most of the outgoing mail consisted of envelopes containing no more than one or two items, seldom totaling more than one ounce. Still each envelope required the minimum six cents postage.

Rather than mail ten separate letters to an area, Mrs. Riley felt it would be more economical to consolidate all the mail for that area in a single envelope. A plywood cabinet with labeled cubicles for each park and field office was constructed and placed in a central location in the Department. Large cubicles were designed for those areas having large volumes of daily mail. The smaller ones were designed for those areas whose daily volume is less.

Throughout the day all outgoing mail to the parks from any section in the Department is put in the proper cubicle. At the end of the day, just before the final mail pickup, the mail for an area is put in a single envelope.

STETSON RAINCOVER CARRIER

Over the past ten years, Zeb V. McKinney, Supervisory Park Naturalist, Isle Royale National Park, sadly discarded two NPS Stetsons which he felt should have lasted longer. Zeb writes that the main reason for the short life of the hats was exposure to heavy rains. The plastic raincover could have prevented the soakings, but he seldom had one handy during sudden showers.



Rather than walk around with an unsightly lump in his pocket, Zeb decided to store the raincover in the crown of his hat. He took two short strips of medium-weight television lead-in wire and fastened them together to form an X. Then he tucked the ends of the wires under the sweatband of the Stetson to complete the carrier. The raincover is stored under the X formed by the wires and is available at all times.

Zeb has used the carrier for over a year and has found it to be completely satisfactory.

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Australia Day at Expo. 67, Montreal Canada

Amateur Championship, June 1967

UNI-TURF is recommended for tennis, badminton, basketball, and volleyball courts, tracks, runways, gymnasiums, fieldhouses, poolsides, boat decks, roof decks, etc.—for any facility that requires resilience, durability, and economy. The covering reduces leg fatigue and insures good traction. It will cushion footsteps and is softer to fall on, reducing bruises, floor burns, and shin splints. It is non-skid when wet. Furthermore, the covering gives true ball bounce with no dead spots.

UNI-TURF is available semi-smooth or textured, and it can be installed over any level and reasonably hard surface, such as wood, plywood, asphalt, concrete, or compacted soil. The covering can either be permanently cemented to the sub-surface or can be laid as a "blanket" over the sub-surface without any adhesion. A "blanket" is assembled by cold-welding

the 4-foot wide strips of UNI-TURF into any size desired with a simple-to-operate hand tool. The covering will lie flat, will not curl or move, and can be played upon two hours after its installation.

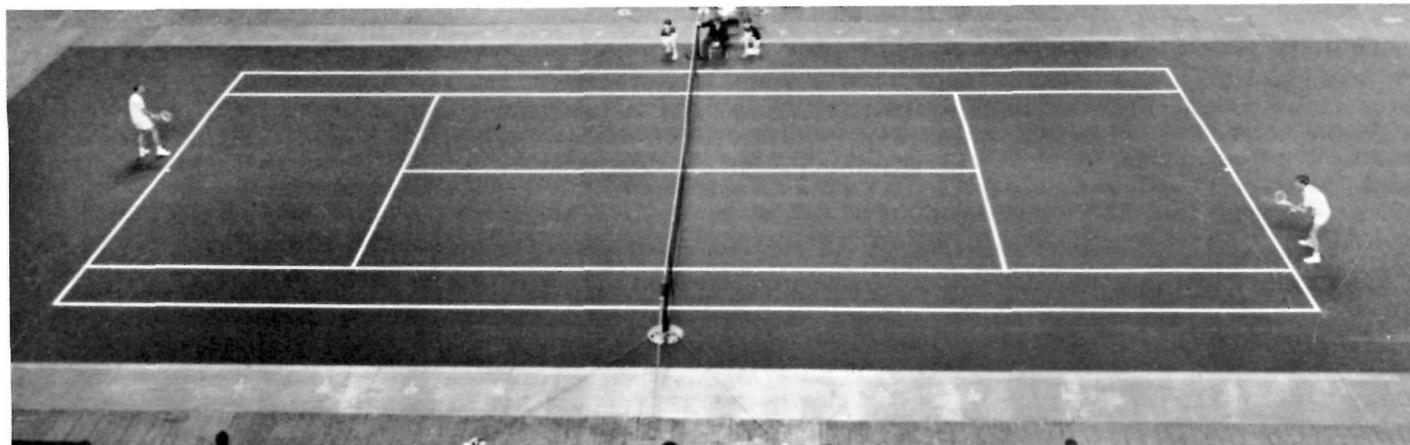
Initially, the cost of UNI-TURF covering will greatly outlast other coverings and is, therefore, less costly in the long run. It does not require periodic finishing, sanding or varnishing. A damaged area can easily be cut out and a new piece plugged in or cold-welded.

UNI-TURF is available in tennis-green and in tan. Striping lines can be created with BOSTON's vinyl ink in any color desired.

