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Y E L L O W S T O N E N A T I O N A L P A R K

SUPERINTENDENT'S ANNUAL REPORTS

FOR

1964, 1965, and 1966

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J. Ford Holt

Yellowstone National Park, Wyoming 83020

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June 4, 1964

Memorandum

To: Director

From: Superintendent

Subject: Annual Report for Fiscal Year 1964

The subject report is submitted in accordance with instructions contained in the Reports Management Handbook and from Associate Director Stratton's memorandum of April 21, 1964 and the Midwest Region's memorandum 64-80 and 64-94:

Items contained in report are as follows:

- I. Public Relations/Information**
Chittenden Memorial Bridge
92nd Birthday Celebration
- II. Administration**
Personnel Changes
- III. Operations**
Law Enforcement
Wildlife Management
- IV. Design and Construction**
Master Planning
Multi-Purpose Building
Mammoth Clinic
MISSION 66 Projects and Construction

- V. Specialized Services
Concessions Management
Big Hole National Battlefield
- VI. Resource Studies
Steamboat Geyser
Seismic Stations
Friends of the Pleistocene
Grizzly Bear Studies
- VII. Cooperative Activities
Foreign Visitor Program

Copies in duplicate are also being sent to the Midwest Regional Director together with pictures of pertinent subjects.

John S. McLaughlin

Enclosures

Copy to: Midwest Region (2)

Superintendent's File

Gadbolt

I. PUBLIC INFORMATION/RELATIONS

Chittenden Memorial Bridge:

A dedication of Chittenden Memorial Bridge was made August 9 with Mrs. Eleanor Chittenden Cress, daughter of General Hiram Chittenden as guest of Honor. It was Hiram Martin Chittenden who as a major in the U.S. Corps of Engineers, supervised the construction of the first bridge spanning the Yellowstone River near the Lower Falls some 60 years ago. The new bridge was completed in 1963.

Travel and Use:

One of the peculiarities of the 1963 travel season was the season's travel as compared to 1962, the year of the World's Fair in Seattle. The Fair showed a significant effect: 1962 Park travel surprisingly enough came within 2,770 of this record, and 1963 visitor days were recorded at a 1.2 per cent increase over 1962.

Campgrounds and concessioner overnight facilities use increased during 1963 with over 103,000 more overnight visits made during 1963 than in 1962.

A significant factor was revealed in a campground statistical study made during the 1963 season when figures showed over 50 per cent of first entries into the Park spent the night in facilities outside the Park boundaries.

92ND BIRTHDAY Celebration:

On May 16, the Park's 92 Birthday was celebrated in Idaho Falls, Idaho under the sponsorship of the Idaho Falls and Pocatello Chambers of Commerce. Governor Robert E. Smylie of Idaho was the featured guest speaker at the banquet. Superintendents McLaughlin, Fagergren and Davis spoke on behalf of Yellowstone, Grand Teton National Parks and Craters of the Moon National Monument.

Approximately 25 Yellowstone Park employees attended the gathering and employees of Grand Teton were also present. Some 230 guests

from Idaho, Wyoming and Montana joined in observance of the occasion.

The State of Montana will be the host in 1965. Representatives from Bozeman, Livingston and Billings have expressed an interest in hosting the birthday party at that time.

II. ADMINISTRATION

Personnel Changes:

Twenty-four permanent personnel changes occurred during the 1964 Fiscal Year. Among the most significant was the change in Superintendents.

Lemuel A. Garrison, Superintendent, was promoted to the Regional Director of the Midwest Region of the National Park Service in Omaha, Nebraska and departed Yellowstone March 13, 1964 for his new post. Garrison held the superintendency since 1956 here.

John S. McLaughlin was selected as Park Superintendent to succeed Mr. Garrison and arrived at Yellowstone March 20 from Grand Canyon National Park where he had served as the Superintendent for nine years. John McLaughlin is the sixth civilian superintendent of Yellowstone since October 16, 1916. Superintendent McLaughlin began his National Park Service career in Yellowstone in 1928 as a Park Ranger, and has served in various positions within the Service including the superintendency of Grand Teton National Park, Mesa Verde and Grand Canyon National Park.

III. OPERATIONS

Law Enforcement:

As of August 31, 1963, an appearance bond procedure was put into effect within the Park. This system provides an efficient method of permitting a violator of certain Park Regulations to post a cash bond and continue on his way with a relatively small amount of inconvenience. This system also provides a more uniform application of law enforcement throughout the Park.

Wildlife Management:

The 1964 Fiscal Year Wildlife Management program saw a turn for the better: Elk reduction continued and on an improved cooperative basis with related Forest Service and State Agencies. A joint meeting held with the Montana Fish and Game Commission and the Wyoming Fish and Game Commission, the Gallatin National Forest, U.S. Forest Service, provided the ground rules and plans for the 1964 Fiscal Year management plans. A notable achievement regarding the management of the Northern Yellowstone Elk and its range was the signing by agencies involved of a "cooperative" management plan for the Northern Yellowstone elk and their habitat.

Accordingly, each agency carried out the plans set forth prior to the reduction. Under this arrangement, Montana received 518 live elk for transplant on its lands; Wyoming 531 elk and 193 were killed for study purposes as part of the cooperative study being carried on by Montana State College, Montana Fish and Game Department and Yellowstone National Park. A reduction summary is as follows:

Northern Yellowstone Elk Herd May 28, 1964

Live shipped	866
Hunter kill (outside)	30
Biological collection	193
Trap loss	40
Total	1,129

549 elk from the Northern Herd were neckbanded as part of the cooperative Northern Yellowstone elk migration study being directed by Dr. John Craighead of the Montana Wildlife Research Unit, Montana State University at Missoula.'

The only opposition to the 1964 management of elk herds came from the upper Gallatin Elk Protective Association when this group protested the removal of elk from the Upper Gallatin ranges, claiming range conditions were substantial to provide for the herd without reduction. The protest was put in the form of an injunction before the U.S. District Court, Helena (Butte) Montana but in preliminaries Judge Murray dismissed the action because of the lack of jurisdiction. No further action was taken by the organization. Live trapping of the Gallatin herd was the first held in several years. A reduction summary follows:

Gallatin Elk Herd May 28, 1964

Live shipped	377
hunter kill	70
(outside)	
Total	447

33 elk of the herd were neckbanded and released for migration study.

Bison reductions were not practical although planned for this year, because of a pronounced departure of the animals from their normal winter concentration areas.

Antelope reduction was unsuccessful. Live trapping attempts were made in cooperation with the Montana Fish and Game Department using existing elk traps in hopes of transplanting antelope from the Park to various State ranges. No further attempt was made during the year toward reduction and plans are being held in abeyance until next winter, when the Montana Fish and Game Department will set up its regular antelope net traps which have been successful in the past.

IV. DESIGN AND CONSTRUCTION

Master Planning:

Yellowstone began an accelerated packaged Master Plan program in September 1963. A special team of planners was in the Park for a four week period meeting with the Park Staff, touring the Park and observing features, facilities and conditions and preparing preliminaries of the Park General Packaged Master Plan. The program was further accelerated by the appointment of a Yellowstone Study Committee by the Director. A special Park team was appointed by the Superintendent to revise and prepare a Park general master plan and vicinity plans based on the objectives set by the Study Committee, and to present these plans to the Committee for further study, review and recommendation. In May 1964, the study Committee met in Yellowstone after a series of preliminary meetings held in the Spring of 1964 in Washington. The field Committee reviewed the prepared plans and met with Park Concessioners presenting to them the suggested long range phases of the Master Plan affecting Concessioner operations and future development. The first phase of the plan included a General Development plan with development analysis, Land use plan, visitor use plan, resource management plan and Concessions plan, all of which reflected the Service's " Road to the Future" objectives.

Multi-purpose Building (Mammoth School):

Open House and Reception was held in the new Mammoth School-Community Building January 17, 1964.

Construction of the new \$162,000 school-community building began in April 1963. The building was designed by Oswald Berg, Jr. and Associates, of Bozeman, Montana, and was constructed by Hathaway Builders of Idaho.

Friends and members of the Gardiner-Mammoth communities attended the ceremony.

Multi-purpose building continued.

Hon. Wesley D'Ewart, former U. S. Senator and who sponsored Public Law 604 authorizing direct aid to Yellowstone National Park schools by use of Park entrance receipts, was the honored guest and principal speaker at the Multi-Use building's Open House.

Previous to the construction of this building, the grades from one through six had been held in the old Canteen building which was constructed by the U.S. Army and was very inadequate.

MAMMOTH Clinic:

An Open House and Cornerstone Laying ceremony took place at the new Mammoth Medical Clinic building January 17, 1964 at 3:30 pm.

Construction of the \$80,000 building was started April 18, 1963 by Hathaway Builders of Chester Idaho. The clinic exterior is of native Montana travertine. The building is 47 x 50 feet and contains offices for a Doctor and Dentist, two examining rooms, an emergency room and a two-bed ward.

Architects of the National Park Service, the Western Office of Design and Construction participated in the planning.

A box of mementoes was sealed in the Clinic wall during the ceremony. This will not be recovered until the building is demolished.

The Clinic building was occupied on March 2, 1964 by the Yellowstone Park Medical Service with Dr. John Carr serving as the resident physician in the new building -- heretofore he served the community from a very small office in the Administration Building at Mammoth.

IV Continued.

MISSION 66 Projects and Construction:

\$1,296,744 was awarded in various MISSION 66 projects-contracts during the period from July 1, 1963 through May 31, 1964.

Improvements will be made in roads, buildings and utilities for visitor and Park operations under these various contracts. Grant Village Marina dredging and bulkheading contract initiated the beginning of the second major marina development on Yellowstone Lake. Roads and utilities for Fishing Bridge Trailer Village is the beginning of a new type of visitor facility in Yellowstone. Other contracts let during the F.Y. helped to complete past F.Y. projects and facilities or began initial steps of construction to provide the Park with the developments so urgently needed to serve the Park visitors.

A number of projects begun in prior years were completed during F.Y. 1964. Over 17 miles of reconstructed road were available for visitor use. The Beryl Springs road relocation hopefully brings to an end a maintenance problem of many years. New buildings, including the multi-purpose (Mammoth School) building and the Medical Clinic are among the notable changes and improvements.

Several campground projects were completed during the year. Additional campsites will help meet the heavy demand for campground facilities in Yellowstone. Bridge Bay campground, providing 270 additional sites will serve the fishermen-camper who may use the new marina facilities. The new Norris campground and the Canyon extension will also serve to bridge the heavy demand for campgrounds. Several older campgrounds were reconstructed by either contract or day labor projects.

Before the F.Y.'s end, it is hoped to award contracts for construction of the Concessioner Sales buildings, the Grant Village Visitor Center and the Fishing Bridge Laundry-Shower, office and quarters building and if possible, awarding the contract for

IV continued

six miles of road reconstruction beginning at the East entrance. Reconstruction of the Tower Junction-Lamar Canyon Road was also started during the 1964 fiscal year.

A new innovation in facilities was introduced at Madison Junction during the 1964 FY with the construction of a bus-house trailer waste disposal and water supply station. Many modern house trailers and buses containing sewage and water tanks and frequent inquiries about disposal facilities initiated the construction of this new facility. The mere development of this facility illustrates the rapid change taking place in modern recreation transportation and the necessity of Park development keepingpace with present and future changes.

V. SPECIALIZED SERVICES

Concessions Management:

The Yellowstone Park Company appointed Mr. George Beall President and General Manager of the Company at the Spring meeting of the Board of Directors. Previously, Mr. Beall had the title of Vice President and General Manager for the year 1963. The Company's rehabilitation and up grading program included several items of importance in the accommodation and service facilities. Food service in Company cafeterias was re-designed and new serving lines installed in an attempt to speed up service. Many of the older facilities now have new baths offering a more standard room to Park guests. Various kitchen facilities have new equipment installed furthering the modernization of kitchens. Cabins at different Company locations have been rewired and new heating units have been installed eliminating some of the old wood stove heaters.

Perhaps the most important occurrence in concession management was the Management Study of Concessioner Operations made by Dr. Ralph Wilson, Director of the School of Hotel and Restaurant Management at Denver University. Dr. Wilson by contract with the National Park Service made the study in 1963. During the summer months of June, July and August, Dr. Wilson was in the Park conferring with Concessioner operators, Staff members of the Park, visitors and he stayed in facilities throughout the Park. The report was made to determine the effectiveness of the Concessioner operations in the Park and to point the way to needed future improvements. The report was submitted to the Park Administrative office and to other offices in December 1963. It outlined many of the shortcomings of Concessioners facilities, services and management. It recommended certain guidelines for improved Concessioner-National Park Service relationships and management. In addition to this report, an addendum to Wilson's findings will be forthcoming in June 1964 and will present financial feasibility of future facilities and services of the Concessioner operations.

V. Continued

During 1964 a settlement was made between the Yellowstone Park Ice Company and the Yellowstone Park Company. This ended the litigation between the two Companies which began in the fall of 1963 when the Yellowstone Park Ice Company brought suit against the Yellowstone Park Company in civil action. The settlement cleared the way for the Concessioners of the Park to provide the ice services in accordance with existing contracts and agreements.

A new service was inaugurated by the Yellowstone Park Company when a scenic cruiser started operation on Yellowstone Lake in 1963. The Dean N a 28 passenger scenic cruise boat was constructed for this specific purpose. Its operation proved popular during its first season. The Company plans to operate another scenic cruiser during the 1964 season and contracted for the new construction of the new boat this winter.

The winter sno-mobile service operated by Harold Young, of West Yellowstone under a Special Use Permit began operation in December of 1963 and closed March 3, 1964. A total of 276 persons uses this service during its operation. The Special Use Permit expires this year and Mr. Young has again applied for renewal of the permit. Other private individuals have expressed an interest in offering this type of service to the Park visitors in the winter months.

Memorandums of agreement were issued to Yellowstone Park Company to operate the Bridge Bay Marina and to Hamilton Stores, Inc. to operate the Fishing Bridge Trailer Village. Both facilities are Government construction. The agreements cover a two-year period and will provide for a trial operation of the facilities. The Bridge Bay Marine opens to the public June 14. The Company will operate from temporary facilities throughout this season, or until new buildings for Concessioner operation are constructed this season. Docking facilities are complete and ready for use. The opening of the Trailer Village is uncertain and will depend on construction progress. Surfacing of the 365 site trailer village roads and sites remains to be completed before any partial operation can begin. Interest in trailer facilities is evident from the correspondence received here in the Park.

During the 1963 summer season Sonafilm production corporation filmed "Yellowstone, A world Apart" for Continental Oil Company and Yellowstone Park Company. The film is primarily a travelogue but is presented with good taste and contains some excellent photographic scenes of Yellowstone. The film is available for use by groups and organization through the Continental Oil Company and has been shown over many T-V outlets over the past year.

Big Hole National Battlefield:

The land acquisition for the development of the Big Hole National Battlefield has been stalled by the landowner asking \$80,000 for land appraised at \$22,000. A condemnation proceeding will have to be filed as soon as an accurate survey is completed. It is planned to do the development as a package to be completed by 1966.

