



Architect's rendering of proposed Folk Art Center on the Blue Ridge Parkway, near Asheville, N.C.

Mrs. Mondale turns the first spade of dirt during groundbreaking ceremonies for the Center. With her (left to right) are Roy A. Taylor, former Member of Congress from North Carolina; Mrs. Robert B. Morgan, wife of U.S. Senator from North Carolina; Mrs. Mondale; David D. Thompson, Jr., Director of the Southeast Region; and Ira J. Hutchison, NPS Deputy Director.

New art center for Blue Ridge

By Sandra Alley
Public Information Specialist, WASO

Mrs. Joan Mondale, wife of Vice President Walter F. Mondale, began a 2-day visit to Blue Ridge Parkway, N.C.-Va.-Ga., in early June by breaking ground for a proposed Folk Art Center and then made a series of stops designed to give her a first-hand look and to visit with some of the artists and craftspersons who have made this western North Carolina region famous.

From spinners to weavers, from blacksmiths to basketmakers, fiddlers to guitarists, Mrs. Mondale had ample opportunity to see and hear the folk skills and traditions of the mountains.

A potter herself, she was keynote speaker at the groundbreaking ceremonies for the Folk Art Center, a joint project to be built on parkland at Oteen, N.C., near Asheville.

Designed to preserve and encourage the arts, crafts and music of this mountain region, the center is a cooperative effort between the National Park Service, the Southern Highland Handicraft Guild and the Appalachian Regional Commission. NPS is providing 16 acres of land for the center's future site, funds for parking, ground improvements and construction super-

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vision. The Guild, a non-profit organization, is providing funds for the building and the center's programs, and the Appalachian Regional Commission is providing a grant for construction.

More than 300 persons attended the ceremonies. New NPS Deputy Director Ira Hutchison was among NPS officials on the program, which included Southeastern Regional Director David D. Thompson, who served as master of ceremonies, and Blue Ridge Parkway Superintendent Joe Brown, who also hosted the subsequent bus tour of the parkway for Mrs. Mondale.

The ceremonies also attracted some former NPS officials, including Lon Garrison and his wife, who were en route to the American Crafts Council Conference in Winston-Salem, and two former Blue Ridge Parkway superintendents, Granville Liles and Sam Weems.

When completed in 1979, the center will be the focal point for a series of educational, recreational and training programs. Total estimated costs for the building, its furnishings, equipment, displays, parking lot and other facilities will be about \$2 million.

In the museum area, traditional crafts and tools will be displayed. The auditorium will be used for a variety of programs, including

square-dancing and musical presentations, craft demonstrations and training programs by the Guild, and interpretive programs by the parkway staff.

Mrs. Mondale, who has had a lifelong interest in the arts, has chosen the furthering of American arts and crafts as one of her primary efforts.

Following the groundbreaking, she met with members of the Qualla Arts Mutual of the Eastern Band of Cherokee Indians, and then began a tour of the parkway en route for an overnight visit to Penland School of Crafts, where she met with more of North Carolina's artists.

Because mountain arts and crafts are an integral part of the heritage of the parkway, Mrs. Mondale also made a stop at Moses Cone Mansion, an arts and crafts center and museum operated by the Southern Highland Handicraft Guild for the NPS.

"Nothing is more cherished than hand-made objects," she said. And by her interest in the arts and crafts of this region, there is no doubt that her visit to Blue Ridge gives added recognition to the development of Appalachian handicrafts.

Carter signs money bill

President Carter signed legislation in May that adds more than \$200 million to the Park Service budget over and above the budget previously approved for this fiscal year.

The additional funds will be spent to up-grade operations and hire additional employees (\$10 million); to repair, rehabilitate and/or replace existing public facilities, plus improvements in parks which now lack adequate facilities (\$90 million); and from the Land and Water Conservation Fund, an additional \$108 million will be spent to acquire lands which Congress has already authorized.

Interior Secretary Cecil D. Andrus recently said that the money will be used "promptly and swiftly" to relieve critical problems in the National Park System.

Some of the top priority projects include developing a campground in the Seven Pools area of Haleakala National Park, Hawaii; and another campground at North Cascades National Park, Wash. Other money is earmarked for restoration of the Potowmack Canal, built by George Washington, in Great Falls Park, Va. Other funds will go for road repairs and construction of new water storage and sewage treatment facilities.

Land and Water Conservation money will be used largely to acquire acreage for Cuyahoga Valley National Recreation Area, Ohio; Big Cypress National Preserve, Fla., and the Lower St. Croix National Scenic River, Minn.-Wisc.

NRA formally established

Secretary of the Interior Cecil D. Andrus on June 7 formally established Delaware Water Gap National Recreation Area in New Jersey and Pennsylvania.

The national recreation area, authorized to encompass 47,676 acres, now has more than 33,000 acres under the jurisdiction of the Park Service.

Preserved at Delaware Water Gap is an expanse of forests, hills, and open lands flanking the Delaware River along the State boundaries south of the New York State line. It contains historic remnants of the Colonial period as well as rural lands farmed for more than two centuries.

Last year, the Park Service established permanent headquarters for Delaware Water Gap National Recreation Area at Bushkill, Pa.

Secretary Andrus said that formal establishment of the recreation area assures the future of a valuable recreational resource in the urban northeastern United States. He noted that Delaware Water Gap is within a short drive of both New York City and Philadelphia as well as many other metropolitan areas.

The establishment of Delaware Water Gap National Recreation Area, by notice in the Federal Register, was required by the 1965 law which authorized the project. The notice signified Secretary Andrus's finding that the Park Service now has enough lands to comprise "an efficiently administrable unit."

Blue Ridge Parkway Superintendent Joe Brown escorts the Vice President's wife (center) and Mrs. Lamar Gudger, wife of N.C.'s 11th District Congressman Gudger, on a visit with members of the Qualla Arts Mutual of the Eastern Band of Cherokee Indians.



Big day for Skagway



A picture from Klondike's past.

By Ronnie Spiewak
Staff Writer

It was a big day for Skagway, Alaska. The Skagway Community Band and Chorus had just polished off the National Anthem. The Chilcat Indian Dancers were now unwinding age-old legends behind colorful blankets and masks. The Midnight Bagpipe Band, all the way from Yukon Territory, was preparing for a "parade in the streets."

It was the dedication of Klondike Gold Rush National Historical Park, and not since the days of '98, when little Skagway became the crossroads of gold-seekers en route to the Klondike, was there so much hoopla.

Not only was most of Skagway there, but some 50 Canadians, dignitaries and park planners who had helped create Klondike, had been air-shuttled in from Whitehorse, Canada, for the occasion. Notables among the U.S. delegation included Alaska Lieutenant Governor Lowell Thomas Jr. and Alaska Senator Ted Stevens who had sponsored the legislation that created the park. Altogether more than 600 well-wishers ushered in the new park, under clear, crisp skies and temperatures in the sixties—perfect Alaskan spring weather.

The celebration was marked by a keen sense of international cooperation and understanding that has characterized the National Park Service's working relationship with Parks Canada over the years. Since 1972, when the International Advisory Committee was formed to expedite the founding of Klondike NHP, representatives from both sides have met annually to exchange ideas. "The planning of Klondike required working with as many Canadians as Americans," said Don Campbell, park planner and committee member. "We have worked closely with Canada to resolve our differences and capitalize our opportunities amid a wonderful sense of Canadian protocol." Parks Canada's participation in the park will include trails, museums and the continued restoration of Dawson.

Speaking for Canada, W. Warren Allmand, minister of Indian Affairs and Northern Development, said, "The planning for this park is another in a long list of friendly projects be-

tween our two nations. The close-working relationship between Parks Canada and NPS has been very rewarding as has been the liaison between our (park) wardens and NPS rangers."

John D. Hough, special assistant to Interior Secretary Cecil Andrus, said that the park is the result of outstanding cooperation by the citizens of Skagway and that continued cooperation is essential to the operation of the park. "The Klondike is unique in that this is the first park to be so wholly integrated into a live functioning community," he said.

Park Service employees who, since 1972, have been instrumental in creating Klondike NHP include: John Rutter, former director, PNRO; Mike Griswold, former chief of New Areas, WASO; Rod Pegues, former associate director, PNRO; Gerry Patten, former park planner and present chief, Division Park Planning and Environmental Compliance, WASO; Glen Gallison, associate director, Planning and Historic Preservation, PNRO; Stan Albright, former State director, Alaska; Bob Howe, former superintendent, Glacier Bay National Monument; Reed Jarvis, former park planner and present superintendent, Olympic National Park, Wash.; Doug Cornell, DSC architect; Russ Dickenson, regional director, Pacific Northwest; Ben Gale, former associate director, Professional Services, PNRO, and Ed Bearss, historian, WASO.

