



# PARK PRACTICE

VOLUME 13  
NUMBER 5

## Grist





issued by  
in cooperation with  
and



SEPTEMBER/OCTOBER '69

THE NATIONAL CONFERENCE ON STATE PARKS, INC.  
DEPARTMENT OF THE INTERIOR, National Park Service  
NATIONAL RECREATION AND PARK ASSOCIATION



### NCSA GRIST AWARDS FOR 1968

As we promised in our last issue of GRIST, here are the winners of the annual GRIST awards which have been granted by the National Conference on State Parks for the most original, time- and money-saving ideas published in Grist in 1968.

Paul States, park manager of Toronto and Fall River State Parks in Kansas, was the first place winner with his device "toilet paper saver" which appeared in the January/February 1968 issue. The toilet paper saver is obviously practical and a simple device which could be installed almost anywhere. Mr. States received a check for \$100.

Second place winner was Bob Holder of Michigan. At the time of his contribution, he was park ranger at Sleeper State Park but has since been promoted and is now with the Forest Fire Division. Mr. Holder won second place with his idea "no-clean paint trays" which appeared in the March/April 1968 issue. The idea of using plastic liners for paint trays can save approximately 30 minutes of cleaning time with only pennies of expense. This is a very original idea and it is surprising that some commercial paint company hasn't come up with the idea.



Shown in the above photograph is Parks Chief Bob Dodge presenting Mr. Holder with his check for \$50. Our winner is the one on the left.

To our third place winner, Mr. Edward Fahey, senior park manager of Cherry Creek Recreation Area in Colorado, went a check for \$25. Mr. Fahey repeated himself and returned this year for another GRIST award; he was first place winner last year. His idea for a boat checkoff list won for him this time around.

So many parks and recreation areas have large bodies of water used for boating where regulation boat and equipment inspection should be a highly important factor in safety. The checkoff list is simple, practical and could conceivably result in the saving of lives.



Presenting Ed with his award is Mr. George O'Malley, Jr., assistant director of the Department of Game, Fish and Parks.

### NO-SCRATCH CHAIN

A white vinyl coated anchor chain will protect surfaces of your boat. It's less likely to scratch the deck or cut into rub rails. Looks pretty, too. Anchor-Rite comes in six-foot lengths with a master link on each end. One-fourth-inch size, \$13.95; five-sixteenth-inch, \$14.95. Write: Serv-A-Car Products, Parsons, Kansas 67357.

Dear GRIST Subscribers,

Because of the prompt responses from many of you to our desperate pleas for contributions of material in the last issues, we were able to publish another issue of GRIST. We know this is the busiest time of the year at most parks and sending material at this time took great effort on your part. Thank you all very much.

Yes! It's that bad. Our files are still quite empty and we still need your support—all the time—, work- or money-saving ideas you can send.

If there is some particular subject or park problem you would like to see stressed in future issues of GRIST, we would appreciate a short note letting us know. Sincerely yours, The Editor



### LIQUID SNOW PLOW WAX

Even when the temperature is below zero you can wax the snow plow with a liquid wax now available. Brushed, swabbed, or sprayed on steel, aluminum, or rubber blades, Snow-Rem "F" is said to provide a tough slippery coating. Write: Speco, Inc., 7308 Associate Avenue, Cleveland, Ohio 44144.

## PARK PRACTICE GRIST

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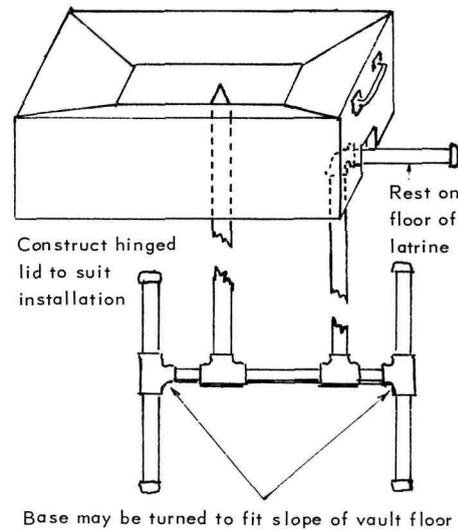
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## HONEY DIPPER'S HELPER

Increased use of disposable plastic toilet bags at Pennsylvania's Greenwood Furnace Park camping area brought complaints from the contractor who pumped the vault toilet. The heavy bags, often knotted, put into the toilet fouled the mechanical cleaning equipment.

Park Superintendent Alfred W. Wagner used the following device to reduce the problem.



Two by ten wood was used to make a box to be set into the flanged concrete floor cleanout hole. Three-fourths inch boards were mitred to form a chute inside the box, leaving an opening about 6" by 12". Aluminum flashing was used to cover the box and chute; it was folded over the mitred edges of the chute seams before they were nailed into place. A recessed, tight fitting lid was hinged to the box, and a door

pull handle was provided. (If the box is located outside the toilet, the lid should be waterproofed.)