VI. RESOURCE STUDIES

Steamboat Geyser:

Major eruptions of Steamboat Geyser occurred with unprecedented frequency during 1963. There were at least seventeen plays of great magnitude, more than the total for all the years prior to 1963. These eruptions reached an estimated height of 300 feet affording the most spectacular hydrothermal display in Yellowstone. Intervals between June and October averaged ^{nine} none and one-half days!

Seismic Stations:

In the fall of 1963 the U.S. Geological Survey installed seismic stations at Mammoth, Canyon and West Yellowstone. Although the unit at West Yellowstone did not function during the winter, preliminary data from the two operating stations indicated a considerable amount of seismic activity within the Park.

Friends of the Pleistocene:

During August 1963 thirty top glacial geologists of western United States met at Yellowstone for the annual meeting of the Rocky Mountain Section of the "Friends of the Pleistocene". Led by Chief Naturalist John Good, David Love of the Geological Survey and John De la Montagne^{ne} of the Montana State University, the field covered glaciation, faulting, landslides and archeology of the Upper Yellowstone Valley.

Grizzly Bear Studies:

The most significant event of the current grizzly bear studies being conducted by Drs. John and Frank Craighead was the location of a hibernating grizzly. The Craigheads, who have been experimenting with radios attached to the bear, successfully located a hibernating grizzly in late November. The Craigheads report the radio tracking system is perfected enough to be a useful research tool. Radios have been used in the program since 1961.

VII. COOPERATIVE ACTIVITIES

Foreign Visitor Program:

Foreign representatives from over two dozen different countries of Europe, South America, Southeast Asia, Africa and Northeast countries, visited the Park under the sponsorship of various Governmental agencies during the 1964 F.Y. Venezuela sent two representatives who are employees of their Park System for a month's orientation and training in Park operations and policies in Yellowstone. Two Kenya Park employees received the same type of training for a month during the main summer season. Various other foreign Governments through the cooperation of the U.S. Government included tours of Yellowstone for their representatives during visits to this country. In many cases the Park was asked to give special attention to these visitors during their stay in the Park.

In connection with this program, films were made of two of the visiting foreign groups. The U.S. Information Agency filmed the visit of a Thailand representative for T-V presentation in Thailand and the African Wildlife Leadership Foundation filmed the training of Kenya wardens who participated in a month long course in Park operations, administration and policy study.

The increased interest in the Park and in Park management training by foreign Governments and sponsoring U.S. Government agencies, has grown in the last three years and registered a definite impact on the Park administration. Recommendations for a increase in the Park staff with a special employee or employees to assist in the Foreign Visitor program has been made by Yellowstone.

Several representatives of Foreign Government Tourist Agencies have also visited the Park to study the relationship of tourism and the National Parks. Cooperating Government agencies of this country have requested special assistance be given these visitors by the Park

A French Film Company representative visited the Park to film part of a documentary of the US National Parks and scenic lands throughout this country. The film is designed to stimulate travel from Europe in the United States.

F.Y.
1965

SEPARATION SHEET

Archives

Yellowstone NP

Type and Number of Item(s) (map, newspaper, clipping, photograph, etc.)

Sixteen (16) 8x10" photographs Black/white

Description of Item(s) (include dates, names, topics, etc.)

Various activities in Yellowstone National Park during 1965, described in text of Superintendent's Annual Report for Physcal Year 1965.

Condition of Item(s)

Each has holes punched and/or coil perforations along top edge.

Item(s) Originally Filed (specific location: room #, unit #, shelf #, collection name, box #, folder #, etc.)

Superintendent's Annual Reports for 1964, 1965, 1966 Acc.#10340
located in Archives

Item(s) Now Filed (specific location: room #, unit #, shelf #, collection name, box #, folder #, etc.)

Catalog numbers assigned YELL 109847-109862 (Museum Photograph Collection)
YELL-1047

Separated by (name, title, and office)

Barbara R. Zafft, Librarian Yellowstone Research Library

Separation Date:

3/5/97

104624
36-21
Lake Sub-District Ranger

December 2, 1964

Park Ranger, Bridge Bay

Annual Boating Report - 1964

PERSONNEL:

Lynn H. Thompson, Jr., Park Ranger GS-7

Age 38, single, sixth year on Yellowstone Lake, eighth season in Yellowstone. Received permanent appointment to Yellowstone in January of this year and was in charge of the new Bridge Bay complex as well as boating.

Donald C. Yestness, Park Ranger (General) GS-5

Age 38, married, two children, fifth season on Yellowstone Lake. Don was senior seasonal this year for Bridge Bay and in charge of boating operations from this location.

Donn W. Maryott, Park Ranger (General) GS-4

Age 27, married, one child. This was Donn's fifth year on Yellowstone Lake as a Ranger preceded by several seasons as a fishing guide for the Yellowstone Park Company. Donn has expressed interest in an assignment at Lake Ranger Station to broaden his experience. We should probably keep him in the Lake area in order to utilize his experience on the Lake.

Thurston B. Sydnor, Park Ranger (General) GS-4

Age 46, married, two children. Thurston has worked at West Thumb the past three seasons - very competent boatman. He has cheerfully lived in one of the old shacks at West Thumb the past three years and should be given top consideration in the assignment of new housing at Grant Village next season.

James H. Trainor, Park Ranger (General) GS-4

Age 41, married, two children, second year on Yellowstone Lake - very good boatman.

In addition to the regularly assigned boatmen the four rangers assigned to Bridge Bay were regularly scheduled about three days per pay period to the boat patrol. All of these men became proficient boatmen and capable of

handling emergency situations in the absence of the regular boatmen. The same procedure should be adopted at West Thumb if manpower permits. At present the Thumb boat operates with only one man aboard four days per week.

EQUIPMENT:

Baronett

Twenty-three foot plywood hull with 225 horse power motor based at Bridge Bay this season. This boat is equipped with mobile radio and bull horn. It was removed from the water early this fall and has been completely repainted and worked over. It should be ready for launching in the spring as soon as the ice goes off the lake.

Yount

Twenty-three foot plywood hull with 225 horse power motor based at West Thumb this summer. This boat was equipped with a hand set radio this summer which greatly improved communications, but the boat should have a mobile set for top efficiency. It is difficult to hear transmissions over the motor noise with the hand set.

Meldrum

Thirty-two foot steel cruiser with 450 horse power motor based at Bridge Bay this summer. This boat was infrequently used this year. In late August Thompson and Yestness took this boat and the Baronett to Flaming Gorge National Recreation Area for the dedication of Flaming Gorge Dam. The Meldrum was used to transport Mrs. Lyndon B. Johnson across the Lake. She was accompanied by Secretary of Interior and Mrs. Udall, Senators Frank Moss and Gale McGee with their wives, National Park Service Director Hartzog, USFS Director Cliff, plus miscellaneous members of Mrs. Johnson's staff. The process of moving these boats across Wyoming was very difficult, expensive, and hard on the boats. Further proposals of this sort should be strongly discouraged if possible.

OPERATIONS:

Accidents

Six boating accident reports were filed with the United States Coast Guard during the summer. Damage in most cases was not extensive and there were no drownings. Two of the accidents involved capsizing and drownings were averted only by prompt rescue actions. In one case, only the chance arrival of the West Thumb boat prevented an almost certain double drowning.

General Permits

	<u>1964</u>	<u>1963</u>	<u>1962</u>	<u>1961</u>	<u>1960</u>
West Thumb	1675	1841	1654	1870	1804
Lake	470	632	586	778	832
Fishing Bridge	284	945	805	873	728
South Entrance	223	367	306	97	188
Grant Village	307	216	--	--	--
Bridge Bay	830	--	--	--	--
TOTAL	3789	4011	3351	3618	3572

	<u>Percent of Total Permits Issued</u>	<u>Percentage increase or Decrease over 1963</u>
West Thumb	44%	- 2%
Lake	12%	- 3%
Fishing Bridge	8%	-16%
South Entrance	6%	- 3%
Grant Village	8%	+ 2%
Bridge Bay	22%	New Station
	<u>100%</u>	

The number of boats reported at the entrance stations was 5,733 or 1,944 more than the number of permits issued. Much of this difference can most likely be attributed to local boats making repeat trips to the Park.

Distribution by States

<u>States</u>	<u>No. of Boats</u>			<u>Percent of Total</u>		
	<u>1964</u>	<u>1963</u>	<u>1962</u>	<u>1964</u>	<u>1963</u>	<u>1962</u>
Utah	940	1144	988	25%	29%	29%
Wyoming	577	620	538	15%	15%	16%
Idaho	460	482	453	12%	12%	13%
Montana	357	367	319	9%	9%	9%
California	380	349	288	10%	9%	8%
Colorado	235	242	205	6%	6%	6%
Others	840	807	652	23%	20%	19%

Distribution by Size

<u>Size</u>	<u>No. of Boats</u>			<u>Percent of Total</u>		
	<u>1964</u>	<u>1963</u>	<u>1962</u>	<u>1964</u>	<u>1963</u>	<u>1962</u>
16 feet & under	2785*	3167*	2676*	74%*	79%*	80%*
26 feet & under	984	774	852	26%	22%	24%
32 feet & under	20	19	13	--	--	--
Canoes and Kayaks	408	374	276	11%	9%	8%
Rubber Rafts	171	225	195	4%	6%	6%

*Canoes, Kayaks, Rubber Rafts included in these figures.

As in the past two years a separate count of the boats falling in the 15 feet 6 inches to 16 feet category was taken. There were 490 boats or 13% of the total fell into this category as opposed to 11% in 1963. I have kept this record in the hope that we might some day consider a downward revision in the 16 feet and under restriction to 1/4 mile. The restriction itself probably remains valid but the great changes in boat design and safety in recent years calls for consideration on our part of a lower figure.

As proposed in last year's report, a list of boats close to but over the 16 feet mark was maintained at all issuing stations. Permits were issued to the "approved" boats without further measurement. This procedure expedited the issuing of permits and prevented the embarrassment of deriving different measurements for the same models. The list was expanded as new models were added during the season. The same procedure should be followed next season.

Distribution by Horsepower

	<u>Number of Boats</u>		<u>Percent of Total</u>	
	<u>1964</u>	<u>1963</u>	<u>1964</u>	<u>1963</u>
10 HP and under	1072	1004	36%	31%
25 HP and under	373	413	13%	13%
50 HP and under	735	842	25%	26%
Over 50 HP	789	972	26%	30%

Of this number 161 boats (5% of total) were equipped with inboard power plants.

Special Permits for South and Southeast Arms

	<u>1964</u>	<u>1963</u>	<u>1962</u>	<u>1961</u>
Total number of permits issued -----	317	280	263	335
No trip report made -----	24	6	4	25
Report returned without making trip ----	10	12	35	31
Repeat trips (27 people made 78 trips) -	27	38	27	35
Class A boats (including repeats) -----	60	64	51	57
Class I boats (including repeats) -----	181	144	135	156
Class II boats (including repeats) -----	66	41	43	63
Boats with outboards -----	161	221	149	164
Boats with inboards -----	156	59	95	112
Number of passengers for all trips -----	1691	1394	1315	1390
Boats reporting spending one or more nights in South Arm -----	28	26	22	35
(Total No. camping nights) -----	60	41	42	62
Boats reporting spending one or more nights in Southeast Arm -----	32	36	17	16
(Total No. camping nights) -----	87	85	29	33
Boats reporting spending the night on board in one of the Arms -----	16	16	12	13
(Total No. of nights) -----	26	17	18	33
Boats reporting spending one or more nights on shore in the Arms -----	43	48	23	32
(Total No. of nights) -----	121	109	50	72
Permits issued to Yellowstone Park Co. boats (prior to 1963 issued for season) -----	53	20	12	5
Permits issued to canoes (not required)-	24	23	7	5

No single boat made any notable number of repeat trips as has been the case in past years. The figures indicate an increased use of the area over the last two years.

Law Enforcement

SUMMARY OF BOATING AND FISHING VIOLATION PROSECUTIONS

YELLOWSTONE LAKE 1964

<u>Date</u>	<u>Violation</u>	<u>Name</u>	<u>Disposal</u>
6/3/64	Fishing closed waters	Martha H. Fields	\$25.00 Bond Forfeit
6/6/64	Fishing Closed waters	James H. Johnson	\$25.00 Bond Forfeit
6/9/64	Fishing closed waters	Bert Patterson	\$25.00 Bond Forfeit

<u>Date</u>	<u>Violation</u>	<u>Name</u>	<u>Disposal</u>
6/13/64	Fishing closed waters	Albert L. Guay	\$25.00 Bond Forfeit
6/21/64	1/4 mile violation	Nymphas C. Murdock	\$15.00 Bond Forfeit
6/25/64	1/4 mile violation	Forest E. Doherty	\$15.00 Bond Forfeit
6/26/64	Fishing closed waters	Dennis L. Chartier	\$25.00 Bond Forfeit
6/28/64	Snaring Fish-closed waters	John S. Schowarom	Guilty \$35.00 Fine
7/1/64	Overlimit of fish	Angus Bird	\$25.00 Bond Forfeit
7/1/64	Fishing closed waters	Gilbert E. Ebner	\$25.00 Bond Forfeit
7/1/64	1/4 mile violation	Murray H. Chapnick	\$15.00 Bond Forfeit
7/3/64	Overlimit of fish	William T. Easley	\$25.00 Bond Forfeit
7/3/64	1/4 mile violation	Larry J. Hovey	\$15.00 Bond Forfeit
7/2/64	Fishing closed waters	Sam V. Henderson	Not Guilty
7/3/64	1/4 mile violation	Lyman M. Zollinger	\$15.00 Bond Forfeit
7/4/64	Boating in closed waters	Ronald J. Rosengreen	\$20.00 Bond Forfeit
7/4/64	Boating in closed waters	David S. Murdock	\$20.00 Bond Forfeit
7/5/64	Overlimit of fish	Helen B. Hall	Guilty \$25.00
		Leslie A. Hall	Guilty \$25.00
		Mary A. Hall	Guilty \$25.00
		George W. Browning	Guilty \$25.00
		Howard H. Hall	Guilty \$25.00
7/6/64	Overlimit of fish	Jackson W. Moffitt	\$25.00 Bond Forfeit
7/6/64	1/4 mile violation	Ralph L. Forman	\$15.00 Bond Forfeit
7/6/64	1/4 mile violation	Thornton J. Stark	Guilty \$10.00
7/6/64	1/4 mile violation	Robert M. Hunter	\$15.00 Bond Forfeit
7/7/64	1/4 mile violation	Delbert G. Napper	\$15.00 Bond Forfeit