Russ Dickenson presided over the festival, which, for about 2 hours, was alive with cannon firing, train whistling, fireworks and bagpipes. The citizens of Skagway had worked closely with the Park Service for many years to incorporate the story of America's largest gold rush into a national park area.

Today the new park embraces a portion of downtown Skagway and the Chilcoot Pass Trail leading to the Yukon Territory border. (Rangers will be on the trail.) By September the park will also include a museum and interpretive center in Seattle's Pioneer Square. A similar center will be located in the old White Pass depot building in Skagway.

In Skagway, NPS will own a number of vintage Gold Rush buildings including the Mascot Saloon, an early-day drug store, and the

cabin of Skagway's founder, Capt. William Moore.

NPS will provide leadership and assistance to private owners in the restoration of the turreted Golden North Hotel, the furnishings of which are museum pieces; and the Pac Train Inn, a Gold Rush bar once frequented by Tex Richard, Philadelphia Jack O'Brien and other adventurers.

Dick Hoffman, former superintendent of Manassas National Battlefield Park, Va., heads the new park. Hoffman brings more than 15 years in the Park Service to the position. Gary Higgins, a DSC historical architect, is on a permanent duty in Skagway.

Alaska is hopeful of things to come. With the opening of Klondike NHP and with the planned completion of a mountain highway that will take motorists in and out of the now isolated city, Skagway is preparing for some 100,000 visitors by next year.

Alaska hearings

The Subcommittee on General Oversight and Alaska Lands will hold hearings on the Alaskan proposals on Aug. 12 at the Assembly Room of the State Court Center in Anchorage, and on Aug. 20 at the Hutchison Career Center in Fairbanks. Both hearings are scheduled to begin at 9:00 a.m. Private citizens wishing to testify are asked to send their name and address and a written request to the Subcommittee on General Oversight and Alaska, 1324 Longworth House Office Building, Washington, D.C. 20515 by July 29.

To test the way by night and day
To try . . . to hit the trail
To join the race at a headlong pace
Where the chill winds howl and wail
To bend one's back on an untried track
To win or maybe fail

Back in '96 in a gravel mix
In the Klondike watershed
Gold was found in the Yukon ground
Then fact and rumor wed
And global wide like a rising tide
The word was slowly spread

Half sane . . . half daft in their clumsy craft
They launched that fateful day
Lives were lost as the rapids tossed
And friendships went astray
And still they poured like a mighty horde
Down the Yukon waterway

Let us here and now with a solemn vow
Dedicate this space
To those who came . . . won their fame
And carved themselves a place
To the future too and people who
Should understand that race

—Excerpts from the poem "To the Sons and Daughters of Yesteryear," by Alaskan poet Larry Beck, on the occasion of the Klondike Gold Rush NHP dedication, June 4, 1977.

Support for Appalachian Trail



The Appalachian Trail extends from Maine to Georgia.

Many people are familiar with the Appalachian Trail, but not many know it is part of the National Park System, administered by the National Park Service. The world's premier hiking trail became a Federal responsibility with the passing of the National Trails System Act in 1968.

The idea for linking various Appalachian Mountain trails into one chain was proposed in 1921 by Benton MacKaye of Massachusetts, and the AT became a reality under the leadership of Myron H. Avery of Maine, who as the chairman of the Appalachian Trail Conference from 1931 to 1952 enlisted the support of thousands of Americans. When declared a National Scenic Trail by the Congress in 1968, it was placed under the administration of the Secretary of the Interior, who has delegated

this responsibility to the National Park Service.

Since 1968, NPS has maintained a low profile with respect to its responsibility for the 2,000-mile trail, which extends generally along or near the crest of the Appalachian Mountains from Maine to Georgia. The trail was built and maintained almost entirely by volunteers. In recent years private landowners have barred hikers from hundreds of miles of the original path. Federal officials have deplored the trend while denying responsibility for reversing it.

"This administration accepts that responsibility," Assistant Interior Secretary Robert L. Herbst told 800 cheering members of the Appalachian Trail Conference at Shepherdstown, W.Va., at their biennial meeting on May 27th.

Herbst went to some lengths to assure his listeners that he and the President are trails advocates. As Minnesota Commissioner of natural resources he said he had overseen development of 7,500 miles of trails. He said he has adopted the Appalachian Trail as "a model for national trails system." He said that the Department would take a flexible approach toward restoring the trail as closely as possible to an ideal route, and adding that "any agreement must be based upon the equal partnership of private citizens, the Federal Government, State, and local governments and private landowners." He said that "too often in the past we have assumed that national recreation resources can only be protected by Federal ownership and maintenance.

"Land uses such as farming and timber are compatible and exciting dimensions of a trail. The Appalachian . . . goes through farmlands, through timberlands, through communities small and large. It builds upon all of these to provide an experience unique around the world."

Herbst said that he would send copies of his speech to all 50 governors and would specifically encourage officials of the 14 States through which the AT passes to take immediate steps to protect it.

In addition to the 14 States traversed by the trail, partners in the AT project include the Appalachian Trail Conference, the member trail clubs, the Bureau of Outdoor Recreation and the Forest Service. (The trail crosses eight national forests in addition to six units of the Park System.) Coordination and policy direction is provided by the Park Service with the assistance of a 35-member advisory council. An Appalachian Trail project office is maintained in Boston under Project Manager Dave Richie. He is ably assisted by Project Assistant Steve Golden and Diane Toloczko.

Project Manager David A. Richie (left) confers with Charles H. W. Foster, chairman of the Appalachian Scenic Trail Advisory Committee.



Fire sweeps Bandelier National Monument

SWRO, June 24—A forest fire that has burned about 11,000 acres in New Mexico, some two-thirds of it in Bandelier National Monument, is slowly being contained by more than 1,000 firefighters.

The fire started in the Santa Fe National Forest, and quickly spread into the wild, rugged canyons of Bandelier. At one time the fire threatened the city of Los Alamos, birthplace of the atomic bomb, and scientific installations belonging to the Energy Research Development Administration (ERDA).

At its height, the fire raced across State Highway 4 to within some 3 miles of Los Alamos, and crept to the rim of Frijoles Canyon, the only developed area in the park, forcing the evacuation of the park staff and families.

Among those evacuated was Evelyn Frey, the concessioner in Frijoles Canyon for 51 years.

As the fire approached scientific facilities near Los Alamos, some containing explosives, fire officials let it burn in the newly-designated Bandelier wilderness, established in October 1976, in order to concentrate on saving the ERDA installations, an effort that appeared successful on June 23rd.

Superintendent John Hunter and his staff returned to park headquarters almost immediately after evacuation to set up fire camp and secure the complex of buildings in Frijoles Canyon that include the visitor center, museum and administration offices. They were augmented by park rangers from several other parks in the surrounding States.

The entire park was closed to visitors and the charred backcountry may not be reopened for several weeks.

Even as the fire was being contained, Southwest Regional Director John E. Cook, Superintendent Hunter, and scientists and archeologists were busy developing a plan for rehabilitating the burned areas.

The monument was established to preserve prehistoric Indian ruins that dot its 46-square-mile area. None of the major excavated sites were as yet touched by the fire, although the fire had swept across dozens of uninventoried ruins, causing no apparent harm.

George West, archeologist at the Southwest Regional Office, coordinated an archeological crew that rode with dozers cutting fire lines in the non-wilderness portion of the monument. The presence of archeologists with the dozers was believed to be a first in forest fire fighting.



Staffers enjoy working at Indiana Dunes



Indiana Dunes National Lakeshore.

By Naomi L. Hunt

Established in 1966, after years of effort on the part of many, the Indiana Dunes National Lakeshore is still the subject of controversy. A fragile area . . . vestige of primitive America surviving precariously at the edge of one of the most heavily industrialized regions on earth, the Indiana Dunes National Lakeshore represents an ongoing commitment to the urban population of the Midwest for the preservation and availability of a high-quality natural area. There are few areas in the world where the lines of conflict between environmental and industrial interests have been drawn so sharply.

Steven T. Mather, first director of the National Park Service, found much to praise in the Indiana Dunes 60 years ago. He said, "The Indiana Dunes are admittedly wonderful, and they are inherently distinctive because they best illustrate the action of the wind on the sand accumulated from a great body of water. No national park or other Federal reservation offers this phenomenon for the pleasure and edification of the people, and no national park is as accessible. I have never seen sand dunes that equal them in any degree."

Mr. Mather advocated a park stretching along the Lake Michigan shore from Michigan City to Gary, Indiana. In the six decades since then, some of the best dunes have been destroyed by the relentless march of industry and suburbia, but it is still possible to find solitude within their sandy bosom.

To the 10 million Midwesterners living within easy driving distance— in surrounding States of Michigan, Illinois, Wisconsin, and Ohio—this park is a vital recreational resource.

Although Indiana Dunes was not the first National Park Service area to be involved in urban recreation, it was one of the first of a new breed of Service areas, established in the '60s, to begin bringing "parks to the people," in a highly urbanized area.

