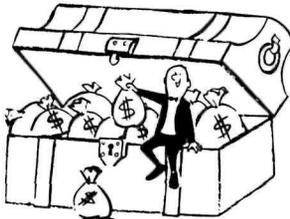




MAY 1966

NUMBER 2



EFFICIENT SLIDE DISPENSER
(NPS SW-66-7)

The tray type drawer for holding 35mm slides that are for sale has several disadvantages, including limited storage space and frequent handling to find the slide requested. Gilbert L. Amaral, Administrative Clerk and Michael Pszyk, Maintenceman, Haleakala National Park, combined their respective design and construction skills to produce the efficient dispenser shown here which speeds up slide sales.

The sketch shows construction details of the unit, most of which is made of 1/2" pine. The slide carrier is light weight metal alloy and the front cover is glass.

Are YOU Getting YOUR Share Of Incentive Awards Money?

The glass cover permits easy viewing and estimating of the number of slides remaining in the dispenser, thus tending to reduce the possibility of having to restock during peak sales periods.

Gil and Mike made this unit 26" by 4 1/2" by 5" with compartments for 10 different slides. As shown in the photos, two units were combined to provide for a selective set of 20 slides in the sales room. The units were mounted under the sales counter, but can be removed by taking out two screws.

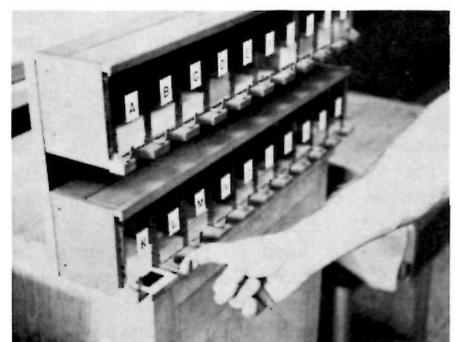
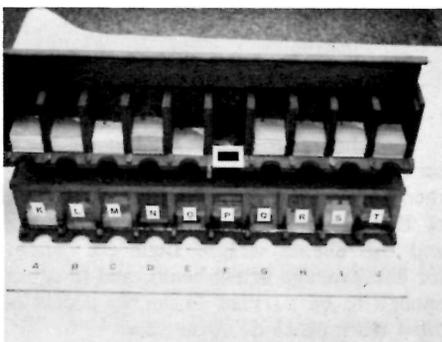
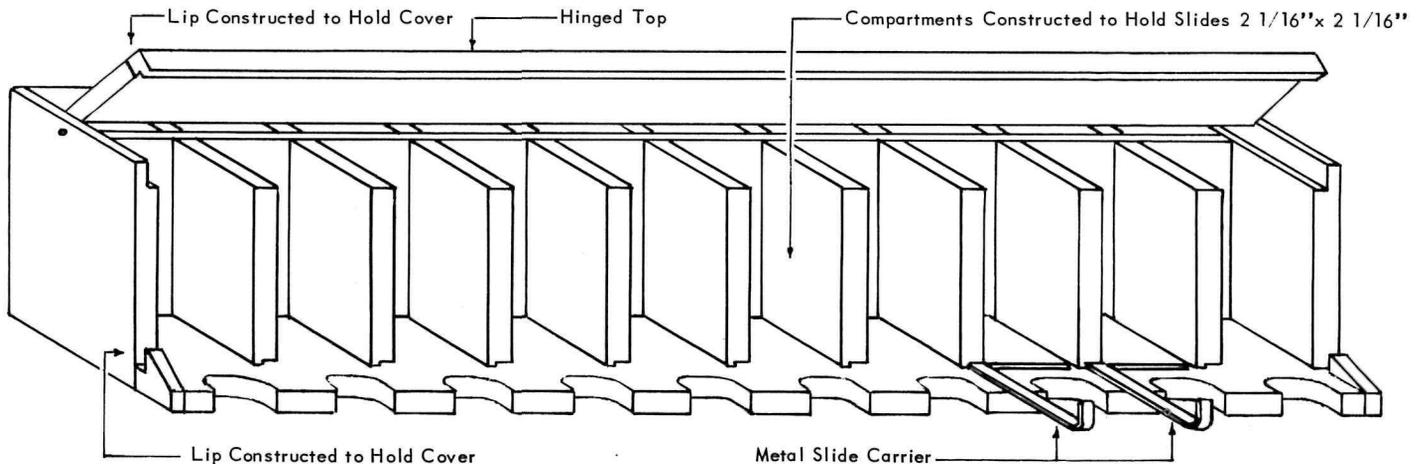
Since a single slide is dispensed each time the lever is pulled, quicker handling and easy counting result.

Inexpensive materials and scraps were used in construction, so time and labor were the principal costs, only about \$20.

LONG LASTING FORM FOR
BENCH ANCHOR SLABS
(NCR-65-152)

Forms built of wood for making the concrete slabs used to anchor park bench legs don't last very long. Fletcher Hamilton, Mason, National Capital Region, says a new form is required after making about ten slabs. This means about ten new forms a year for NCR at a cost of about twenty dollars each.

Fletcher proposed having a form made from standard angle iron. The forms cost more (about \$110 each), but they last practically indefinitely. The two which the NCR shop had made by a blacksmith have been in use for a year with no maintenance nor replacement required.

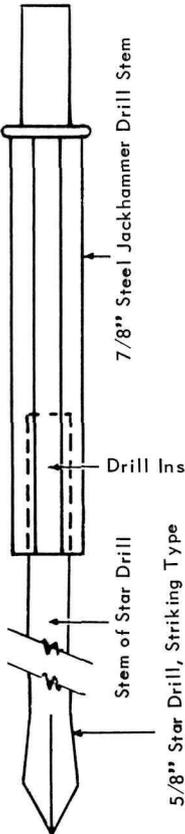


**IMPROVED MASONRY DRILL BIT
(NPS/MW-65-111)**

Mayo Zabriskie, Maintenance Foreman, Colorado National Monument, decided that masonry drill bits which cost \$13.50 each and were worn out after drilling four or five 5" holes in cement which contained large stones in the mix, were too expensive an item. He considered ways to reduce that cost.