For further information write: Mr. Frank J. Blank, Manager, Synthetic Turf & Sports Surfaces, American Biltrite Rubber Co., Inc., P. O. Box 1071, Boston, Mass. 02103.

SURFACING FOR SPORT AND PLAY AREAS

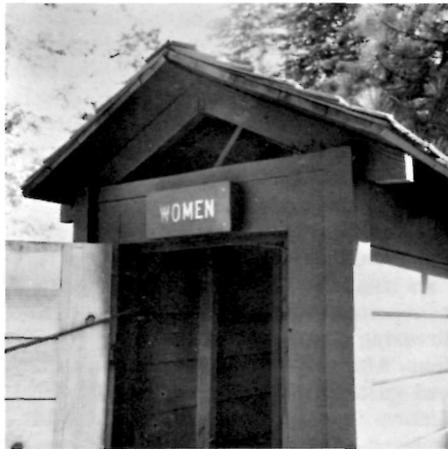
The American Biltrite Rubber Co., Inc., of Boston, Massachusetts, has recently developed a new synthetic surfacing for athletic areas. Made of a resilient and durable polymer compound, UNI-TURF is easy to install and maintain and is very durable. The covering shrugs off rain, sun, heat, snow, and sleet. It will not rot, stain, fade, or discolor, and when properly cemented, will not be adversely affected by spikes, cleats, or pins.



New England Professional Championships, Boston Garden Boston Mass. March 27- 28, 1967

CORRECTION OF STICKING DOORS ON OUTBUILDINGS

The sticking doors in small outbuildings—such as wooden single-seat toilet buildings—perennially plague maintenance men. The problem, as explained by Richard L. Bury, Department of Recreation & Parks, Texas A&M University, is caused by building sag due to the weight of the door exerting an off-center force and a lack of adequate transverse bracing to counteract that force. The problem is es-



pecially acute in old buildings and in those made of soft woods. Trimming the bottom or top of the door requires considerable time and gives only temporary relief. The building will continue to sag sideways until the bottom of the door again rests on the door sill.

Richard says that the problem can be simply and cheaply remedied by installing a transverse brace made of metal strap. When mounting the strap, the building should be pushed to a squared position. One man can do the job.

First, he should stand inside the building, face the door, and push the building sideways into a square while pulling the door shut over a wedge placed on the door sill, with the thick part of the wedge towards the inside. When the wedge separates the door from the sill by 1/8 to 1/4 inch, the building will then rest on the wedge while the strap is fastened from inside the building. The door can then be pushed out,



wedge removed, and door clearance from the sill checked. Two men can perform both operations simultaneously.

Richard says that about twenty toilet structures were braced in the field by this method. No further door adjustments were necessary for the following three months. The men had trimmed doors by conventional methods on the same doors during the previous month, and they found that many doors were sticking within two weeks after trimming.

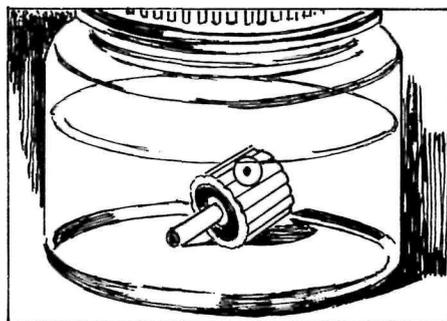
Time required for the installation of bracing was about fifteen minutes per door. This included cutting the strap to size, punching the holes, fastening the strap with spikes, and painting to match the building. There were no complaints from visitors about the bracing, Richard reports. Restriction of head room is on the hinge side of the door and seems to be no nuisance or safety hazard.

The metal strap may be bought new or salvaged from freight packages. The one-inch width is sufficiently strong. Four to six mounting holes can be punched into the strapping with a spike right at the site or can be pre-punched or pre-bored in the shop. Straps can be fastened with either spikes or screws. If the wood is soft, screws should be used and holes must be bored in the strapping. If spikes are used, the field-punched hole is sufficient.

This method of bracing should reduce maintenance cost and provide continuous, smooth operation, Richard claims. Doors need never be trimmed again after they have been trimmed to allow for maximum wood expansion due to moisture. Savings will depend on seriousness of the problem and frequency of trimming maintenance. If existing buildings are all treated and new structures include adequate bracing, the problem will be eliminated.

PREVENT CLOGGING SPRAY CAN NOZZLES

Trying to unclog the nozzle of a spray can is an exasperating job—and one that can be done away with by a little preventive medicine. After each lacquer or paint job, says Popular Mechanics, take the nozzle off the spray can and drop it into a small jar of lacquer or paint thinner. Stored in this manner, the nozzle will never clog up and will be as good as new.