<u>Date</u>	<u>Violation</u>	<u>Name</u>	<u>Disposal</u>
7/7/64	Fishing in closed waters	Frank Wallace	\$25.00 Bond Forfeit
7/8/64	Overlimit of fish	Noel N. Coltrane	\$15.00 Bond Forfeit
7/8/64	1/4 mile violation	Fred H. Schneider	\$15.00 Bond Forfeit
7/8/64	Overlimit of fish	Franklin F. York	\$15.00 Bond Forfeit
7/8/64	Boating in closed waters	Thomas T. Bigelow	\$20.00 Bond Forfeit
7/10/64	1/4 mile violation	Charles M. Vosseler	\$15.00 Bond Forfeit
7/14/64	1/4 mile violation	Rexford E. Jeppson	\$15.00 Bond Forfeit
7/20/64	Boating in closed waters	George H. Meyer	\$20.00 Bond Forfeit
7/25/64	Overlimit of fish	Manual E. Borba	\$10.00 Bond Forfeit
7/25/64	Overlimit of fish	William H. Emerson	\$15.00 Bond Forfeit
7/25/64	Overlimit of fish	Jack L. Back	\$15.00 Bond Forfeit
7/25/64	Overlimit of fish	Ralph T. Plant	\$25.00 Bond Forfeit
7/25/64	1/4 mile violation	Rudy Devries	\$15.00 Bond Forfeit
7/25/64	Overlimit of fish	Robert H. Frew	\$25.00 Bond Forfeit
7/25/64	1/4 mile violation	Walter G. Robinson	\$15.00 Bond Forfeit
7/25/64	1/4 mile violation	Glenn G. Blakely	\$15.00 Bond Forfeit
7/25/64	1/4 mile violation	Wayne R. Fugaire	\$15.00 Bond Forfeit
7/25/64	Fishing with salmon eggs	Courtland P. McDaniel	\$20.00 Bond Forfeit
7/26/64	1/4 mile violation	Robert V. Stevens	\$15.00 Bond Forfeit
7/26/64	Overlimit of fish	Thomas M. Faughn	\$15.00 Bond Forfeit
7/26/64	Overlimit of fish	Warrell C. Grossman	\$10.00 Bond Forfeit
7/26/64	1/4 mile violation	Thomas M. Faughn	\$10.00 Bond Forfeit
7/27/64	1/4 mile violation	Donald K. Moran	\$15.00 Bond Forfeit

<u>Date</u>	<u>Violation</u>	<u>Name</u>	<u>Disposal</u>
7/28/64	Overlimit of fish & canning	Edward C. Theobald	Guilty \$50.00
7/28/64	Overlimit of fish & canning	Thelma Theobald	Guilty \$50.00
7/28/64	1/4 mile violation	Robert B. Wafers	\$15.00 Bond Forfeit
7/28/64	1/4 mile violation	Neil V. Waters	\$15.00 Bond Forfeit
7/30/64	Fishing w/salmon eggs	Guilielmo DiMarzio	\$20.00 Bond Forfeit
7/31/64	1/4 mile violation	Wayne S. Clark	\$15.00 Bond Forfeit
7/31/64	1/4 mile violation	Carl E. Butters	\$15.00 Bond Forfeit
8/1/64	Overlimit of fish	Mike Walker	\$15.00 Bond Forfeit
8/1/64	(1) too close to shore (2) excessive speed South Arm	John R. Whiting	\$35.00 Bond Forfeit
8/2/64	1/4 mile violation	Lido M. Ranieri	\$15.00 Bond Forfeit
8/2/64	Overlimit of fish	Preston B. Ellsworth	\$10.00 Bond Forfeit
8/2/64	1/4 mile violation	Wallace F. Beard	\$15.00 Bond Forfeit
8/2/64	1/4 mile violation	Bernell K. Meinte	\$15.00 Bond Forfeit
8/3/64	1/4 mile violation	James H. Weston	\$15.00 Bond Forfeit
8/4/64	Overlimit of fish	Gale S. Bird Heber G. Bird	Guilty \$50.00 Guilty \$25.00
8/4/64	Salmon eggs in poss.	Byron W. Snider	\$20.00 Bond Forfeit
8/6/64	1/4 mile violation	Henry L. Bench	\$15.00 Bond Forfeit
8/6/64	1/4 mile violation	Walter J. Zielinski	\$15.00 Bond Forfeit
8/6/64	1/4 mile violation	Abraham Krarsnoff	\$15.00 Bond Forfeit
8/7/64	1/4 mile violation	Evvin Willis	\$15.00 Bond Forfeit
8/9/64	Overlimit of fish	Malvin L. Shulta	\$15.00 Bond Forfeit

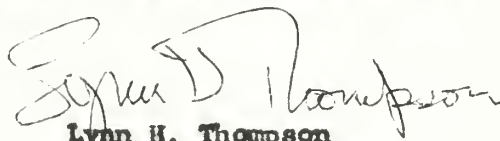
<u>Date</u>	<u>Violation</u>	<u>Name</u>	<u>Disposal</u>
8/12/64	1/4 mile violation	Earl J. Dean	\$15.00 Bond Forfeit
8/13/64	1/4 mile violation	Franklin B. Gullledge	\$15.00 Bond Forfeit
8/15/64	1/4 mile violation	Orvil C. Duncan	\$15.00 Bond Forfeit
8/15/64	1/4 mile violation	Stanley H. Jessop	\$15.00 Bond Forfeit
8/15/64	1/4 mile violation	Thomas S. Yatezak	\$15.00 Bond Forfeit
8/15/64	No boat Permit	Raymond M. Bank	\$10.00 Bond Forfeit
8/16/64	Overlimit of fish	Frank A. Moerkerke	Guilty \$25.00
		Ignatius D. O'Donnel	Guilty \$25.00
		Lyle D. Henry	Guilty \$25.00
8/16/64	Boating in closed waters	Manuel Rodriguez	\$20.00 Bond Forfeit
8/16/64	1/4 mile violation	Robert E. Counce	\$15.00 Bond Forfeit
8/16/64	1/4 mile violation	Theodore C. Allsop	\$15.00 Bond Forfeit
8/22/64	Overlimit of fish	William M. Inglis	\$25.00 Bond Forfeit
8/23/64	1/4 mile violation	Kenneth J. Weiler	\$15.00 Bond Forfeit
8/23/64	1/4 mile violation	Keith E. Norris	\$15.00 Bond Forfeit
8/23/64	1/4 mile violation	Dean E. Lambert	\$15.00 Bond Forfeit
8/13/64	Overlimit of fish	John H. Gillespie	\$10.00 Bond Forfeit
9/14/64	1/4 mile violation	Eugene Reighard	\$15.00 Bond Forfeit

SUMMARY

<u>No.</u>	<u>Violation</u>	<u>Fines</u>
42	1/4 mile violations	\$ 630
29	Overlimit of fish	\$ 670
9	Fishing closed waters	\$ 210
	(one not guilty)	
5	Boating in closed waters	\$ 100
3	Fishing with salmon eggs	\$ 60
1	No boat permit	\$ 10
<u>1</u>	South Arm violation	<u>\$ 35</u>
90		\$1715

Of the 90 people charged during the summer 15 appeared before the United States Commissioner in Mammoth. Most of these cases involved gross fishing violations that could not be bonded under the present bonding arrangement. This listing includes all violations occurring on Yellowstone Lake and the Yellowstone River in the vicinity of Fishing Bridge.

This is the first season for general use of the bonding system and it appears to be an excellent new tool for enforcing the boating and fishing regulations.


Lynn H. Thompson

Copy to: Files —
Lynn H. Thompson
South District Ranger Morey
Superintendent
Chief Ranger
Reading File

LHThompson:iw

A26 2/

Division Chiefs

March 26, 1965

Management Assistant

Annual Report - June 1, 1964 - June 1, 1965. Due June 1, 1965

The following are suggested areas of interest to be considered in preparing the Annual Report:

- I. Public Information/Relations
- II. Administration
- III. Operations
- IV. Design and Construction
- V. Specialized Services
- VI. Resource Studies
- VII. Cooperative Activities

I would appreciate suggestions of highlights of activities in your particular divisions over the past year which are applicable to the above.

It is desirable to include photographs with this report. If you have photographs that help to illustrate an activity you suggest, please include them or reference to them in your reply.

I would appreciate receiving your replies by April 15.

James W. Godbolt
Management Assistant

cc
Superintendent
Carpenter
Martinek
W. Howe
Anderson
Clancy
Ballard
Elliott
Godbolt

JGodbolt

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
MIDWEST REGION
1709 Jackson Street
Omaha, Nebraska 68102

In reply refer to:

A2621-MWR (P)

May 12, 1965

Midwest Region 65-102

Memorandum

To: All Field Offices, Midwest Region

From: Regional Director

Subject: Preparation and Submission of Annual Report, Fiscal
Year 1965, Due June 1, 1965

The Director has requested that each region submit an annual report for Fiscal Year 1965. Each Regional Director will prepare and submit to the Director, in duplicate, a written narrative report on items of importance considered worthy of inclusion in the Director's Annual Report. Selected photographs (8 x 10 glossy prints) with captions will accompany this report.

Materials and photographs for the Regional Report, both printed and typed, will be selected in part from the field area Superintendents' Annual Reports to the Regional Director, due in duplicate on Tuesday, June 1, with four extra captioned glossy enlargements of each photograph used in the reports.

Kindly use the report format followed in the two previous fiscal years, as outlined in pages 1 and 2 of the Reports Management Handbook, Part II, NPS (PI)-3. Keep materials brief but instructive. Go all out for pictures to illustrate management accomplishments or problems, but caption them properly. As possible assistance to you in selecting materials pertinent to our needs and that of the Director, we list the following areas of interest which you should consider in preparing your report:

- I. Public Information/Relations
- II. Administration
- III. Operations
- IV. Design and Construction
- V. Specialized Services
- VI. Resource Studies
- VII. Cooperative Activities

We realize this is rather short notice, and, in the interest of expediting your report, suggest you appoint a staff member as coordinator. If we can be of assistance, call us. Your help in this project will be greatly appreciated.

This memorandum will expire on June 30, 1965.


Lemuel A. Garrison
Regional Director



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

Yellowstone National Park, Wyoming 83020

IN REPLY REFER TO:

May 28, 1965

A2621-MWR (P)

Memorandum

To: Regional Director, Midwest

From: Superintendent, Yellowstone

Subject: Annual Report for Fiscal Year 1965

The subject report is submitted in accordance with instructions contained in the Reports Management Handbook and Midwest Region's memorandum 65-102, dated May 12.

Items contained in report are as follows:

- I. Public Information/Relations
 - Yellowstone Airport Dedication
 - Western Airlines Orientation
 - 93rd Birthday Party
 - New Yellowstone National Park Folder
 - Guest Editors
 - TV Films
 - Millionth Visitor
- II. Administration
 - Personnel
 - Park Staffing Studies
- III. Operations
 - Winter Travel
 - Sanitary Dump Stations
 - Elk Management
 - Reduction Methods
 - Black Bear Research
 - Law Enforcement
 - Cash Register Operations
 - Radio Microphone
 - Self-Guiding Booklet
 - Automatic Slide/Sound Program
 - Interpretive Prospectus

- IV. Design and Construction
 - Master Plans
 - Grant Village Marina
 - Trail Bridges
 - Road Surfacing
- V. Specialized Services
 - Fishing Regulations
- VI. Resource Studies
 - Park Seismograph Net
- VII. Cooperative Activities
 - Foreign Visitors
 - Foreign Student Program

John S. McLaughlin

Enclosures

cc
File
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JGodbolt:ht

Yellowstone National Park

I. PUBLIC RELATIONS AND INFORMATION

Yellowstone Airport Dedication

Western Airlines Orientation

93rd Birthday Party

New Yellowstone National Park Folder

Guest Editors

T. V. Films

Millionth Visitor

Yellowstone National Park

PUBLIC INFORMATION AND RELATIONS

Yellowstone Airport Dedication

June 12, 1965 has been set for the dedication of the new Yellowstone Airport, West Yellowstone, Montana.

Construction of the Airport began in 1962 and runways, aprons, roads, and taxi strips were complete in the fall of 1964. The Terminal Building which will house the offices for transportation agencies and a concessions operation received final inspection May 6, 1965. R. V. Burggraf, Idaho Falls, was contractor for the \$920,500 airport project. Wallace Dittman, Inc., Bozeman, Montana constructed the \$191,000 Terminal Building.

Completion of the airport and the dedication culminates many years of cooperative planning and funding by the Montana Aeronautics Commission, Federal Aviation Agency, United States Forest Service, and the National Park Service.

Yellowstone National Park

PUBLIC INFORMATION AND RELATIONS

Western Airlines Orientation

In February-March, Chief Naturalist John M. Good, at the invitation of the Yellowstone Park Company-United and Western Airlines and approval from Washington, presented several orientation programs of Yellowstone National Park for Western and United Airlines and other tour agents in connection with Western's flights to the new Yellowstone Airport at West Yellowstone, Montana. Western and the Yellowstone Park Company are featuring packaged tours for the 1965 season and considerable advertising for the tours has been made by the airline and tour agencies. The Chief Park Naturalist spoke to over 300 agents and representatives in New York, Long Island, Newark, Chicago and Minneapolis. In May 1965 groups of Airline tour agents from the Eastern and Western States visited the Park on a 2-1/2 day tour.

PUBLIC INFORMATION AND RELATIONS

93rd Birthday Party

The annual Yellowstone Park Birthday Party was postponed at the request of the hosts, the Billings Chamber of Commerce, until sometime in October. As the party does not fall on the birthday date, the postponement was, in a way, a relief from the numerous "spring activities" and the rush of opening the Park. We look forward to a fine celebration in October.

Yellowstone National Park

PUBLIC INFORMATION AND RELATIONS

New Yellowstone National Park Folder

A rough draft text for the new Yellowstone National Park folder was submitted to the Midwest Regional Office for review during 1964, and is now in the final printing stages in the Washington Office. The new folder will be brief, without detail and, hopefully, easier for the Park visitor to use. The first printing is scheduled to become available during the 1965 season.