An over-sized spike file was made from 3/4" pipe. The base was "H"-form, approximately 2' by 2', with pipe ends capped for waterproofing and greater stability. About 8" apart in the cross of the "H" two tees were set. From one a pipe extended to reach to the center of the chute box and about flush with the bottom of the opening. A 3/4" bolt which had been ground to a long tapered point was set in the top end of the pipe. The point was tinned with solder to prevent rust and friction loss. In the other tee was set a 3/4" pipe with elbow placed so that a short section of pipe from it would extend through a groove at one end of the bottom of the box and rest flat on the toilet floor. The pipe file was then set with the "H" foot on the floor of the toilet vault. (If the vault floor slopes, some pressure on the assembly will allow the foot or base to assume the proper angle so that the spike is erect.) The chute box to which brass door handles had been attached on two ends was set into place.

Campers are directed to drop used bags into the chute. The bags normally slide down onto the file, the sharp point puncturing the bag and spilling the contents into the vault. An iron rod made of 1/4" stock with a ring at one end turned at right angle to the rod was provided with which attendants can push any hung-up bags down onto the spiked pipe. When the vault is to be pumped the bags can be removed from the spike with a pitch fork, and the whole assembly can be raised by means of the pipe which rests on the building floor to remove any bags at the bottom of it.

"It's not perfect," Al says, "but it sure eliminates a lot of 'fishing with a rake' and tearing down pumps."

STREAM AND EROSION CONTROL  
WITH GABIONS

Permanent solutions to problems of rehabilitating eroded areas, controlling stream bed movement and stabilizing stream banks are often difficult and almost always expensive. Log cribbing rots out after a few years, masonry or concrete structures may be undermined by shifting stream beds, or pressures may build up behind a solid wall, causing fractures or collapse.

Gabions (large rectangular, steel wire mesh baskets, variable in size and specially galvanized to insure long life in, under, and around water) have proven to be an efficient, permanent, and still economically feasible solution. These rectangular baskets, walled off at three foot intervals are wired together while in tension, filled with hand-size (larger than the mesh openings) clean boulders, and then used as building blocks in the construction of "gabionades."

Because gabions are flexible they yield to earth movement; yet bend without breaking. Flexibility of the units and the building block method of construction permit flexibility of design.

The structures are highly permeable due to the mesh construction and the use of small rocks which allow water to flow through, thereby reducing pressure. The structure is, therefore, a "breathing," self-draining unit needing no additional drainage.

Although usually built without footings or foundations the structures have great stability, achieved by wiring the gabions together to form a single mass of great weight. Where undercutting is probable, this superstructure rests on a thin, flexible apron of gabions usually about one foot thick. This apron extends into the channel, settles when undercutting occurs and forms a permanent cutoff wall.

Gabion construction is economical because:

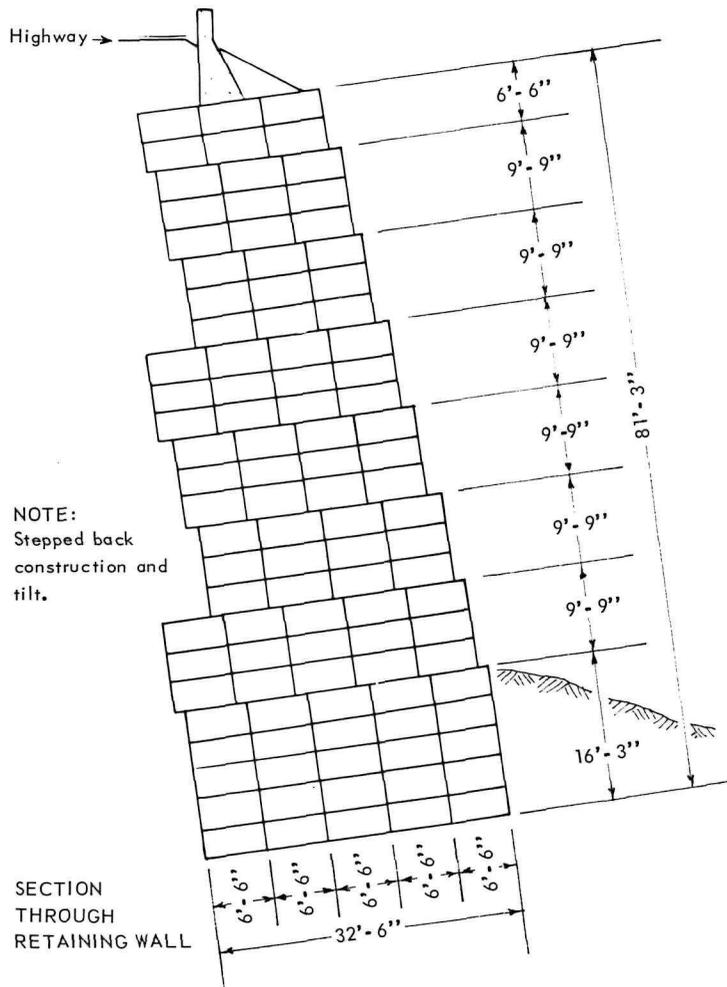
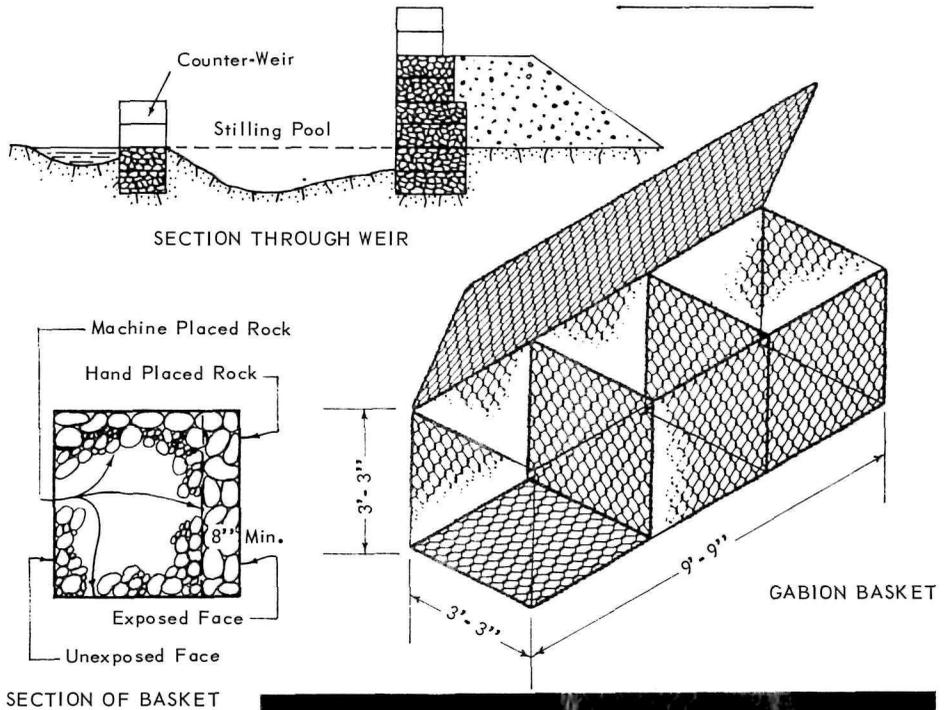
1. Cost of the gabions is nominal.
2. No foundation preparation is needed.
3. Fill cost, too, is nominal because low-grade or waste rock can be used.
4. Unskilled labor can be used.