As a result the tool shown in the sketch was made. It drilled over 100 holes in the same material in one minute per hole, as against half hour to drill the same depth hole with the other drill bit.

Mayo took a worn out jackhammer drill, cut it off and bored out the center to one-half inch. The octagon stem



of a striking type star drill was then pressed into this hole. The star drill cost 78¢ and it took an hour to make the tool.

When drilling with this tool, only about 40 pounds of pressure should be used to operate the jack-

hammer, Mayo says. Full pressure will cause the drill to stick.

**INEXPENSIVE TEMPORARY EXHIBIT
(NPS M-65-144)**

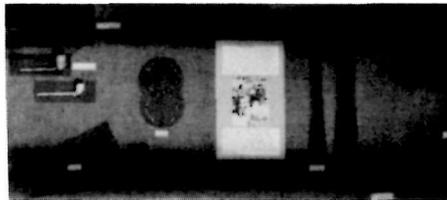
A park museum often has opportunity to exhibit an item or items belonging to an individual or organization on a temporary loan basis. How do you prepare such an exhibit without spending a lot of money and still get a neat, attractive, professional looking display?

Robert J. Riley, Historian, Grand Portage National Monument, made up the exhibit shown in the photograph at a cost of only \$1.25 for materials. Bob used designer burlap for the background. Besides being inexpensive, it comes in a wide variety of colors, and is easily trimmed or fashioned to meet display case requirements. Quarter round or lath can be used to hold the burlap in place and it can be stained or painted to contrast with or match the burlap.

When the background has been prepared,

construction paper of a contrasting color, cut to silhouette the item to be displayed, or in a suitable geometric design, can be placed on the burlap to make the item stand out. Labels, either typed or made with a label maker, can be bordered with construction paper, either the same color as that silhouetting the display item or a contrasting color.

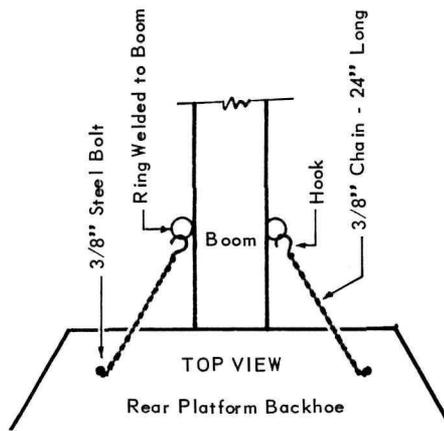
The burlap is easily removable if desired, but once in the case it may be reused for other displays merely by changing the construction paper silhouettes.



**SAFETY CHAINS FOR BACKHOE
(NPS MW-66-14)**

The backhoe boom has a tendency to extend or drop when the equipment is in transit. Jon Fillmore, Operator General Light Duty, Grand Teton National Park, found it necessary to check the boom position frequently because when it extended it caused the front end to become dangerously light on the road. There was also the possibility that the bucket would lower far enough to dig into the road.

To eliminate this trouble, Jon installed safety chains as shown in the sketch.



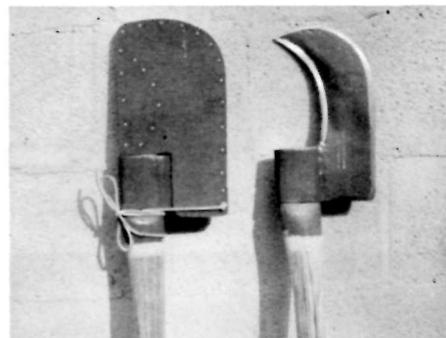
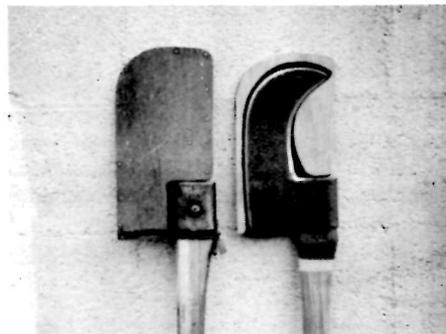
**COLOR SPOTS SAVE MONEY
(NPS MW-65-58)**

On electric typewriters and other office machines that have starter control switches, it pays to place red or yellow luminous paint or luminous tape on each in such a way that when the machine is on, the bright spot shows clearly. This becomes a reminder to turn the machine off when not in use, and it has worked very well in the offices at Glacier National Park, as Stenographer-Secretary Martha M. Sloan points out.

**SHEATH FOR A BRUSH HOOK AXE
(NPS SER-65-151)**

The brush hook axe with its two cutting edges looks like some wicked medieval weapon—and it's just as dangerous.

Ranger James D. Hankins, Blue Ridge Parkway, designed and made the sheath shown here to provide protection to the person carrying the tool and to protect the blade from damage when it is stored in a tool box or the rear of an automobile or truck. Jim used 3/8-inch plywood and 1/8-inch exterior hardboard. The shape of the tool was jugged out of plywood which was then glued to the shaped hardboard (see photographs). A matching piece of hardboard which forms the other side of the sheath was then fastened to the plywood with glue and 1/2-inch wire nails.



The sheath is so designed that it locks on the blade when held snug by a leather thong tied around the handle at the base of the blade. The cost is very small, and the sheath weighs little (12 ounces for the average brush hook), and is small enough to be carried in the hip pocket of most work pants or coveralls.

SIMPLIFIED PHOTO FLASH CHART
(NPS MW-65-75)

Here's a simplified exposure chart for use with flash equipment, a time saver made up by Michael O. Wintch, Park Ranger, Theodore Roosevelt National Memorial Park.

Mike points out that each year many seasonal employees may be called on to investigate accidents or cover special events at night where they must use flash equipment to get photographs. When such persons are not familiar with the most commonly used NPS cameras and flash equipment, they may take several extra pictures on each occasion in order to make sure to have at least one good photograph. With these simple charts, however, the job is made nearly foolproof so that even an employee who knows very little about the particular camera and film can get a reasonably good shot without wasting film and bulbs on extra photographs for safety.

Information provided with cameras or packed with film often is in such form that it cannot be understood quickly to apply to an immediate problem. Mike's charts, which he puts on 5x8 cards and places right with the equipment, are quick and easy to read.

When he submitted the suggestion, Mike pointed out that an average of at least 25 events per year require photographing at night in each NPS administered area. He has found that usually a minimum of about 5 or 6 pictures are taken of each event, on the average, and that two of these are taken just for safety, to be sure there will be one good shot. If his charts save those two extras, that's 50 flash pictures per area per year, at about 20 cents per shot. With about 200 areas, the saving per year would be \$2,000, just by having simple charts handy.

REWINDING FIRE HOSE MECHANICALLY
(NPS SE-65-39)

By attaching a flywheel and starter taken from a used automobile to the hose reel on your fire truck or pumper unit, you can rewind the water hose mechanically. William J. Barksdale, Mechanic in the Gillespie Gap Maintenance Area of the Blue Ridge Parkway, made such an installation and found that it saved time and money.

One man can operate the hose reel without assistance where the terrain is not rough. In areas where there is jagged rock or other rough terrain, the job can be done by two men, one at the nozzle end of the hose, the other at the reel. When the job is done entirely by hand, it

can take up to four men to reel in a hose in such rough terrain.

The average rewind, which takes about five minutes by hand, takes only one minute with the mechanical reel. Thus the truck can move on fast in case it is needed in another location for fire suppression.

Bill says one man can be eliminated from the average pumper crew when the mechanical reel is installed, so there is a saving of \$1.53 per working hour (laborer wage rate). The total one-time cost of the installation is \$37.50.

People will not look forward to posterity, who never look backward to their ancestors.
Edmond Burke

"FLASH EXPOSURE CHART"
For Use with SLR 135 Cameras
Use "M" Synchronization and FP6 or FP26 Flash Bulbs*
Kodachrome X ASA #64 Kodachrome 11 ASA #25

Distance	Shutter Speed					Shutter Speed				
	1/25	1/50	1/100	1/200	1/400	1/25	1/50	1/100	1/200	1/400
Under 5'	f28	f22	f22	f16	f11	f16	f16	f13	f11	f8
5' to 7'	f22	f16	f16	f11	f8	f11	f11	f9	f8	f5.6
7' to 10'	f16	f11	f11	f8	f5.6	f8	f8	f6.5	f5.6	f4.5
10' to 12'	f11	f8	f8	f6.2	f4.5	f6.6	f5.6	f5.6	f4.5	f3.5
12' to 15'	f8	f8	f5.6	f5.6	f3.5	f5.6	f4.5	f4.5	f3.5	f2.8
15' to 20'	f7	f5.6	f4.5	f4.5	f2.8	f4.5	f3.5	f3.5	f2.8	f1.8

* Electronic Flash can be used in place of flash bulbs.

"FLASH EXPOSURE CHART"
For Use with Graflex 4x5 Cameras
Use "M" Synchronization and Press 25 Flash Bulbs
Plus-X ASA #125 Tri - X ASA #400 Polaroid Type -55 ASA #50

Distance	Shutter Speed					Shutter Speed					Shutter Speed				
	1/25	1/50	1/100	1/200	1/400	1/25	1/50	1/100	1/200	1/400	1/25	1/50	1/100	1/200	1/400
Under 5'	X	X	X	f32	f22	X	X	X	X	f32	X	f32	f25	f16	f11
5' to 7'	X	f32	f28	f22	f16	X	X	X	f32	f32	f25	f22	f16	f11	f8
7' to 10'	f28	f22	f22	f16	f11	X	X	f32	f28	f22	f18	f16	f11	f8	f5.6
10' to 12'	f22	f22	f16	f11	f8	X	X	f32	f22	f18	f16	f11	f11	f5.6	f4.5
12' to 15'	f18	f16	f11	f11	f5.6	f32	f32	f28	f18	f16	f11	f11	f8	f5.6	f4.5
15' to 20'	f16	f11	f11	f8	f5.6	f22	f22	f18	f16	f11	f8	f8	f5.6	f4.5	X

HOIST THE HORSE FOR SHOEING
(NPS/W-65-119)

At Hawaii Volcanoes National Park animals must be shod more frequently than in most areas. John P. Hauanio, Jr., Forestry Technician, being in direct line for many a swift kick, since he does much of the shoeing, dreamed up a means of self defense. The sequence of photographs tells the story. John says the device is not used on safe and compliant stock.

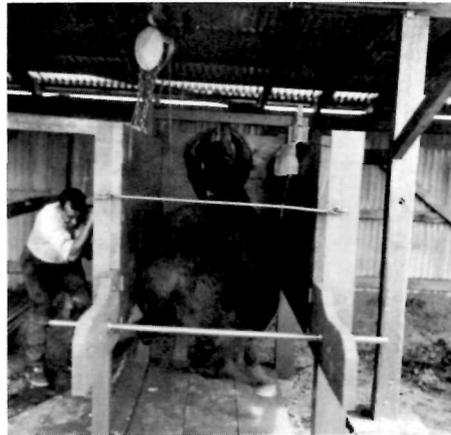


1. This photograph shows a rear view of the lifting device which consists essentially of a rigid right wall, a swinging left wall which closes to make a rectangular stall and can be locked at the rear, and a front wall to which is attached a sliding collar held in place by a hasp when the animal is in the stall. A large belt is placed around the animal's middle, and it is then raised off the ground by means of a pulley. The feet are then fastened securely.

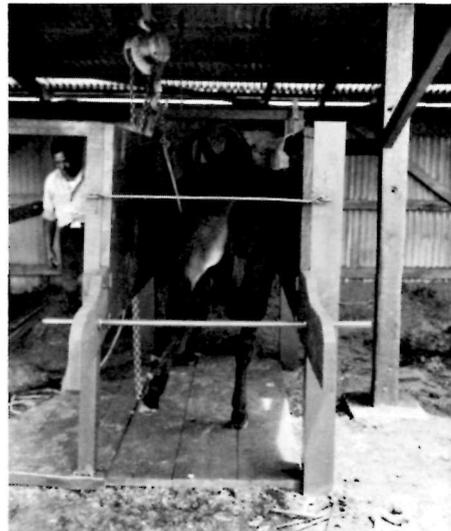


2. Here the animal is being led into the special stall. Grain is placed in the box to lure the reluctant. Behind the man is a post to which the horse is securely tied.

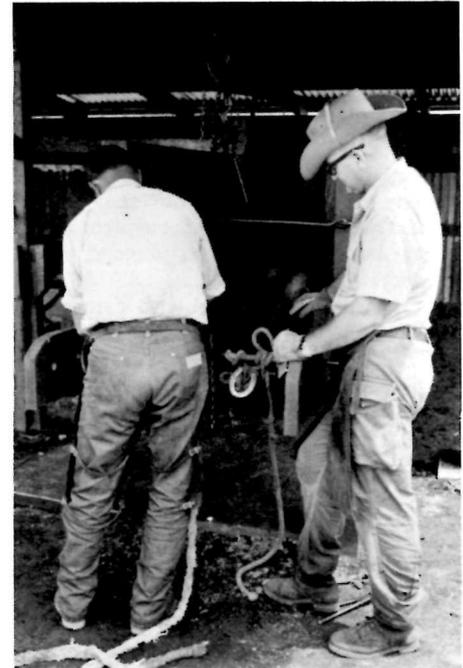
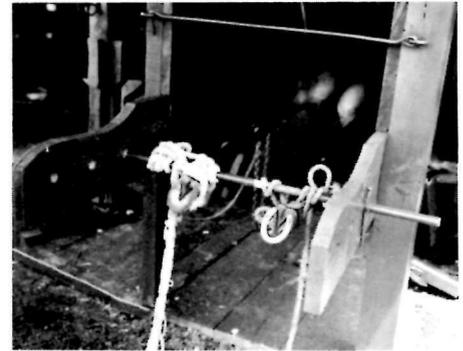
3. The movable left wall is shown here swung into place and fastened with bars.



4. In this photograph the belt is in place and the animal is being hoisted.



5. The weight is now off the four legs and the animal is suspended in the belt.



7. & 8. The shoeing of rear hooves can now proceed with safety.



6. The hind feet are being tied to the rear bar.



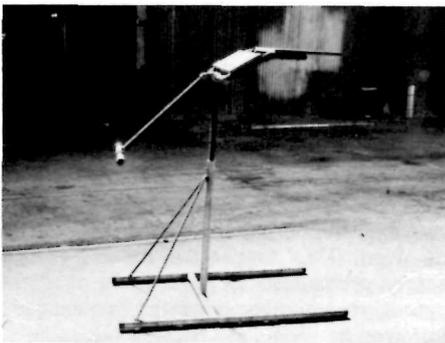
9. The front feet have been secured on removable stands with straps. This photograph shows one man working on the front feet and the other on the back feet.

When the shoeing is completed the animal is released by reversing the steps. A horse is safe and unhurt when this special system is used—and so is John.

HOW TO LIE DOWN ON THE JOB
(NPS SW 64-65)

Joe W. Dunagan, a Truck Driver in the Lake Mead National Recreation Area, won an award for building a platform which lets a mechanic lie down on the job. But the lying down is not for sleeping; it's for safety and convenience in working on truck engines (see photographs).

Joe's adjustable platform for mechanics was made up from scrap metal and pipe and is so designed that it will extend over



the radiator of the biggest truck the National Park Service uses (or the smallest). The platform is a great help to mechanics yet costs very little to build.

STORING ROAD BROOMS
(NPS W-65-63)

A road broom is an awkward piece of equipment to store. Coupling and uncoupling the broom involves a safety hazard, too, unless you use stands like these shown in the photograph which were de-



vised by Foreman Chisato Fujimoto, Hawaii Volcanoes National Park.

These small angle iron stands simplify the coupling and uncoupling process, reduce the safety hazard, and provide level storage for the broom.

EYE-LEVEL INFORMATION COUNTER
(NPS SER-65-49)

Pity the poor Park Ranger who, each time a car pulls up and stops at the entrance station must bend the back and crook the neck trying to establish eye and hearing contact with the visitors. Look at photographs 1 and 2 and remember how many times a day this happens. As the day grows older, the back tireder, and the neck tauter, communication suffers too.

Robert J. Branges, Chief Ranger and Richard F. Hite, Fire Control Aid, Everglades National Park, did something about it. Bob designed the L-shaped counter shown in photographs 3 and 5 and Dick worked out the details and constructed it. Now, as can be seen in photograph 4, the ranger is on eye-level with the car occupants, can hear and answer, with eye contact, questions from those in the front or rear and has right at hand the leaflets and other materials to be distributed.

The three-foot sections are easily separated for storing by pulling hinge pins. Materials used were mainly one sheet of 3/8" plywood with 2" by 2" and 1" by 8" lumber. The counter was painted light blue with dark blue trim to match the entrance station.



Photo No. 1 - The awkward position which the Park Ranger at the entrance station must assume does not permit him to make the most of this visitor contact.

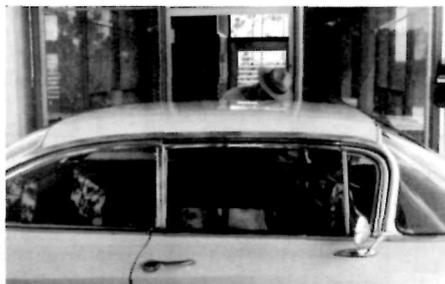


Photo No. 2 - Communication is not only not the best between driver and Ranger,

but other occupants of the car find it even more difficult to ask a question when all they can see is an NPS belt buckle!



Photo No. 3 - It seemed best to bring the Ranger to eye-to-eye level with car occupants.



Photo No. 4 - The Ranger now has a clear vision of all car occupants and they of him. In this comfortable position he is better able to answer questions pleasantly and courteously.



Photo No. 5 - The two-sectioned L-shaped counter holds literature and trash bags.

PAPER TOWELS REPLACE
RAGS IN SHOP
(NPS/NCR-65-94)

In the shops of the National Capital Region, rags have been used for cleaning hands and mechanical parts, requiring 250 bales of rags per year at \$15 per bale. So, as John E. Fink, Assistant Regional Chief of the Division of Equipment Maintenance reports, they tried using white paper towels. It took 175 cases of the towels at \$19 a case to do the job. The total cost of rags per year had been \$3,750, but the towel cost was \$3,325, permitting a saving of \$425.

John says they explored the matter further and have discovered that GSA has available a non-white paper towel carrying the brand name "Kim-towels" which costs less than the white paper towels. At current prices, sufficient Kim-towels for the year would cost \$1,697.50, saving \$1,627.50 per year over the cost of the white type.

A POST BOOT SYSTEM
(NPS/W-65-96)

Wouldn't it be a good thing not to have to dig a new post hole and reset a post when a temporary sign has to be removed and later replaced, such as in some parking or winter areas? C.W. Smith, Foreman II, Lassen Volcanic National Park devised a post boot system to meet such conditions.

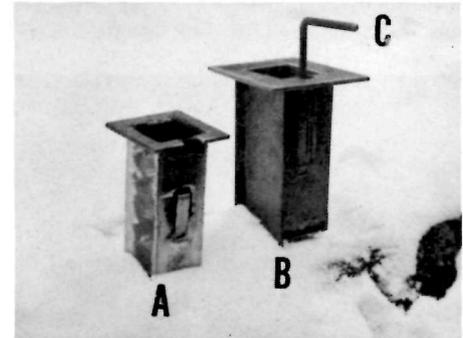
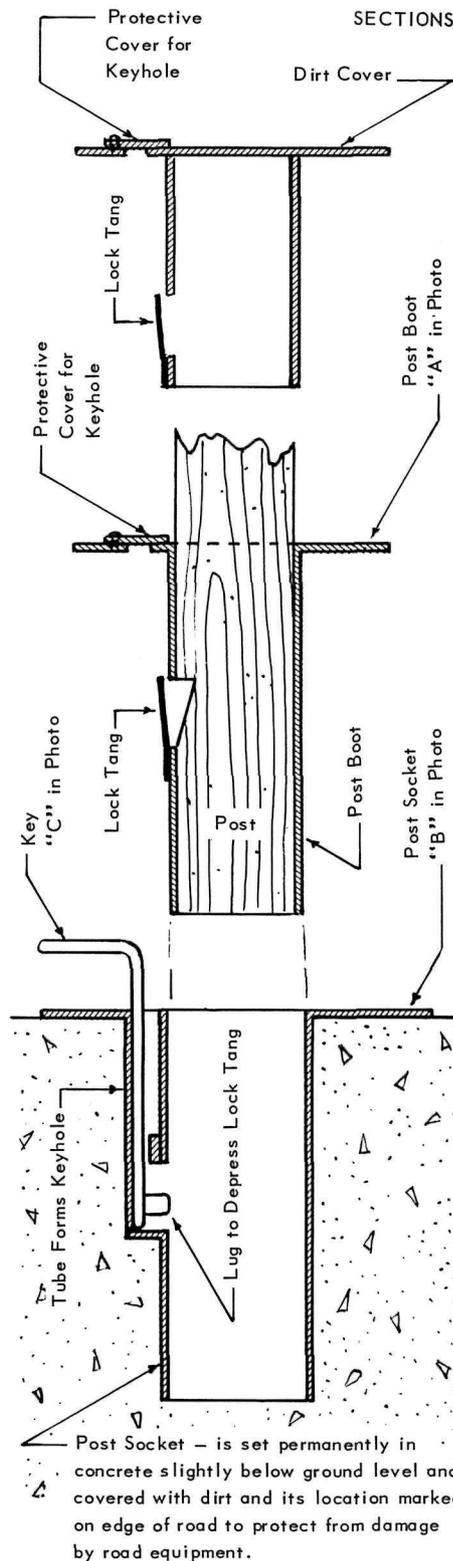
The drawing and the working model were designed for the standard four-inch surfaced sign post material, but can be adapted for any size or shape post.

As the sketch shows, a boot made of steel, with a lock tang and a key with lug to depress the lock tang, is sunk into the ground and permanently set in concrete slightly below ground level. The post is notched at the proper level to receive the lock tang and secure the post. The key system would prevent removal of the post by vandals. Protective covers are provided for the key hole and for the post socket when it is not in use. A gasket of thin neoprene or rubber can be fastened to the bottom of the flange on the post boot and on the protective covers to permit a minimum of moisture to enter the socket.

C.W. estimates the average cost of park shop production of a unit with protective cover and key to be about \$10. This is based on the use of jigs and having material of the proper dimensions to fabricate several units at one time. Comparing this figure with the cost of two man hours for removing, resetting, and plumbing a sign post each time, these units would save approximately half their production cost the first time it was necessary to remove

one post and reset it. Estimating the average useful life of a unit to be ten years, an expected savings in labor cost alone would far exceed the original cost of making and installing the units, C.W. figures.

The boots can, of course, be used for temporary gates, fences, or anywhere that it would be helpful to remove and replace posts from time to time, and for permanent posts as well.

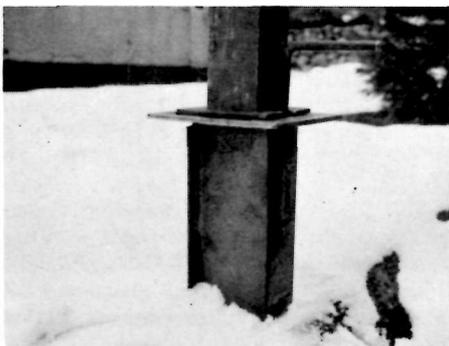


SIMPLIFIED RADIO REPORT
FOR PATROL RANGERS
(NPS MW-66-3)

At Yellowstone National Park, each time a seasonal patrolman left his vehicle he was requested to radio his location, the reason for leaving, approximate time to be gone, and if possible, some identification of the offending vehicle if one were involved. This suggestion, intended as a safety precaution for seasonals on night patrol, was cumbersome and few rangers followed it.

John P. Donley, Park Ranger, suggested a simplified procedure which reduces considerably the time required to give the information, and results in wider compliance. Here's the way it works:

1. "313 Charlie" on routine patrol between Madison Junction and the West Entrance observes a car with defective tail lights.
2. He stops the car. Before he leaves his vehicle he radios, "313 Charlie, Code X (or 10-10, or something comparable), Mt. Jackson."
3. This special designation could apply to all minor traffic investigation which a patrolman must make during the course of a patrol. Everyone within radio contact would know why he is out of his vehicle. The Chief Ranger's office, 700 Alpha, would have a record and would have an idea of the patrolman's location and situation should an emergency develop.
4. If the patrolman did not check back within three, five, or ten minutes, 700 Alpha, 724, 723, etc., or a companion vehicle could take appropriate action.

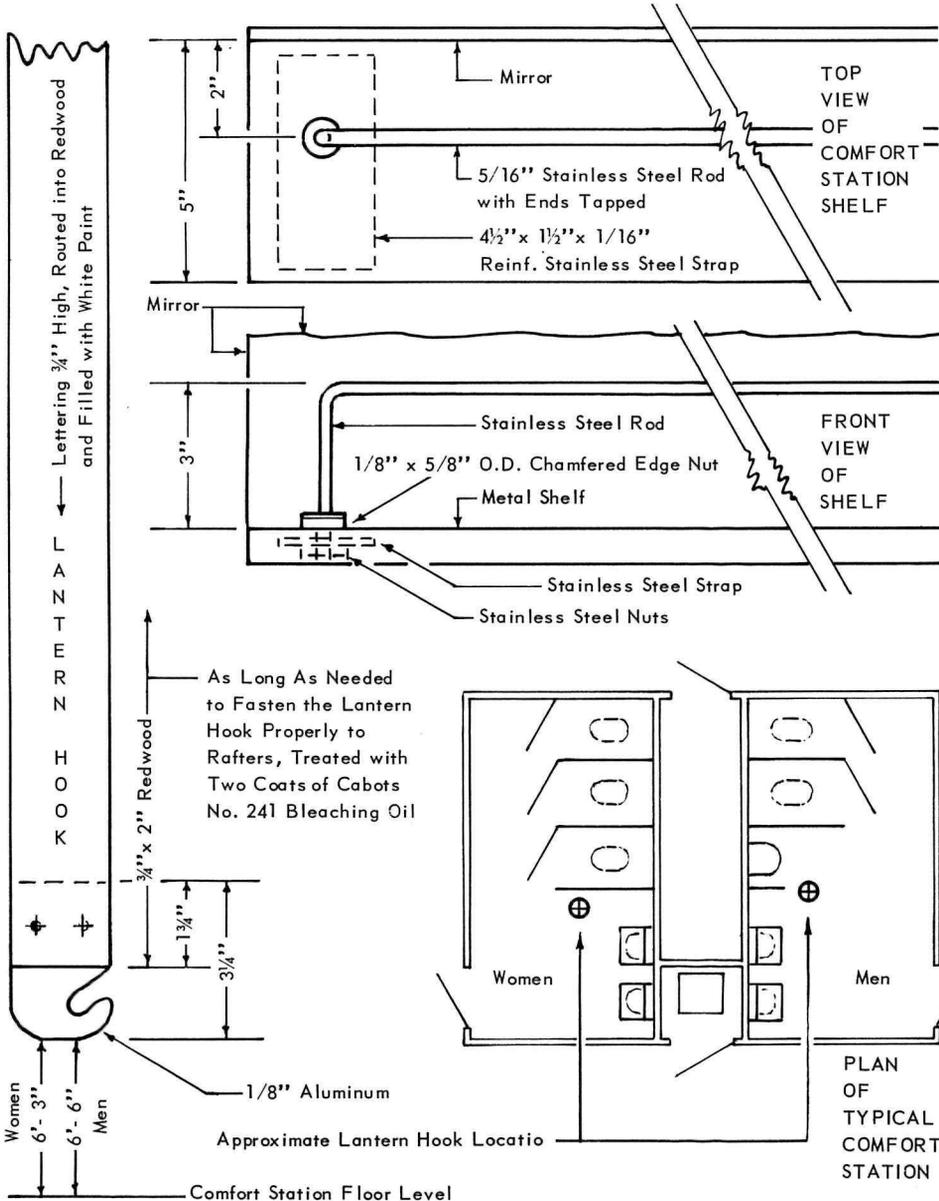


This "10 code", widely used by police departments, has been adopted at Yellowstone as a result of Ranger Donley's suggestion.

RESTROOM LANTERN HOOK AND SHELF MODIFICATION
(NPS SER-65-45)

If you have frequent restroom mirror breakage caused by setting gas lanterns on the shelves near them, you can effect a considerable saving by following the suggestion of Glen W. Richie, Electronics Technician, and Harold J. Stout, Foreman, Blue Ridge Parkway.

After nine mirrors, at \$25 each, were broken due to lantern heat in one year, Glen and Harold constructed the lantern hook shown. A metal rod attached to the shelf in front of each mirror prevents anyone from setting a lantern on the shelf. The words "Lantern Hook" are routed into the hook and painted white. Mirror breakage due to lantern heat has been eliminated.

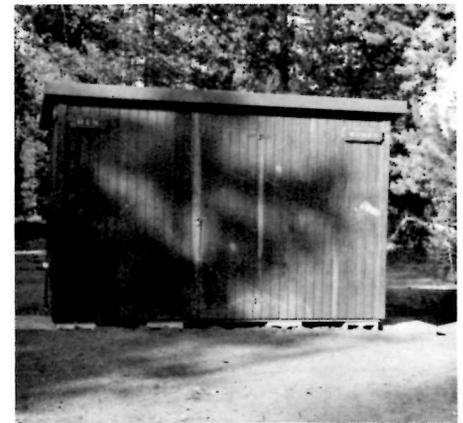
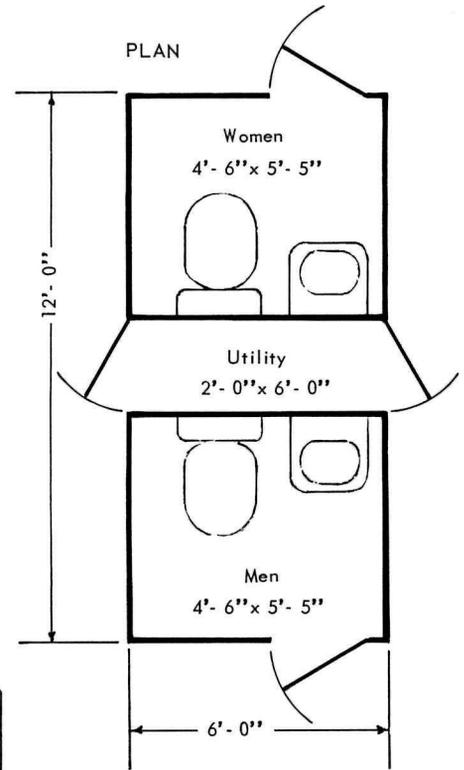


COMPACT COMFORT STATION
(NPS/W-65-46)

A new simplified design for a compact, economical comfort station has been made by Thomas J. Allen, a Foreman III for Construction and Maintenance at Crater Lake National Park. The sketch plan here shows the main features.

Even though this comfort station only requires a 6 by 12 foot area, it comprises separate facilities for men and women, and a utility space for tools, equipment and supplies, reached from separate outside doors.

One of these small comfort stations was erected under Tom's supervision at Lost Creek Campgrounds. It was assembled during the winter months and placed within one day. The total costs were \$1,740.52, including all personal services, equipment, supplies and amortization.



REMOVING SCRATCHES FROM PLEXIGLASS
(NPS SER-65-98)

Deep scratches may be removed from plexiglass five times faster than by a machine polisher by using the method suggested by Foreman Kenneth J. Caldwell, Fredericksburg and Spotsylvania National Park.

Here is Ken's method: Using a razor blade held in upright position with entire cutting edge against the plexiglass, rub back and forth at a 45° angle to the scratch, stroking several inches beyond both sides of the scratch until it has been completely removed. This will leave the plexiglass in clouded condition.

Mix a small amount of cerium oxide polishing powder (such as Rareox, made by Sommer and Maca, Chicago, Illinois). With a soft cloth, apply a small amount of the powder and polish as if simonizing an automobile.

SPLINT FOR AWKWARD LIMB INJURIES (NPS/MW-64-104)

Existing splints are designed for conditions in which an injured arm or leg is straight and relatively easy to secure. But sometimes, and especially in ski accidents, a limb may be twisted or broken at an awkward angle which hinders quick immobilization.

Bob Haines, Caretaker, and Jerry



Phillips, Park Ranger, designed and made from 1/2" plywood 19"x33", with 1 1/2" staggered holes, the splint shown in the photograph. Using the perforated panel and a cloth strip, immobilization can be quickly achieved.

Such a splint should be used only for such time as is needed to move the injured person to a point where medical attention can be supplied. General medical approval is not given such a splint, but it is practical for brief use when moving the injured person.

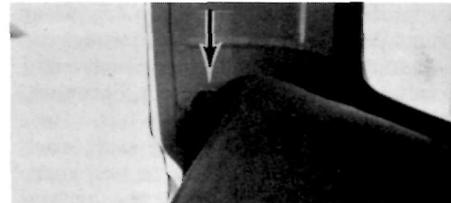
PREVENTING UNDER- VEHICLE ICE BUILDUP (NPS/MW-66-43)

Clyde Kranenberg, Jr., Foreman II, Buildings and Utilities, Grand Teton National Park has found a way to reduce the amount of ice accumulation in fender wells and on exposed mechanical parts of brake and steering mechanisms during periods of freezing slush conditions.

Under such conditions ice can build up to such an extent that it is almost impossible for wheels to turn, and the brake and steering systems can become ice-bound, creating a safety hazard. Clyde suggests cleaning the fender wells and exposed parts of brake and steering systems and then spraying them with a wax base snowplow blade coating (such as Sanifax SC-873).

SEAT BELT HANGER (NPS/MW-65-38)

The outboard ends of metal-to-metal seat belts can be neatly out of the way when not in use by hanging them on hooks. John C. O'Brien, Supervisory Park Ranger, Colorado National Monument, used large sheet metal screws as hooks in park pickups (see photograph). The screws were painted to match the interior



vehicle color after they were installed.

There is, of course, the more expensive way of commercial rollers, but in vehicles where equipment is stored behind a folding front seat, moving the seat forward causes the roller-equipped belts to snap down to the anchors, making it difficult to retrieve them. The hook solves the problem of the dangling seat belt efficiently and inexpensively.

The following is a partial listing of individuals who have received National Park Service Suggestion awards to date. Following the listed awarded idea, you will find a page number if the idea was reported in this issue of PLOWBACK. Other listings cover awards for ideas of local application only. Awards information received after January 1, 1966 will be reported or listed in subsequent issues of PLOWBACK.

- Alexander, Elwood P. (NPS/SER-65-124) Installation of lights in maintenance yard.
- Allen, Edna E. (NPS/MW-66-24) Field areas retain Superintendents' monthly narrative reports.
- Allen, Thomas J. (NPS/W-65-46) Compact comfort station. See p. P1-15.
- Amaral, Gilbert L. & Pszyk, Michael (NPS/SW-66-7) Efficient slide dispenser. See p. P1-9.
- Austin, Edgar W. (NPS/SER-65-152) Paint vehicle dashboards dark colors for safety.
- Baker, Charles & Bazan, Wm. (NPS/NE-65-18) Two safety features on Bush Hog Rotary Mower.
- Barksdale, William J. (NPS/SER-65-39) Flywheel and starter from auto for fire truck hose reels. See p. P1-11.
- Branges, Robert J. & Hite, Richard F. (NPS/SER-65-49) Elevation of booth at entrance station. See p. P1-13.

- Caldwell, Kenneth J. (NPS/SER-65-98) Removing deep scratches from Plexiglass. See p. P1-15.
- Donley, John P. (NPS/MW-66-3) Use of Code 10 for traffic investigation. See p. P1-14.
- Drotos, Edward J. (NPS/SER-66-14) Check list for accidents for thorough testimony in court.
- Dunagan, Joe W. (NPS/SW-64-65) Mechanic's platform. See p. P1-13.
- Elias, Camille P. (NPS/) Remove signs for North and South Penthouses, Dept. of the Interior.
- Fillmore, Jon P. (NPS/MW-66-14) Safety chains for backhoe. See p. P1-10.
- Fink, John E. (NPS/NCR-64-94) Kim-towels for use in auto shop. See p. P1-14.
- Fitzgerald, Vernithia (NPS/MW-66-16) Additions for the NPS Washington telephone directory.
- Fujimoto, Chisato (NPS/W-65-63) Storage for road brooms. See p. P1-13.
- Haines, Bob and Phillips, Jerry (NPS/MW-64-104) Splint for awkward limb injuries. See p. P1-16.
- Hamilton, Fletcher (NPS/NCR-65-152) Long lasting form for beach anchor slabs. See p. P1-9.
- Hankins, James D. (NPS/SER-65-15) Sheath for brush hook. See p. P1-10.
- Hauanio, John P., Jr. (NPS/W-65-119) Horseshoeing device for hoisting and lifting animals for shoeing. See p. P1-12.
- Kranenberg, Clyde, Jr. (NPS/MW-66-43) Preventing under-vehicle ice buildup.

- See p. P1-16.
- Murphy, Robert J. (NPS/MW-65-112) Revision of desk name plates.
- O'Brien, John C. (NPS/MW-65-38) Seat belt hanger. See p. P1-16.
- Pilley, Edward F. (NPS/W-66-8) Formation of a Regional Officer Cooperative Assn.
- Pino, Bill J. (NPS/SW-66-22) Submission of credit card purchases.
- Rawlings, Harry V. (NPS/SW-66-11) Installation of metal cabinets in residence.
- Richie, Glen W. (NPS/SER-65-45) Lantern hook and shelf modification for comfort stations. See p. P1-15.
- Riley, Robert J. (NPS/MW-65-144) Display of temporary items. See p. P1-10.
- Roberts, John G. (NPS/NCDC-65-6) Flagpoles for historic buildings.
- Sager, Gerturde C. (NPS/W-66-18) Submission of archeological research progress report.
- Sloan, Martha M. (NPS/MW-65-58) Tape for control switches on machines. See p. P1-10.
- Smith, C. W. (NPS/W-65-96) Post Boot System. See p. P1-14.
- Thomas, Kay (NPS-66-17) Use of Form 10-187.
- Vickers, David E. (NPS/NCR-64-87) Homelite power saws.
- White, Lawrence E. (NPS/SER-64-43) Die cut Park Rangers strips.
- Wintch, Michael O. (NPS/MW-65-75) Flash exposure chart. See p. P1-11.
- Zabriskie, Mayo (NPS/MW-65-111) Drill bit. See p. P1-10.