Yellowstone National Park

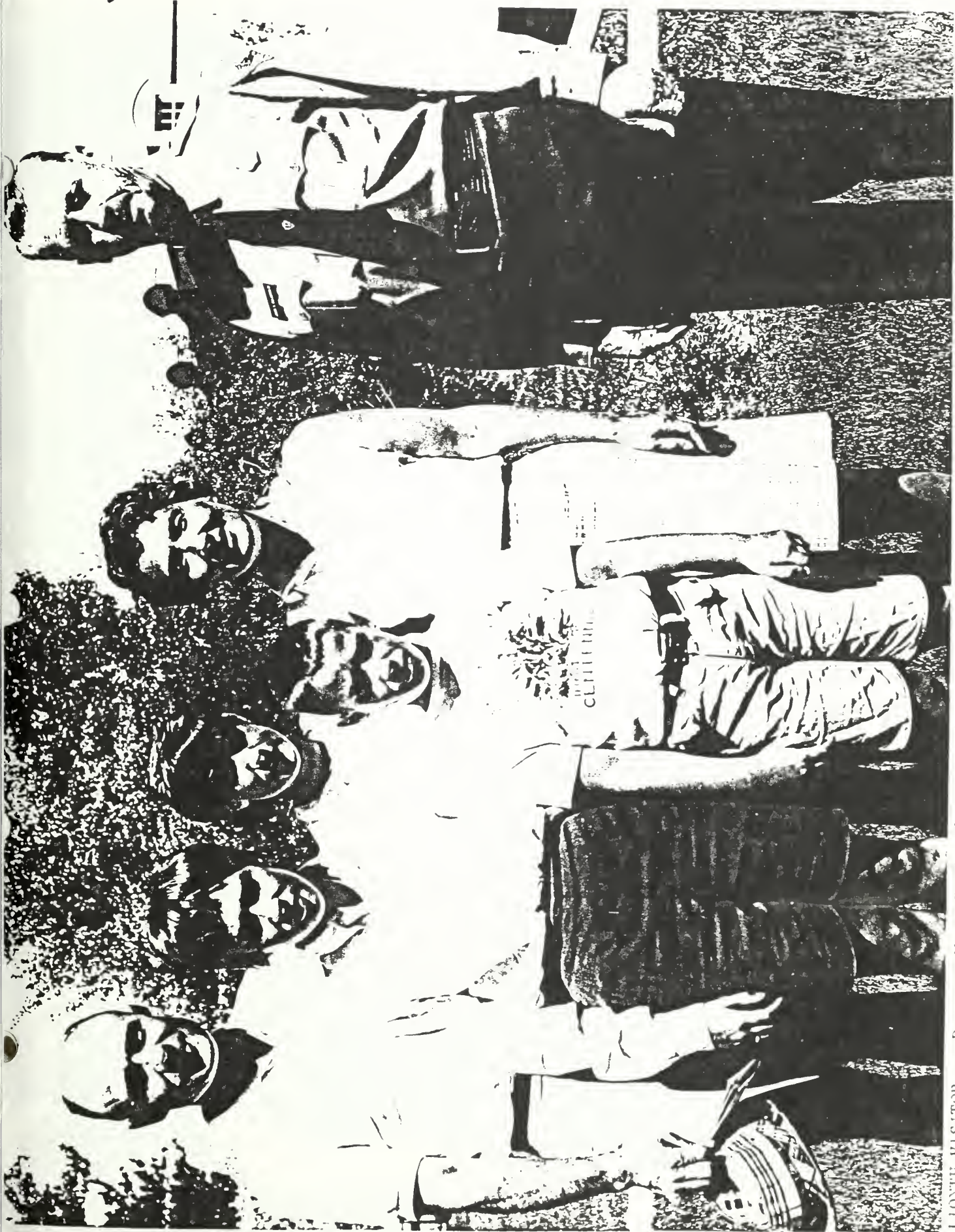
PUBLIC INFORMATION AND RELATIONS

Guest Editors

Superintendent McLaughlin and Associate Superintendent Castellum furnished guest editorials for the Great Falls Tribune and the Billings Gazette respectively, during 1964-65.

WILD KINGDOM producer, Don Meier, second from left, directing the filming of WINTER COMES TO YELLOWSTONE. Slough Creek





ILLIONTH VISITOR D. M. P. R. S. D. S. J. S. M. L.



The millionth visitor to Yellowstone National Park was officially greeted at the Park's South Entrance, Monday, July 27, 1964

Shown left to right are:

Assistant Superintendent J. A. Martinek

Management Assistant James W. Godbolt

Nick McKinney, Mrs. Duane McKinney, Mary Bucklin, Howard Bucklin,

Mrs. Harris Bucklin and Jane Bucklin, from Wilton, Connecticut

Yellowstone National Park

PUBLIC INFORMATION AND RELATIONS

T.V. Films

In February, Don Meier Productions, Inc., Chicago, Illinois, producers of the WILD KINGDOM, NBC-TV Series, filmed a program on Yellowstone National Park titled, WINTER COMES TO YELLOWSTONE. The program highlighted part of the Park's elk management program and several features of the Park under winter conditions. Park officials cooperated fully with the producers in making the film. The Park received a print of WINTER COMES TO YELLOWSTONE. It was recommended to the Director that the film be reviewed for consideration of the Department of the Interior Conservation Award.

During the year students of a Radio and Television course, Montana State College, Bozeman, Montana, requested permission to make a 10-12 minute film on the Northern Yellowstone Elk Herd. The film is one of the requirements of graduating majors in this field of study. Although the film has not been reviewed, it is expected to be an asset to the wildlife management program. The Park will receive a copy of the film.

Yellowstone National Park

PUBLIC RELATIONS AND INFORMATION

Millionth Visitor

On August 7, 1964, Dr. and Mrs. Paul Raber and their three children of Decatur, Illinois, revisited the Park. Dr. and Mrs. Raber were honored guests as the Millionth Yellowstone Park Visitor. In September 1963, the first year travel records broke the millionth mark.

The millionth visitor entered the Park in 1964 on July 27.

The honored guests for the 1964 season were Mrs. Harris Bucklin and Mrs. Duane McKinney and children from Wilton, Connecticut.

Yellowstone National Park

II. ADMINISTRATION

Personnel

Park Staffing Studies

Yellowstone National Park

ADMINISTRATION

Personnel

Associate Superintendent Luis A. Gastelum was reassigned to head up the Service's Job Corps program in Washington, and departed Yellowstone, December 6, 1964, for the new position of Job Corps Conservation Center Officer.

James M. Carpenter replaced Gastelum as Assistant Superintendent, Operations. Carpenter entered on duty January 31, 1965, transferring from the Southwest Regional Office at Santa Fe, where he served as Assistant Regional Director.

Yellowstone National Park

ADMINISTRATION

Staffing Study

The Director appointed a special committee to look at the Park organization and make recommendations concerning its functions in view of changing conditions. Those appointed to the group were:

William Bahlman, Chief, Division of Management Analysis, Washington,
Chairman;

Assistant Regional Director George F. Baggley, Midwest Region,

Thomas J. Allan, Special Assistant to the Director, Washington

Horace M. Albright, Past Director of the Service and former Superintendent of Yellowstone (now retired)

Edmund B. Rogers, former Superintendent of Yellowstone (Now retired)

Edwin C. Kenner, Chief, Division of Maintenance, Washington

Fred J. Novak, Assistant Regional Director, Midwest Region

The Committee convened in the Park during the latter ten days of August. They traveled about the Park and discussed operations with the Superintendent, heads of Operating Divisions and Staff people. Their report to the Director recommended the elimination of several budgeted positions, with subsequent consolidation, or in some cases elimination or restriction of functions. After comments by the Park and Region, the Director approved the report, as amended, and implementation of the decisions is being carried out. The Study resulted in elimination of 22 permanent positions in Yellowstone out of a total of 137.

National Park Service Reorganization

As a result of Service reorganization the engineering, landscape architect, and maintenance operations were reconstituted in April

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Yellowstone National Park

as the Maintenance Division. The incumbents of the Chief Park Engineer, Construction and Maintenance Superintendents (Buildings and Utilities) and (Roads and Trails) have been transferred to positions as Chiefs of Park Maintenance elsewhere, and their former positions abolished. The incumbent of the Resident Landscape Architect position has been transferred to WODC, and his position abolished.

Yellowstone National Park

III. OPERATIONS

Winter Travel

Sanitary Dump Stations

Elk Management

Reduction Methods

Black Bear Research

Law Enforcement

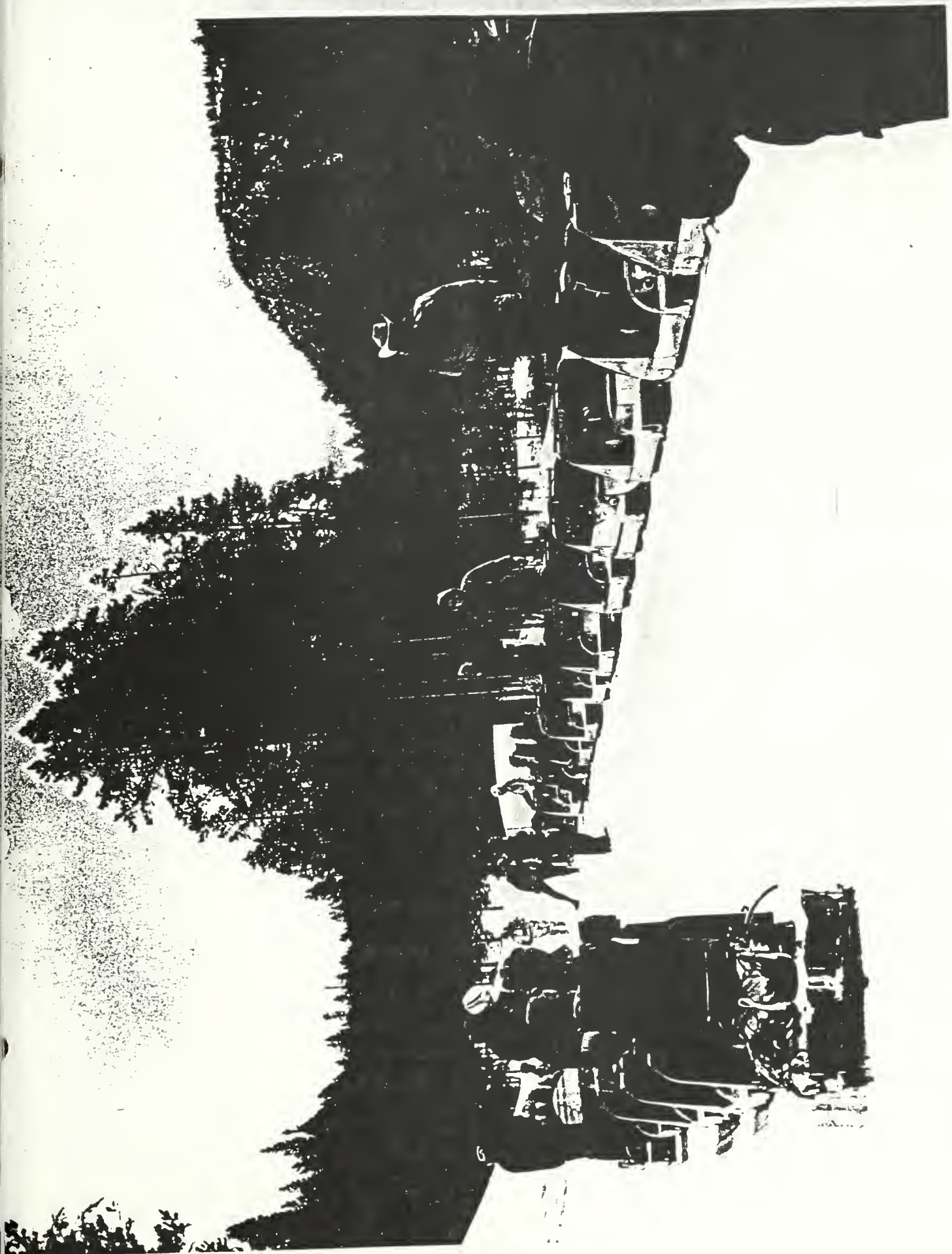
Cash Register Operations

Radio Microphone

Self Guide Booklet (sample)

Automatic Slide/Sound Program

Interpretive prospectus



Yellowstone National Park

OPERATIONS

Winter Travel

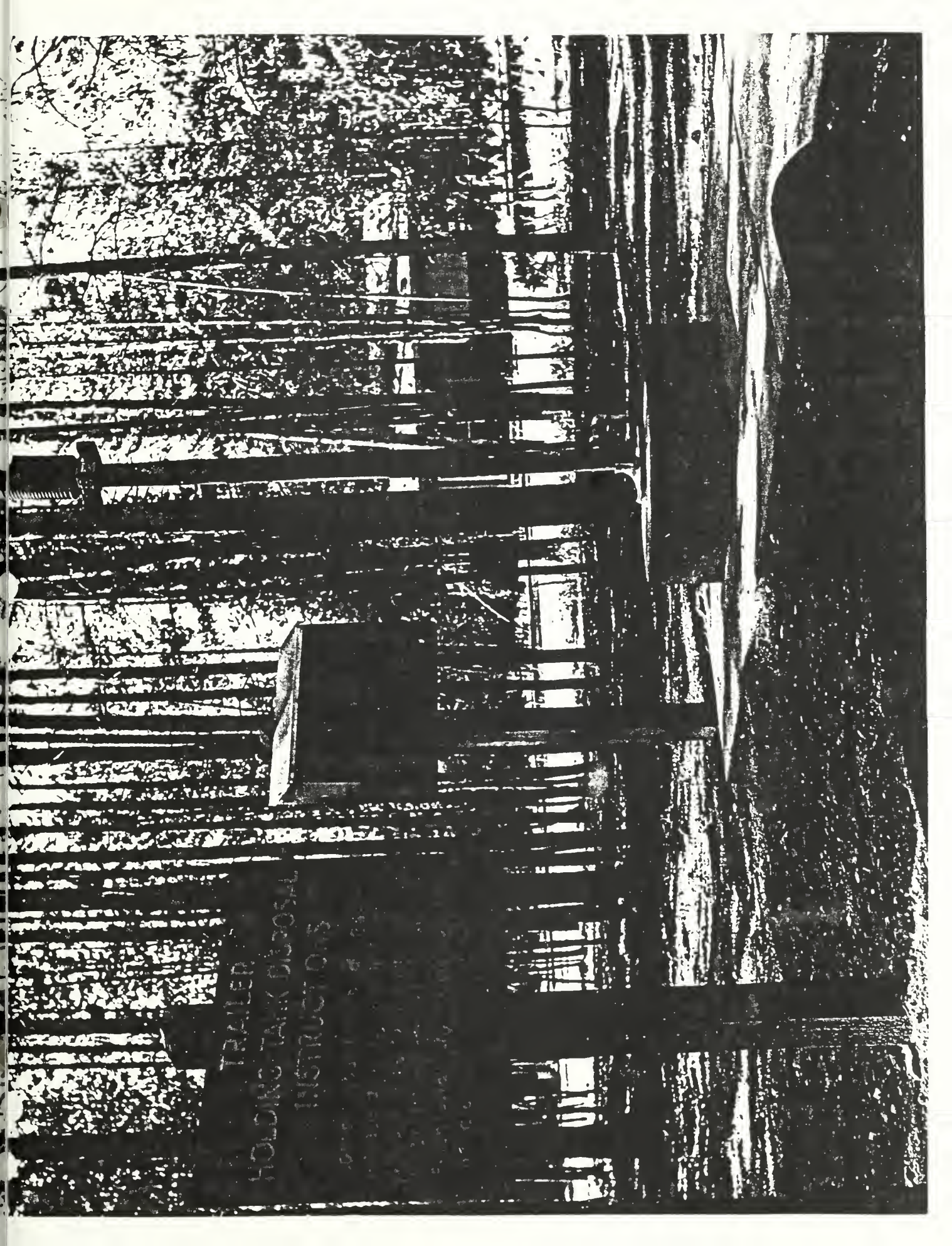
It seems inevitable mechanized over-the-snow travel may replace skis and snowshoes. This winter a demonstration of such a machine and its popularity became apparent when 27 Ski-Doo's, a light one-two passenger over-the-snow vehicle made a two-day trip from West Yellowstone, Montana to Moran, Wyoming via Old Faithful on March 1 and 2.