In 1966 Congress authorized the Indiana Dunes, our first national lakeshore, "for the educational, inspirational, and recreational

use of the public. . . ."

Lying along the Lake Michigan shoreline in stark juxtaposition to the heavy industrial landscapes of northwestern Indiana, the natural values of the Dunes are myriad and well-documented. Here dunes have been forming for the past 15,000 years along the shoreline of the ice-age predecessor of Glacial Lake Chicago.

"Birthplace of North-American ecology," Indiana Dunes is a paradise of white sands, shoreline, and rich wetlands—of cottonwoods, sassafras, and jack pine—of egrets, sandpipers, and raccoons. It is a laboratory for naturalists, a recreation area for hikers, and an environmental classroom for thousands of children who may study nature's ways in the woodlands and bogs.

The proximity of the lakeshore to the Chicago-Gary urban area emphasizes the natural values of its diverse ecosystems. With sandy beaches accessible by both rail and expressway in less than an hour from downtown Chicago, the lakeshore plays an ever broadening recreational role for urban residents short on quality recreation.

Lake Michigan shoreline along east end of Indiana Dunes NL.



Starting with establishment of Indiana Dunes National Lakeshore, and more recently, with the Gateway parks of New York and San Francisco, and authorization of Cuyahoga Valley National Recreation Area in Ohio, the Park Service has been rather suddenly thrust into the new area of "urban parks."

"There is nothing basically new or unique about the problems facing urban parks," says Assistant Superintendent Don H. Castleberry, after having spent 14 years in the Service—the last 2 at the Dunes. Here is a "microcosm of all the conflicts facing parks anywhere."

He said, "The only difference is in intensity and pace. One of the more important factors to be reckoned with is in the highly organized, politically active, and often quite sophisticated organizations and individuals on the urban scene. Not only are the problems more intense, but the manager is not long allowed the luxury of ignoring a problem."

"When attempting to arrive at the magic balance between preservation and use, the manager will be thoroughly tested, but results will be better decisions and better management."

Castleberry says that he personally feels that not only should the Park Service play a role in the urban park scene, but also that those areas offer great opportunities for men and women who have chosen to make a career in Park Service.

Superintendent James R. Whitehouse, who also came to Indiana Dunes from the western parks, agrees that the "process" is the same—good management in any park boils down to "preservation vs. use" decisionmaking. The difference is in the degree and intensity of conflict and pace. In an urban park, the problems are generally similar, but require a more sophisticated, experienced approach. A sensitive, capable employee has many opportunities to make important decisions—decisions having very long-range effects. "We are challenged to learn faster, move faster, use individual personal talents and skills in an emotionally charged atmosphere."

Others in the park, such as Bob Foster, Interpretive Planner, and Neil King, Chief of Interpretation, who have both worked in the great "natural" parks, say that before they came to Indiana Dunes they had not fully realized the personal advantages in working in close proximity to an urban area. On the list of pluses, they include the cultural features of nearby Chicago: the theater, concerts, art galleries and museums; opportunities for fur-

thering their education at one of the several nearby universities; as well as the stimulation of the increased tempo of an urban area. And, because of growth and rapid change in an urban park, promotion opportunities and career advancement are often greater.

For those who work in an area such as Indiana Dunes, there is a vast mixing bowl of personalities and activities—interrelating, interchanging, and cross-pollinating—rounding out and enriching life. Interpretive employees, for example, become involved with many types of groups—schoolchildren, scouts, church groups, all ages, all levels of education, from both urban and rural backgrounds. With these vast numbers of people, employees share and experience all fields of knowledge—nature study, geology, pond and marine life, sand, water resources, as well as recreational pursuits, and the appreciation of historical values, both natural and cultural.

The lakeshore contains registered national historical landmarks, innumerable points of historic interest, and registered natural landmark Cowles Bog. Well-drained sand flats, rising dunes, and a rare combination of geologic formations make it one of the most famous areas in the hemisphere for the study of man and nature.

Dr. Henry Cowles, the noted University of Chicago botanist wrote, "There are few places in our continent where so many plants are found in so small a compass . . . within a stone's throw of almost any spot one might find plants of the desert and plants of the rich woodlands."

The historic Bailly Homestead here was one of the first settlements in northwestern Indiana. This land is also crossed with three of the major Indian trails—one of which led to Green Bay in Wisconsin.

The West Branch area, at Lake and Porter County Line Road, north of U.S. 12, was dedicated in May, and by mid-July will be open on a full-time basis with locker-shower facilities, food services, information and lifeguard stations.

Last year there were almost 160,000 visitors who came to the lakeshore park; and because of new facilities, three or four times that many visitors are expected this year. There are no campgrounds within the boundaries of the lakeshore, but there are a number of campsites in the adjoining Dunes State Park.

A wide variety of interpretive programs and activities for visitors include wildflower walks along the Bailly Trail in the wooded ravines between Chellberg Farm and Bailly Homestead;

early morning bird hikes, bike hikes, evening beach supper hikes, Cowles Bog area hike, Mount Baldy hikes, and Indian lore hikes.

Castleberry believes that the Park Service has a real opportunity to meet social needs at Indiana Dunes National Lakeshore. His philosophy is that "too large a segment of the population has been denied use of the parks. The poor, minorities, and handicapped do not use the parks at levels consistent with their numbers. Unless we find ways to make them bet-

ter serve the broad spectrum of our public, parks may well be included with exploration of the moon—as programs too remote to be relevant."

Jo Ellen Seiser, a seasonal naturalist, who also worked at the park this past winter as assistant to Senior Scientist Bill Hendrickson, and who says she'd like to cross over into ranger work, says, "This is a great place . . . it's a beach park near a city, a patch of green, a place to learn, a classroom without walls."

Cowles Bog, Indiana Dunes National Lakeshore.



Staffers pose in their grubbies following an interpretive/orientation trip at Cowles Bog, Indiana Dunes NL.



Scientists turn park concessioners

By Gale Z. Brammer
Public Affairs Officer, PNRO

The days are a bit longer and the pay is more uncertain than when they held top jobs as aerospace engineers, but the setting and the satisfaction of serving the public are rewards enough for concessioners Bob and Helga Fuller of Log Cabin Resort in Olympic National Park, Washington.

The Fullers are starting their fourth season at Log Cabin, and feel that they may be able to let up a little this year (from, say, 16-hour to only 14-hour, 7-day weeks).

Log Cabin is nestled on the north shore of beautiful Crescent Lake, a favorite of fishermen in the Puget Sound area.

The resort, started in 1887 as a hotel and later expanded to include cabins and other services, was the nucleus for the village of Piedmont, which had its own post office until about 1920. The original hotel burned in 1926, and the rest of the original buildings have gradually been replaced.

During their 3 years at Log Cabin, the Fullers have added a dining room and a bar and have begun operating year around. In off season, they are the cooks, carpenters, electricians, waiters, maids, bartenders, busboys, painters and carpet-layers.

Bob and Helga say they are seeing a noticeable increase in the number of visitors from eastern States, foreign countries, and international airline crews. The resort has also recently been "discovered" by Saudi Arabian students attending nearby colleges.

The "foreigners" are readily accepted by local clients, some of whom have been regularly visiting Log Cabin for 35 years, first as children and now returning as grandparents accompanied by their grandchildren.

The Fullers have discouraged the sometimes raucous "Saturday night" crowds and are intent on maintaining a quiet atmosphere.

Helga is a native of Berlin, Germany, and was the second woman to graduate from Gauss (Germany's equivalent of M.I.T.). She was a design engineer for hydroelectric turbines and telephone systems and, later, construction project engineer for electrical design for several chemical plants. In 1956 she was recruited in Germany by the Army Ballistic Missile Agency as an aerospace research engineer at Huntsville, Ala. She was later promoted to unit chief to evaluate components for NASA's space program.

In 1961 she went to Philco-Ford's Western Development Lab in Palo Alto, Calif., as an environmental engineering specialists for satellites and ground control stations. It was at Western Development Lab that she met Bob Fuller, and they were married in 1964, a year after Helga had gone to Lockheed Missile and Space Division as staff engineer in charge of reliability engineering and statistics.

Bob is a native of Augusta, Maine, and holds Bachelor degrees from Bates College and George Washington University and a Master's degree from Boston University. He served as radio operator in the Merchant Marine during World War II and then joined American Broadcasting Company in the late 1940's. Fuller was an engineer on the television crew which

telecast the first Congressional hearings and made the first telecast from the White House.

"Those were exciting times," he said, "when almost everything we did was a first.

"The White House telecast presented special problems," he said, "because that part of Washington was on direct current and our transmitters were alternating current. We solved that by borrowing AC generators from the Army."

In 1959 Fuller left ABC for Western Development Lab in Palo Alto, first as design engineer and later as manager of design, development, and procurement of satellite tracking and control stations.