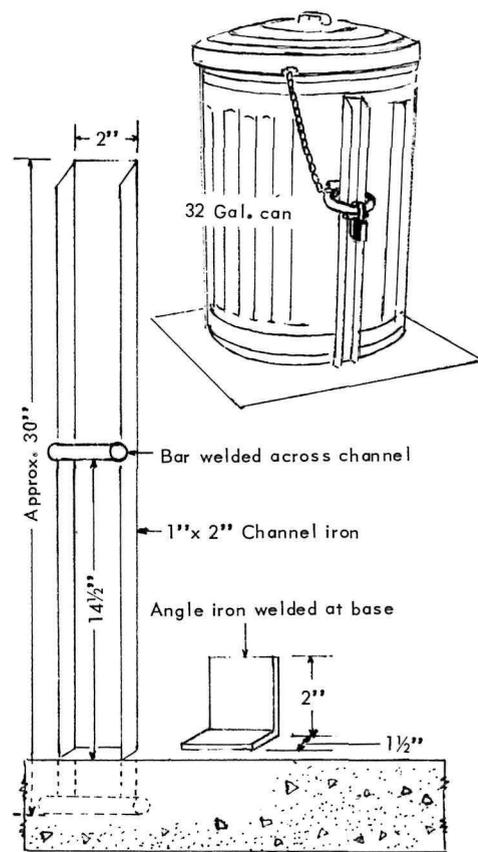
"Bright Ideas" Popular Mechanics Jan. 1968

LOCKING GARBAGE CAN HOLDER

From Superintendent William R. Superbaugh, Joshua Tree National Monument, comes a new idea for preventing vandalism and theft of garbage cans. Particularly useful in roadside or isolated locations, the locking garbage can holder discourages all but the most resolute vandals.

Construction of the holder, which is installed in a concrete base, is of 1" x 2" channel iron, approximately 30" long. A bar is welded across the channel at the height of the can handle in its down position. The handle is placed over the stake, and a padlock is snapped over the bar and handle.

A hook, made of 1 1/2" x 2" angle iron is welded at the base level, which for a



32-gallon can is 14 1/2" below the bar. The bottom rim of the can is set over this lug, so that the can cannot be pushed away from the stake. A short bar is welded across the bottom to act as an anchor in the concrete. The hook also acts as a catch in setting the stake, as it is set level with the concrete base, saving time in measuring when installing.

When compared with the \$4.35 pole type holder from GSA, the locking garbage can holder is sturdier, more easily locked, and cheaper. Cost of the holder is \$4.15 each when made by a local shop and would be considerably less if the holders were made in quantity. Furthermore, the holders could easily be made from scrap materials, realizing even greater savings.

Speaking of Interpretation -

SPEAKING OF INTERPRETATION

Desecration of signs and labels through vandalism has long been a serious problem for interpreters maintaining nature trails. In the regional park system of the Maryland—National Capital Park and Planning Commission, surveys indicate that certain nature trails average 1,500 users per week on a year-around basis. As a consequence of this traffic, it became necessary to check these units daily for damage—and for repair or replacement of both directional signs and interpretive labels. This was, of course, a costly and time-consuming process in materials and personnel time.

At the brookside Nature Center, Wheaton Regional Park, the staff decided to experiment with sign and label alternatives. Signs and labels marking significant natural phenomena or environmental features were replaced with a simple metal stake bearing a painted number, and the stake imbedded in concrete below the ground surface. A 45-page booklet with simple illustrations and descriptive text was prepared by a student doing field practicum work at the Center from the University of Maryland—as her semester project. Each booklet description relates to a numbered stake as the trail walk progresses, and the features are obvious without the need for sign or labels.

The booklet, printed in offset, costs seven cents when done in quantity and is sold for ten cents at the Brookside Nature Center. This charge is important in insuring that it goes home with the user as a souvenir and does not become trail litter—and it has worked out just this way. In addition, the booklet allows for more interpretive flexibility than does the typical sign or label, necessarily limited in size for compatibility with the nature trail atmosphere. As opposed to a series of signs and labels, the metal stakes are unobtrusive, and painted green or brown with a yellow numeral, blend into the environment nicely.

Under heavy pressure for trail interpretation services, the staff has found a bonus use for the booklet. After a preliminary orientation trip around the trail with both naturalist and booklet, many teachers feel secure and confident enough to lead their own classes in subsequent visits—thus enabling more children to participate in outdoor education programs than could be accommodated by our naturalists on a scheduled basis.

We know of other interpretive efforts utilizing self-guiding trail booklets, and of some who are preparing to try this technique. Evidence to date indicates the following summary of benefits:

Use of booklet limits need for signs and labels, and necessity for repairs and replacement.

Availability of booklet augments interpretive staff, in that teachers and group leaders can use expanded information available in booklet in guiding trail walks themselves—booklet provides "information security".

In terms of budget, booklet is self-supporting as opposed to signs and labels, and can provide small profit margin.

Booklet serves the visitor on the trail, and as a worthwhile take-home souvenir. Seldom ends up as litter, and promotes both interpretive and agency programs.

POLAROID INTERPRETIVE MARKERS

"Being the District Ranger at Hovenweep National Monument, Utah—Colorado," writes Jon F. Haman, "is somewhat akin to being a frontier settler; nothing which can possibly be used is thrown away." And so it is with one of the most useless appearing items made—an empty Polaroid film pack. At Hovenweep packs are carefully collected from visitors and Park Service employees alike.