The first leg of the journey was to Old Faithful where the machines were parked while the party returned to West Yellowstone by regular snowmobile to spend the night. The following morning the group returned to Old Faithful and at 11:30 a.m. were en route on the 62 miles second leg of the trip. By 6:00 p.m. all participants and machines had reached their destination without difficulty.

Mr. Monte Wight, Pinedale, Wyoming Ski-Doo distributor, requested permission for this group to make the trip. Nearly all participants were experienced Ski-Doo operators. Emergency gear for personnel and machines, and traveling on roads only, were requirements of the permit. West District Ranger Dale Nuss was assigned to accompany the party as an observer. The trip was an excellent opportunity to observe the capacity of this machine for over-the-snow travel.

Yellowstone National Park

Undoubtedly more Park travel during the winter months by this type of machine can be expected and should be encouraged. This type of recreation is increasing rapidly in this particular section of the country and its influence has spread to Yellowstone National Park. The machines are now relatively inexpensive and maintenance requirements simple. Much of the terrain of the Park and its features are compatible and attractive to this mode of winter travel.



TRAILER
HOLDING TANK DISPOSAL
INSTRUCTIONS

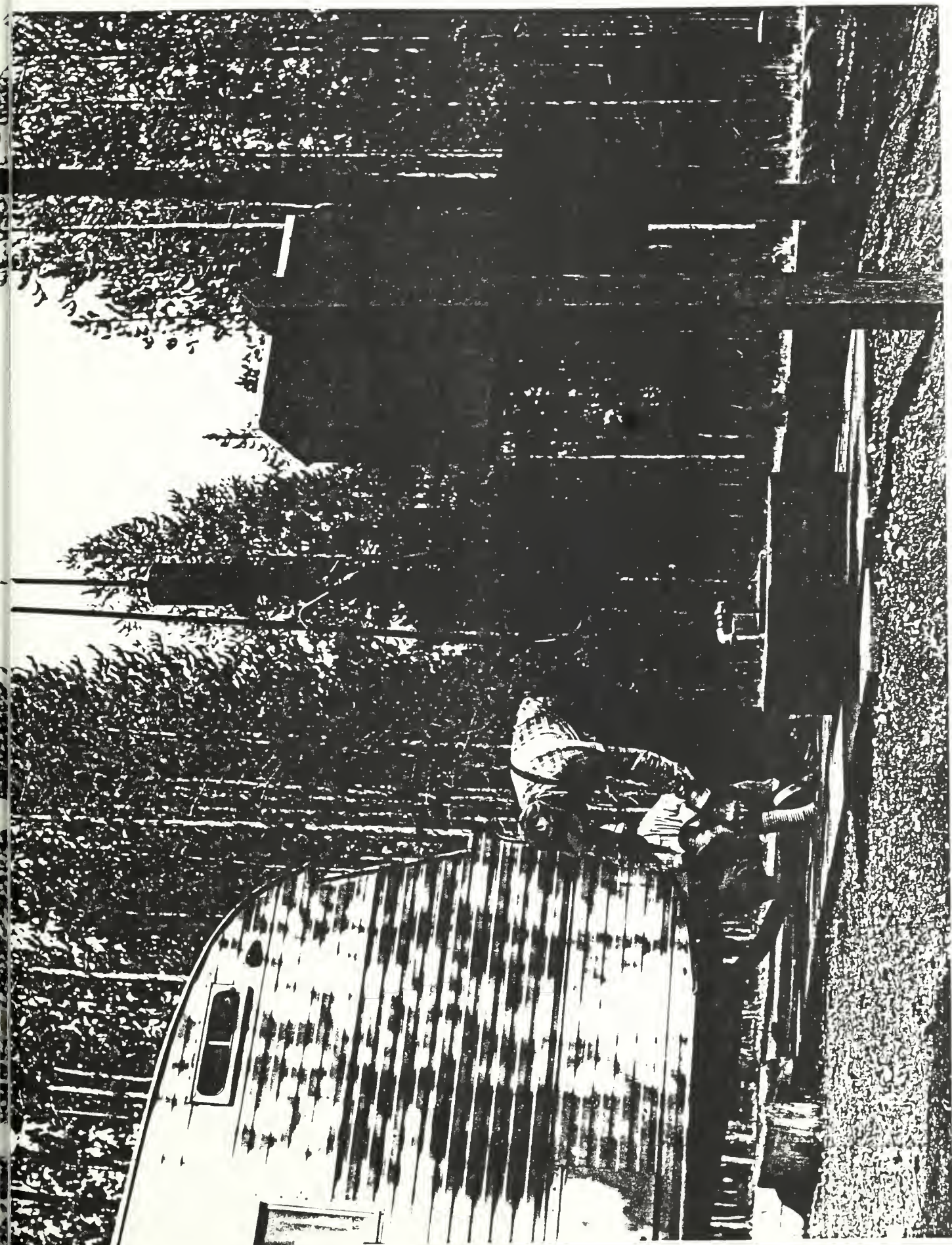
Yellowstone National Park

OPERATIONS

Sanitary Dump Stations

One sanitary dump station to serve trailers was constructed in late 1963 at Madison Junction Campground and received full trial through the 1964 season. The station provides for dumping and flushing trailer sewage tanks and filling water tanks. The new facility has been well received by Park visitors. The entire station is self-serve and instructions are easily followed.

Seven more stations will be constructed in 1965. One of the seven, providing bus sanitation facilities, will be located at Old Faithful near the Yellowstone Park Company bus compound and will serve large tour buses. The remaining six stations are planned for various campgrounds throughout the Park.



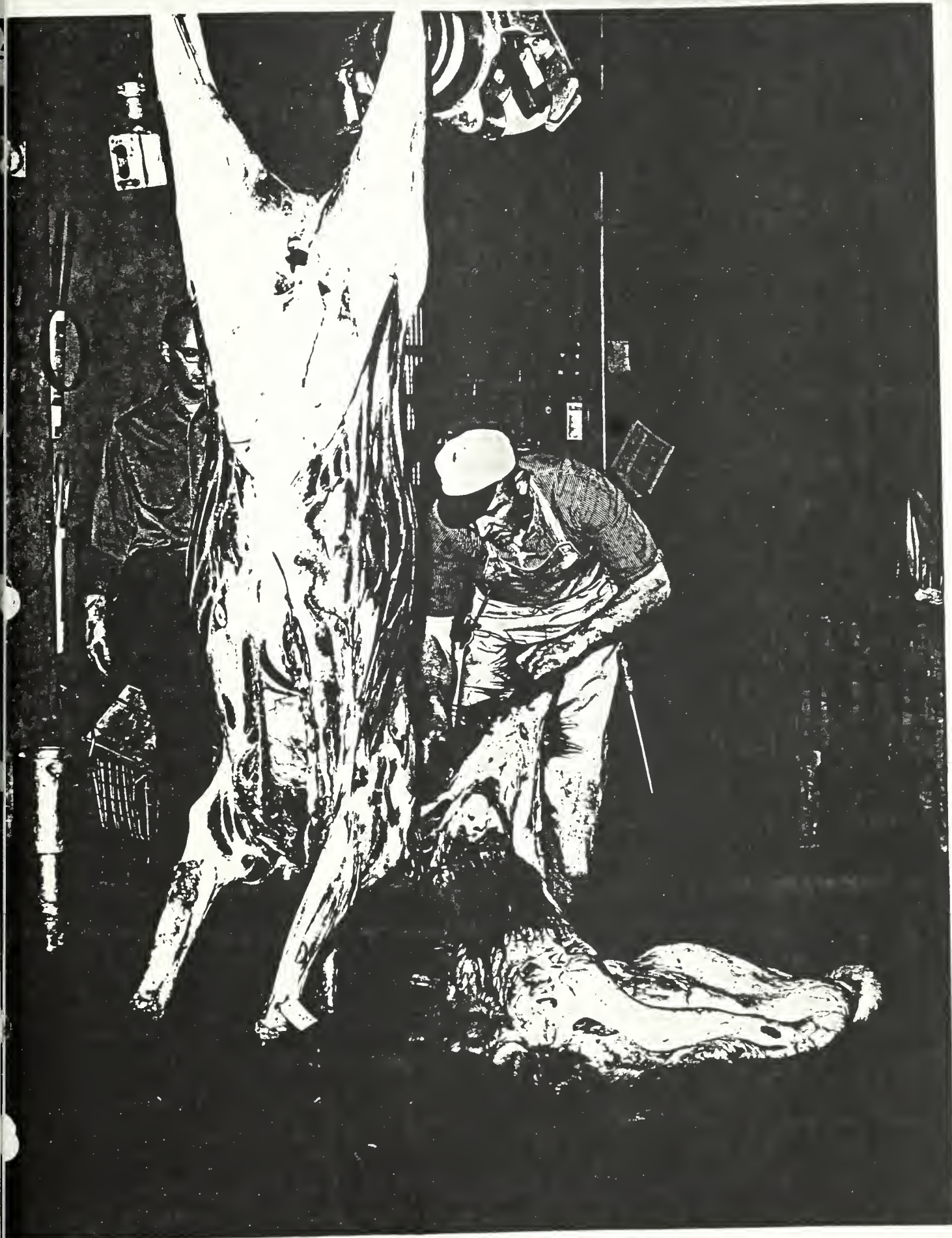
OPERATIONS

Elk Management

The excellent cooperative elk management program relations with the State of Montana were effective in providing two successful post-season elk hunts near the boundaries of the Park this winter. The post-seasons assisted in the reduction of the Gallatin and Northern Yellowstone elk herds.

The Montana Fish and Game Commission conducted a post-season elk hunt in the Gallatin area from December 27, 1964 - January 31, 1965. Seven hundred ninety-five animals were reduced from the Gallatin herd through this Special Season. A protest, mainly by residents of the Gallatin Valley, was filed against the State Fish and Game Commission in State Courts to prevent opening the Gallatin Game Preserve to hunting and the setting of a special post-season. State courts upheld the Fish and Game Commission's action.

A similar post-season was held near Gardiner, February 6-21, but closed after eight days of hunting when 982 elk were taken and the desired reduction quota for the Northern Yellowstone herd was reached.



Yellowstone National Park

OPERATIONS

Reduction Methods

The direct shipment of Bison and Elk to a commercial slaughter house was one of the highlights of this year's wildlife management program. Most of the 354 Bison taken from Park herds, and 16 Elk, were handled in this manner during the year's reduction program. A Livingston, Montana slaughterhouse trucked the animals directly from Park traps to Livingston and processed them in their commercial facilities. All of the animals including hides, horns and processed package meat is turned over to the Bureau of Indian Affairs for distribution to Indian Reservations.

The slaughter of excess animals in the Park has always been a distasteful practice and one which is openly critized by supporters of the Park Wildlife Management Program. The practice of using commercial sources for the operation may help to reduce this adversity and at the same time provide for more sanitary and efficient processing.

Yellowstone National Park

OPERATIONS

Black Bear Research

Black bear research studies over a two-year period are scheduled. Two graduate students from Colorado State University began their work April 15, 1965, under the direction of Dr. Douglas Gilbert, Colorado State University and Dr. Fred Glover, Leader, Colorado Wildlife Research Unit, and Park Wildlife Management personnel.

Development of census methods to give an index to black bear populations, gather population data in relation to habitat types used, determination of daily and seasonal activities and determination of utilization of habitat types of black bear are the objectives of the study. The studies will assist the Park to gather sufficient knowledge and data to more effectively manage this important species.

Yellowstone National Park

OPERATIONS

Law Enforcement

An "Appearance Bond" system was put into full operation during the 1964 season, after considerable review by the U. S. Attorney's office, Midwest Region, and the Park, and a short trial period during August 1963.

During 1964 a total of 340 bonds were issued and bond value amounted to \$5,125.00. Of the total bonds issued, 203 were for traffic, 51 for boating, 68 for wildlife and 18 for miscellaneous violations of park regulations. The South District issued 190, West District 106, and North District 44 appearance bonds. The system worked to the satisfaction of the Park visitor, the Rangers, and the United States Commissioner.

Yellowstone National Park

OPERATIONS

Cash Register Operations

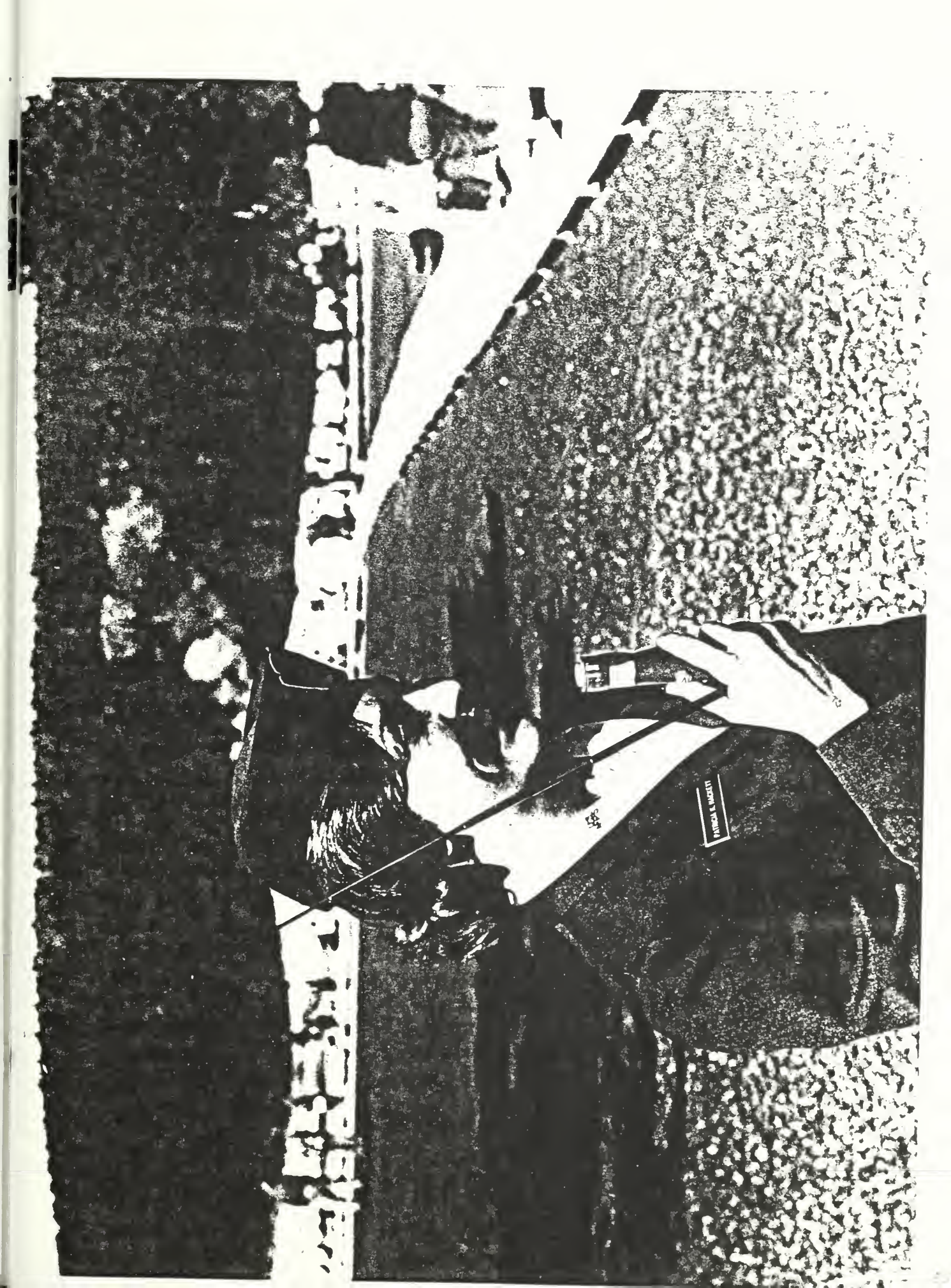
Burroughs cash registers, designed for Park permit transactions (validation type), were placed in operation at all entrance stations beginning May 1, 1964, and permanent and seasonal personnel trained to operate the machines. Entrance Station personnel reported the machines speeded operations and facilitated visitor entry to the Park. Very little difficulty was experienced in the operation. The machines were maintained and serviced by contract with a local business machine firm.

