



The Yosemite Village shuttles are modern, multi-unit vehicles. They are planned for use in Grand Canyon, Lyndon B. Johnson NHS and possibly Mount Rushmore.

LEAVE THE DRIVING TO ...

By Daniel S. Hughes

This year, visitors to a number of areas of the National Park System will "leave the driving to us" as they hop aboard buses and trams (some operated by NPS, some by concessioners) at Yosemite, Mount McKinley and Everglades NP's and Lyndon B. Johnson NHS.

Funds have been allocated also to initiate a bus system on the North Rim of Grand Canyon NP, and equipment is on order.

Dr. Ernest A. Connally, associate director for Professional Services, says, "The purpose of our trans-

portation program is to assure reasonable access to, and circulation within, the areas of the National Park System.

"We want to provide for visitor use and enjoyment, without impairment of the historical and natural resources."

Dr. Connally says that for the future, "Studies are being considered for systems that would serve parts of Mesa Verde, Glacier, North Cascades and Yellowstone NP's, Mount Rushmore NM, Fire Island NS, and Golden Gate and Gateway NRA's."

Dick Bowser, transportation coordinator in the Division of New

Program Development, WASO, reports that "These efforts are aimed at putting in use methods—such as buses, boats and trams—which do not require expensive track construction. Buses can increase existing road capacity by a factor of seven without adding resource scars.

"On a passenger-mile basis, they need about one-fifth as much fuel and cause only one-sixth as much air pollution as private cars," says Dick.

Dick, a mechanical engineer, has been with NPS six years. A former consultant for the St. Louis Arch, Dick has been in the special equip-

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(From page 1)

ment design and elevator business all his life. He has 23 years experience as a design consultant.

Shuttle Buses

Dick says that the Yosemite Valley shuttles and the Landmark Tour buses in Washington, D.C. have significantly reduced traffic and parking needs at main attractions in those areas.

Yosemite's shuttle buses, put into operation in 1971, cover three routes—a village shuttle between Yosemite Lodge and the Ahwahnee Hotel; from the village past Camp Curry to Mirror Lake; and through-



Dick Bowser

out the Mariposa Grove.

The village shuttle has three propane-powered vehicles and a spare power unit. The village-Mirror Lake route uses five propane-powered, double-decker buses. The Mariposa Grove route runs five pickup trailer trams.

Studies are in process for public transit into Yosemite Valley from staging areas outside the valley.

Yosemite Superintendent Lynn Thompson terms the shuttle bus usage as "very, very successful."

"There's been a visible reduction in traffic in the village," he says. "Also, visitors have a whole new way to see the park. New vistas open up when passengers ride several feet above the normal car level."

Don Hummel, president of Yosemite Park & Curry Co. (concessioner for the shuttle lines), says: "The buses have contributed to solving some of the problems of pollution."

"The park needs public transit, but I would not look on it as a panacea. Various modes of transportation should be used. Auto-

mobiles should not be relied upon exclusively; nor, for that matter, should they be completely excluded."

Yosemite Park & Curry Co. operates the shuttle buses under contract with NPS. It bills the government for costs and management fees. Last year NPS paid \$550,000 to provide shuttle services to some one-half million visitors to Yosemite.

Everglades Trams

Last year Everglades began using trams in the northern section of the park. A 14-mile round trip from the Tamiami Trail to an observation tower in Shark Valley is covered by three vehicles—modified pickup trucks each of which tows a long trailer with bench seats for 66 passengers. NPS owns and operates the trams, and they are free to the public.

Superintendent Jack Stark says: "During our first year of operation, 60,000 people used our shuttles. They are one of the best interpretive devices in the park. It is not unusual to see 40 or 50



Everglades Shark Valley Tram carries up to 66 visitors on its 14-mile run through the park. It is the only access to the Shark Valley. The thatched roof structure is called a "Chickee."





Visitors at Yosemite's Mariposa Grove ride open trailers operated by the Yosemite Park & Curry Co., under NPS contract. The shuttle, which is free to the public, can carry 50-60 passengers.

alligators, many wading birds and racoons as the trams pass through an area rich in wildlife.

LBJ NHS

This spring, Lyndon B. Johnson NHS in Texas began running, on weekends, six buses leased from the General Services Administration.