An empty film pack on the larger Polaroids has an interior $3\frac{7}{16}'' \times 5\frac{3}{16}''$ with a film exposure window approximately $3'' \times 4''$. It has a back plate which slides onto the pack to hold it together. The back plate has a $1/4''$ circular hole punched into it near the top and four strap prongs protruding slightly from it.

To make the film pack very useful again is a simple matter indeed. The pack is taken apart and a thin sheet of $3\frac{3}{4}'' \times$

$5\frac{1}{4}''$ plastic is glued to the interior of the front plate covering the exposure window. A $3'' \times 4''$ photograph or card with an interpretive message is placed behind the plastic and centered on the window. The inner liner of the film pack is reinserted to hold the photograph in place. The back plate is then screwed or nailed to a short lath or piece of dowling. The front assembly is slid onto the back plate and presto—an instant interpretive marker. A thin wire may also be placed around a tree and the marker affixed to it by the top two strap prongs on the back plate.

As these markers are easily changed and transported, they are ideal for identifying flowering plants or other transient attractions. Although the ease of portability may lead to their being carried off by some visitor, they are nearly free and easily replaced.

Jon says that the Polaroid Interpretive Marker shown took about five minutes to make.

INEXPENSIVE SIGN FOR INTERPRETIVE TRAILS

An inexpensive sign with a "woodsly" look has been designed by J. W. Shiner, a doctoral candidate at New York State University College of Forestry, Syracuse. Developed for the interpretive trails of the Bradford County (Florida) Outdoor Education Laboratory, the sign presents a neat, clean appearance and can be modified to fit any type of interpretive message desired.

The basic material consists of wooden lattice ($1\frac{5}{8}'' \times 1/4''$) which is available at most lumber stores at a cost of two to four cents per foot. Clear plastic lacquer, fine sandpaper, and some type of lettering device, such as a Leroy set are needed. Hand lettering may be used if desired.

Care should be exercised in the selection of the lattice. Pieces containing checks, splits, or other surface irregularities that cannot be removed by sanding should be rejected. The lattice should be cut into 3 or 4 foot lengths for ease of handling, and each length lightly sanded on the side selected for lettering.

A light coat of lacquer should be applied to the sanded side. This will prevent the fuzzy letters, which are caused by the bleeding of ink into the wood. After drying, the wood should be sanded very lightly to provide a rough surface for lettering.

The interpretive message is then lettered onto the sign. If mistakes are made,

they can be sanded or cut out with a razor, re-lacquered, and corrected.

A table set-up which has proven useful during lettering is shown in the illustration. The template shown indicates suggested positions when a Leroy Lettering Guide is used. Mr. Shiner used size 140 and 240 on the Laboratory signs. A size 3 Leroy Lettering Pen was found to provide the best letters.

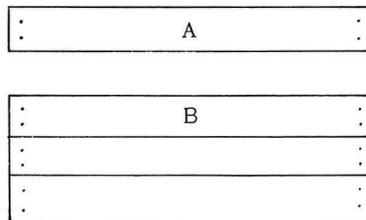
The next step involves cutting the lettered lattice into individual signs. It was suggested by several trail users that signs of varying shapes would add a little "spice" to the trail. Be sure to consider the size and shape of the sign before lettering—it may be best to outline the shape on the lattice prior to lettering.

After cutting, the signs are ready for the final coating of lacquer. This final coating should be very heavy and applied to all sides. Clear lacquer of the type sold in spray cans in most paint and hardware stores was found to dissolve the dry ink causing a smearing of the lettering—it also tended to bleach out the letters over a short period of time. For these reasons, it is recommended that the final coating be of a transparent liquid plastic book cover of the type used by libraries. It does not smear the ink and does not appear to bleach out the lettering. It must, however, be applied in several light coats, allowing each to dry before applying another, or it will become cloudy and obscure the lettering.

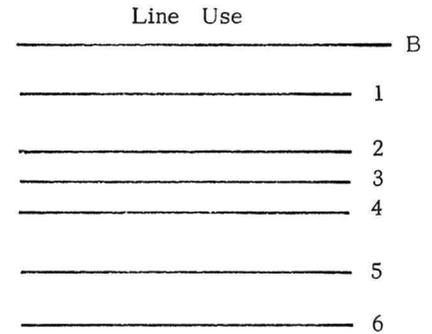
This sign has been used for several months and has held up well under severe moisture conditions. Several signs were actually immersed in water for several days without adverse effects. The replacement of destroyed or damaged signs is easy and can be accomplished in a minimum of time.

The type of signs possible with the use of lattice is bounded only by the imagination and creativeness of the producer. The use of artistic designs or figures on the sign may enhance their value to your trail system. Two, three, or more pieces of the lattice can be placed one over the other to provide space for lengthy messages. Many combinations are possible and are relatively easy to make.

TABLE SET-UP: Made of 4 pieces of lattice, 1 1/2 to 2 feet long, fastened to the table top in the form shown above. A top runner (A) and a bottom runner (B) are used to hold the sign lattice during the lettering process. Push pins may be used to steady the sign lattice during lettering.



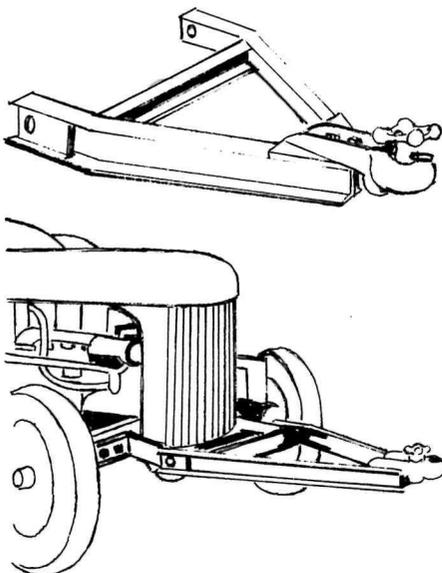
TEMPLATE: Line B is the top of the bottom runner. Lines 1 to 6 indicate positions of the bottom of the lettering guide (Leroy). These positions should be marked on the bottom runner to allow for rapid and accurate relocation of the lettering guide during the lettering process. Push pins can be used to hold the lettering guide in proper position while lettering.



1. Use for 240 letters on top of sign.
2. Use for the top word of a two line sign of 240 letters.
3. Use for common names on identification signs. (240 letters)
4. Use for lower word of a two line sign of 240 letters. (Use with line 2 above.)
5. Use for generic names on identification signs. Use 140 letters and underline. (Use with line 3 above.)
6. Use for additional information on bottom of signs (140 letters).

TRACTOR TOW BAR

A good while ago the men at Algonac State Park, Michigan, came up with a design for a tractor tow bar. As shown in the illustration, the unit is fabricated from 3" channel iron and fastens to the towing



vehicle with a standard ball and socket trailer hitch.

A 1-in. diameter pin is best for connecting the tow bar to the tractor, and it's a good idea to beef up the guard, if necessary, to take this pin. A cross pin or bolt pin is sufficient if locked.

For additional bearing surface, a section of 1/2-in. steel bar is welded inside the channel at the location of the cross pin holes. For rigidity, a cross member is welded in position as shown. Next, a 1/2-in. steel plate is welded at the fore end of the tow bar and is drilled for mounting a standard trailer hitch.

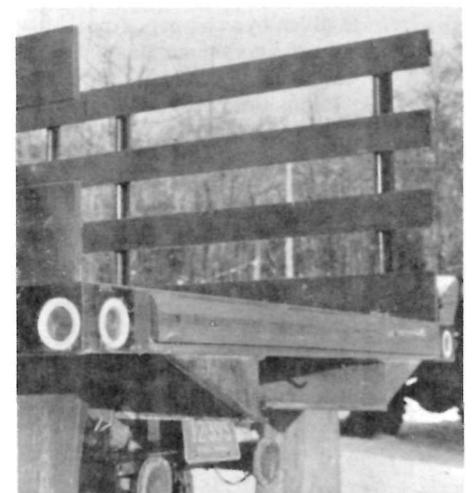
Dimensions are not given as they will vary with tractors, guards, and location of hitch on towing vehicle.

PROTECTION FOR SIDES OF TRUCK BEDS

Leroy Troyer, Park Ranger at Ludington State Park, Michigan, suggests welding worn-out grader blades onto the sides and back of one-ton and larger trucks' beds. The blades, being made of very hard metal, will prevent the sides of the truck bed from being damaged when bumped by loaders and tractors while loading gravel or other material.

The normal practice has been to bolt 2" x 4" boards on the sides of the bed. However, this tends to hold moisture and causes the beds to rust, and after several hits from a loader, the beds become unsightly.

William F. Simon, Assistant Supervisor at Ludington, says that the grader blades can be obtained from a local city or county road commission, usually with no cost to the park.



EMERGENCY ALARM FOR CAMPERS

In order to provide the utmost in safety for its overnight camping groups, the Hamilton County Park District, Ohio, became a "pioneer" in the field of electronic communications by the development of a system between the Hamilton County Police Dispatcher and each of its mobile units, the Park District Rangers.

Campers in the Greater Cincinnati area of the Hamilton County Park District have access to nearly 5,000 acres of beautifully wooded land in which to camp and enjoy nature. The rustic attraction of this gently rolling area has been carefully preserved so that campers can be away from civilization (including other campers) if they so desire.

Nevertheless, the Board of Park Commissioners recognized that campers should have access to at least one of the modern conveniences while they are getting away from it all. That convenience is the luxury of being able to obtain help in a hurry when it is needed.

The District installed a Motorola Alarm Reporting System in ten unobtrusive locations throughout the many camping areas. This system provides campers, whether they be Girl Scouts, Campfire Girls, Boy Scouts, Cub Scouts, Church groups, or family units, the means to obtain that help with as short a delay as possible. The system also eliminates the possibility of making an error in identifying the location at which help is needed. Although emergencies in the past have been uncommon, accidental injury or sickness does occur, and it is always reassuring to know that help is just a few minutes away.

The system consists of a specially designed button behind a breakable glass (similar to a fire alarm), a radio signal transmitter, and a base station receiving unit. The receiver is stationed at the Hamilton County Communications Center, which handles communications for 31 police departments, 29 fire departments, several Life (rescue) Squads, and the Hamilton County Sheriff's Office. When an alarm is given by a camper, a mechanical printer at the communications center prints out the location of the alarm, and a dispatcher immediately gives the call to the Park District Ranger on patrol in the respective park. At the same time a signal is sounded at the alarm location to let the camper know his request for aid is being answered. Directions for the use of the system are supplied to each camper as he enters the park and similar directions are posted with the alarm system.

Before development of the Motorola system, the Hamilton County Park District had researched unsuccessfully for several years to find a system of this type. The District had investigated the possibility of installing direct-line telephones at the camping areas, but decided it would be

impractical. The telephone system relied on a voice message by the camper, and if the camper were in an excited state, he could easily give the wrong location or erroneous information, inadvertently delaying the sending of assistance.



Hamilton County Park District Ranger, Lt. Ron Austing explains how to use the system if it is needed.



Moments after receiving the message on his mobile radio, Ranger Austing arrives at the camp-site to provide assistance.



The reporting system is checked once a month by a park ranger, as Lt. Ron Austing demonstrates.

With this system, rangers can be notified immediately and without question as to the exact location of the call. A side benefit of the system is that should the Park District Ranger be out of the cruiser attending to some of his many duties, such as checking buildings, helping park visitors, or investigating an auto accident, assistance can be sent from one of the other units.

Campers appreciate this system of emergency communications. They feel that by providing this particular system, the Hamilton County Park District is honoring their desire to relax in a natural environment while at the same time protecting the campers' health and safety.

For further information write to: The Motorola Communications and Electronics Co., Inc., 4900 W. Flourney St., Chicago, Illinois 60644.

SAFETY TIPS FOR BOATING AND SWIMMING

Approximately one-fourth of the 19,500 "public" category deaths in 1966 were due to drowning. As people have more time to participate in water activities, the frequency can be expected to increase. In fact, the statistics for the last few years indicate such a trend.

No one wants to discourage people from swimming, water skiing, fishing, skin diving, or boating—even if it were possible. All that is wanted is for people to be safe.

With this in mind we are calling your attention to the following water safety rules for swimmers and boaters to remember:

Swimmers

1. Never swim alone.
2. Nonswimmers should stay in shallow water.
3. Swim in a safe place.
4. Know your ability.
5. Do not swim when chilled, overheated, or overtired.

Boaters

1. Carry required and common-sense equipment.
2. Know how to properly get aboard and stow equipment.
3. Do not overload the boat.
4. Make sure passengers know how to conduct themselves once you are underway.
5. Be courteous to others while on the water; know the "rules of the road."
6. Know what to do if the boat capsizes.

Swimmers and boaters alike should take precautions against sunburn.

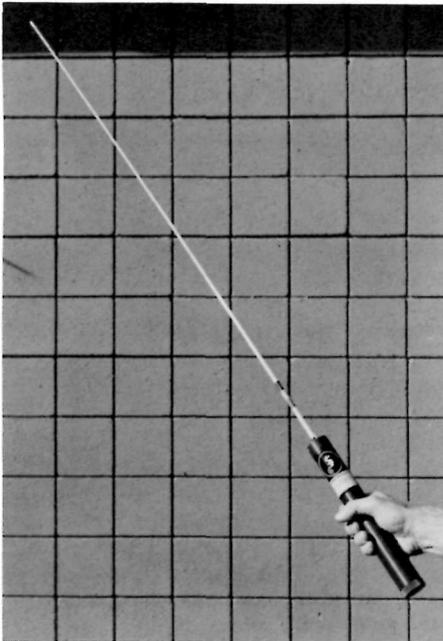
— Excerpted in part from "Off the Job,"
National Safety News
May 1967 issue.

NEW SELF-CONTAINED SUBMERSIBLE TRANSMITTER INTRODUCED

A new light-weight, compact submersible transmitter has been introduced by the Hydro Products Division of Dillingham Corporation of La Jolla, California.

Designated the Model ST206, this self-contained 11 meter radio beacon is used as a locating and recovery aid at sea. The unit is designed to be submerged to as much as 10,000 psi. The transmitter is active while on the surface, but shut off by a sea water connection between the tip of the antenna and the aluminum case when

submerged. This reduces current drain from the internal battery to a negligible amount. Upon returning to the surface, the transmitter is reactivated and automatically starts transmitting a distinctive "frequency shift keyed" tone.



This transmission can be used both to announce the arrival of the package on the vehicle to which the transmitter is attached, and as a beacon on which to home to retrieve the unit.

A companion multiple channel direction finding receiver (Model FR206) is available for use with the ST206.

For further information, write: Hydro Products, P. O. Box 2528, San Diego, California 92112

BOAT SAFETY STICKERS

Senior Park Manager Ed Fahey, Cherry Creek Recreation Area, Denver, Colorado, figured out a good way to improve the enforcement of boat safety regulations. Ed drew up a design for a sticker similar to those used at service stations for marking oil changes and grease jobs. The sticker includes a list of items to be checked and spaces for the date and the inspecting officer's signature. Ed suggests that the stickers be placed on the windshield of the boat after inspection.

BOAT CHECK OFF		
ITEMS	OFFICERS SIGNATURE	DATE
Life jackets		
Fire extinguishers		
Sounding devise		
Whistle		
Oars		
Boat permit		
License		
Bailing gear		
Tow rope		
Flares		
First aid kit		
Radio ship to shore		

IDENTIFICATION MARKS FOR KEYS

Ed Fahey, Senior Park Manager, Cherry Creek Recreation Area, Colorado, writes that a 3/16" steel stamp can be used to put identification numbers on keys. The steel stamps are small enough to get five numbers on some keys, Ed says, and now it only takes him a few seconds to locate the right key for equipment and vehicles.

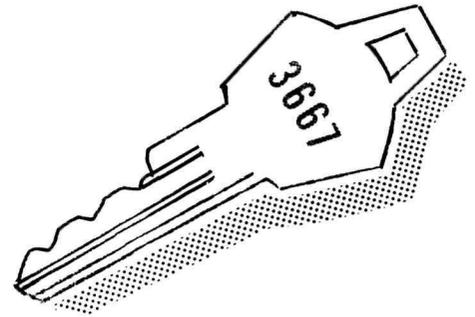
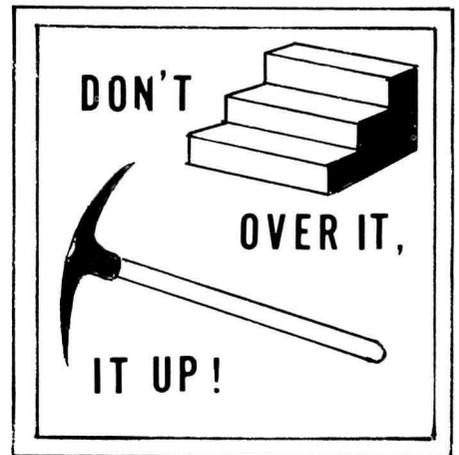


FIGURE-IT-OUT SIGN

Reverend George E. Bowersox, Jr., Director of Camp Sequanota, Jennerstown, Pennsylvania has submitted a clever way to help solve the litter problem. The Camp Sequanota handyman made a number of these "Don't Step Over It, Pick It Up!" signs, and Rev. Bowersox says they attract much attention while getting a message across. Young people and adults alike stop to figure out the sign and chuckle over it.



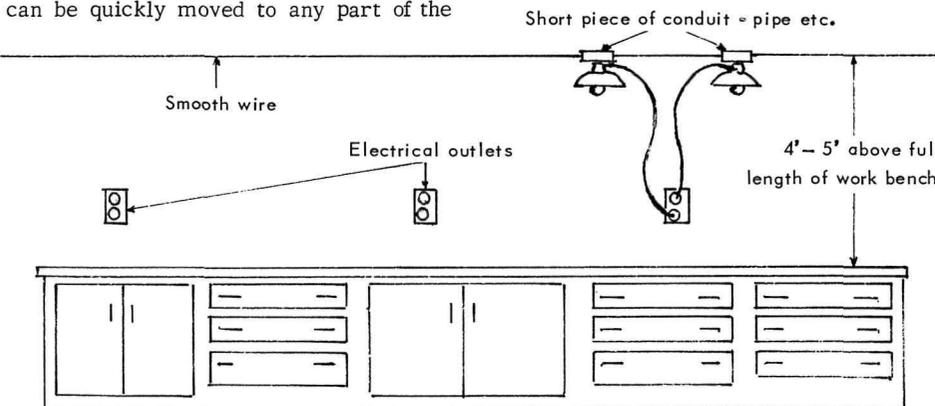
BETTER LIGHTING IN WORK AREAS

Clarence Norby, mechanic at Itasca State Park, Minnesota, has devised a handy means of lighting any place on his work bench in the repair shop.

Clarence strung a smooth, taut wire about 4-5 feet above the full length of the work bench. Next, a small piece of conduit pipe attached to each lamp transformed them into suspended lights. Now the lights can be quickly moved to any part of the

work bench simply by unplugging the short piece of cord and drawing the suspended lights along the wire, as shown in the drawing. The light cords are then plugged into the nearest of a number of conveniently spaced outlets.

Waino J. Kontola, Manager at Itasca, explains that Clarence's system has eliminated the need for long electric cords that get in one's way, and shadows in the work area have become practically non-existent.



NO-CLEAN PAINT TRAYS

Bob Holder, Park Ranger, Sleeper State Park, has a tip for painters who hate to clean paint roller trays. Bob says to cover the tray with a piece of polyethylene large enough to extend over the sides and ends of the tray. The plastic sheet will keep the tray clean of paint and does away with having to clean the tray at the end of the day. After use, simply discard the plastic sheet. Bob points out that disposable plastic liner is considerably cheaper than turpentine.

INEXPENSIVE BOAT DOCKS

Prefabricated boat docks are quite good but not always is there adequate money available to provide the needed docks. Such was the situation for Dick Elliott, Regional Parks Manager for the Colorado Game, Fish and Parks Department.

Photographs show the basic dock sections which were designed for fluctuating water lines. As shown, the complete set costs about \$400 for materials and will accommodate three medium-sized and two larger boats. Sometimes more boats tie to the areas in quiet waters. Additional sections can be added or the design modified for particular situations. The reason for two entrance walkways is so one man may lift the anchoring "spuds" and push one end off the docks out at a time.



New carpet edges which are available (free) from carpet installers, are utilized for the bumpers on the sides of the dock fingers. This prevents damage to the boat. Light sand is applied to the decking on the next to last coat of paint while it is still wet. Then after drying, a final coat is applied. This prevents the decks from being slippery when wet yet is not sharp to bare feet. Regular eye bolts are used for tie-downs to avoid foot damage from cleats on public docks.

Originally the spuds were affixed to the ends of each finger, but experience proved they were much easier to handle nearer the shore and just as satisfactory. Holes are drilled in the spuds so they may be lifted and held in place with large spikes

while the docks are moved out. Strap iron is used to strengthen the ends of the docks so boards will not separate.

The hinges are very strong as they are made like piano hinges from heavy material. No difficulty has been experienced after three years of use in some adverse situations.

Fifty-five gallon barrels were used for floatation as they are least expensive. Usually they are available from chemical dealers and seal coat suppliers for about two dollars apiece. Sometimes barrels with plastic liners are available. It is recommended that each barrel be carefully checked and painted before being installed under the docks. Because of the use of 2x12 material, it has not been necessary to fasten the barrels in place.

Cement coated 16-penny nails are used to put the docks together. The hinges are fastened on with carriage bolts and lay bolts.

One complete set of docks can be hauled on an equipment trailer with the barrels in a dump truck tow vehicle. A small utility tractor is used to load and unload the sections which are then set on the barrels and pushed into the water. Individual sections are attached together in the water with the piano hinges.

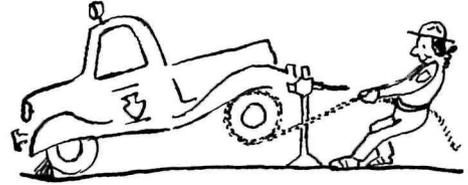
The docks are prefabricated in Colorado by reformatory honor camp inmates. Usually this is done in the winter months, the so-called "slack season."

Dick says he feels the docks have served as excellent low-cost, good public relations devices. It is not known how long they will last but annual maintenance is simple; involving bolt tightening, painting and checking of the floatation barrels.

A design sheet has been prepared for the construction of this boat dock and will be sent to DESIGN subscribers in the near future.

Solution:

Step 1. Block the front wheels and jack up the rear end. Is much safer if both rear wheels clear the road.



Step 2. Optional - Place in high gear, pull hand throttle out or place rock on foot throttle. Or, go directly to Steps 3 and 4 as follows:

Step 3. Wrap rope around one rear tire, pulling from the bottom, and give a good pull - much like starting an outboard motor. If you have followed Step 2 it should start after several tries. If you have not followed Step 2 go on to Step 4.

Step 4. Optional - After pulling rope go to cab and immediately place in second or high gear and release clutch as quickly as possible. Vehicle should start, providing you work fast enough to complete this step while wheel is still in good motion.

Step 5. Final - RRRRRRRR - Drive home.

NOTE: This works very fine if two or more people are present. However, from experience we've found that it always happens to the lone man. Remember, ALWAYS play it SAFE and block the front wheels, properly secure jack and take your time.

P.S. Whoever heard of a Ranger vehicle without a rope ???



NAVAJO CAR STARTER

When John E. Cook was Supervisory Park Ranger at Navajo National Monument, he soaked in a bit of Navajo knowledge, not the least of which was how to get a stalled car started. Hopefully you won't find yourself in the middle of nowhere when your car stalls. But if you do, there's still a way out.

Problem:

Stalled!!! Battery dead!!! No way to push by hand - up hill both ways - and no chance of another vehicle coming along to assist. TOO far to walk for help!!! What in tarnation am I going to do now.

RANGER 'RED' sez:-



Jim Burnett & IBL