Yellowstone National Park

OPERATIONS

Radio Microphone

A new FM public address system was installed for the Old Faithful Cone Talks. The wireless microphone/radio transmitter allows the interpreter complete freedom of movement and eliminates need for an unsightly control panel and wires near the geyser cone. The system performed without trouble throughout the summer season.



Yellowstone National Park

OPERATIONS

Self-Guiding Booklet

Use of Fountain Paint Pot Nature Trail self-guiding booklet, first used at the beginning of the 1964 season, has far exceeded expectations. The booklet contains excellent illustrations and a well-written text. Similar plans for a Sulphur Cauldron Nature Trail self-guiding booklet are now underway.

Yellowstone National Park

OPERATIONS

Automatic Slide/Sound Program

With installation of a new control unit and minor modifications the old Canyon Auditorium automatic slide/sound program is functioning for the first time. A completely new program with the theme Water is being shown. It has been well received by the public.

Yellowstone National Park

OPERATIONS

Interpretive Prospectuses

In conformity with the approved Interpretive Prospectus for Yellowstone National Park, the interpretive staff has been working at detailed prospectuses for major visitor use centers of the Park. Final drafts of interpretive prospectuses for Norris and Madison Junction areas were submitted to the Midwest Regional Office and Washington for review and comment in March. Preliminary drafts have been prepared for Mammoth and Lake-Fishing Bridge: these should be ready for submission to Region next winter

Yellowstone National Park

IV. DESIGN AND CONSTRUCTION

Master Plans

Grant Village Marina

Trail Bridges

Road Surfacing

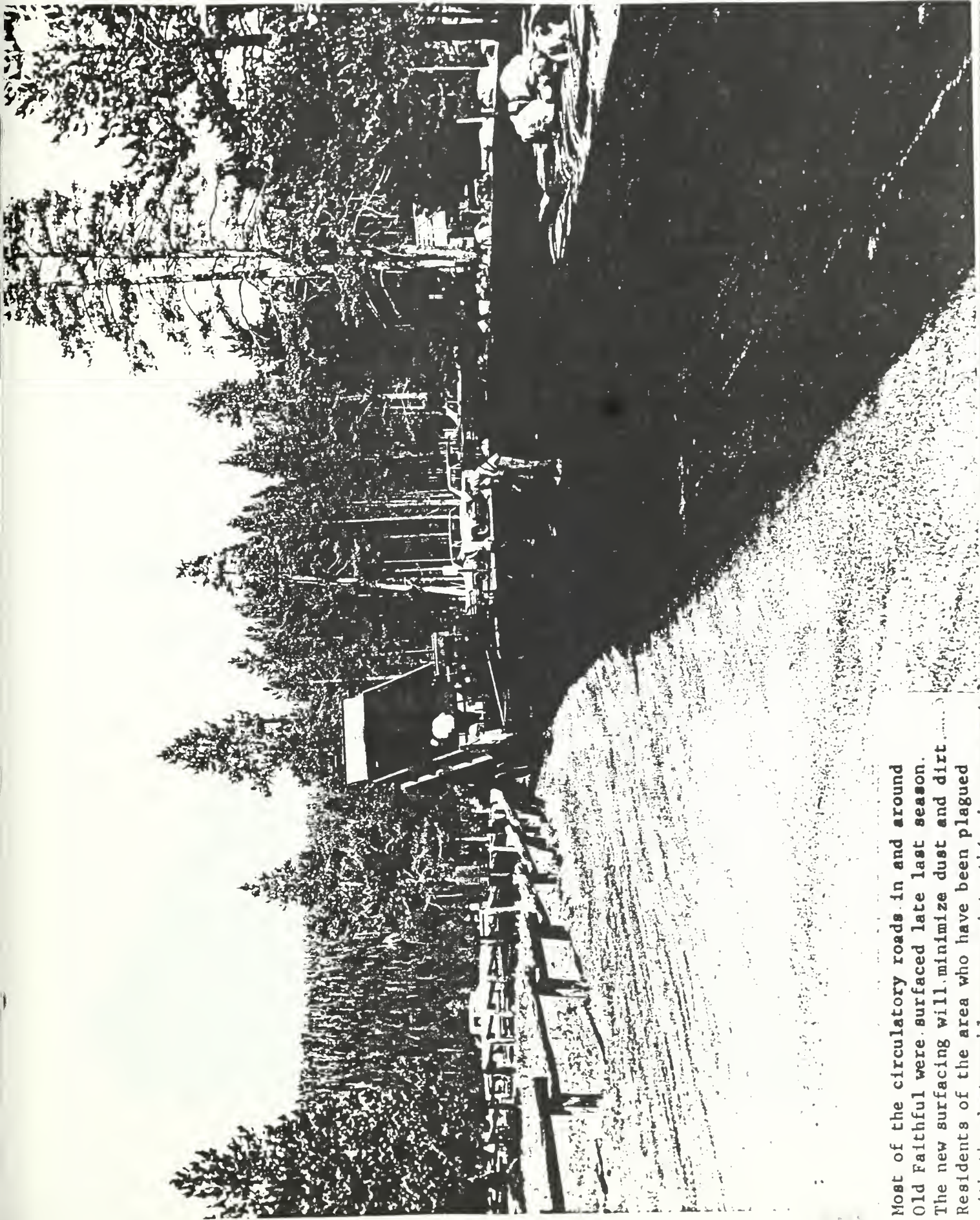
Yellowstone National Park

DESIGN AND CONSTRUCTION

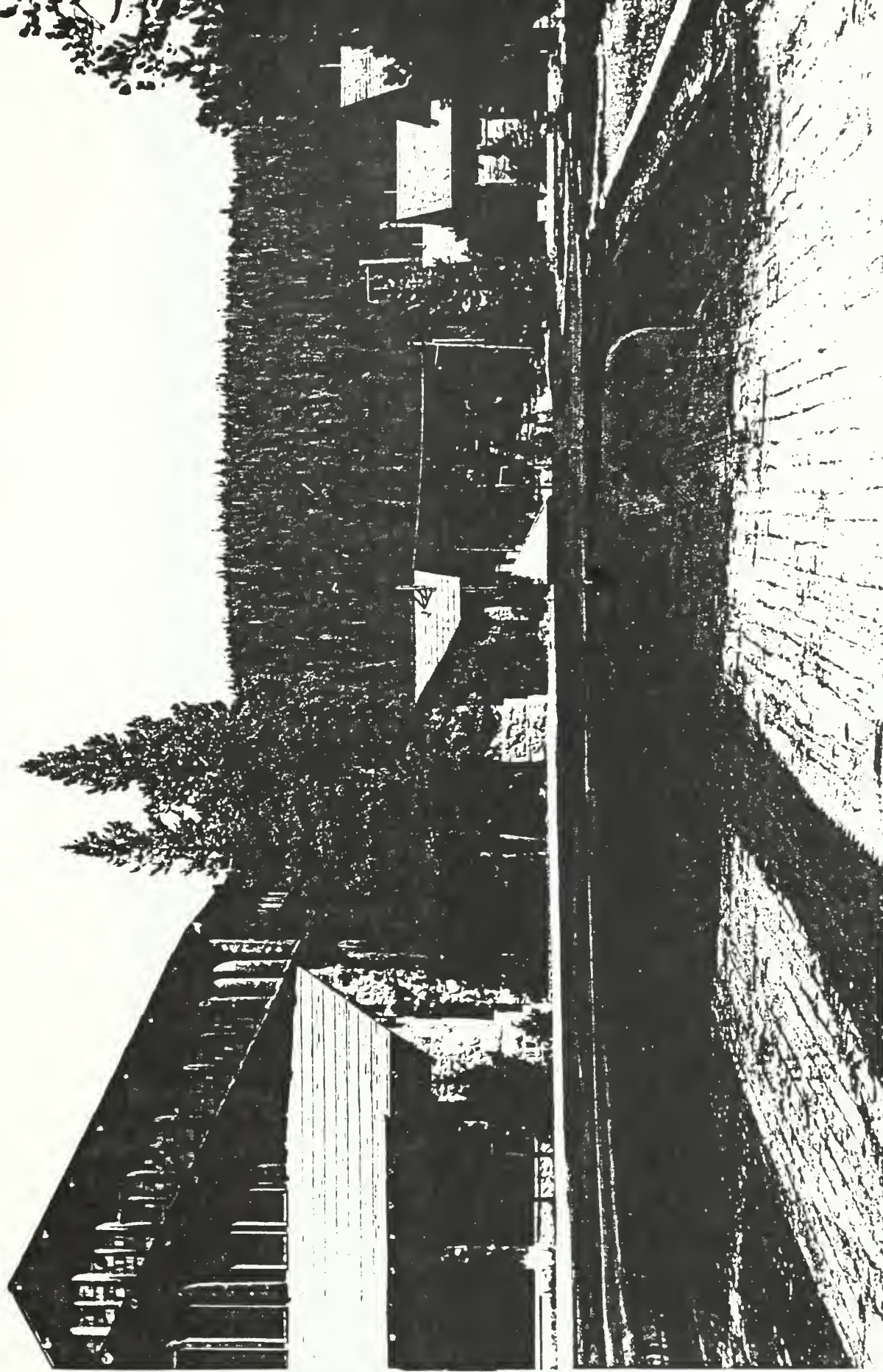
Master Plans

To accelerate and firm up the Park Master Plan Study the Director appointed a Special Study Committee composed of Associate Director A. Clark Stratton, Thomas J. Allen, Special Assistant to the Director, Sigurd Olson, Special Assistant to the Director; Sanford Hill, Chief, Western Office of Design and Construction, and Park Superintendent John S. McLaughlin. Two ex officio members, L. A. Garrison, Regional Director, Midwest Region, and Thomas F. Flynn, Jr., Chief, Concessions Management, were also designated. The Committee met in the Park in June and August to review plans and prepare recommendations to the Director. A final report was submitted in September.

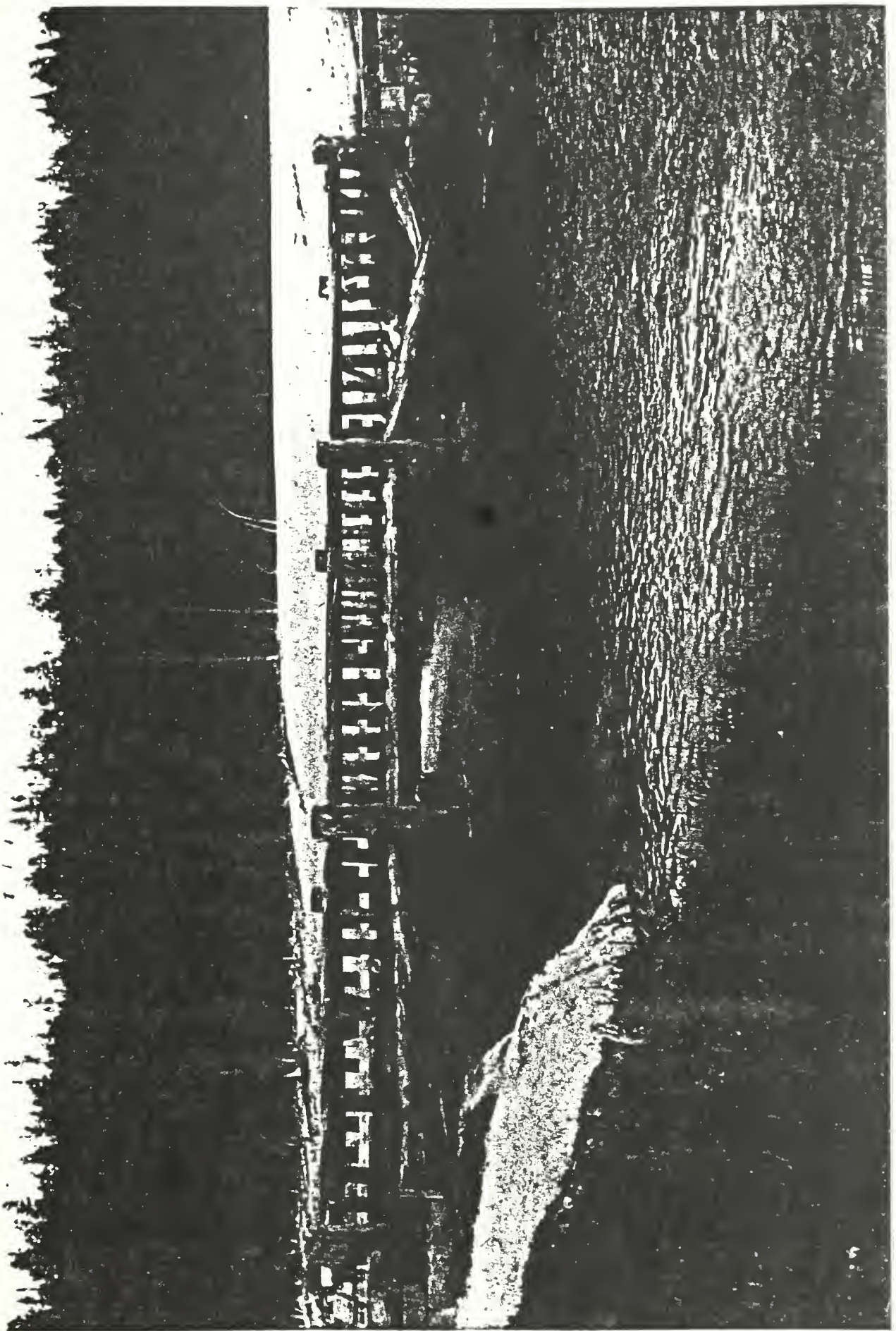
The foregoing report when approved will serve as a guide for Master Planning Studies to be done on specific sections of the Park during 1965.