The buses connect the NHS with the LBJ State Park.

Later this summer, Yosemite-type shuttles will run between the two parks, passing along the Pedernales River by the President's birthplace, the boyhood school and the Johnson Cemetery. Buses will also pass by the Ranch House, go out onto the ranch and return to the state park via the historic Danz homestead.

"These shuttles should provide a really effective way of interpreting LBJ to the public," explains Chief Park Historian Bryan Varnado. "While the buses are running, we plan to restrict the use of the park road. This should considerably reduce traffic and congestion at the birthplace and cemetery."

"Visitation has increased markedly at LBJ since the death of former President Johnson," Bryan explains. "During the first quarter of 1973, some 176,000 people came to the park. We are just sort of playing-it-by-ear regarding how much we'll expand the service."

Grand Canyon

Some \$500,000 was appropriated this fiscal year to develop a shuttle-bus system for Grand

Canyon NP. Two routes have been proposed—a village shuttle using six, multi-unit vehicles and a West Rim tour using five double-deck buses.

The village shuttle route, slated to start this summer, had to be postponed until next May due to delays in delivery of the six propane-powered buses.

The West Rim tour will probably begin next year also, says Superintendent Merle Stitt.

After the shuttles start it may be possible to bar private cars from the West Rim Drive, but more parking lots will need to be built for visitors using the village shuttle routes.

"When the shuttle buses start running, visitors and employees will be able to catch a bus every 11 minutes. With visitors leaving their cars at their hotels, traffic around Grand Canyon Village will be considerably curtailed," Superintendent Stitt says.

Mount McKinley

At Mt. McKinley there was a great increase in visitation and the use of private vehicles on the gravel road as soon as the Anchorage-Fairbanks road was completed.

The increased traffic caused wildlife to retreat from highway areas. It also generated an intolerable amount of dust that would seriously affect vegetation if such traffic continued.

To eliminate the problem the Park Service contracted with the concessioner to provide a free visitor

transportation service. Private vehicles were not allowed beyond the Savage River-near the entrance. On short notice and with the limited equipment available in Alaska, vans, school buses and stretchouts were leased for service last summer.

The concessioner has continued to provide a similar paid tour which offers better equipment, box lunches and takes about two hours longer than the free bus.

Mount Rushmore

A proposal for a public transportation system at Mount Rushmore NM is being considered as a part of the Master Plan. The operation of shuttle buses in the peak summer season could carry up to 80 percent of the park's yearly visitors.

Existing parking lots and access roads are now inadequate during the peak season. The proposal would require staging areas outside the present park boundaries. A target, spring 1976, has been set to begin the service.

Transport By Boat

In addition to land transportation the Park Service is involved in water transportation. Several tour boats and ferry boats operate at areas such as Fire Island, Statue of Liberty, Fort Matanzas, Fort Sumter, Isle Royale, Mammoth Cave, Everglades, Virgin Islands, Cape Cod and other areas.

"Leave the driving to us," is becoming a part of future planning as well as a reality for more and more areas of the National Park System.





Let's Make a Difference

Precious Gifts

"No gift is more precious than good advice." Erasmus

Some Park Service managers have a natural antipathy to anyone outside of the Service "telling me what to do." That attitude has been applied to advisory committees, particularly by the managers who have never worked with them.

But I've heard some of these same managers, after working with a committee, say, "Hey! They're okay. They have some good ideas, and are going to support mine."

Advice for the Park Service comes from a great diversity of people of varying and sometimes opposing viewpoints. Among some 350 private citizens who serve on the 40 different advisory committees are: museum officials, land planning experts, average citizens, city county and state officials, bankers, clergymen, teachers, arborists, hunters, art dealers and newspaper editors.

The input from so many knowledgeable and interested people brings us fresh information, new ideas, support when we make a good decision and criticism when we make a bad one—this makes a difference.

The Advisory Board on National Parks, Historic Sites, Buildings and Monuments is the best known of the advisory groups. It meets regularly three times a year to counsel the Secretary of the Interior on a wide range of matters affecting operation of the National Park System.

There are three additional types of advisory groups: Regional advisory committees, which serve the same function for the Regions of the Park System that the Secretary's Advisory Board does nationally; area committees, which advise on a particular Park System unit, such as Gulf Islands National Seashore or Minute Man National Historical Park; technical committees, built around individual professions, such as the Natural Sciences Advisory Committee or the Historic American Buildings Survey Advisory Board.

Four regional advisory committees have been established. They provide advice to regional directors about matters within their regions. The remaining two are now being formed. These regional boards have nine members each who serve for 3-year non-renewable terms.

The Office of Advisory Commissions is responsible for seeing that boards are properly established and that members are appointed according to law. We also oversee meetings to make sure they are properly conducted, and we prepare guidelines for Service managers, and for committee members as to what they must, can and cannot do.

When a new board has been created such as that for the Golden Gate National Recreation Area, the names of

40 or 50 people may be proposed for a 15-member board. Nominations for the Golden Gate Advisory committee came from many sources—county boards of supervisors, conservation groups, individuals, planning groups and land developers.

We must see that our recommendations sort out a fair balance of membership so a board is not heavily weighted by any particular faction or viewpoint.

Last October a new public law was enacted, the Federal Advisory Committee Act, which spells out rules for establishment and management of most Federal advisory bodies including all NPS committees.

The major change brought about by this act is that meetings must be open to the public. Adequate notice of time and place must be published in the Federal Register and in other media.

Closed (executive) sessions can still be provided for with the approval of the Director and the Office of the Solicitor. The Freedom of Information Act is our guideline. Generally, we can close a meeting when confidential information is being discussed or when a committee is deliberating a decision.

An advisory board works like a two-way street: Input helps us with advice and insight, but these members also return to their own fields with more knowledge about us, and a good idea of other factors which may complicate our positions. As a result, many become strong or stronger boosters of the System by helping to explain the NPS positions to their friends, neighbors and associates.

Committee members' only reimbursement is for travel expenses and per diem. The cost for all 40 committees comes to approximately \$77,000 for a full year. This averages a little over \$200 for each of these unusual members of our Park Service family.

Advisory members donate their time and share their skills and expertise. They provide expert counsel the National Park Service could never afford otherwise.

With your help, they truly make a difference.

Robert M. Landau
Director, Office of Advisory Commissions



By Margaret Maule

Wasn't that a lady ranger I saw driving to the haunted house in a baby blue patrol car?

Yes, it was. She lives there. When Sandi Hellickson finished her intake training, she was assigned to Richmond Battlefield and was given the patrol car, which happens to be baby blue.

Richmond Battlefield is blessed with a rainbow fleet. Somehow the GSA Motor Pool in Richmond has assigned the Battlefield almost every color, including only one in regulation green.

Haunted House

Her quarters are the historic Watt House, a charming old farm house which she shares with her two young sons who also think it's a really neat place to live. Practically everyone agrees the house is haunted.

Former residents report footsteps when no one was upstairs,

many unexplained noises, typewriters which typed by themselves and food which disappeared. It is understandable that the house should be haunted since it was used as a field hospital by Union and later Confederate forces in the Civil War.

Some say the ghost is a soldier who died there and now haunts the house. Others think the ghost is Mrs. Watt, the wife of the former owner. He or she, like most ghosts, is benevolent and is probably just lonesome; so Sandi and the boys don't mind having it around.

The house is in an isolated section of the battlefield, and though not frightened by isolation or ghosts, Sandi says some problems of being a woman ranger do arise.

For instance, one day when she was sunbathing in her bikini in the back yard, she heard a car racing around and around the circular drive in front of the house. She started to rush out to issue a ticket when she realized her credibility in a bikini as a ranger would be nil even if she could grab her Smokey Bear hat and ticket book before the car escaped.

Margaret (Maggie) Maule is the wife of Mike Maule, superintendent of Richmond National Battlefield Park.



Keeping Informed

Q. I'm confused as to what is the latest count (and classification) of NPS areas. I understand that my little red book, NPS "National Parks & Landmarks" is out of date.

A. There are 14 more areas than when your "little red book" was published—a total of 298 areas in the National Park System including 75 natural, 178 historical, 42 recreational and 2 cultural areas plus National Capital Parks.

Following is an updated list. You might want to turn to pages 6-7 of your book to correct it.

Cross out the first category which has been combined with items 9-10, Historic Sites. The International Park (of which there is one) is the only category not prefaced by the word "National." The rest of the listings are: Battlefield Parks, 3; Battlefields, 7; Battlefield Sites, 2; Capital Parks, 1; Cemeteries, 10; Historical Parks, 15; Historic Sites, (combined), 57; Lakeshores, 4; Memorial Park, 1; Memorials, 23; Military Parks, 11; Monuments, 82; Parks, 38; Parkways, 6; Recreation Areas, 15; River, 1 (new listing); Seashores, 9; Scenic Riverways, 4; Scenic Trail, 1; Scientific Reserve, 1; Other Parks, 5, and the White House completes the list of 298 areas.

Re Rios

Dr. George C. (Doc) Ruhle of the International Affairs Office told us the NEWSLETTER is not the worst offender with "Muchos Rios." (See NEWSLETTER Vol 9 No.7.) Doc's map of "Rio Guadix River" gives four spellings of river: rio, Spanish, Guadi, Saracen; Dix, Iberian; and river, English.

Flat Flattery

Dear Editor:

The other day as I was driving on the George Washington Memorial Parkway, my tire went flat. Within five minutes a U.S. Park Policeman named J. L. Gottlieb pulled up, offered to help and quickly put on the spare tire.

I am sincerely grateful to this very kind man for his help. If he represents the kind of job the Park Police does, you're a great group!

**Lila Suna
Washington, D.C.**



Richmond Ranger Sandy Hellickson and her dog, Thor, shown in front of her baby blue patrol car and her "haunted" house.

Under our hat

SEARCHING FOR ART: As its Bicentennial project, the National Collection of Fine Arts (a division of the Smithsonian Institution) is compiling an inventory of all paintings executed in the United States before 1914.

The Branch of Museum Operations, Harpers Ferry Center, has undertaken to collect data on paintings in our custody.

Requests have gone to all NPS offices and field areas to supply data on the paintings, watercolors, and pastels in their museum collections and in office or lobby decorations. The inventory's director, Abigail Booth, has asked for data on all such works of art, regardless of date or place of origin. This will simplify the collection of information and give a more complete record of NPS holdings.

A print-out of all NPS entries will be supplied to the Branch of Museum Operations when the inventory is completed.

"SOME PEOPLE JUST WEREN'T AWARE that this type of thing could happen," says Berenice Reed, liaison officer for the Parks, Arts and Leisure project. Begun last fall, the project is a joint effort by NPS, the National Recreation and Park Association (NRPA) and the National Endowment for the Arts. Its purpose is to find ways to put more visual and performing arts in park and recreation settings.

By the middle of June, Berenice will have been to regional meetings in 10 cities, attended by national, state and local park leaders, arts council directors and artists from nearby states. They discuss "the obstacles to and opportunities for arts programs," Berenice explains. "They've come up with many fresh, innovative ideas and have given much thoughtful analysis to existing programs."

She says that often the most important outcome is "just having these people get to know each other. They find out who can help them and how they can work together. A lot of good programs have been identified as a result."

Berenice says that many NPS people are taking part in the workshops, including regional and state directors and superintendents. They describe NPS programs, ranging from Saint-Gaudens NHS in New Hampshire to Chamizal NM in Texas and Cabrillo NM in California. Later the state people meet to map out plans for continuing programs in their states.

"The great thing is that these programs aren't happening in just one place; they're happening all over the country," Berenice exclaims. "A spin-off advantage is that the meetings have given NPS people a chance to meet and coordinate plans with state government officials."

Still to come are meetings in Seattle May 21-22; St. Louis June 4-5; and Denver June 7-8. The St. Louis meeting will be hosted by Jefferson National Expansion Memorial.

An evaluation meeting will be held in Washington D.C. at the end of June. The project will culminate in a "mini-conference" as part of the NRPA Congress Sept. 29-Oct. 4. A publication on the project will be available at that time. The publication will also include the findings of a case study survey of arts and recreation programs throughout the country, being conducted by Jane Henzi, assistant project manager of Gateway NRA.

Berenice Reed



For further information contact Berenice Reed at NPS Suite 102, 1400 Wilson Blvd., Arlington, Va. 22209. Phone (703) 557-1567.

(A professional artist, Berenice was arts program coordinator for "Parks for All Seasons" at National Capital Parks. A member of NPS since 1970, she has her masters in fine arts from Villa Schifanoia in Florence, Italy. She has had 18 one-person shows in Europe and the U.S. and has paintings in collections in all 50 states and in 11 foreign countries.)

CAMPSITE RESERVATION PROGRAM ANNOUNCED: NPS has signed a contract with American Express Reservations, Inc. to test a pilot project using computerized reservations for campsites in six national parks: Yosemite, Yellowstone, Grand Teton, Everglades, Grand Canyon and Acadia. The advance reservations will cover 4,000 of the more than 7,000 campsites in those parks.

"These areas were selected because they represent a geographical cross-section of parks with heavy campground use," Director Ron Walker stated. He stressed that about half the campsites in the six parks will still be available on a first-come, first-served basis. Campgrounds in other National Park System areas will not be affected by the test.

American Express officials said they expect to begin taking reservations on May 20, and will use more than 1,000 computer outlets in 49 states.

Reservations and mail order forms will be available at American Express travel offices, Ramada Inns and many Hertz Rent-A-Car offices. Telephone reservations may be made at American Express Reservations, Inc. offices in New York City, Chicago, Memphis, Houston, Phoenix, Dallas, Fort Worth, and San Francisco. The company plans a nationwide campaign to inform the public of the new service.

At the time they make their reservation, campers will pay the usual campsite fee, which ranges from \$2 to \$4 a night, and also a one-time service charge of \$1.50. They will receive a printed confirmation which they show to the park ranger when they occupy the campsite.

"While we know that this pilot program can meet the needs of only a small portion of the camping public," Director Walker said, "we hope to gain the experience necessary to determine if this kind of system could work for the entire National Park System, which has almost 30,000 campsites throughout the country."

For those unable to obtain a reservation, Director Walker pointed out that all parks with campgrounds will maintain unreserved sites and that most parks are near campgrounds operated by other Federal agencies, states, counties and private enterprise.

NPS HAS ESTABLISHED A NEW Ecological Services Laboratory at NASA's Mississippi Test Facility (MTF) near New Orleans, La. Part of the George C. Marshall Space Flight Center, MTF was built as a proving ground for large space rockets. When the Apollo lunar program drew to a close in 1970, NASA wanted to maintain the facility in a state of readiness for future space programs. They urged other government agencies and universities to use it for environmental research. Now nearly a dozen groups and over a thousand people are employed at MTF, most in support of environmental programs.

NPS Program Manager William L. (Bill) Sigafos says that the Service's new laboratory at MTF will provide analytical biological research that applies to the urban environment and to park areas heavily impacted through visitor use.

"We will investigate urban ecology, including air and water pollution, and native trees, shrubs, herbs, ornamental plants and turf. We will provide analysis and recommendations for the use of pesticides and herbicides as they effect the development and management of park lands."

The staff will consult on individual park problems and may do on-site research to help solve pressing park problems in the Southeast. Administratively they are

attached to the Office of Professional Services in the Southeast Region, but Bill says they also hope to develop a working relationship with the Southwest Region as well, and with New Orleans to help with the city's park problems.

A member of NPS for 15 years, Bill was formerly research coordinator in the Office of Natural Science, WASO. He has worked at Wind Cave, Everglades, Morristown, Hopewell Village, Natchez Trace and NCP. Bill has a master of science degree in entomology from Kansas State University.

Director of the ESL is Dr. Clyde J. Hurst, former research plant physiologist with the ESL at National Capital Parks. A member of NPS for two and a half years, he received his PhD from the University of Minnesota in plant physiology.

In addition, the ESL has two new NPS employees from Michigan State University; Dr. Dennis B. Fenn, who has a PhD in soil chemistry; and Dr. G. Jay Gogue (rhymes with "rouge"), who has a PhD in horticulture.

Joining the staff later this spring will be two plant pathologists: Dr. William H. Anderson, presently an instructor on the staff at the University of Wisconsin, who received his PhD from the University of Minnesota; and Dr. Donald Gardner, now with the Western Cotton Research Laboratory of the Depart-

ment of Agriculture, who received his PhD from Utah State University.

Secretary to the staff is Sue Caldarelli. A native of Oklahoma, she attended New Mexico State University and has worked in both the industrial and education fields.

NEW CHIEFS: Recent retirements have brought new faces to the number one and two jobs in the U.S. Park Police. Inspector Jerry L. Wells, a 22-year veteran of the Park Police was named chief of the 457-person law enforcement agency. Inspector Franklin A. (Frank) Arthur, also with 22 years of service, will be deputy chief.

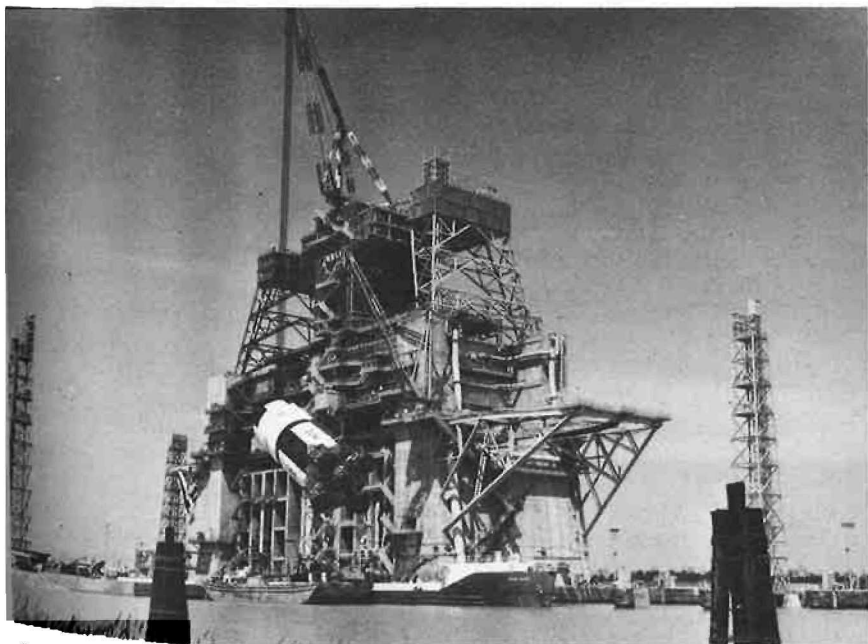


Jerry L. Wells

Jerry Wells succeeds Grant Wright who retired in March after 26 years with the force. A graduate of the FBI Academy, Jerry has been commanding officer of the Operations Division since 1972. He was responsible for the day-to-day assignments of over 300 officers covering the 47,000 acres of national parklands and parkways in the Washington D.C. area.

Frank Arthur replaces Alfred D. Beye, who retired in April after 31 years with the Park Police. Also a graduate of the FBI Academy, Frank headed the NPS Division of Security and Protection before being appointed to the deputy chief position. His job included day-to-day liaison with officials of NPS involved in the over-all development of law enforcement policies, programs and training.

A retirement party for Grant Wright will held Friday, May 18, at 5:30 p.m. at National Capital Parks Headquarters, 1100 Ohio Drive S.W., Washington D.C. 20242. Cash bar, dinner and entertainment. Checks for \$5.00 per person should be sent to Chief Jerry Wells, U.S. Park Police (same address).



BACK TO EARTH: Shown is one of the stands used to test-fire the Saturn V rocket engines at NASA's Mississippi Test Facility. Built as a proving ground for large space rockets, the facility is now also being used for environmental research by the Park Service and other agencies. (See story above.)



(From page 7)

PUBLIC HEARINGS ON FEDERAL LANDS IN ALASKA are being held by the Joint Federal-State Land Use Planning Commission for Alaska. Thirty-five hearings have already been held in Alaska with two final hearings scheduled June 2-3 in Anchorage. Those to be held in the lower 48 include: May 22-23, San Francisco; May 25-26, Denver; May 25-26, Seattle; May 29-30, Washington, D.C.

For time and place consult the Pacific Northwest Regional Office.

HISTORICAL SEMINARS PLANNED: The New York State Historical Association will hold its 26th annual "Seminars on American Culture" July 1-14 in Cooperstown, N.Y. The first week will cover rural life in the Northeast from 1790-1820. It will examine the daily life of the times in the farms and villages and survey the historic background and national regional issues of the period. Topics will cover ethnic backgrounds, architecture, agriculture, technology, crafts, local industry, customs, family life and community celebrations.

The second week will feature a series of crafts workshops of farm and village crafts during 1800-1850. Included will be wood-working, blacksmithing, printing, country tin painting, carving and whittling, caning (making cane chair seats), wood stenciling and textile making.

The seminars are designed for both amateurs and professionals; there are no entrance requirements. Registration fees and room and board costs are moderate. For further information write to: Seminars on American Culture, Cooperstown, N.Y. 13326.

New Places

BROWN, Gary N., from Supv Pk Ranger, Point Reyes Nat'l Seashore, to Same, Mount McKinley NP
DAVIS, John, Jr., from Laborer, Area II, NCP, to Tree Worker Helper, Area I, NCP
EVISON, Q. Boyd, from Pk Mgr, Saguaro N.M., to Same, Albright Training Center
HODDENBACK, Gerard A., from Supv Pk Ranger, Zion NP, to Pk Mgr, Cedar Breaks NM
KAUSCH, Paul R., Jr., from Realty Spec, Glacier NP, to Same, Assist Dir Oper, MWRO
KLEM, Beverly A., from Clk Steno, Theodore Roosevelt NMP, to Same, Crater Lake NP
LEWIS, William C., from Carpenter Foreman, Capital Area Mainte (Brentwood), NCP, to Same, Kennedy Center Support Group, NCP
LOCKWOOD, Clyde M., Jr., from Supv Pk Ranger, Mount Rainier NP, to Same, Independence NHS
MAHAFFEY, George S., from Supv Pk Ranger, Area II, NCP, to Same, Area I, NCP
MILLER, Kenneth T., from Pk Ranger, Sequoia NP, to Supv Pk Ranger, Ozark Nat'l Scenic Riverways
O'DONNELL, Diane Ellen, from Clk-Typist, Sequoia NP, to Sec (Steno), Yosemite NP
ROGERS, James K., from Motor Vehicle Oper, WRO, to Roads & Trails Mainte Foreman, Mt McKinley NP
SCHLANGE, Merline D., from Electrician Leader, WRO, to B&U Maintenance Foreman, Death Valley NM
SCHULMEYER, Alfred W., from Pk Ranger, Theodore Roosevelt NMP, to Pk Mgr, Big Hole Nat'l Btld
SKAGGS, Virginia B., from Sec (Steno), Mound City Group NM, to Same, Oho Group

WEST, George R., from Pk Ranger, Kings Mountain NMP, to Same, Great Smoky Mountains NP

VANLANINGHAM, William G., from Engineer Equipm't Oper, WRO, to Maintenance Foreman, Chiricahua NM

WARD, Mary Ann, from Clk-DMT, Div of Finance & Control, SERO, to Same, Assoc Dir Prof Support

WEBB, Cornelius C., from Maintenance Worker, Area II, NCP, to Building Engineer, Kennedy Center Support Group, NCP

Out of the Traces

BOYLE, Frederick P., from Mainte Foreman, Blue Ridge Pkwy

BROWN, Harold J., from Landscape Architect, Graphic Services, DSC

DAVIS, Kathryn G., from Admin Clk, Joshua Tree NM

GUGGINO, Geraldine A., from Personnel Mgmt Spec, Independence NHP

HUTCHINSON, Louise D., from Education Spec, Area II, NCP

KITTAMS, Walter H., from Research Biologist, Carlsbad Caverns NP

LYNCH, John R., from Foreman II, Buildings & Utilities, WRO

MORGAN, Donald R., from Pk Guide, Carlsbad Caverns NP

PAULEY, Arnold, from Motor Vehicle Oper, Area II, NCP

GUALLS, Stephen B., from Tree Worker, Area II, NCP

SAVAGE, Kristy K., from Clk Steno, Office of Oper Eval, PNRO

SMITH, Stanley D., from Utilities Oper Engineer, Mount McKinley NP

STANLEY, Harold A., from Pk Ranger, Lassen Volcanic NP

WESTFALL, Waine B., from Trails Mainte Foreman, WRO

YOUNG, Bill, from Clk, Office of Fin & Control, MWRO



People On The Move

New Faces

ENNIS, Delbert H., to Buildings Engineer, Kennedy Center Support Group, NCP

GIROUX, Dawn E., to Sec (Steno), Alaska State Director

SCHWANTES, Lila R., to Clk-Typist, Katmai NM



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