Bob and Helga opted for early retirement so they could go into the resort business. They were on the Department of the Interior prospectus list, but could not find the "right" combination and were on the verge of buying a resort on Lake Shasta when Log Cabin Resort appeared for sale. They had not visited the area, but were interested enough to look, and were immediately captivated by the resort and its surroundings.

Any regrets?

"Not for one minute," Bob said.

"We enjoy doing things for people, helping them to have a more satisfying experience," he said, "and we work hard at it."

One of Helga's hobbies is creative cooking—an avocation that became a vocation since the Fullers put in the dining room. Fully half the menu is German dishes. Yoga is shared by Bob and Helga, and she gives morning yoga classes at the resort.

Bob and Helga are skiers, and Helga also flies light planes, when there's time. Since they began operating the resort year around, there have been few days for hobbies, but "maybe this year."

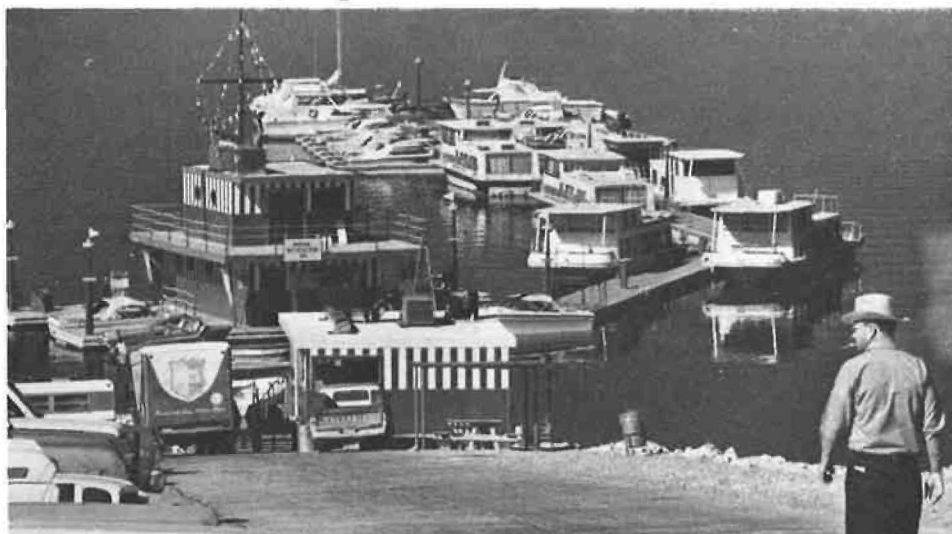


Concessioners Hilga and Bob Fuller.

Log Cabin Resort, Olympic NP, Wash.



Bienvenidos amigos a Amistad



Marina at Diablo-East, Amistad NRA, Tex.

By Edward C. Rodriguez, Jr.
Superintendent

Amistad National Recreation Area, Texas

"Bienvenidos" means welcome . . . and that's what more and more visitors to this "international water playground" have come to realize is extended to them on a visit to Amistad National Recreation Area in western Texas.

Amistad is an international recreation area on the United States-Mexico border that provides outstanding opportunities for boating, other water sports, fishing, limited hunting, and general outdoor enjoyment. It is administered under cooperative agreement (Nov. 11, 1965) with the International Boundary and Water Commission of the United States and Mexico.

Along the Rio Grande River, 12 miles northwest of Del Rio, Texas, there are two major highways that lead to the area: U.S. 90 from San Antonio 153 miles to the east, or Van Horn, 305 miles to the west; and U.S. 277 with Sonora 90 miles to the north, and Eagle Pass, 56 miles to the south.

The name "Amistad" is a Spanish name meaning "friendship," and signifies the friendship and cooperation between the United States and Mexico, who, together, built the dam on this section of the Rio Grande to serve as a flood control structure and for irrigation storage.

The beautiful, clear lake that formed behind the dam is fed by three rivers: the Rio Grande, the Pecos, and the Devil's River, and, with over 1,000 miles of shoreline, it is one of the largest international, manmade lakes in the world.

Visitors to the area find a wide variety of water sports on the lake; as well as primitive camping almost anywhere along the shores. They will also find areas with free fishing docks and easy access to certain shore sections for bank fishing. Day-use picnic shelters, tables, and fireplaces, constructed by the Youth Conservation Corps, are available at some areas, and shelters, tables, fireplaces and chemical toilets elsewhere. Areas for free hunting of doves, quail and waterfowl, as well as bow hunting for

deer are set aside—all in accordance with State and Federal laws in specified sections and seasons.

Park staff spend a good share of their time in maintenance of docks, buoys, and general clean-up, as well as boat patrol, boat inspections and visitor interpretation and assistance. An important facet of the operation at Amistad is that of public relations—not only with neighbors, but also with the Mexican Government as well as other Federal and State agencies who have concurrent jurisdiction over the lake.

Most visitors who come to this park are not "pre-conditioned," i.e., they do not think of a visit to Amistad as a "park experience." Thus, our interpretive programs are geared to those activities and expectations that bring people to this recreation area, rather than typical programs conducted in other national parks. It is a real challenge in interpretive programming to interest people who seem to care only about fishing, swimming, and boating. It takes imagination and expertise to give visitors a deeper, more significant appreciation of the area. We aim to make our visitors more aware of man's place in his environment and more conscious of energy conservation.

Interesting features of the park include the

Bronze Eagles, placed on the dam to signify friendly cooperation between Mexico and United States; also, "Tlaloc" the large stone-carving of the Aztec Rain God on the Mexico side of the dam, and "Playa Tlaloc" just past the stone-carving, near a pleasant beach-picnic area and a small restaurant. Further up the Mexico shore there is a marina with complete boating facilities.

Across the Rio Grande, Ciudad Acuna, Mexico, sister-city of Del Rio, is reached by a good road from the dam, down Mexico's side of the river, or by a bridge. Ciudad offers curio shops, restaurants, and motel accommodations.

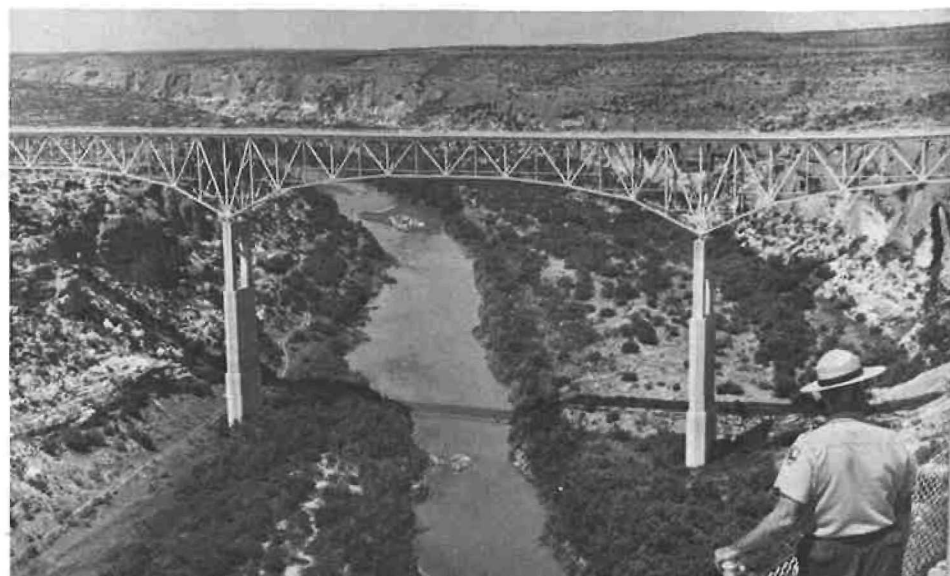
A worthwhile visit in the vicinity of the recreation area would be a trip to Del Rio. There at the White Head Memorial Museum, which was formerly an old trading post, one can see a variety of frontier artifacts as well as the site of Judge Roy Bean's grave. The Val Verde Winery is located in a section of Del Rio that has many beautiful old, antebellum and Spanish-style homes. The winery, established in the 1880's by the ancestors of the present owners, is still in operation. And, San Felipe Springs is the site of early Indian camps, cavalry skirmishes, and is a spot where the Camel Corps stopped. For years it has been the source of the main water supply for the people of Del Rio and the Laughlin Air Force Base.

Along Highway 90 West, about 40 miles from Del Rio, is the Seminole Canyon State Archeological Park, which preserves some outstanding examples of pre-historic rock art and occupation sites in large "rock shelters," which were occupied from 10,000 years ago to about 1,000 years ago by the early people of the area. Seminole Canyon is at the edge of the Rio Grande Arm of the recreation area.

Ten miles farther west from the Seminole Canyon Park, on Highway 90 West, Langtry, Texas, is situated. Here may be seen the Judge Roy Bean exhibit of the early days of construction of the trans-continental railroad through the area, as well as the doings of Judge Roy Bean—the only "law west of the Pecos" in those rough and ready times. This area, too, is on the edge of the Rio Grande Arm of the recreation area.