Most of the circulatory roads in and around Old Faithful were surfaced late last season. The new surfacing will minimize dust and dirt. Residents of the area who have been plagued



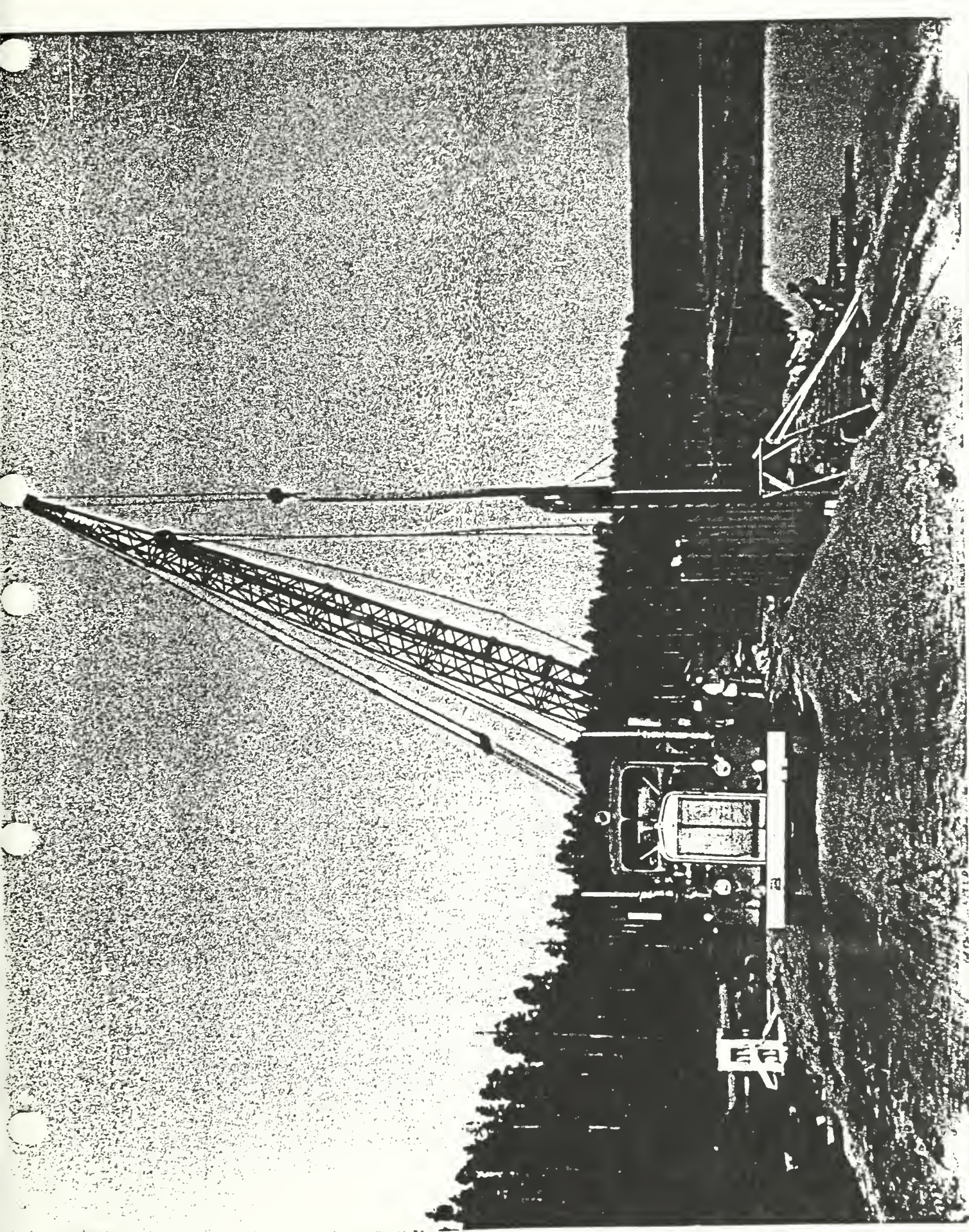
Most of the circulatory roads in and around Old Faithful were surfaced late last season. The new surfacing will minimize dust and dirt. Residents of the area who have been plagued with the dust problem appreciate this improvement.



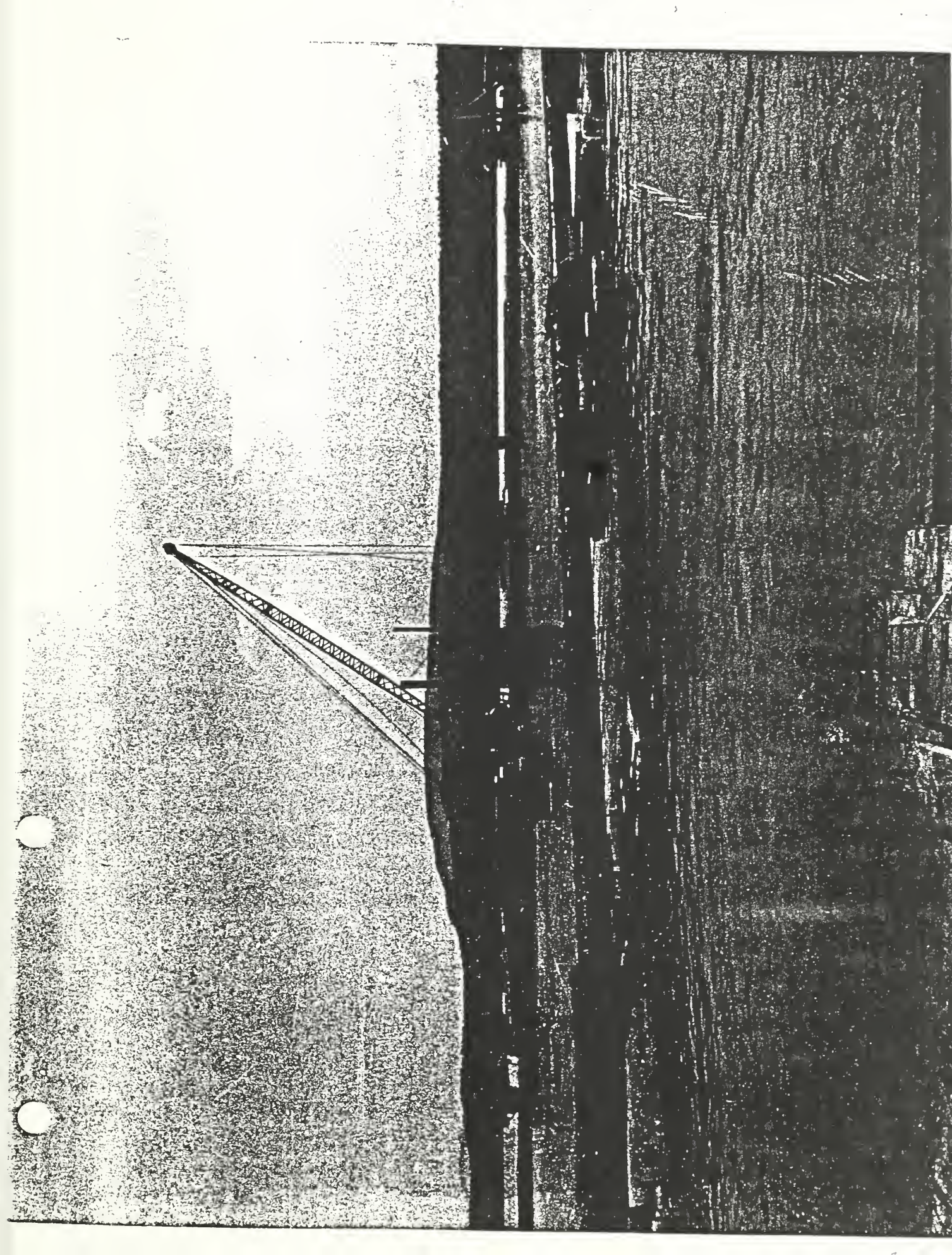
Trail bridges near Grand and Castle Geysers will be completed before the end of the fiscal year. Photo shows one of the old bridges (No 1) and the new bridge (No 2) which replaces it.

PHOTO NO 1

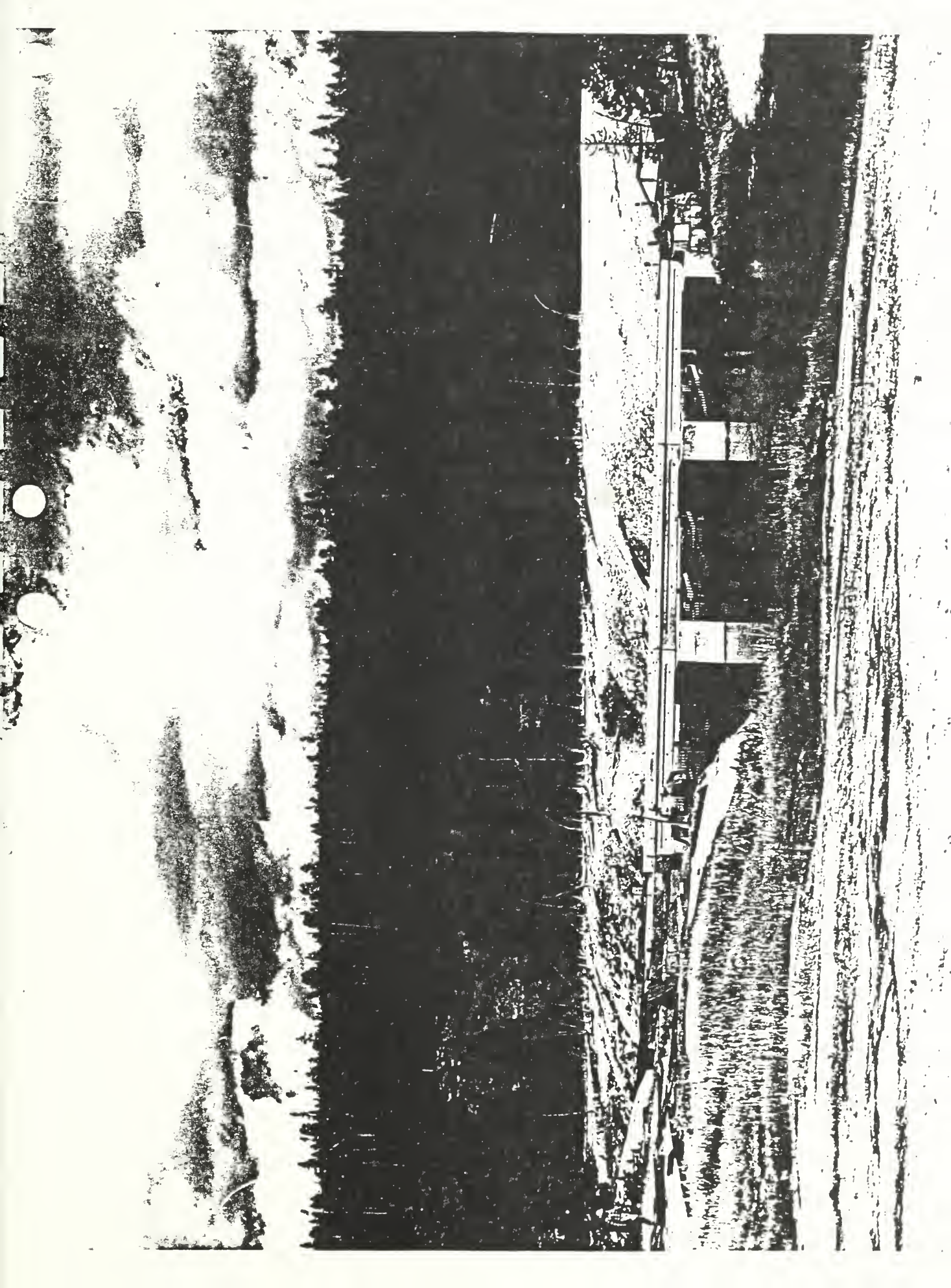
Trail bridges near Grand and Castle Geysers will be completed before the end of the fiscal year. Photo shows one of the old bridges (No 1) and the new bridge (No 2) which replaces it.



Marina dredging and bulkheading at Grant Village nears completion stages
The new marina will have a 114 boat docking capacity and offers services
similar to the marina at Bridge Bay. Boat docks are being pre-constructed
and will be installed during 1965



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Yellowstone National Park

V. SPECIALIZED SERVICES

Fishing Regulations

Yellowstone National Park

SPECIALIZED SERVICES

Fishing Regulations

A change in fishing regulations, effective October 10, 1964, set July 15 for the opening of fishing on the Yellowstone River from the outlet at Yellowstone Lake to the Upper Falls of the River. The change was based on recommendations made in Bureau of Sport Fisheries Studies conducted over a period of years. The studies indicated native populations of cutthroat trout use the river as spawning grounds. Considerable numbers of fish were found to be spawning after the usual opening date of July 1 for fishing in the River. In order to sustain native fish populations the Bureau recommended a later opening date of July 15.

Another major change in the regulations was the closure of a six-mile stretch of the Yellowstone River from Sulphur Cauldron to Alum Creek. This particular section of the river is inhabited by many birds and is a nesting area. This section was closed to fishing to protect this resource and provide visitors the opportunity to see birds and animals in their native environment from the Grand Loop road.

Other minor changes in opening dates and closures were made in the regulation changes.

Yellowstone National Park

VI. RESOURCE STUDIES

Park Seismograph Net

Yellowstone National Park

RESOURCE STUDIES

Park Seismograph Net

A Park seismograph net has been established jointly with the United States Geological Survey. Thirty-day stations are located at Northeast Entrance, Madison Junction, and Canyon; a 3-component station requiring daily service is located at Mammoth.

The purpose of the net is to locate and determine the magnitude of earthquakes in the vicinity of the Park. Preliminary data are producing information which has some implications regarding Park management. We find that local earthquakes recorded in the November 20 - December 31 centered in the southern end of the Gallatin Range west and south of Mount Holmes, with another center at the Upper Geyser Basin. Only two quakes seem to be associated with the Hebgen Lake faults.