Gabions may also be used for weirs or drop structures, groynes to control river flow and stop bank erosion, low-water bridges or fords, debris basins or check dams, and retaining walls.

Maccaferri gabions are made of hexagonal, triple twisted mesh, tested for elongation, elasticity, unravelling, and rupture to insure that the gabions have the necessary qualities to withstand flood, wave energy, torrential flow, and ice pressure. Special sea-type gabions are, in

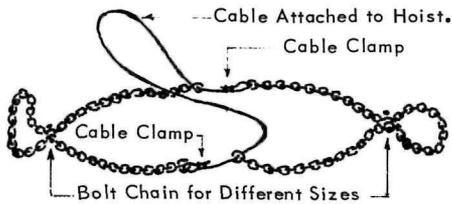
addition, sheathed with a pliant, tough P.V.C. plastic.

For descriptive, illustrated material on Maccaferri gabions write to Maccaferri Gabions of America, Inc., 50 East 42nd Street, New York, N.Y. 10017.



CRATE SNATCHER

The late Maintenance man Donovan A. Lathrop of Saguaro National Monument rigged a barrel and crate grabber to be used with a crane hoist on a pickup. It is easily made with chain and cable.



At two breaks in the chain, opposite each other, cable is threaded through one link of the break and fastened to the other with a cable clamp. The chain is placed around the object to be lifted and the inserted cable is placed over the hoist hook. As the slack is taken up the chain tightens and the object is raised. Size can be adjusted by putting bolts through the links.

DUST JACKETS FOR LOCKS

You can't tell a book by its cover, so goes the old saying, and neither is everything that goes into a plastic sandwich bag something to be eaten with mustard and catsup.

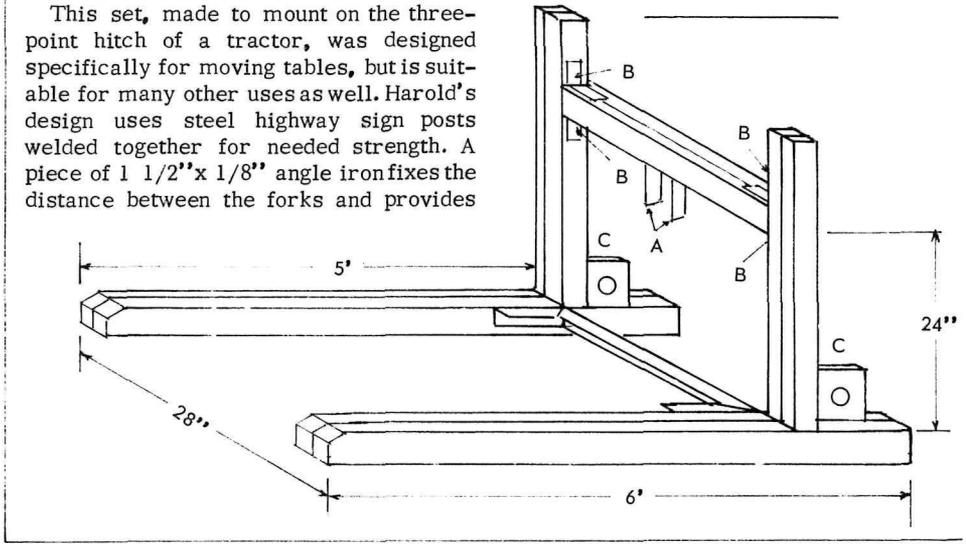
Locks on traffic counter boxes at Death Valley National Monument occasionally become fouled by dust and sand. Covering the key slots with tape was not successful, making expensive replacement necessary.

Ranger Paul A. Fodor tried placing a plastic sandwich bag over a lock. It worked. The heavier plastic bags (Glad Bags) last longer, and they can be attached to the locks with the wire tie-downs that come in the box. You can use discarded sandwich bags, Paul says, and a little mustard doesn't seem to hurt the locks a bit.

A FORK LIFT FROM SIGN POSTS

A number of ways of making lifting forks have been reported in these pages, and Harold R. Buckenmeyer, assistant park supervisor, Sterling State Park, Monroe, Michigan, suggests still another.

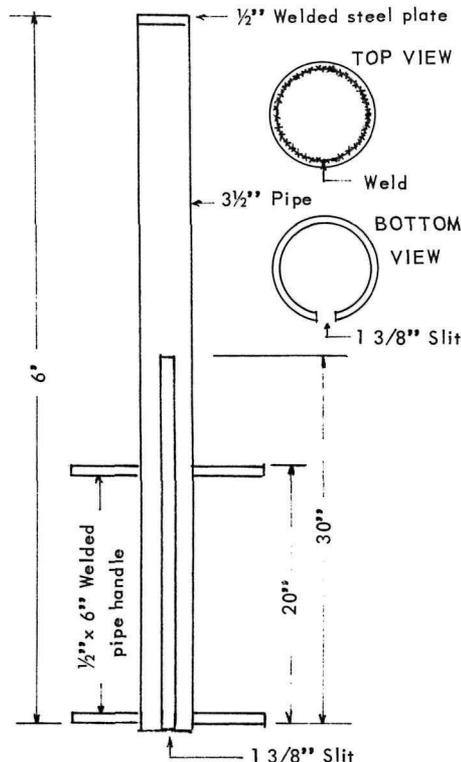
This set, made to mount on the three-point hitch of a tractor, was designed specifically for moving tables, but is suitable for many other uses as well. Harold's design uses steel highway sign posts welded together for needed strength. A piece of 1 1/2" x 1/8" angle iron fixes the distance between the forks and provides



support as shown in the sketch. Two pieces of 1/4" x 1" strap iron form the top hitch (A). The same size strap adds strength to the corners of the crossbar (B). Two points for the hitch (C) are formed by welding two pieces of 1/4" plate 6" x 6" to the crossbar. These plates also provide additional support for the forks.

DRIVER FOR METAL ROADSIDE POSTS

Driving metal roadside posts with a sledge from a ladder or truck bed can be hazardous. It can be accomplished more efficiently and the safety factor can be eliminated by using the post driver shown in the sketch.



The driver was designed by Foreman Doyn H. Lammers, Hot Springs National Park.

Cut a 1 3/8" slit in the side of a 6' section of 3 1/2" pipe to allow the driver to be easily slipped over the post. Cap the top of the driver with a welded 1/2" steel plate. Weld handles to the bottom and 20 inches from the bottom, using 6" sections of 1/2" pipe.

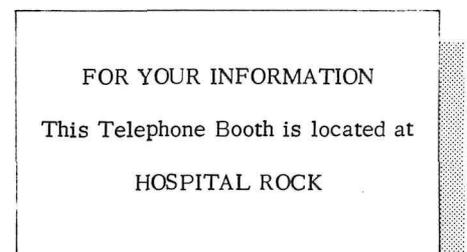
WHERE ARE YOU CALLING FROM?

The urgent incoming call reports a fire or an accident. "Where are you calling from?" is, of course, the vital information needed by the park employee. If the caller doesn't know the area well, or if it is night, he may not be able to answer that question very specifically.

Fire Dispatcher F. Lynn Bawden, Sequoia and Kings Canyon National Parks suggest that a sign be placed in each pay telephone booth in a park, giving the name of the area in which it is located.

Lynn makes two suggestions for the signs: one, that the lettering be routed in redwood; the other, that the information be stenciled on a piece of cardboard and that the sign then be put into a frame with a glass cover.

Wording for the sign might be as follows:



# Speaking of Interpretation -

## SELF-STYLED AV PROGRAM AT STONES RIVER

Shirley Keathley, historian at Stones River National Battlefield, has developed a Civil War program based on period music. Superintendent Sherman Perry explains this by relating a story about the battle of the bands that preceded the battle of Stones River.

On the night of December 30, 1862, Union and Confederate soldiers shivered over their evening meal. Regimental bands were called on to lessen the misery of the hour with some music. Tunes drifted across flat farm land to the ears of both armies. "Yankee Doodle" and "Dixie" fought valiantly for a time. Then one of the bands struck up "Home, Sweet Home." The men on both sides began humming and singing the familiar melody and soon the cedar brakes filled with the words, "Be it ever so humble, there's no place like home."

The next day the bloody battle began. Almost a fourth of the 83,000 men who joined their voices in song a few hours before suffered and died, never to see their homes again.

Curiosity about music of that period aroused, former music teacher Keathley began developing a slide/sound program for use at Stones River as an enrichment program.

Designed to be a brief review of all types of music heard during the Civil War period, the program contains both military and civilian tunes. The narrative portion of the program ends with a verse and chorus of "Goober Peas" to which many audiences add their voices with zest, perhaps contributing to the success of the venture. A 15-minute sing-along was added to the 15-minute narrative portion, thus giving it the versatility of being either a 15- or 30-minute program.

The following steps were taken to develop the project:

After a meaningful topic was chosen and pertinent information and materials gathered, a medium for presentation was selected. Stones River has a limited number of interpreters; therefore, the program had to be "canned" for easy presentation by inexperienced persons. In some cases it is loaned out with no staff members present at the showing. First choice was a "beep" record and filmstrip, but due to limited funds 35mm slides and a tape are being used.

The script was written, with footnotes and music notes (re S70 SERO memo 67-113, 8/17/67 for proper form).

Illustrations were carefully planned. In order to maintain continuity, drawings were preferred to a hodgepodge of photos. The commissioned drawings, being very expensive, were kept to a minimum by having them done in black and white and used several times with different colored overlays. These were photographed on 35mm slides. In the sing-along section the lyrics were typed on plain bond paper, and small lead Civil War figures were used to cast shadows on each sheet when photographed. This adds variety and with color overlays makes an interesting picture on the screen.

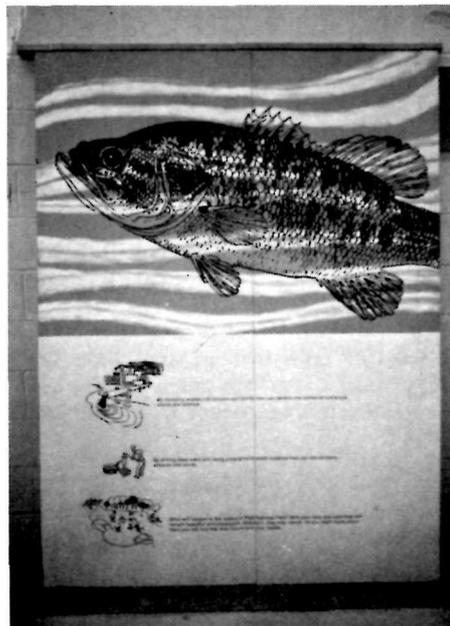
The tape was recorded at a local radio station.

The program has become a popular off-site presentation which encourages the local public to visit the Battlefield. Its appeal lies in the fact that it is Civil War-oriented without being technical—a human interest approach.

## READY-TO-USE DOUBLE SURFACE DISPLAY BOARD

Want an inexpensive, ready-to-use exhibit panel? People at the Division of Museums of the National Park Service have found that off-the-shelf hollow core doors with fiberboard finish make excellent double-surface panels. A major advantage is that they need no framing for rigidity, protection, or appearance.

Door sizes range from 18" x 80" to 36" x 96". Recommended thickness is

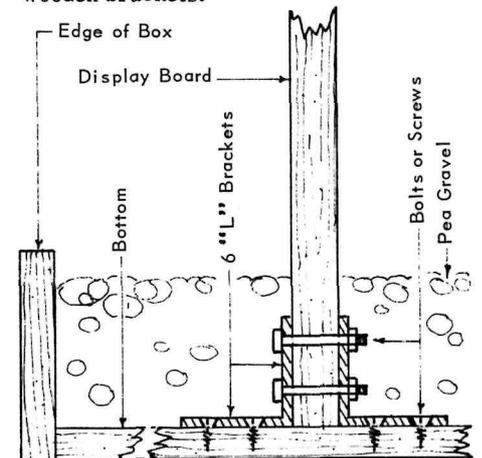


1 3/8", but other thicknesses are available. Most door-making companies will also provide special sizes, but that calls for custom work and the cost soars.

The photograph shows part of a series of exhibit for Platt National Park. Note how two doors have been pushed together to form one large panel.



The drawing (by Exhibit Designer Dan Feaser) shows one way of mounting the door panels. National Park Service has also used extruded aluminum poles and wooden brackets.



Keith A. Trexler, staff curator, Division of Museum, National Park Service sent the suggestion to GRIST.

## STRIP-OFF STRIPER

Don't freak out trying to paint stripes the hard way on furniture, car, or what-have-you. A Scotch product available at auto stores will be your sanity-saver. An inch-wide masking tape with precut pullout strips has eight 1/16-inch pullouts for varying number and width of stripes. Two patterns are available.

## NAVY-STYLE ROPE FENDERS

If you have any boats or docks in your park, don't throw away that old rope you have replaced. It can be converted into Navy-style rope boat fenders that are almost indestructible according to Park Ranger Richard G. Littlefield, Sanford Recreation Area.



The fenders, besides looking very nautical, will save dollars in wear and tear on your boat hull and docks. Also, fenders are a must on patrol boats when making boarding inspections.

Most any size rope, manila or nylon, can be used, and the overall size of the fender can be easily determined by regulating the size of the core.

A core is made first, by either laying up a piece of line (about one inch or larger)

into bights, and seizing the bights together with wrapping line or light wire. Leave a loop at the top large enough to fit around the cleat, or you can make a core as shown in picture No. 1 using whatever is handy. (In this case, a piece of round plastic foam.) Be sure to tie the cleat loop down to the core tight or it may slip off the core the first time it is used.

Now cut off three or six (six for a large



core) pieces of line, each one 10 times the length of the core. Middle these through the eye and even up the ends. Hang the core and line from a rafter or some overhead structure. See picture #2.

Tie wall knots in the six (or twelve) strands and continue tying row after row of wall knots until you have covered the core all the way down to the bottom. Now tie strands into three pairs, and tie a crown knot across the bottom and weave the remaining line back into the fender working toward the loop.

Picture #3 shows completed fenders in two sizes.

## SAFE STORAGE FOR WOOD BOATS

Improper storage of wood-hulled boats can, says Ed Fahey, senior park manager, Cherry Creek Recreation Area, Colorado Game Fish and Parks, result in such extensive damage that repair costs frequently exceed half the price of a new hull. Among the storage hazards are the following:

**DRYING DAMAGE.** Boats stored out of water frequently open somewhat at the seams, but these usually close tightly when the boat is launched. However, in a very dry climate or in an improperly ventilated building, the damage may be more serious. Keels, knees, and stems may split if drying conditions are sufficiently severe.

**CORROSION.** Rusting of iron or steel fastenings and fittings sometimes damages not only those fixtures, but the wood around them as well. Brass, bronze, or plated metal fixtures cause little difficulty. Storage in or near seawater or brackish water adds the threat of electro-chemical action, the products of which can damage not only the metal but also the wood around it. Electro-chemical action can take place even with fresh water that has taken on acidic extractives from wood.

**ELECTROLYSIS.** Zinc protectors installed on or near the metal to be protected must be pure, and a sufficient number of the protectors must be used. Connections between the zinc protectors and the metal to be protected must be solid. Bonding straps may be used to ensure a low-resistance electrical contact.

**DECAY.** This is the most destructive hazard to stored boats, and for the most part needlessly so, Ed says. Chiefly responsible is open storage which provides little or no protection from rain, snow, and soil moisture. Other causes are almost unavoidable conditions of storage, such as the difficulty of protecting large hulls from the elements and lack of adequate ventilation below deck.

**INSECT & RODENTS.** Termites can riddle structural parts, usually without leaving any evidence. Carpenter ants and powderpost beetles, which push shredded or powder-like borings from openings in the wood, can do serious damage. Rodent damage is usually limited to furnishings, such as upholstery and mattresses.

To help you prevent these kinds of damage to your boats, Ed offers the following suggestions and check list.

1. Select a favorable storage site, preferably ashore and under cover.
2. Prepare the boat adequately for storage.
3. Provide proper maintenance during storage.

## CHECK LIST

### Hull & Deck

1. The boat has been rigidly supported by keelblocking timbers (6" x 8") placed beneath the keel at not greater than 6' intervals or by a cradle designed for the boat.
2. All ventilators, doors, and hatches have been secured open for ventilation.
3. The shelter permits adequate circulation of fresh air.
4. There is no source of artificial heat in the shelter.
5. The shelter has no large expanses of glass.
6. Drain holes have been drilled at low points in compartments not capable of being drained by leveling the boat, by existing drain plugs, or by portable pump.
7. Deformation of the hull overhang at

the transom end has been prevented.

8. Grease cups and lubricating points have been cleaned and filled.

9. Engine overhaul is required only after extensive use. Refer to "owner's manual" for recommended intervals.

#### Electronic Equipment

All electronic equipment, such as radio telephone, depth finder, and loran, has been removed and placed in individual cardboard boxes with desiccant bags. Boxes have been stored indoors in a dry area.

#### Safety Equipment

All safety equipment has been stored in a dry, well-ventilated area. Canvas, rope, and life preservers and jackets show no signs of mildew, wear, or tearing. Lines and equipment made of fabric are dry.

#### NEW PAK-RAT II

Due to the multiplying numbers of Americans going to the camping field in recent years, it has created a vast need for refuse collection services in these camping areas. The versatile "Pak-Rat" will play a very important part in servicing this field in the least expensive manner.

The "Pak-Rat" mounted on an economical one-ton truck offers many benefits such as:

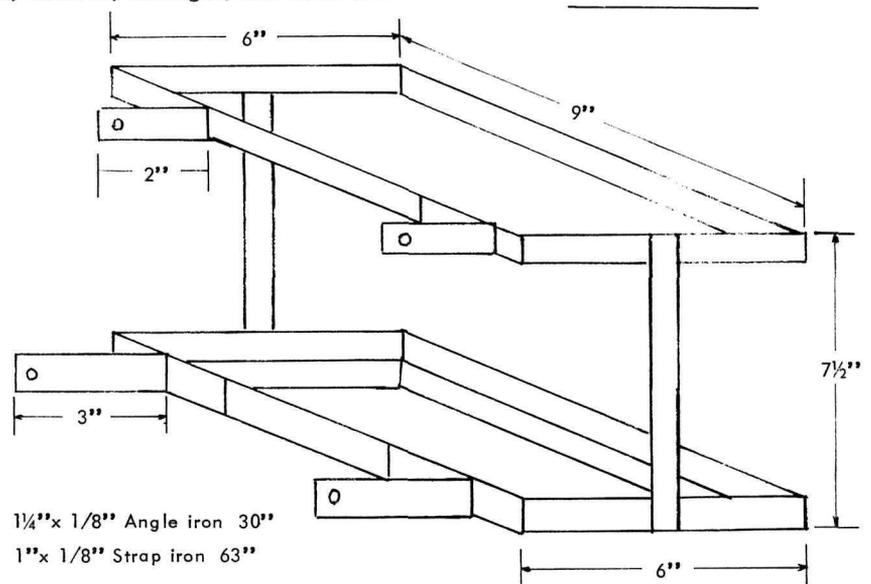
1. Low overall height. It will go under trees where many campers can not go. It can go in and out of tight places.
2. The unique barrel lift unit requires less employees to a vehicle. Lifting is done without back strain, with finger tip control.
3. Due to it's maneuverability, it can clean several park and rest areas in a day.
4. Usually recreation areas will have many scattered points of collection. The vehicle has the speed to cover more ground per day at almost 1/2 the fuel consumption of a large unit.
5. The "hopper" or loading area of the unit has two side doors. Loads from either side. Fully covered and enclosed, this feature eliminates blowing and scattering of collected refuse.
6. Less weight. The vehicle fully loaded does not exceed 12,000 lbs. This adds a saving to roads and black-top areas in the hot summer.

#### SPARE FUEL TANK CARRIER FOR MOWER

If you're on a half-day mowing job and the mower gas tank is small, you probably have to stop at some point and go pick up a new fuel supply. Harold R. Buckenmeyer, assistant park supervisor, Sterling State Park, Monroe, Michigan, didn't like wast-

ing that time, so he designed the two-gallon can carrier shown in the sketch.

The carrier is fastened at the top with the bolts that hold the mower seat and at the bottom with the two bolts that hold the draw hitch (Simplicity mower). Materials used were: 1 1/4" x 1/8" angle iron, 30"; 1" x 1/8" strap iron, 63".



A quick look at the mechanical features of this rugged little machine will show why it will give years of dependable service.

1. Packs hard and compact with two heavy duty four-inch hydraulic cylinders mounted on ram blade.
2. Hydraulic pump bolts directly into P.T.O. insuring quite dependable operation.
3. Hydraulic tail-gate latch insures gate compressed to rubber seal to prevent leaking.

4. Ejects load at disposal site. Body does not raise.

5. Hydraulic powered barrel lift unit loads heaviest barrel at finger's touch. Capacity to 1500 lbs.

For a small additional cost of a dump body and truck, a "Pak-Rat" can do so many more jobs, such as hauling wood and supplies to recreation areas and refuse on the return trip.

If you are interested in the "Pak-Rat," for more information and specifications write: Val-Jac Mfg. & Supply Co., Inc., 5650 North Broadway, Wichita, Kansas.

## DANGERS OF "DRUG-DRUNK" DRIVING

A "drug-drunk" driver is potentially as dangerous on the highway as one drunk from alcohol. Information about this danger has not been made as generally available as it should be, and many people are innocently endangering themselves and by getting behind the wheel of a motor vehicle after having taken a drug which could make them unfit to drive and which they may even have bought off a drugstore shelf. Taking more than one drug at the same time can be dangerous, too; only a trained person knows the effects of drug interaction. Another danger lies in taking a drug in combination with alcohol. Recently news stories have told of prominent people, who while under the influence of alcohol, have taken sleeping pills and died in their beds. How many people on the highways have combined alcohol and some kind of drug with fatal results?

The Food and Drug Administration is concerned about this increasing threat of drug "intoxicated" drivers. The drugs involved include true narcotics, stimulants, tranquilizers, sleeping pills, and even some cold remedies. Some are widely used in such common ailments as nervousness, overweight, high blood pressure and hay fever. This common, widespread usage combined with the lack of publicity concerning the dangers creates a confident unawareness in many. There is the other angle, too, that because some dangerous drugs may be obtained without prescription, despite legal requirements, some people use them for "kicks."

Here are some facts about the dangers of drugs and precautions to be taken if you are going to drive which have been adapted from those set forth by the Food and Drug Administration in Publication No. 15.

## AMPHETAMINES

Amphetamine drugs have many nicknames ("bennies," "pep pills," "thrill pills," "co-pilots") which conceal the seriousness of uncontrolled use. Although useful in treating certain illnesses under medical supervision, careless use can be very harmful and make it unsafe for the user to operate a motor vehicle.

Common beliefs about amphetamines are: "They are no more harmful than a cup of coffee," and "you can drive without sleep and never miss it." Both are false and both are dangerous. Amphetamines may increase alertness and efficiency for a short time, but this effect may be followed by headache, dizziness, agitation, irritability, decreased ability to concentrate, and marked fatigue. The most important fact for drivers is that excessive, unsupervised use interferes with the normal protective symptoms: drowsiness and fatigue. The feeling of exhaustion is short circuited; causing a driver to use up energy reserves until a total, sudden collapse may occur. Rest is the only safe remedy for fatigue. Reliance on stimulant drugs can

result in anything from a badly overworked heart to sudden death.

## BARBITURATES

Barbiturates are useful in calming nervousness and producing sleep in medical patients. However, they are habit forming and by law may be sold only upon prescription. Excessive use produces symptom similar to alcoholic intoxication. The user becomes drowsy, confused, cannot coordinate muscular action, and sometimes collapses. Hands, lips, and tongue may tremble, and thinking and talking may not be clear. A person so affected is obviously unfit to drive. Use of this potent drug should always be under a doctor's direction.

## TRANQUILIZERS

These are muscle relaxant preparations, generally speaking, affecting some reflexes, and are used to relieve mental apprehension. In normal or larger doses, or with other drugs or alcohol, dizziness or drowsiness may result. Obviously this creates a driving hazard. They should be taken only under medical supervision and the doctor informed that driving is contemplated.

## ANTIHISTAMINES

Drugs in this group are used for relief of nasal congestion due to colds, to combat allergies, and other purposes. Some may be purchased without prescription; others are too dangerous for use without medical supervision. Side effects such as inattention, confusion, and drowsiness may occur. In fact, some are used as an aid to sleep. If they affect you this way, don't drive. Read label directions carefully, and follow your doctor's advice about driving.

## NARCOTICS

True narcotics are used primarily in treatment of seriously ill, usually hospitalized, patients. In the unusual situation where narcotic medication has been prescribed and the doctor permits driving, he will undoubtedly advise about necessary precautions.

## DRUGS PLUS ALCOHOL

Not many people know the threat to driving safety of the above drugs, but even fewer know that the combined effects of these drugs and alcohol may be exceedingly dangerous. The combined effect may be much more dangerous to health and highway safety than the effects of either the alcohol or the drugs alone. The scientific term for the reaction effect is "synergism."

## TO SAVE YOUR LIFE

The caution, "If you drink, don't drive" is still good. But here are some additional rules that may save your life or the other fellow's:

1. If you are ill, see your doctor.
2. If he prescribes drugs, ask him about driving while taking them.

3. If you drink, don't drive. Ask your doctor about the combined effect of alcohol and the medicine he prescribes.

4. Don't ask your druggist to violate the law by selling dangerous drugs without a prescription, and don't buy from one who will.

5. Don't buy drugs from filling station or truck-stop operators. They may be good mechanics for your vehicle, but your body is a much more valuable and delicate machine.

## OPEN EXHIBIT ALARM PROTECTION

It was a lovely old jug, sitting there on display, almost inviting her to pick it up and examine it, but when she did—clang went a bell!

Objects on open display at Columbia State Historic Park in California rest on a push button switch like those on refrigerator doors. As long as the object is holding the button down, all is quiet. Pick up the object and the bell rings. This is protection against the person with intent to remove the object from the premises, but it must also be borne in mind, that a sudden or loud noise may cause a person to drop and break the object.

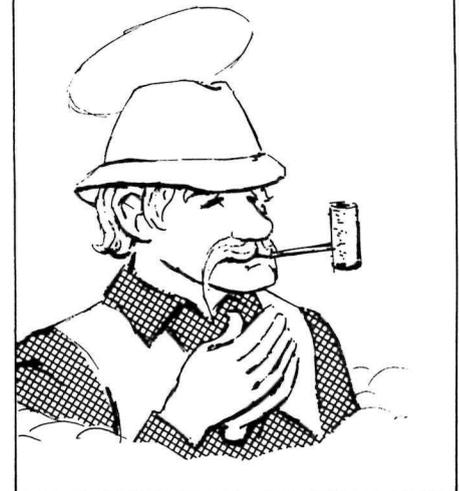
Area Manager Neil Power, who reports the use of the system, indicates that a more sophisticated version uses a "constant ringing drop" which keeps the bell ringing even after the item has been replaced. The "drop" has to be reset after the object is replaced on the switch.

*A day's work is a day's work, neither more nor less, and the man who does it needs a day's sustenance, a night's repose, and due leisure, whether he be painter or ploughman.*

—Bernard Shaw

"RANGER RED" sez:-

"Often a clear conscience is jist the result of a poor memory."



Jim Burnett & IBL