The principal attraction, of course, is Lake Amistad—the reservoir building up behind Amistad Dam on the Rio Grande. Under the bright southwest sun, the sparkling blue water in the lake and its four main "arms" and numerous coves is pleasantly warm for swimming and water-sports 9 months of the year.

Bridge over the Rio Grande River near Amistad NRA, Tex.



VTSS save energy, enhance visits

By Ronnie Spiewak
Staff Writer

The latest figures show that about 280 million visits will be made to national parks this year, the highest number in history. But despite NPS efforts to provide visitors with quality park experiences, many travelers may find their vacations unpleasant this summer because they get stuck in traffic jams near or in national parks.

According to NPS Transportation Coordinator Dick Bowser, traffic congestion, in large part, may be attributed to the continuing desire and necessity for visitors to drive their own vehicles into national parks. "Despite efforts to reduce costs," Bowser says, "public transportation remains far too inconvenient and too expensive for most American families. This, coupled with the rise in visits, has resulted in traffic congestion in many park areas." Last summer, for example, NPS faced traffic snarls in Great Smoky Mountains National Park and Yellowstone National Park, two of our largest and best-loved parks.

One way the Park Service has sought to relieve traffic congestion is by creating visitor transportation systems (VTSS), which provide free transportation and let visitors leave their automobiles behind. While the first systems were instituted basically to relieve traffic congestion, many have become ways for visitors to actually tour parks, and consequently, interpretive programs have developed around them.

The first NPS-sponsored VTS was implemented 7-years ago in the village area of Yosemite National Park to correct serious summer traffic jams. In 1970 NPS installed a free transportation system using propane-powered shuttlebuses to carry visitors to various points in the village vicinity and to Mirror Lake and Happy Isles, two popular scenic areas. Private vehicles were banned in this congested area.

"Disgruntled visitors from the year before," one spectator commented, "would have returned to find an autoless road open for strolling and bicycling, clear skies overhead, fragrance of trees and flowers, landscape free of litter, and convenient buses ready to whisk them to desired visitation points."

Today 16 national park areas have developed vehicle transportation systems to meet varying needs. At North Cascades National Park, Wash., for example, a shuttle service was installed in Stehekin Valley, a remote area about 25 miles long accessible only by foot, boat and seaplane. The Stehekin Landing Visitor Complex, a small facility at the northwest end of the valley, the only facility serving the many hikers who arrive daily by boat, fills up easily. The facility also crowds up with private residents of the valley, many who drive to the landing when the boats arrive with mail.

The system, installed in 1973, alleviates the congestion, according to North Cascades Superintendent Lowell White. Four GSA leased vans and a school bus-type vehicle provide an opportunity for hikers to get to 12 trail-heads more quickly and help disperse hikers into the wilderness, preventing groups of hikers from "piling-up" around the landing. In addition, the system relieves the congestion of cars around the



Horse-drawn wagons transport visitors from the LBJ Boyhood Home through Johnson City and on to the Johnson Settlement, a distance of about ½ mile.

landing because it transports some residents to and from their homes on a scheduled basis.

Another example is at Wetherill Mesa in Mesa Verde National Park, Colo., where a VTS was developed when a repaved jeep-road was found unsuitable for two-wheel-drive vehicles. The system provides for public transportation along this former jeep-road and distributes visitors to the individual ruins with a minimum of paving over mesa-top archeological ruins.

Visitors to national parks who ride VTSS find themselves on anything from a school bus, to a van, to a shuttlebus that looks like a trailer train. At Fort Mantanzas National Historic Site, Fla., the VTS is a ferry that provides the only access to a visitor center located on an island, one mile away. At Lyndon B. Johnson National Historic Site, Tex., horse-drawn wagons transport visitors from LBJ's boyhood home through Johnson City and on to the historic home of his grandparents. "The wagon experience," says Chief Interpreter Ron Wilson, "sets the mood for the living history program that the visitors encounter when they leave the wagons and enter the Johnson Settlement area."

Everglades National Park has also taken advantage of en route interpretation in an area that was formerly closed to automobiles because the road could not sustain heavy use. An open-air trailer-towed tram and a mini-bus accommodate 60 visitors each, at a sitting. The vehicles transport visitors along a 15-mile stretch of the Shark River Slough, an area rich in wildlife and vegetation, while a park naturalist describes the scene as they move along.

Besides the obvious advantage of traffic reduction and the air and noise pollution that goes along with it, VTSS are able to accommodate visitors with less resource impact than the alternatives of building additional roads or parking lots, or merely letting visitors drive their cars over dirt roads.

A good example of a park that has been spared automobile and road abuse is Mt. McKinley National Park, Alaska, where a VTS was instituted about 5 years ago shortly after a new State road began bringing in scores of visitors to McKinley's gates—suddenly tripling visi-

tation figures. Within one month, up to 200 vehicles a day were kicking up dangerously high levels of dust on vegetation along the roadside and keeping wildlife far away from the access corridor. The transportation system, alleviated the impact, and over the years has proven to be one of NPS's most successful systems, according to Dick Bowser. Today the fleet consists of 30 school buses that serve more than 60,000 visitors while preventing massive wear-and-tear on the resource. The buses, in addition, conserve some 70,000 gallons of gasoline yearly—the amount of fuel required to transport the same number of visitors into the park in their own vehicles.

In the next 5 years NPS will be preparing plans that could lead to additional transportation services at Cumberland Island National Seashore, Ga., Big Thicket National Preserve, Texas, Rocky Mountain National Park, Colo., and the Breezy Point unit of Gateway National Recreation Area, N.Y.-N.J. For the 16 existing systems, President Carter has requested an appropriation of \$4.4 million for FY 1978.

Yet as energy costs soar and construction and maintenance expenses go up, the question arises why more public transit systems don't exist in national parks.

Bowser believes that the prime reason is that the procedures for identifying and evaluating potential transportation systems are complex and time-consuming. First, these programs must be set up as parts of General Management Plans, and integrated with them. And the VTSS are subject to repeated reviews. Also, once approved, VTSS require support facilities, such as terminals and parking lots, which must be planned, designed and constructed.

A recent issue of the Congressional Record shows that, with energy costs increasing, more and more officials are advocating the development of tax-supported public access to national parks, especially parks near urban areas. Should this occur, our transportation expert says, NPS must be prepared to expand its visitor transportation program *within the parks*, to serve the millions of anxious visitors that public transit will deliver to the parks.

Sea oats on the Outer Banks

Photo by Jeannetta Henning.



In the spring, sea oats and beach grass are hard to tell apart. Later the sea oats grow tall stalks with tattered flags of seed pods, which people like to carry home, but mustn't lest they undermine the fragile dunes. The leaves of both plants curl in hot weather to conserve moisture.

Bob and Jim Henning observe the growth on the dunes near their home. They are the sons of Ocracoke District Ranger James Henning and his wife Jeannetta, who live on Ocracoke Island, a part of Cape Hatteras National Seashore, along the Outer Banks of North Carolina.

New fishing regulations at Glacier

You're fishing in the backcountry of Montana's Glacier National Park. You have caught and cleaned your fish, but now you have a problem. What to do with the fish entrails. Throwing them in the brush creates a smelly mess, and is likely to draw bears into the area, both black and grizzly. Throwing them into the water frequently results in the wind driving them right back onto the shore. Besides, both of these practices are currently prohibited by Park Service regulations.

Glacier National Park rules now require that fishermen either burn fish entrails completely (in areas where fires are authorized) or carry them out of the backcountry and deposit them in roadside garbage cans.

Glacier officials have designated two lakes as experimental areas for methods of disposal of fish entrails. They are Middle Quartz Lake on the west side of the park, and at Upper Two Medicine Lake on the east side. Fisherman are greeted by signs explaining the program. Fishermen are instructed to puncture the air bladder to prevent flotation of the entrails, and to throw them far out into the lake into deep water so that they will not wash up on shore.

These lakes will be monitored by Park Rangers to determine the success of the experiment and, if successful, the policy may be expanded to include other park waters.

Memorial Day, 1880's

A special sunset service was conducted at the Stones River National Cemetery, Stones River National Battlefield Park, Tenn., on Memorial Day.

Superintendent James A. Sanders said that the program, co-sponsored by the Murfreesboro Veterans Administration Hospital, was arranged for the evenings hours so that more people, including working veterans, could attend.

The program was held on the site of an historic band rostrum, which has served as a Memorial Day podium as far back as 1880. A musical medley of contemporary songs and a selection of thought-provoking readings set an appropriate mood for the Memorial Day service.

The keynote address was given by John Mattox, Administrative Assistant for U.S. Congressman Albert Gore, Jr.