Yellowstone National Park

VII. COOPERATIVE ACTIVITIES

Foreign Visitors

Foreign Student Program

Yellowstone National Park

COOPERATIVE ACTIVITIES

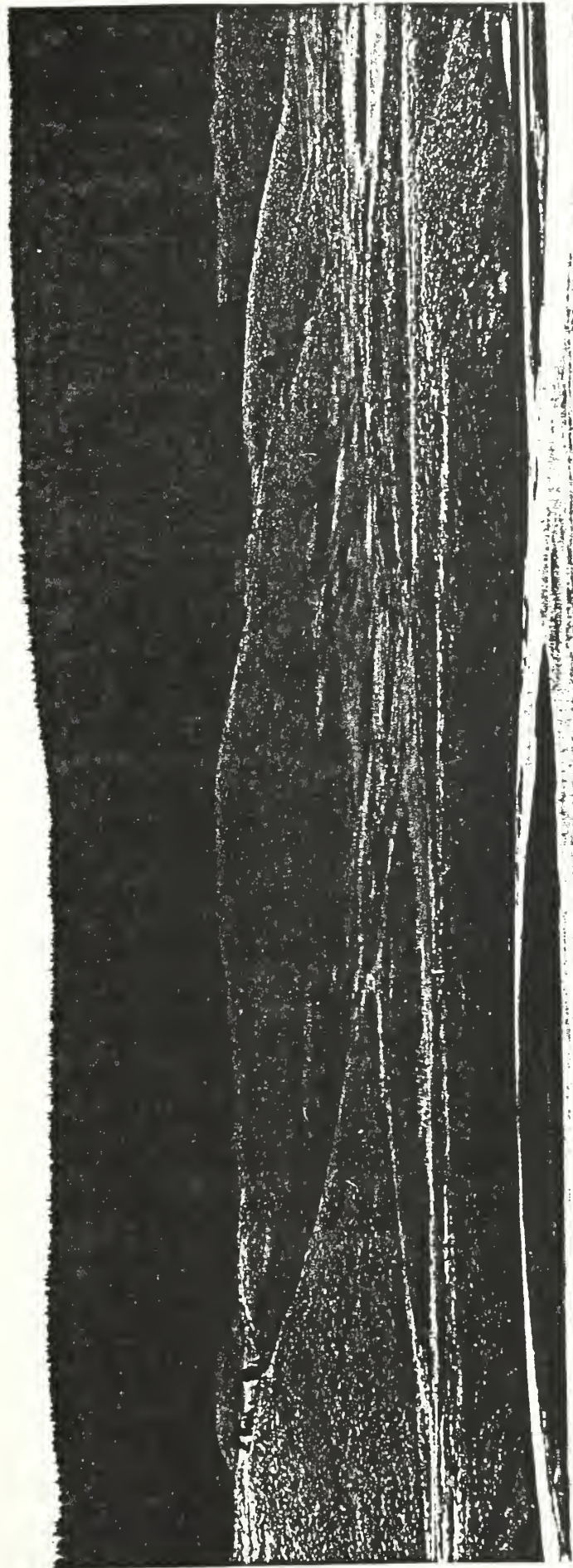
Foreign Visitors

Throughout the season considerable numbers of foreign visitors came to the Park for visits of one day to two weeks.

On June 27, 1964, Soviet Ambassador and Mrs. Anatoly F. Dobrynin visited the Park. The Park was requested not to publicize the visit and although no security measures were requested, Park Rangers were stationed near the Ambassador should emergencies occur. West District Ranger Dale Nuss accompanied Ambassador and Mrs. Dobrynin after the Ambassador accepted our offer to guide him through the Park.

In August, five members of a Japanese National Park Study Board visited the Park for three days. Following a general guided tour of the Park the group met with the Superintendent, his staff and members of the Park Master Plan Study Team. Through the interpretive serviced of Edward K. Otake, Western Office, Design and Construction employee assigned to Grand Teton National Park, a lively and interesting discussion of National Park Service planning, policies and operations highlighted the final day of the Study group's visit. The visitors spoke limited English and the interpretive services proved extremely valuable in conveying ideas and questions.

Birds Along The River



Yellowstone National Park

COOPERATIVE ACTIVITIES

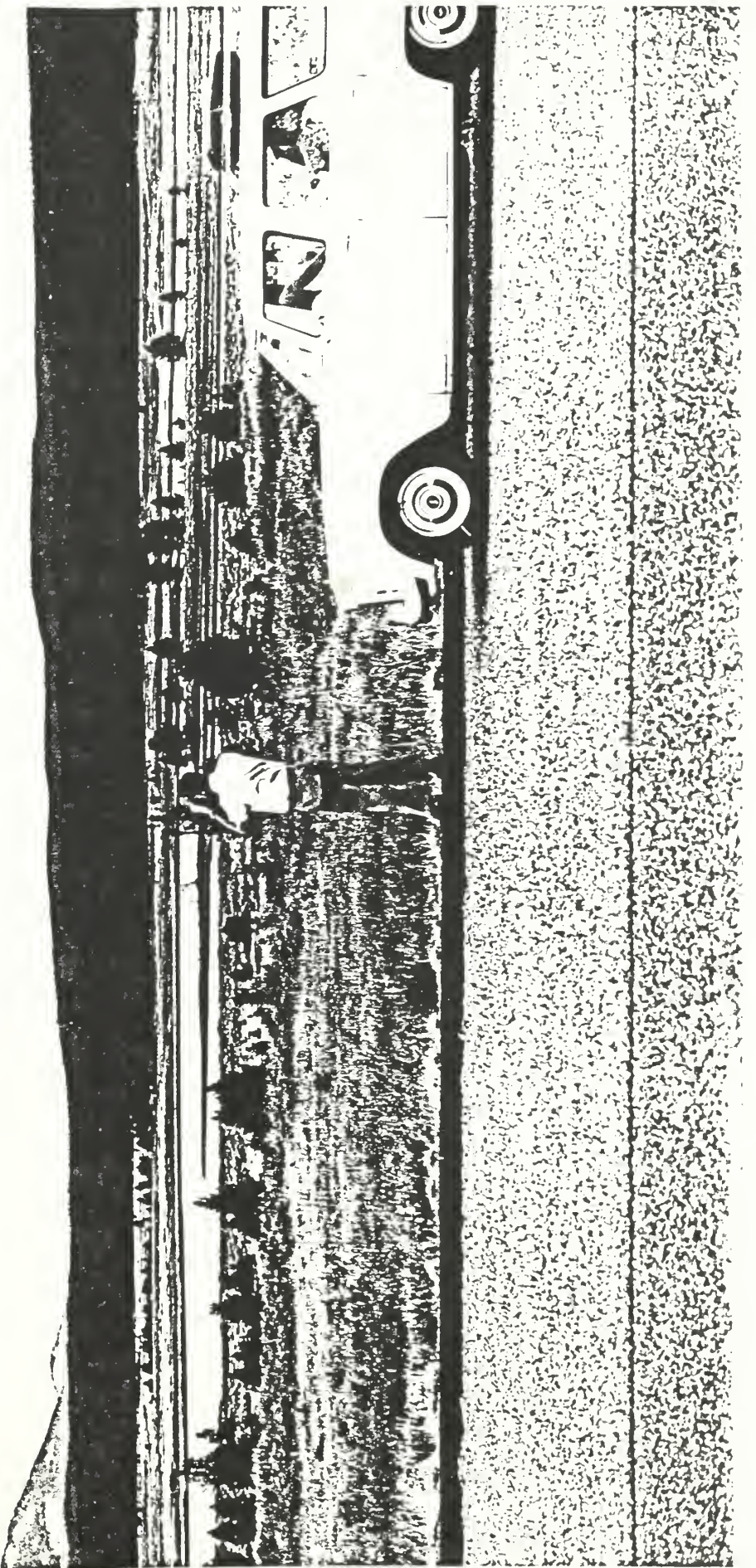
African Student Program

Once again, two African Students spent two weeks in August training in Park Management and Development; Samson M. Ipoot from Uganda and Daniel M. Sindiyo from Kenya.

Mr. Aloys P. Achieng, permanent Secretary, Ministry of Natural Resources, Kenya, and Mr. Justus N. Oluoch, Nairobi, Kenya visited the Park September 11 through 13. Mr. Achieng's department of Ministry of National Resources is responsible for the protection and preservation of national parks in Kenya, Africa.

A group of African visitors toured Yellowstone on September 14-16 in cooperation with Montana State College, Bozeman, and members of the Ranger Services. Interests: game management practices, study range management practices, and conservation.

Five African students attending colleges in the United States representing Zanzibar, Nigeria and Kenya were oriented in the National Park System and Yellowstone National Park during a five-day visit August 17. Although the students were studying Economics, History, Engineering and Physical Science they were one of the more interested groups to visit the Park during the summer, and responded tremendously to their visit. The Park visit was part of a tour of many Government Land Management agencies in the Western States and was sponsored to acquaint them with the United States governmental affairs.



7-22-65

HIGHLIGHT BRIEFING STATEMENT, 1965 CALENDAR YEAR

Yellowstone National Park

Idaho, Montana and Wyoming

Congressional Districts:

Idaho - 2nd; Montana - 1st and 2nd; Wyoming - 1st

1. Development
2. Land Acquisition (No Activity)
3. Cooperative Activities
4. Research Findings
5. Visitation
6. General

1. Development:

Progress on visitor use facilities at Bridge Bay and Grant Village, both on Yellowstone Lake, continued as long as weather conditions permitted. At Bridge Bay, the marina, concession building and 230 sites, or 75 per cent of the campground were in use for the full visitor season. The boat repair and rental building, floating fuel dock and a part of the campground, are under construction. At Grant Village, the 400 site campground and boat launching ramp were in use during the visitor season. However, the marina, visitor center and outdoor amphitheater were under construction but should be completed this coming summer. The campground at Bridge Bay and Grant Village were filled to capacity for 50 days during July and August. The marina at Bridge Bay has proven exceedingly popular with visitors as a base for sightseeing and fishing activities on Yellowstone Lake and the launching ramp at Grant Village was heavily used also. Construction activities on the marina at Grant Village were hampered by unusually high water conditions during June and July.

The East Entrance road through Sylvan Pass was under construction during the entire summer and travel was greatly inconvenienced. . Despite these conditions travel through the East Entrance increased 16 per cent over that of 1964. A new five mile section of road was under construction by-passing the Norris Geyser Basin. This road when completed will take through automobile traffic out of the geyser basin and alleviate the traffic congestion there that has been prevalent over the last few years. A new parking area is under construction at the east side of the basin which will give visitors a better overall view of the areas and serve as a center for trail access to the spectacular geysers of this section of the Park. Early in 1966, a contract will be let to re-construct about three miles of the North Entrance road adjacent to the north boundary of the Park.

A highly popular visitor use facility was opened to visitors at Fishing Bridge when the trailer village with laundrymat and shower building became available in mid-June. The trailer village was opened gradually as the season advanced and by mid-July its 358 sites were fully occupied every night.

The Yellowstone Airport located four (4) miles from the West Entrance of the Park, was dedicated June 14th with Western Airlines initiating scheduled air service on that day. The airport, which was built on National Forest

3. Cooperative Activities:

Because Yellowstone with its 3500 square miles of wilderness and forested land is situated at the top of the continent and is surrounded by five national forests, full understanding, joint planning and fullest cooperation on the part of the forests and park is necessary to effect programmed goals and objectives. Two meetings were held during the year between officials of the surrounding forest regions and the Park - one on condensation of research and the other on joint operations.

A number of meetings were held with officials of the Montana and Wyoming Fish and Game Departments to coordinate research and management efforts with relation to wildlife and fishing resources of the Park and the adjacent areas. The most of these efforts were directed toward management surplus numbers of elk as they migrate in and out of Yellowstone. Singular success resulted from these joint efforts in early 1965 when 1000 elk were taken by hunter in Montana outside the north boundary of the Park and about 700 were shipped to various states for transplanting purposes.

The Park Superintendent served on a temporary advisory committee to assist the State of Montana in its preliminary efforts to organize and plan for participation in the Land and Water Conservation Fund. This committee was disbanded late in the year as its objectives had been achieved. The Superintendent headed up a five week planning effort by a team of four National Park Service employees in American Samoa in April and May. A report was submitted to the Governor of American Samoa which proposed a Park and Recreation plan for the Islands.

lands, and was constructed under funds made available through the National Park Service and the Civil Aviation Authority at a cost of \$1,600,000, and is being operated by the Montana Aeronautical Commission. Under Secretary John A. Carver of the Department of the Interior dedicated the airport at ceremonies attended by 600 people. The airport accommodated four regularly scheduled flights a day and a considerable number of private planes during its first summer of operation.

Development programs are being promoted to care for ever increasing numbers of visitors to get the Park in readiness to greet record visitation in 1972 on the 100th Anniversary of its establishment as the World's First National Park.

4. Research Findings:

Elk Migration - These studies, going into their third year, are being carried on to determine elk movements and routes from summer to winter range. One of the interesting facts that will be determined is whether or not major elk herds are made up of smaller segments which spend most of their time together on the summer range. This information can be used by both States and others involved in elk management in determining methods and numbers of harvest and season dates.

Elk Response to Herd Reduction - This study up to this time, has been mostly one of gathering material and data with relatively little analysis.

Some of the interesting facts observed were the marked increase in weights of producing cow elk and in weights of unborn calves, which has been one of the factors in an increase in the survival of elk of the Northern Herd from 28 to 30 calves per hundred cows to 45 to 60 calves per hundred cows. This increase reflects a major change in survival due to more available range because of fewer animals and probably decreased social pressures on crowded winter range. Also, the number of yearling cow elk conceiving calves has increased markedly.

A method has been developed of aging elk by use of the elk tooth or canine, as opposed to inspecting the whole jaw. Aging is important to determine the herd age structure, which in turn is an important index of the health of the herd and its habitat. The ease of determining age by this method, especially in elk harvested by hunters in the Rocky Mountain States, should greatly facilitate the gathering of these data which in the past have been almost impossible to collect.

It has been found through testing that it is possible to determine the pregnancy of live elk through palpation. This method, long used in domestic cattle, will become increasingly important in areas of the Rocky Mountains where elk are live trapped for study and for comparisons with other herds.

Grizzly Bear Study - The successful use of drugs in the immobilization and capture of grizzly bears has allowed radio instrumentation of these bears, which in turn has resulted in the tracking of the animals to winter hibernation sites. This is important in the overall picture of perpetuation of this

rare and endangered species, since survival of the young in hibernation has not previously been possible to determine. The habits of the grizzly have been under study intensively for seven years and the findings of this study will shortly be compiled by the researchers involved. The results will enable the few states still containing grizzly bears to take the necessary management measures to insure their perpetuation.

Black Bear Study - The first year of this study indicates that the use of bear proof garbage containers in campgrounds greatly reduces the number of bears habitually in the campgrounds thus reducing damage and injury to the Park visitors.

Observations continue to indicate that approximately one out of ten visitors (cars) feed bears inspite of all information and efforts to make the National Park Service regulations clear to the visitor when he enters the Park. More profound findings of this study will be available upon completion of the study at the end of next year.

Fisheries Study - Continued studies on Yellowstone Lake by the Bureau of Sport Fisheries reveal necessary information for annual management of this important resource. Additional studies begun last year on other waters in the Park, revealed that fishing is limited in some small lakes due to the past practices of fish stocking - ie, fish have hybridized to the extent that production of fertile eggs is limited. Other factors contributing to limited production on some of these lakes has been determined to be the lack of optimum spawning area and water temperature in the spawning area.

Geology - In cooperation with the National Aeronautical and Space Agency and the National Park Service, the U.S. Geological Survey has begun a five-year intensive study of Yellowstone geology. The summer of 1965 found two Survey field parties in the Park studying glacial geology in the Gallatin Mountains and the volcanic rocks of the Absaroka Range. Next summer will bring additional earth scientists into the Park to investigate the famous geysers and hot springs. These varied studies will provide a depth of geological knowledge which will enhance our management and interpretation of the Park.

Another Geological Survey study concerns earthquakes associated with the Hebgen Lake quake of August 1959. Seismograph stations in Yellowstone reveal a linear pattern of minor earthquakes extending from Hebgen Lake southeast across the Park towards Yellowstone Lake. These studies will be continued.

5. