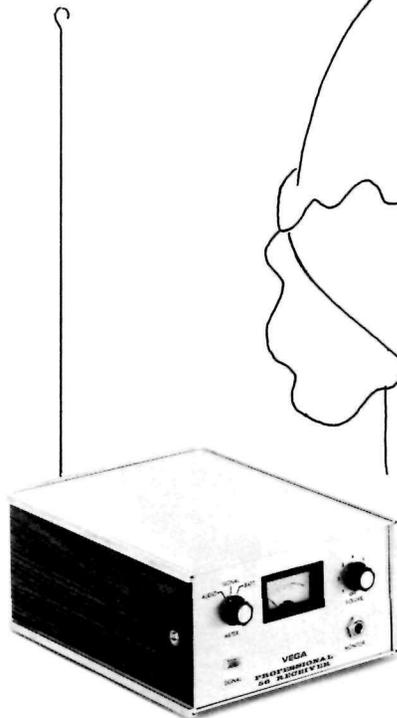
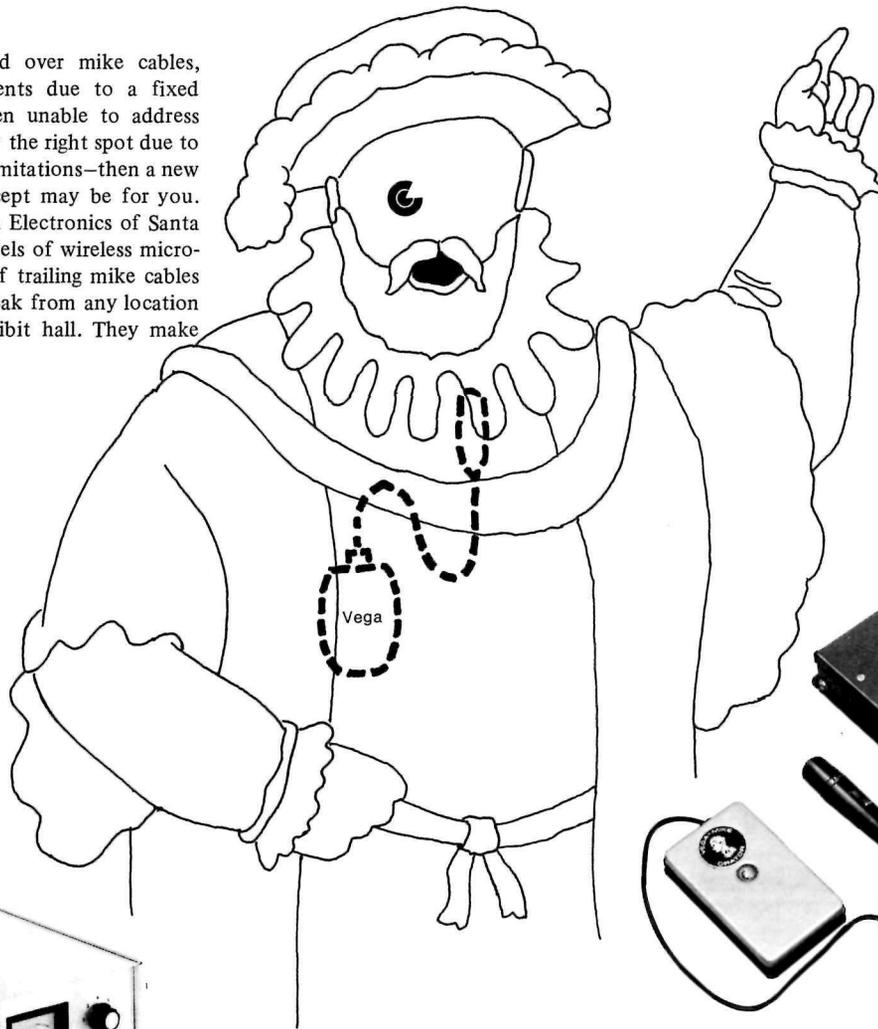


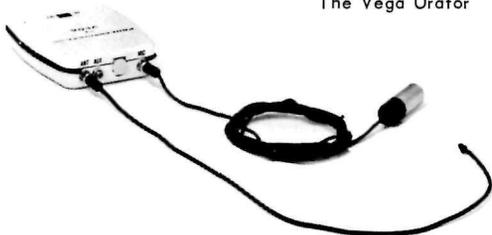
WIRELESS MICROPHONES FOR BETTER, MORE EFFECTIVE PRESENTATIONS

If you've ever tripped over mike cables, been limited in movements due to a fixed microphone location, been unable to address your visitors from exactly the right spot due to microphone/PA system limitations—then a new wireless microphone concept may be for you.

Manufactured by Vega Electronics of Santa Ana, California, two models of wireless microphone—completely free of trailing mike cables—give you freedom to speak from any location in an orientation or exhibit hall. They make



The Vega Orator



The Vega Professional

visitor questions and participation in your programs easy and spontaneous, allow you to organize programs almost anywhere and for special occasions without the usual worry of an elaborate public address system set-up with leads to many microphones, and even allow outdoor programs in any kind of weather.

The "secret" of the Vega wireless microphone system is a tiny battery-powered transmitter which is worn in a pocket (man's shirt pocket, for instance) or on a belt, or within a costume, even in a ladies handbag. The tiny, highly sensitive mike may be hand-held, or, for even greater freedom of action, secured "lavaliere" style, by a cord around the neck. The signal from the mike is sent to a receiving unit,

and from there fed into any public address system.

The compactness and light weight of the system's components contribute to their effectiveness. A typical transmitter weighs only 8 ounces, is 2 5/8" wide, 4 1/2" long and only one in. thick. The microphone is 5" long, 3/4" in diameter and weighs only 2 ounces. An 18" whip antenna on the receiving unit picks up the signals with clarity at distances up to 50 feet, the recommended maximum (although good results have been achieved greater than this distance).

For further information, specifications and prices, write Vega Electronics, 3000 West Warner, Santa Ana, California, 92704.

MAINTENANCE WORKER SCORES TWICE!

Two one-hundred dollar incentive awards at one time must be some sort of record—and Edward F. Hurley, maintenance worker at Padre Island National Seashore, holds it! It was in April that he noticed the difficulty and danger inherent in loading equipment and materials into pickup trucks. He thought about it and suggested a loading ramp for the tailgate. In May, he thought about prying up manhole covers—always a tough job—and came up with a

tool that did the task with relative ease and safety. In July, he pocketed two C-notes for his thinking—less the usual deductions, of course!

Hurley's truck ramp consists of two panels, each 36 in. long, 44 in. wide, joined along their width into a single, 6-ft. long ramp by 3 pairs of straps offset at an angle from the undersides of the panels. The vee-shaped pairs of straps, jointed to 10-in. legs by ½-in. pins, form Y-shaped supports for the ramp when in use.

The panels are framed from 3/16-in., 1½ x 1½-in. angle stock, with 1/8-in., 1 x 1-in. angles giving rigidity at the quarter width points, and 3/16-in., 3-in. straps stiffening the center line. The surface of the panels (that is, the ramp surface itself) is 3/16-in., 2 x ½-in. diamond-patterned, pressed steel.

The ramp is secured to the tailgate of the pickup truck by the combination of an angle on the underside of one panel (and near its free end) which slips over the lip of the tail gate, and two bolts which pass through tabs at the same end of the panel and through the tail gate itself. The ramp, in use, is essentially a "bridge" structure, one end supported by the tail gate, the center by the Y-shaped angles and legs, the far, or bottom end, resting on the ground.

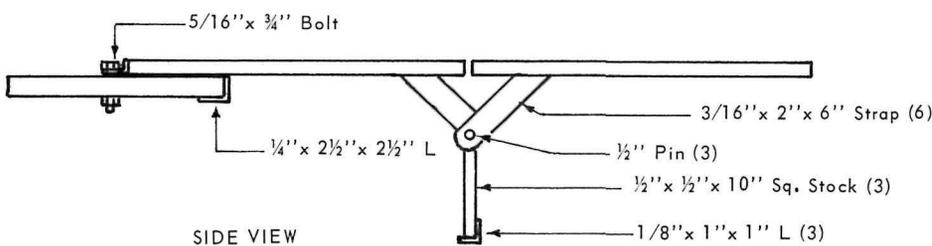
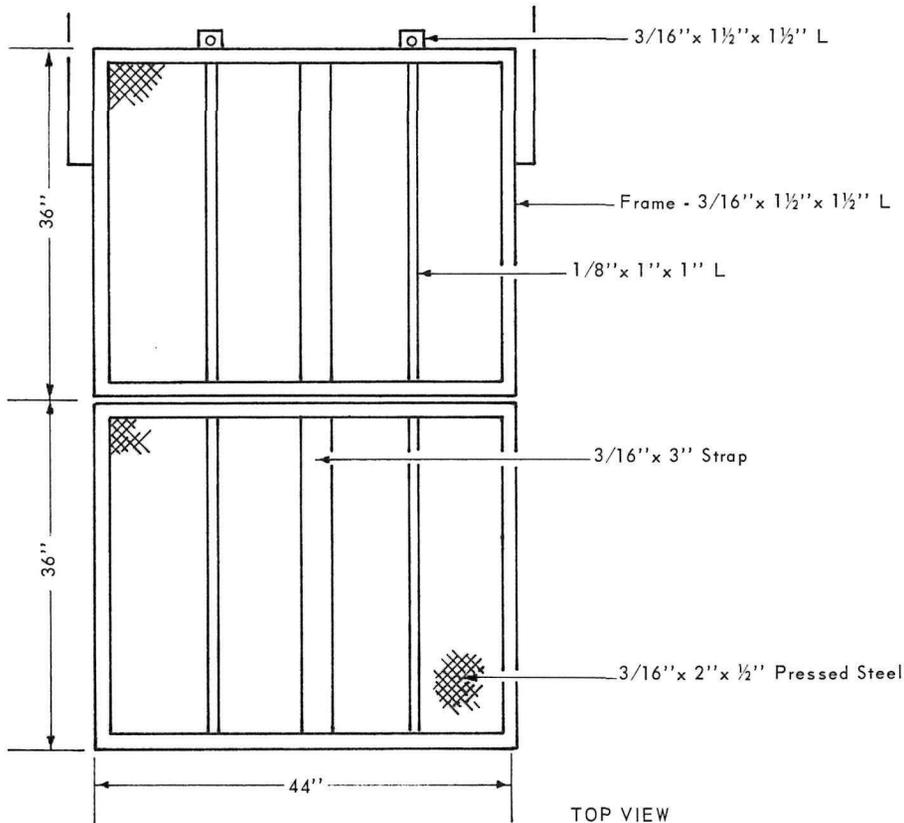
After loading or unloading, the ramp swings out of the way *with* the tail gate, the panel bolted to the gate rising with the gate to a vertical position, the bottom panel dropping by gravity to a vertical position, also, as it rotates around the pin-jointed angular straps. The legs fold down between the panels, rotating also around the pin at the vee of the straps.

Hurley's ramp is saving time, temper and manpower on Padre Island.

And so is his tool for removing manhole covers. Like all good ideas, it's so simple it impels the usual "Why didn't I think of it" reaction!