Following the address a somber drumbeat led all the participants in a short march to historic Lincoln Square located at the center and at the highest point in the National Cemetery. This is the location of the flag pole and was named in honor of President Abraham Lincoln, when the cemetery was established in June of 1865.

Upon this hallowed ground a wreath was laid in memory of all the loyal and brave Americans who gave their lives from the American Revolution to the war in Vietnam.

A historic cannon salute was presented by uniformed Civil War Confederate and Union Artillerymen using an original Civil War period cannon. As the sun set, a uniformed Civil War bugler played taps on an original 1860's bugle and the 20-foot "stars and stripes" was lowered.



A historic Civil War cannon firing salute was given at historic Lincoln Square in the center of Stones River National Cemetery, Tenn., at sunset while the flag was lowered. (From far left to right) VIP Mike Wafford, Confederate Infantry; VIP Thomas Turner, Union Artillery; (head hidden) VIP Jeff Leathers, Union Artillery; (between cannon wheel with beard) Chief, I&RM, Ron Gibbs, Union Artillery; VIP Ken Fief, Union Artillery; VIP Mike Mertzbacher, Union Artillery; VIP Charles "Corky" Murray, Union Artillery.

Country music at Gateway Arch



Julia and Jim Olin,

Jim and Julia Olin, old-time country musicians, were presented in an informal concert in late May at the Jefferson National Expansion Memorial, Mo., in the Museum under the Gateway Arch. The Olins make the Western Frontier come alive with the fiddle and banjo tunes



Jon Wilcox,

and ballads which have been preserved in the American oral tradition. The program is sponsored by the National Park Service and the Jefferson National Expansion Historical Association and is free and open to the public.

The Olins bring traditional American music



Almeda Riddle sings ballads.

to the Museum of Westward Expansion with fiddle, banjo, guitar, and vocals. They have learned their music from many and varied sources, most importantly from collecting in the Ozark country of Missouri and Arkansas with the Missouri Friends of the Folk Arts.

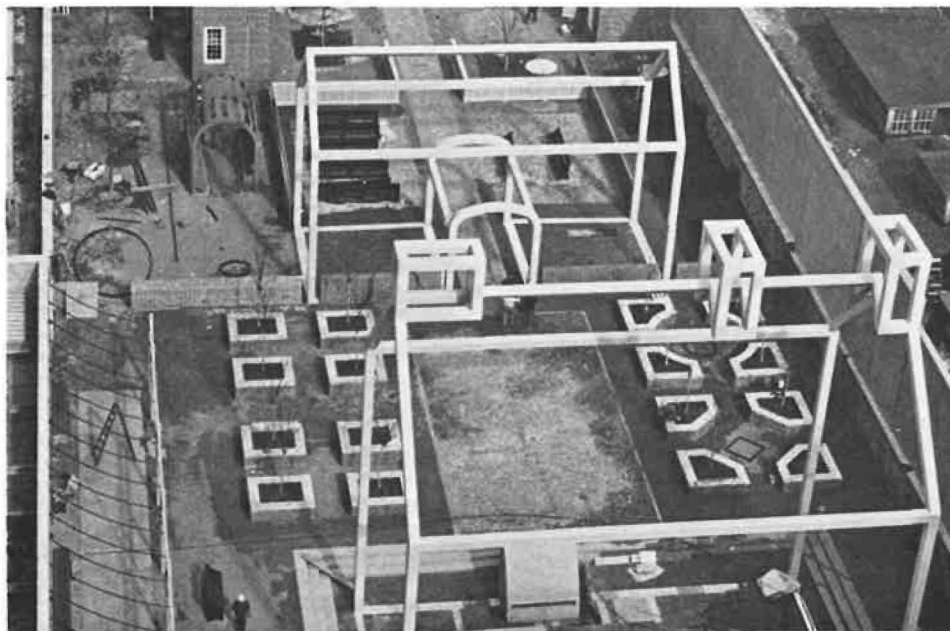
Franklin Court architects cited

Venturi and Rauch, the architects and planners of Franklin Court in Philadelphia's Independence National Historical Park, were honored June 5 for "distinguished accomplishment in architecture" by the American Institute of Architects.

Also honored were the firm's consultants, National Heritage Corp., receiving the National Honor Award—the Nation's highest award for design excellence.

Their Franklin Court design was the most elaborate of 12 Bicentennial construction projects at Independence.

The project consists of five restored 18th-century houses, an underground museum containing Ben Franklin memorabilia and an 18th-century courtyard. Another house contains an operating post office in the 1700's style and a small postal museum. And one structure houses the offices of the Eastern National Park and Monument Association, an NPS cooperating association. The project involved research by NPS historians and archeologists over a period of more than 15 years.



Aerial view of Franklin Court, Independence NHP, Pa., shows the "ghost structure" outlining Benjamin Franklin's own home and that of the print shop of his grandson, Benjamin Franklin Bache.

Training and equipment important to park rescues

Photo by Bill Jones.



Park rangers and deputy sheriffs preparing to lower a fellow trainee down a cliff face during annual training session at Cedar Grove in Kings Canyon NP, Calif.

By Hank Jones
Information Specialist
Sequoia and Kings Canyon National Parks
California

Incident Number 761041, Date 08/24/76, Time 1830 hours. Ranger Tom Tschohl patrolling in the Lodgepole area of Sequoia National Park, Calif., was notified by radio that a young man had fallen 25 feet into Tokopah Canyon, was injured, and must be evacuated.

As often happens in an incident of this kind, not enough daylight was left to order a helicopter to the rescue site. "Evacuation calls almost invariably come late in the afternoon, forcing us to carry out rescue mission in the dark," says Sierra District Ranger Alden Nash. Sequoia and Kings Canyon National Parks have exclusive use of a helicopter on contract standby basis for fire, search and rescue and other uses during the summer season.

Tschohl notified his supervisor, Sub-District Ranger John Krambrink, and quickly organized a rescue team of seven Rangers. All had been trained in search and rescue and first aid. In addition, Krambrink and Tschohl are trained paramedics. All but two were highly skilled climbers. The ascent in the darkness to rescue the injured man would draw heavily on these skills.

With nearly 50,000 people using the backcountry of the two parks each year, personal injuries are bound to occur. Last year, 37 persons were rescued from the backcountry, with the helicopter based at Ash Mountain headquarters of the park. Search and rescue efforts in the two adjacent parks, which are managed by a single superintendent and staff, cost almost \$40,000 in 1976. Another \$1,500 was spent on equipment. Park rangers feel that since they are responsible for saving lives, they should have the best possible training and equipment.

The training and equipment became increasingly important as the team moved up the trail. At 8:00 p.m., the team left the trail to make a difficult ascent in darkness of about 1,000 feet, over granite shelves and vertical exposures. The rock was wet. Team members, Bruce Holser and Milo Jenkins, scouted the route and led on the difficult "pitches" (near vertical climbs).

A training session is held each spring at Cedar Grove in Kings Canyon National Park. Rangers converge on this rock-walled valley from nearby national parks and national forests and from several California State Parks. Members of private search and rescue units, Sheriff's officers and others also come for the week-long training. The training consists of river rescue, rigging, raising and lowering a litter on a cliff face, basic rock climbing tech-

niques and use of technical equipment. In addition to the formal training, the participants get to know each other and exchange stories and techniques.

At 1:15 a.m., the team reached the badly injured hiker. Krambrink and Tschohl noticed he was having difficulty breathing. They determined he was suffering from a possible skull fracture, multiple lacerations, fractures of the lower jaw, fluid in the left lung, broken ribs and possible fracture of the left wrist, left knee and ankle. They administered preliminary first aid and at 2:45 a.m., by radio-telephone, contacted a doctor at the Kaweah Delta Hospital in Visalia, Calif., who gave instructions to the rescue team for further medical treatment on the scene.

Radio communication in the parks, despite the mountainous terrain, is excellent. Radio expert Ray Murry has a supply of portable radios for emergency use, and can set up a portable "repeater" at a moment's notice. Stationary repeaters are strategically located.

"Only about 20 percent of the backcountry cannot be reached by communications but the blind spots where radio messages can't be sent or received move around," Nash says. "The problem can be easily solved, during daylight hours, by using the fire patrol plane as a communications relay."

The nine members of the Park Search and Rescue Team who are paramedics took nearly all of the 500 hours of minimum required training on their own time, outside of normal duty hours. Several local doctors have volunteered their time to train the rangers.

Even with all of this training, we don't diagnose," says Superintendent Stanley T. Albright. "Our rangers become the eyes, ears and hands of the doctor through use of the radio-telephone patch."

"If necessary, our paramedics can administer intravenous injections and pain killers as directed by a doctor. In one case, where a young man had a broken leg, the rangers stayed with him for 24 hours administering pain killers and I.V.'s before he could be evacuated."

Because of the critical condition of the injured hiker at Tokopah Canyon the rescue team called for the Lemoore Naval Air Station's helicopter at 6:30 a.m.

These turbine helicopters with their expert pilots and trained crews are capable of evacuating a victim by a 250-foot cable winch if necessary. They have helped to save many lives. Requests for the Lemoore helicopter are channeled through Scott Air Force Base in Illinois.

The rescue team on the site in Tokopah Canyon improvised a makeshift helispot by removing rocks and flagging hazardous trees. The litter was rigged with ropes for hoisting by cable to the helicopter if necessary. The completed landing site was about 10 feet by 14 feet. On the south side was a 50-foot wall while the north side was a vertical drop of over 1,000 feet into the valley.

At 6:45 a.m. "Angel 3" from Lemoore Naval Air Station landed on the narrow ledge and the injured hiker was placed gently aboard. Thirty minutes later he was at the Valley Medical Center in Fresno, his condition "alive and stable."

Student returns

Rarely does a summer student employee return to inspect "the problems he created" in his short tour with the National Park Service, but Jerome Wynn, a co-op architectural student from Tuskegee Institute, did just that.

On his first work assignment under the tutelage of Darrel Stiger, senior architect with the Southeast/Southwest Team at Denver Service Center, Wynn designed the recycling of an outmoded, yet structurally sound building for the Everglades Research Center. At the start of his second work period, he was dispatched to the site to inspect his facility, now under construction and being supervised by architect Vilhelms Krauklis.

Originally built in 1946 to house migrant farm workers, the structure required imaginative interior and fenestration changes to convert it to a sophisticated center for scientific research. (See article in April *Newsletter* entitled "What Next in NPS Research?")

In addition to this project, Wynn has assisted Stiger on design modifications to the visitor center at Fort Caroline National Memorial, Fla., a project which will get underway this summer.

A basketball scholarship was the entree to Tuskegee for Jerome in 1972, and when you look up at the 6'5" frame, you can well imagine why. He played basketball for Tuskegee for 2 years, until the Dean suggested he make a choice between sports and architecture. Architecture won.

In addition to a love of nature and the outdoors, Jerome is a talented musician. He writes his own songs, which he then renders in a very mellow and pleasing voice. He is building a portfolio of songs, and will be recording them soon. We may be hearing more about him from the entertainment world. He makes it clear however, that this is just a hobby, and his real love is architecture.

Jerome will be graduating from Tuskegee next December, and hopes to make a career with the National Park Service as an architect. He is enthusiastic about the Park Service mission, and especially likes work at the Denver Service Center.

Members of the Southeast/Southwest Team consider the likeable young man a welcome and talented addition to the Denver Service Center.

Co-op architectural student Jerome Wynn.

Wynn inspects construction work at the Everglades Research Center, Fla., with Project Supervisor Krauklis of the Denver Service Center.



Raise projected at 6.5 percent

A 6.5 percent pay increase is *projected* for Federal employees in the 1978 Budget of the United States. Under the Federal Pay Comparability Act, the increase would go into effect in October.

This, however, is merely a projection and the final amount, higher or lower, depends on findings by the Bureau of Labor Statistics.

"The basis for pay adjustment," the Budget says, "are annual surveys conducted nationwide by the Bureau of Labor Statistics."

The Act also provides that the President may propose an alternate pay plan if he considers the comparability pay adjustments inappropriate because of a national emergency or economic conditions affecting the general welfare.

Total employment for all three branches of Government including the military stood at 5 million in June 1976. Civilian employment in the Executive Branch including the Postal Service was 2.8 million.

Bodge moves up

Clyde Bodge has been named Mid-Atlantic Regional chief of Contracting and Property Management.

Bodge had been the assistant chief in the Philadelphia office for a number of years.

Bodge joined NPS in 1966 as a medical technician with the Job Corps in Acadia National Park, Maine. He served there for 3 years, then for a year at Great Onyx Job Corps at Mammoth Cave National Park, Ky. In 1970, he became regional procurement agent at MARO.

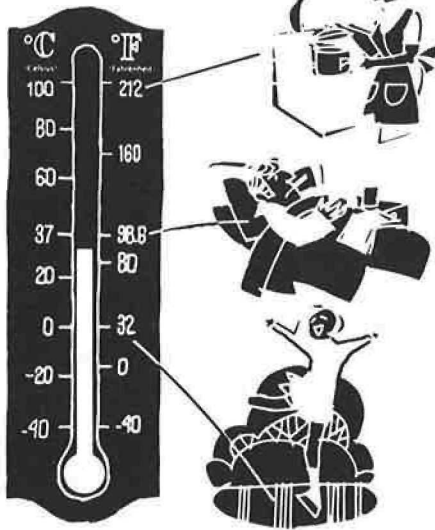
As chief of the division, Bodge is responsible for planning, developing, directing, controlling and coordinating the supply program for procurement and contracting, property management, automatic data processing and general services.

Bodge and his wife, Linda, reside in Holland, Pa., with their 2-year-old daughter, Jennifer.



Mid-Atlantic Regional chief of Contracting and Property Management Clyde Bodge.

Metric: it's easy?



With the conversion to the metric system of measures, a frequently asked question is: "Why Celsius? What happened to Fahrenheit?"

It will actually be easier for us to use Celsius

when we get used to it, because Celsius uses the 100° scale between freezing and boiling, instead of the 180° scale used by Fahrenheit.

Anders Celsius, 1701-1744, a professor of astronomy at the University of Uppsala in Sweden, invented the first centigrade thermometer in 1742. Prior to his invention, however, the 180° freezing-to-boiling Fahrenheit thermometer using mercury had been invented by a German physicist Gabriel D. Fahrenheit (1686-1736).

Fahrenheit spent most of his life in Holland and England where he specialized in manufacturing thermometers and other instruments for measuring weather conditions; therefore, use of the Fahrenheit thermometer was well established by the early 1700's. The Celsius thermometer was not recognized until 1750 when it was perfected and promoted by a man named Stormer.

Conversion from Celsius to Fahrenheit and vice versa requires multiplication by 5 or 9, and division by 9 or 5, then adding or subtracting 32. If this seems too complicated, just remember that -40° on either thermometer is equal and correct—it is the temperature at which mercury freezes.

(Editor's Note: The above was submitted by Richard B. Bowser, who calls himself the "NPS Metric Coordinator.")

Golf tourney set for August

The third annual Frank F. Kowski Memorial Golf Tournament is scheduled on August 27 this year and Tournament Director Monte Fitch is expecting more than twice as many entrants as last year.

Fitch said 130 golfers teed off in 1976 in local tournaments across the country with Henry C. Craine of Mammoth Cave National Park, Ky., emerging as the champion under the Callaway Handicap System.

Fitch said that golfers wanting to enter the tournament should get together with fellow NPSers for tournaments as close as possible to August 27. The golfers should then mail their scorecards to tourney secretary Earl A. Hassebrook along with a \$2 entry fee. Hassebrook will compute the handicaps under the Callaway System to determine the winner.

The entry fee goes to the Employees and Alumni Association Educational Trust Fund. Last year \$242 was raised after a small portion was deducted for trophies for the winners.

In addition to NPS employees and retirees, wives and other family members are encouraged to participate.



Letters

Dear Editor:

I enjoyed very much the article in the *Newsletter* for March 1977, "You must tell me who your tailor is," about Harpers Ferry NHP's Tailor Shop.

I note with dismay, however, the photograph on Page 8, showing two women in period clothing, pointing out a window display. No era is given for their dresses, but unless I am mistaken, the dress pattern appears to be what we here fondly refer to as the "Wisconsin 1876" dress—the source being the State Historical Society of Wisconsin.

The dress appears to be beautifully done, but to my amazement, the women are wearing a "spoon-type" bonnet which is typical of the late 1850s, or early 1860s, and to "cap" it all, the two bonnets are exactly alike! The color may be different (as one can't tell from the black and white photograph), but that style of headwear was most assuredly not worn with that dress. Then, as now, a woman would be rather embarrassed to find anyone else wearing a duplicate article of clothing, and even if the bonnet or hat framework were the same, the lack of mass production in the milliner's shop would militate against any two bonnets being trimmed exactly alike.

From my collection of 1870 s fashion books and papers, I note that bonnets and hats (the former having "strings" or ties, the latter not) were worn very forward on the head, low over the eyes. Thus the back of the head was left free for the coiffure to "fall" gracefully down the neck. A bonnet of the type shown covers

the back of the head almost completely, like the modern rendition of an 1850 s "sun" bonnet.

This is not to say, however, that *individual* women might prefer to wear an out-dated style because they like it, even as some of us do today, but I feel that the juxtaposition of headwear and dress style should not be considered as "typical" of the period.

Nadezhda R. Henry
VIP, Fort Larned NHS

Dear Nadezhda:

Your point is well taken—the bonnet is out of date; the dress is indeed Wisconsin 1876 and the bonnet is of the late 1850 to 1860—period.

Our Tailor Shop, however, is not in the millinery business, although we do, upon request, try to provide hats from outside sources. What we were attempting to show were examples of our dresses and we felt that even an out-dated hat was preferable to depicting bare-headed ladies of that period. As to the hats being identical, they were neither the same color nor did they have the same ribbon trim.

Thank you for your interest in our clothing and your concern over our accuracy of period dress. We appreciate especially your nice comments on our dresses.

Jennifer Roberts
Harpers Ferry Tailor Shop
Harpers Ferry NHS, W.Va.



People on the move



New faces

ARMSTRONG, Thomas M., Exhibit Spec Historic Preservation, DSC
BARNES, James T., Motor Vehicle Operator, Mount Rainier NP
CRAIG, Levern, Laborer, Moores Creek NMP
DENNIS, Kerry J., Clerk-Typist, Contract & Prop Mgmt, PNRO
FREELAND, Bobbie A., Info Receptionist, Mount Rainier NP

GARCIA, Theodore J., Laborer, Fort Union NM
GARLAND, Betty J., Park Tech, Visitor Services, NCR
GIBBS, Kristi D., Mail & File Clerk, Office Services, PNRO
HESKER, Raymond B., Mechanical Engineer, Professional Support, DSC
HOBBS, Harlan F., Realty Spec, Planning & Resource Pres, PNRO
HUBLER, Martin P., Park Tech, Visitor Services, NCR

IADANZA, Margret A., Clerk, Sleeping Bear Dunes NL
 LAIEWSKI, Walter J., Park Tech, Visitor Services, NCR
 LITTLE, Detra E., Park Tech, Division of Visitor Services, NCR
 MARRERO-ROBES, Zoilo, Mason, San Juan NHS
 MARTINEZ, Bob L., Laborer, Fort Union NM
 MASKE, Kerry W., Tractor Operator, Area I Maintenance, NCR
 McCALL, Edward F., Clerk-Typist, Big Cypress Land Acquisition Office
 McCARTER, C. Dwight, Park Tech, Chickam-
 auga & Chattanooga NMP
 McLAUGHLIN, Chester W., Park Tech, Visitor Services, NCR
 NAGEL, Pamela A., Clerk-Typist, Yellowstone NP
 OHMSTEDE, Richard, Structural Engineer, Professional Support Division, NCR
 PARKER, Jean C., Architect, Historic Preservation, DSC
 PEARSON, Dorothy M., Clerk-Typist Voyageurs NP
 PENDERGRAST, Billy L., Mail & File Clerk, General Services, WASO
 POJORLIE, James P., Motor Vehicle Operator, Theodore Roosevelt NMP
 RIVERA, Louis E., Mason, San Juan NHS
 ROBERTS, David D., Park Tech, Montezuma Castle NM
 ROHRER, Peggy J., Clerk, Olympic Land Acquisition Office
 RUVOLO, Rosanne, Park Tech, Visitor Services, NCR
 SACO, Victoria S., Clerk-Typist, Administration, SERO
 SEELEY, Ellen C., Park Tech, Independence NHP
 SMITH, Hugh C., Heavy Mobile Equipment Mechanic, Glen Canyon NRA
 SMITH, Karl C., Park Tech, Shenandoah NP
 STEINHOLTZ, Robert T., Landscape Architect, NCR Team, DSC
 STURHAN, Douglass C., Surveying Tech, Professional Support, DSC
 SWANSON, Norman C., Purchasing Agent, Lake Meredith RA
 WEAVER, Beverly A., Clerk-Typist, Personnel, WASO

HARRIS, Diane, Clerk, Gateway NRA, to Park Ranger, Boston NHP
 HENDRIX, Joseph C., Maintenance Foreman, Glen Canyon NRA, to Maintenance Mechanic Foreman, Organ Pipe Cactus NM
 HERMAN, Ronald E., Hydrologist, Everglades NP, to Same, Professional Services, RMRO
 HSU, Dick P., Archeologist, Cultural Resources Mgmt Div, WASO, to Same, Alaska Area Office
 JAMES, Paul T., Gardener, White House, to Tree Worker, NCR
 KNODEL, Walter J., Jr., Concessions Analyst, Concessions Mgmt Div, WASO, to Concessions Mgmt Spec, Yosemite NP
 McGRAW, Claudia J., Sec, Professional Services, NCR, to Same, Office of the Deputy Director, NCR
 MONTALBANO, David R., Park Tech, Montezuma Castle NM, to Park Ranger, Wilson's Creek NB
 OLIVERIUS, Timothy J., Park Tech, Mount Rushmore NM, to Same, Wind Cave NP
 PATRICK, Sharon A., Personnel Clerk, Administration, SWRO, to Personnel Assist, Navajo Lands Group
 PATTEE, Roger A., Park Tech, Petrified Forest NP, to Same, Sequoias NP
 RAINBOLT, Kenneth D., Realty Spec, Planning & Assist, SERO, to Same, Buffalo River Land Acquisition Office
 SCHOCK, Henry A., Supv Park Ranger, Badlands NM, to Supv Park Ranger, Colorado NM
 SIGLIN, Roger J., Supv Park Ranger, Yosemite NP, to Same, Yellowstone NP
 SMITH, Richard L., Maintenance Worker Foreman, Petrified Forest NP, to Foreman I, Lake Mead NRA
 STONE, Steven K., Supply Clerk, Administration, RMRO, to Same, Glacier NP
 WASHINGTON, Stanley T., Park Ranger, Minute Man NHP, to Supv Park Ranger, Golden Gate NRA
 WEBER, Bruce E., Supv Park Ranger, Gateway NRA, to Park Ranger, Cape Lookout NS
 ZIMMERMANN, Jon J., Maintenance Worker, Saguaro NM, to Same, Walnut Canyon NM

Out of the traces

ADCOCK, Larry W., Park Tech, Great Smoky Mountains NP
 CALENDER, Fred M., Maintenance Mechanic, Rocky Mountain NP
 CARRASCO, Tiburscio F., Laborer, Carlsbad Caverns NP
 CZYOSKI, Theo C., Clerk Stenographer, Cape Cod NS
 FEATHERSTONE, William L., Park Ranger, Park System Mgmt, RMRO
 JAMES, Donald F., Appraiser, Big Cypress Land Acquisition Office
 KARTAK, Stephen C., Realty Spec, Voyageurs Land Acquisition Office
 KNAUSS, Donald L., Electrician, Glacier NP
 MARSHALL, Alexander I., Grounds Maintenance Leader, Area II, NCR
 MILLS, John W., Jr., Boat Repairman, Everglades NP
 MITCHELL, Marshall E., Janitor, Harpers Ferry NHP
 REILLY, Peggy A., Clerk-Typist, Alaska Area Office
 SMITH, Cynthia J., Supv Park Ranger, Recreation & Resource Mgmt, NCR
 STEIN, Debra L., Park Tech, Independence NHP
 TADDEUCCI, Frank, Mechanic Heavy Duty, Isle Royale NP
 TAYLOR, William M., Park Ranger, Golden Gate NRA
 TEETER, Carl E., Laborer, Hatteras Island
 WILDY, Shirely W., Equal Opportunity Spec, Bureau EEO Officer, WASO
 WILLIAMS, Jerlene I., Sec Resource Mgmt & Planning, WRO

CORRECTION

DEGEN'S NAME MISPELLED

Carl Degen's name was misspelled in the article "NPS receives National A-V award," on page 10 of the June issue. Degen is chief of the Audio-Visual Arts Division at Harpers Ferry, W. Va.

New places

CARROLL, Thomas B., Park Ranger, Cornado NM, to Same, Gran Quivira NM
 COLEMAN, James, Jr., Supv Park Ranger, Training Div, WASO, to Supt, Olympic NP
 DAVENPORT, Susan J., Park Tech, Independence NHP, to Same, Fort Caroline NM
 DAY, David R., Park Tech, Boston NHP, to Park Ranger, Minute Man NHP
 DONALD, Anthony S., Architect, Historic Pres, DSC, to Same, MA/NA Regions Teams, DSC
 FORTIN, Michael L., Exhibit Spec, Minute Man NHP, to Same, Touro Synagogue NHS
 FRUM, David L., Park Tech, Abraham Lincoln Birthplace NHS, to Same, Cape Hatteras NS
 GARNER, Barbara A., Voucher Examiner, Finance, PNRO, to Purchasing Agent, PNRO
 GREBB, Jack Y., Maintenance Worker, Sunset Crater NM, to Same, Hubbell Trading Post NHS
 HARLEY, David A., Professional Services, NCR, to Tree Worker, NCR



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Department of the Interior, National Park Service, Washington, D.C. 20240

Room 3416, Interior Building

Tel. (202) 343-4481

KLONDIKE ALBUM

Photographs from Photography Collection, Suzzallo Library,
University of Washington. (See story on P. 3.)