It's a 36-in. long piece of 3/4-in. bar stock, bent in the shape of an "L", 8 in. from one end. A gusset of ¼-in. plate (6 x 12 in.) is welded in the center of the "L", stiffening this end of the tool, which is the "business" end. On the other end is welded (at 90 degrees to the "L") a 12-in. length of the bar stock, this tee-shaped end of the tool serving as the handle.

Instead of using picks, screwdrivers, shovels,



SAVING INVENTORY TIME

Good ideas are often simple ideas—and often evoke that typical reaction: “Why didn’t I think of that!” Linda M. Meitzler had a good idea, a simple suggestion, but it won her award money—and, where adopted, will save time during inventory of audio-visual equipment at Park centers.

Linda, a clerk-stenographer at Delaware Water Gap National Recreation area, noticed that time was wasted during inventory of the installation’s slide projectors, because they had to be removed from their cabinets and turned over to compare serial numbers with the inventory listing. Further time often was wasted in

replacing the projectors, re-positioning and re-focusing them, this latter operation sometimes requiring two people to accomplish it properly.

Ms. Meitzler’s suggestion was this: place the serial numbers on the *backs* of the projector, where they readily can be read through air exhaust openings provided in the back of the AV cabinets. A simple, but good idea. And it can be applied to other equipment, too, where inventory-taking might require removal (and subsequent re-positioning) of the item in order to read the factory-inscribed serial number.

MODIFICATION OF DAVIT & RAIL INCREASES SAFETY

Crew members on Ranger III, the 165-ft. long vessel that ferries passengers and cargo from Houghton (Michigan) out to Isle Royal National Park (on an island in Lake Superior), are credited with the boat’s recently increased safety environment and upped revenue earning potential; and two crew members specifically won award money for their contributions.

More useable cargo space was needed on Ranger III’s forward deck to cope with ever-growing traffic across to the park as more and more visitors sought out the restful calm of this forested wilderness island. The ship’s master, Woodrow R. Bugge, and Park authorities solicited suggestions from the crew for ways to make more space.

All agreed upon this idea: move the emergency boat from its station on the forward deck, port side, to the after end of the boat deck, and thus gain room for additional revenue producing cargo, such as one 20 ft. pleasure boat, or two 16-footers. The potential extra revenue from the transportation of small boats (to be used by visitors during their stay on the island) amounted to \$1,560 a year.

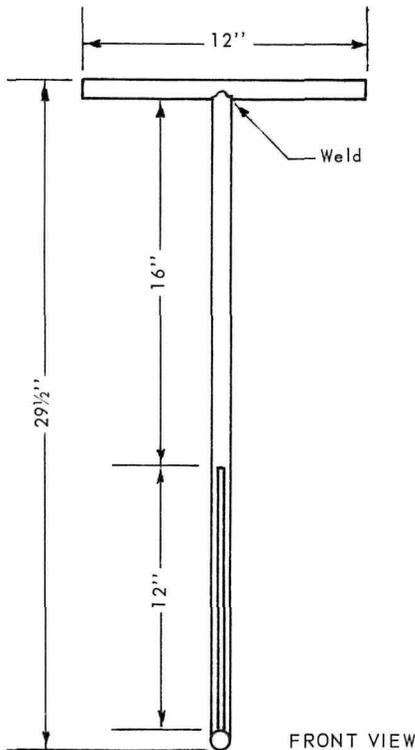
The crew’s ideas were approved by both the U.S. Coast Guard and the American Bureau of

Shipping, and the changes were made. As part of the relocation, a safety rail was installed along the deck and combing in the vicinity of the emergency boat, this feature also having been agreed upon by the crew as being necessary.

Following placement of the boat and its davit at the after end, Able-Bodied Seaman Werner R. Jutila and Heavy Duty Mechanic Frank Taddeucci then came up with a suggestion that enabled one man to launch the emergency boat with complete safety.

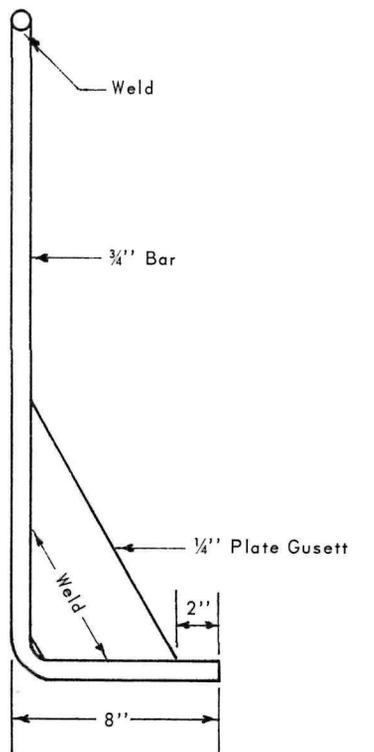
Ordinarily, in launching a boat, two or more seaman must grasp the boat itself and swing it about its davits over the side, from which position it is lowered away. Jutila and Taddeucci reasoned that for a smaller, emergency boat, one man could do this, provided he had some way to rotate the davit. Accordingly, they designed and constructed a 3-way bar socket which they welded to the davit at chest height. By inserting a bar (a pipe length, about 3 ft. long) into the nearest, most convenient socket, one man can readily, and safely, rotate the davit and thus swing the boat from its position over the boat deck out and over the side, ready for lowering away.

The emergency boat, as its designation indicates, is used for emergency situations such as “man overboard” when a boat must be launched as speedily as possible to render help. The emergency boat, along with the 4 larger life boats on Ranger III, and 2 life rafts, provide a life-saving capacity ample for the vessel’s maximum load, 125 passengers and 12 crew.



pry bars or sticks to pry out the heavy (up to 150 lb.) covers, often at a cost of broken tools at the best, mashed fingers, broken hands or strained backs at the worst, Hurley’s tool is used. Placing the length of the tool across the cover, the 2-in. tip of the 8-in. leg of the “L” is dropped into the hole of the cover. Now, lifting the handle will pry the cover loose, then pulling on the handle will slide the cast iron disc out of the way.

That’s using your head at Padre Island National Seashore—and getting paid for it!



CAMPGROUND DEVELOPERS GUIDE

"Investigate before you invest", advises James G. Watt, Director of the Department of Interior's Bureau of Outdoor Recreation, and to help potential investors in campground do just that, he further announced publication of a technical assistance guide. The guide, "Developing America's Outdoor Recreation Opportunities: Campgrounds" is intended for anyone interested in getting into the campground business.

The new publication serves as a guide to technical assistance and published materials available to potential investors. Sources range from Federal, state and local government agencies and camping organizations to trade associations interested in promoting camping. Subjects range from studies of camper characteristics and the economics of the business to advice on planning, construction and standards.

The illustrated booklet costs 20¢ and may be ordered from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

DOUDLE PAY-OFF FOR LANGUAGE TAG SUGGESTION

In February of 1969 Park Ranger Gerald A. Hoddenbach at Zion National Park had an idea about improving service to foreign visitors. Reasoning that many such visitors, lacking fluency in English, often leave the park with unanswered questions or, worse, with undesirable impressions, he suggested a program to correct or ameliorate this problem.

Specifically, he proposed that in parks and areas of anticipated heavy use by foreign or non-English speaking visitors, multi-lingual personnel be appropriately identified, both on their persons, and at their duty stations. Thus, a Spanish-speaking Ranger would wear just above his name tag a 3/8 x 3/4" tag with the legend, "Español". At windows to entrance stations, or on desks at visitors centers, a French-speaking interpreter would display a 2 x 8" movable sign with the legend, "Içi on parle Français". The net effect of the badges and signs would be to encourage the visitor to seek and get information and assistance in his own language.

Hoddenbach's proposal was considered for

use at Zion, and was partially adopted through use of the desk signs, only. There was divided opinion as to the smaller badges for use with the uniform, one feeling being that such a badge would not be in keeping with the intent of the July 2-69 Uniform Standards as authorized by the Director.

And there for the time being, the case ended, with the Zion Ranger receiving a \$25 award in February of 1970, for his partially adopted idea. But—the idea persisted. And began to circulate and percolate up to and through and around key offices in Washington of the Service and National Capital Parks, too. Again, some were for complete adoption of the idea, others were for further exploration, even up to touching bases with various foreign embassies to get their thoughts on making the foreign visitor feel more comfortable and welcome. All this went on, accompanied by the usual files of letters, comments, evaluations and opinions, during 1970 and 1971.

Meanwhile, Ranger Hoddenbach attended to his duties, as his suggested ideas now found their way back to the various field offices, and thence to parks, monuments and recreational areas, this time with an impressive roster of endorsements from those who had been cogitating the proposal these several months.

Result, at least five more installations have adopted his idea, in whole or in part, some opting for both uniform badge and desk sign, others for badge alone, others for desk sign alone. And, on October 21st, 1971, a year and 8 months later, Gerald Hoddenbach picked up another \$175 for his now more widely implemented idea.

SURF ZONE "IDENTI-KIT"

If there has ever been a time when you have been trying to explain surf conditions and wished you had some form of visual aid, your wish might be coming true thanks to a suggestion by Richard D. Baker, supervisory lifeguard at Assateague Island National Seashore, Maryland.

Baker suggested that a "Lifeguard Surf Zone Identi-Kit" be constructed for use at National Seashores. The kit would consist of a display board in light blue color with the following accessories: 1] Foamlines -- white indicators of breaking waves (of various lengths); 2] Current markers -- yellow arrows with "CURRENT" on the arrows in green; 3] Deep water marks -- with "DEEP" in red; 4] Sandbar marks -- with "SANDBAR" in black; 5] Shallow water markers -- with "SHALLOW" in orange. The items should be able to be attached and removed repeatedly.

Baker also suggested that the kit be used by head lifeguards for teaching other lifeguards and rangers.

The idea was worth \$100 to Baker, who also received an incentive award certificate.

RADAR PODS TO SWIMMING BUOYS



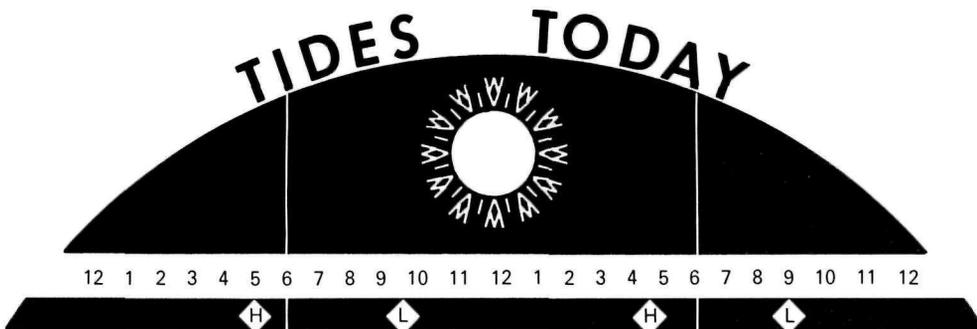
A motor boat operator and a general supply specialist at Glen Canyon National Recreation Area put their heads together. Results: Bullfrog Swim Beach on sparkling Lake Powell now has marking buoys for the greater safety of vacationing swimmers. The Park Service is at least \$1000 ahead (1st year saving); and the two men pocketed cash awards.

John A. Schulz, the motor boat operator, and Carl R. Krigbaum had noticed the need for marking buoys, knew that the commercial version costs substantial money, and knew, too, that certain radar reflective pods were in excess at Pueblo Army Depot in neighboring Colorado. These pods, 48" long, 10" in diameter, snub-nosed on one end, conically tapered on the other, and floatable, appeared to the men

to be almost ready-made buoys, requiring only minor modification.

Their suggestion was adopted and 200 of the pods were shipped to Lake Powell where they were modified: painted white, markings applied with fiberglass, sealed with marine resin, and fitted at the conical ends with heavy U-bolts to which moorings and weights were attached. Total cost of modifying 200 of the excess pods was \$2092.92 (including shipping from Pueblo), compared to a cost of \$6400 for similar buoys procured through contracting procedures. (The weights, incidentally, were scrap items and cost nothing.)

Although the radar pods won't necessarily continue to be available, while they remain in excess, they're specified as Item FSC 6920-606-0747, POD, Reflective, Radar.

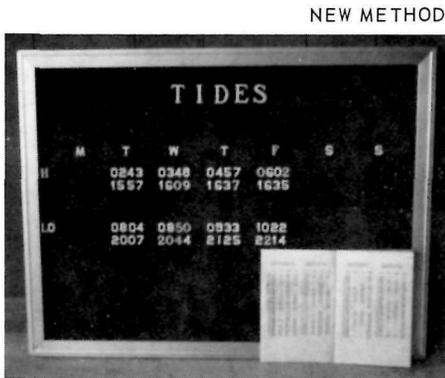


TIDAL CLOCK WARNS SWIMMERS

Shellers, beachcombers, sunbathers, swimmers now know what tide it is at Padre Island, N.S.—because now they have a tidal clock! Getting marooned by an incoming tide, getting your dune buggy mired in high water, missing the best shelling time—all are frustrating experiences for visitors to the seashore. Precise awareness of high and low tides is one way to avoid such unpleasantness.

But Park Ranger John E. Wilcox and Maintenance Man James Taylor figured that many visitors to the park weren't getting accurate tide information because of a somewhat confusing display of high and low tide information in the visitors center. Highs and lows for the current and next three days were listed on the board, with the times being in the 24 hour clock, military system. Wilcox and Taylor reasoned that since many people don't understand military time, and were interested essentially only in the tides for the *current* day—that is, the day of their visit—the board probably was not accomplishing its purpose.

The men proposed, therefore, that a new tidal display board be erected, on which would be featured on a tidal clock the tides for the current day only, with the highs and lows being



NEW METHOD

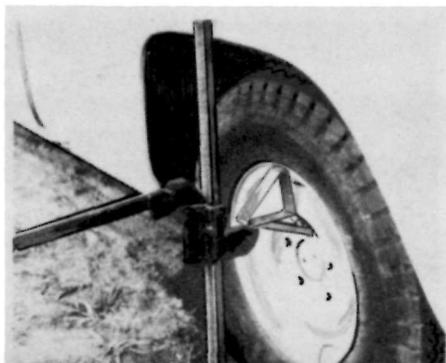
OLD METHOD

indicated by movable markers over a 24 hour span, from midnight to midnight. The times were to be indicated in normal clock hours (1 to 12) against a background which would alternate from the black of night to a lighter shade for day, then back to nighttime black. Under this tidal clock, which was to be attractively arc-shaped and surmounted by the legend, "Tides Today", the men further proposed a blackboard be mounted upon which would be displayed the weather for the day and the next day.

Their suggestion was adopted, they pocketed incentive award money, and now visitors know what tide it is!

STUCK IN THE MUD? HERE'S HELP

If your pickup truck has ever been stuck hub-deep in mud you will appreciate this wheel jack bracket. With this new bracket, you raise the wheel from the outside with either a screw



or bumper jack. Simply bolt the bracket to one of the lug nuts on the wheel and jack the vehicle up.

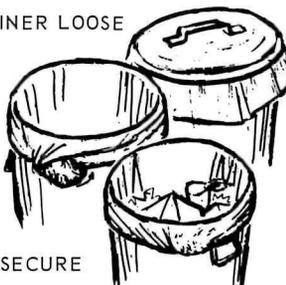
It should then be an easy procedure to shore underneath the wheel, lower the vehicle and drive away.

The bracket fits standard width 14, 15, 16, and 16½" wheels, and split rims on ½ and ¾ ton trucks.

The bracket is zinc plated and has a load limit of 2,000 lbs.

It sells for \$5.95 postpaid and is available from Dick Cepek, Dept. RVP, 9201 California Avenue, South Gate, Calif. 90280.

LINER LOOSE



LINER SECURE

"SOFT BATON" TRAINING AID

The unthinkable something must be thought. In these days of population explosion and ever-increasing use of our park facilities, crowd control—and the tools for such control—must be thought about *and* their use must be practised.

But how can rangers and others being trained in crowd control tactics learn the use and effect of the batons with which they are armed unless they use them *full force* as the deterrents they are meant to be—with their very real potential for serious injury to practice participants on the receiving end?

A so-called "soft" baton has been sought to solve this problem—one which could be used full force, as its real counterpart, without inflicting injury. Gerald A. Hoddenbach, Supervisory Park Ranger at Zion National Park, has come up with a "soft" baton which is now being used in practice crowd control sessions there.

His baton consists of ¼-in. wooden dowling cut about 4 in. shorter than the plastic tubes used to protect golf clubs. (These tubes are available at most sporting goods stores for about 15 cents each.) The dowel is loosely rolled in two large plastic garbage sacks (as currently used in the Service) and stuffed into the longer plastic tube. Wadded newspaper is used to fill the 2-in. spaces left unfilled by the dowel at the ends of the plastic tube, and these ends are sealed by a criss-cross layering of filament tape.

In use, these "soft" batons inflict sharply stinging sensations. When nerve centers are struck, tingling or partial numbing (or both) occur, yet these effects are short lived. Through their use, the "soft" batons teach wielder their effective use, at normal, full force, and teach recipient their unpleasant effects, and lead to possible means to block future blows.

End thrusts with the "soft" baton can be very painful, Hoddenbach warns, and recommends that this type of encounter be practised with nearly the same degree of care as required for the conventional hard baton.

PINE CONE SECURES PLASTIC LINERS

Jean Bullard, NPS Newsletter staffer in Washington, saw this idea at Ute Campground in San Juan Island National Historic Park, Washington state. It's a nifty, do-it-yourself idea for that messy problem of slipping garbage can liners.

Just do this: first slip the fresh, empty plastic liner into the can or container, laying the top edges around the rim; next, place a pine cone (or small rock) into the folded-over edge on one side and then twist or turn the loose plastic and the cone around and around until the slack is taken up, and the edge of the bag is tight completely around the rim. Tuck the "knot" formed by the plastic and cone under the edge and the job's done.

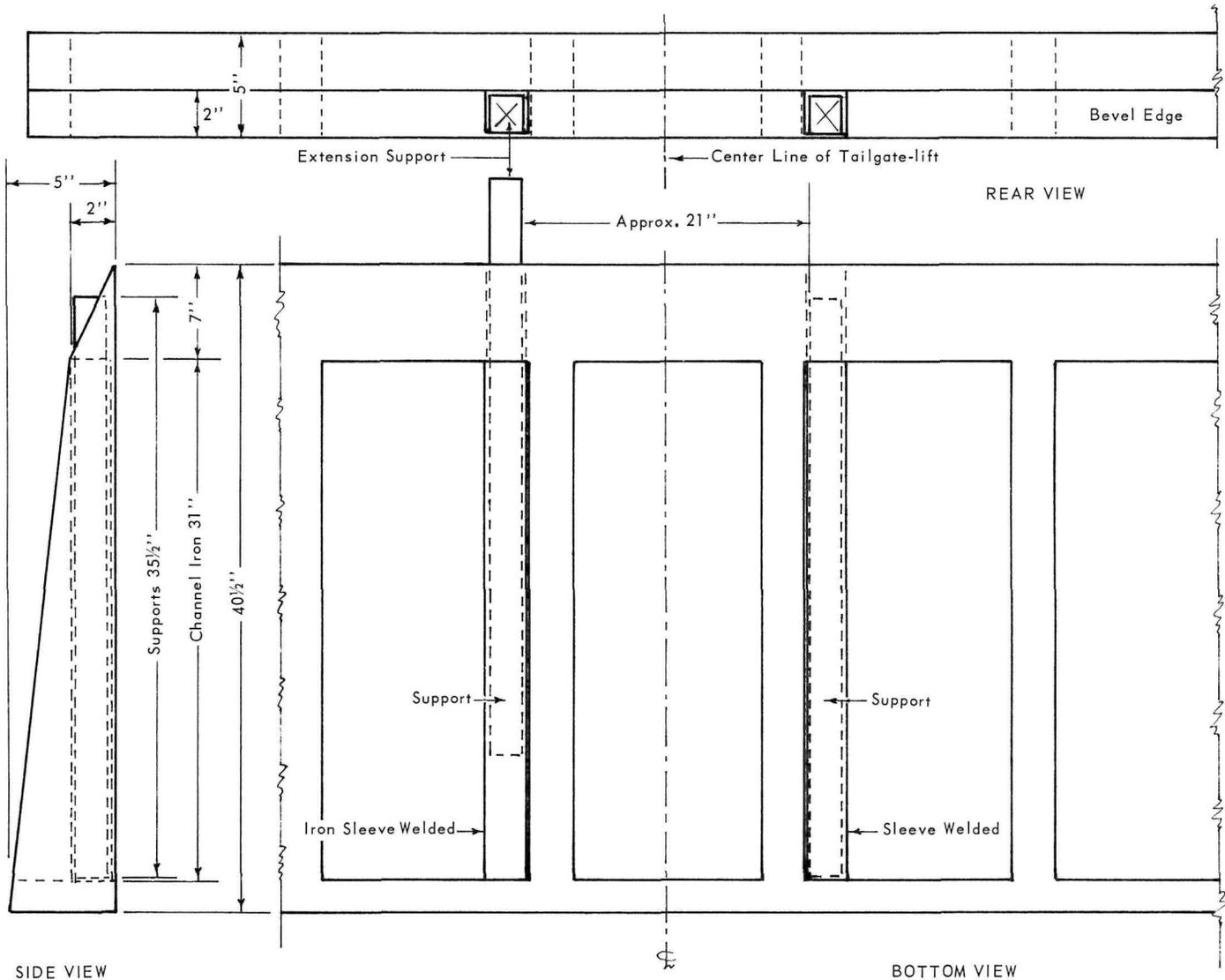
RETRACTABLE LIFT GATE EXTENSION

To reduce the hazard and additional manpower required to load oversize turf mowers, a permanently attached extension was first tried on trucks at National Capital Parks—East. These permanent extensions sometimes interfered with normal use of the trucks and were judged a hazard. The development of retractable extension by James L. Reilly, supervisory horticulturist at NCP-East, allows normal use of the tailgate with the availability of an extension when needed.

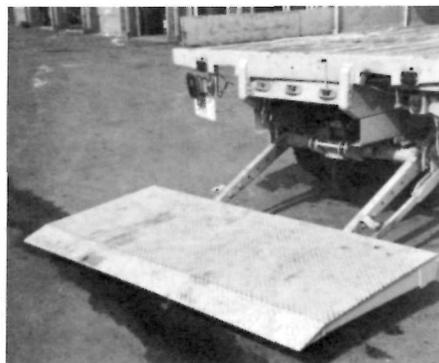
The extension supports were made out of 2-inch square, steel signpost stock. An opening is cut in the beveled edge of the lift gate to allow the support to pass under the main deck of the gate. Next, 1 1/4-inch angle iron is

welded to the underside of the main deck of the gate to hold the support when not in use. The length of this angle iron is 31 inches.

The support is 35 1/2 inches long and protrudes to the lower edge of the beveled side of the lift gate and slides freely in a slot made by the angle iron. The entire assembly is painted bright red on the interior end to indicate the



1 Standard power-lift tailgate in the secure position showing the underside of the platform.



2 Tailgate in operating position showing approximate size and beveled edge.



3 Permanent unit in secured position. Note; the hazard of the upright and long extensions.

limit of its extension.

There is no device to prevent the extension from coming all the way out. Although one could be fabricated, it wasn't done because it is necessary to remove the support in order to fully utilize the beveled edge. The adaption neither weakens nor overloads the tailgate in any way. It was not intended to change the weight capacity of the tailgate, merely to adapt it to handling a larger volume.

Construction cost was approximately \$46.53 including materials and labor. Installation and construction was done by Robert C. Walker, automotive mechanic, which required 3 hours. Bob also contributed several of the con-

TOPSIDE UNDERCOATING PREVENTS RUST OUT OF TRUCK CAB FLOORS

If it rains in Indianapolis, it snows in Washington, D.C., a city which once was labeled a hardship post in diplomatic circles due

to its sultry, humid climate! But James W. Thorne knows better, having observed the rusting out of floor boards in National Capital Parks' truck cabs, caused by employees tracking in snow and de-icing road salt during long winters.

Like all good ideas, Thorne's idea was simple: lift the mats from the floor boards in the truck cabs, apply a heavy coat of regular undercoating (that is, the same material conventionally applied to the vehicle's underside, and for the same reason), let it dry, then replace the floor mats. The topside coating repels the salt-and-water combination which had been rusting out the floor boards, and extends the life of the trucks. That's good thinking in the southern city of Washington!

OUTDOOR LIGHT REPLACING MADE EASY

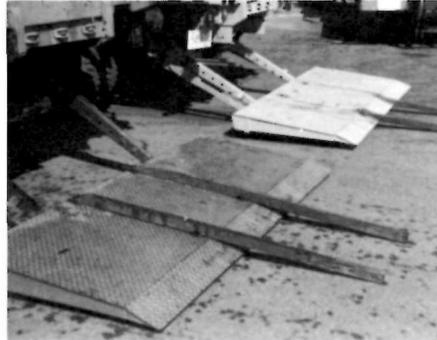
Mounting a ladder on the back of a National Capital Parks (North) utility truck is a suggestion that has paid out savings of about \$600 a year to the government, and has put \$60 in award money in the pocket of Electrician Raymond D. Hall. Hall got the idea when he noted that up to 4 men were needed to change burned-out lamps in the overhead luminaires of the Carter Barron parking lot, using either a cherry picker borrowed from another division, or cumbersome, unwieldy scaffolding.

His truck-mounted ladder is safely secured by bolts which hold the foot of the bottom section into the angle formed by the back of the truck and its rear step. Two steel straps, which extend from the upper part of the truck's cargo section, are bolted to and through the rails of the bottom ladder section, at a point about 6 ft. from the connection at the step, the ladder being canted at a safe climbing angle.

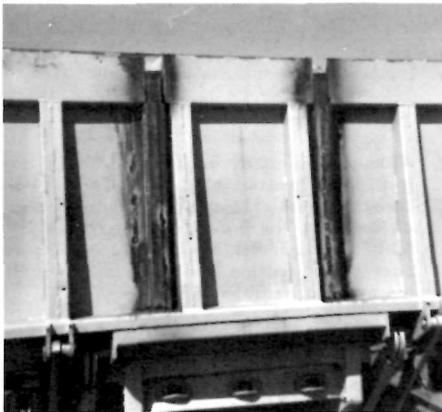
The ladder can be readily mounted and bolted in place (or removed) in about 10 minutes' time by one man, that same one employee moving the truck from luminaire to luminaire as required, and doing the work formerly done by 3 or 4 men. NCP-North Acting Superintendent Wes Wolfe estimates that Hall's suggestion is saving about \$50 a month.



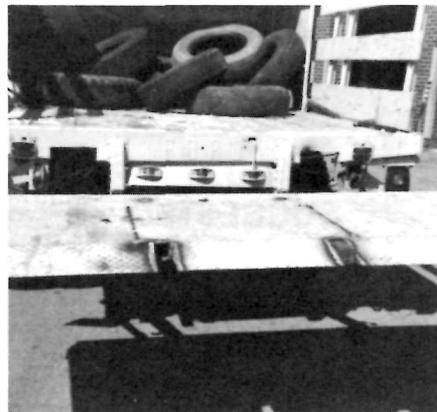
4 Permanent unit in operating position. Note; hazard of backing with fixed extensions and reduction in normal use of the gate.



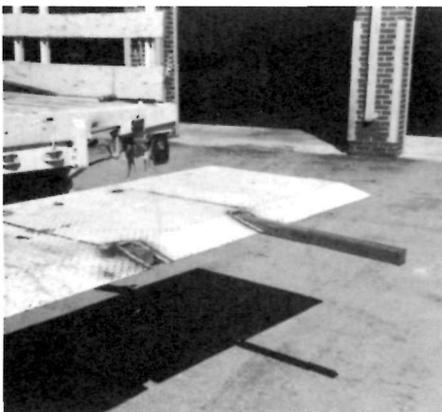
5 Permanent extension unit and retractable unit. Note; interference permanent unit makes with normal gate use.



6 Underside power-lift tailgate showing construction. Note; angle iron slot holding 2 x 2 supports and the openings in beveled edge.



7 Note Slots cut into beveled edge of tailgate (with & without support). Supports hardly interfere during use or are easily removed if necessary.



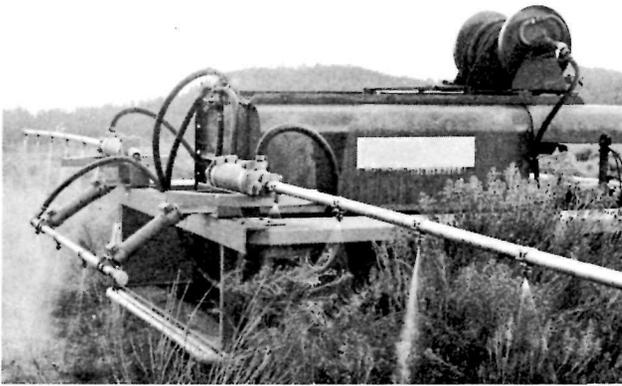
8 Modified tailgate showing the supports in the stored and extended positions.



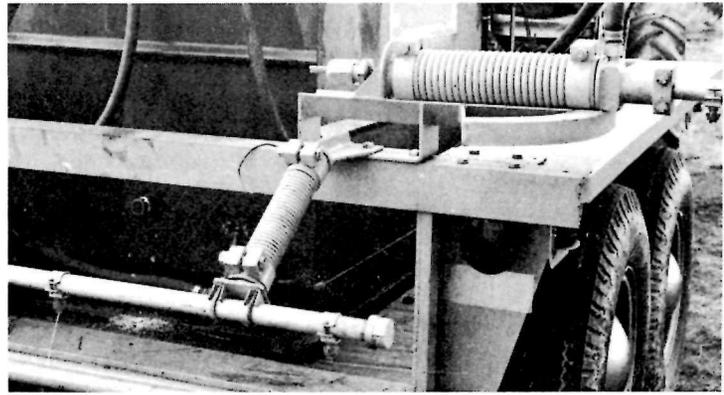
9 Modified tailgate in use with oversized load. Note; mower is 48-inches wide at the wheels while cutting unit is 60-inches wide.



SPRAY BOOM FOR ROUGH TERRAIN



Rear trailer mounting.

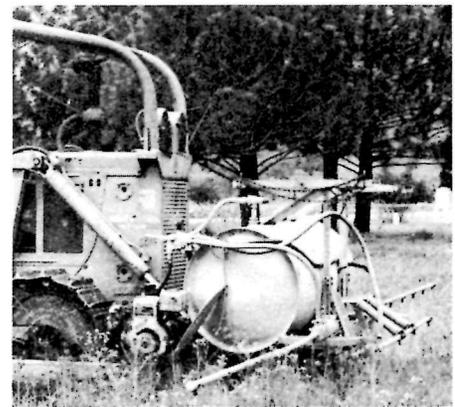


Close-up view of rear trailer mounting.

The traditional row-crop spray boom never has been successful when used on rough, brush-covered terrain. To provide equipment that is suitable, the San Dimas (California) Equipment Development Center of the U.S. Department of Agriculture has developed and tested a new spring-mounted spray-boom system that is designed to meet these needs.

In the development of this boom system, a study was made of acceleration and impact forces (rather than using a trial-and-error approach). These values were used as input into a mathematical model, which, in turn, could define the boom and boom-support spring parameters. The information thus developed was used in the design.

The boom is constructed of Schedule 80 high-strength alloy aluminum pipe (Alloy 6061-T6 pipe, 40,000 psi yield) and consists of two 9' outer sections and a center section that can be made in various lengths, depending upon spacing of the boom mountings. The standard-width boom assembly provides a 27' swath. Each outer section is capable of giving way independently up to 90 degrees when encountering an obstruction, such as a tree or rock, and then returning to spraying position when the obstruction has been passed. The boom can be mounted directly on the front end of a tractor, on a bulldozer blade, or on the rear of a trailer.



Front tractor mounting.

Although the spray boom assembly is not available commercially, the Center has drawings available and will furnish them on request. The drawing numbers are RM 32-01 through RM 32-05. The estimated cost of fabrication and materials, including nozzles, is \$350 to \$400.

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Material for Publication

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"HAZARD BOARD" SUGGESTED

Neal R. Bullington, Park Naturalist at Timpanogos Cave National Monument, has won an award for his "Hazard Board". This is a bulletin board of almost any size and shape, set up at a prominent location near the entrance of every visitor contact station, with possibly addition boards in campgrounds and at amphitheatres. The board should be titled in bold, prominent lettering, "Hazard Board" and be bordered in red, and on it should be set forth those sources of trouble for the visiting public—and most park officials know all about that from bitter experience.

Bullington would list, for example, hazards like bears, rattlesnakes, rock falls, rapids, bison, overlooks, thermal pools—whatever could be or is a potential source of danger or injury to the unwary, sometimes uncomprehending visitor.

The naturalist's suggestion has been adopted at Timpanogos, the officials noting that its implementation, in addition to being a service to the public, might also prevent or reduce tort claim awards. Regional, or servicewide use of Hazard Boards, it was noted, would increase the value of the idea, almost on an exponential basis, since visitors would tend to look for the signs as they move from one area to another, thus becoming accustomed to them and being prepared for warnings of possible danger.

THE SURVIVAL KIT



"Acupuncture has made Frisby our most popular interpreter."

By Jim Burnett

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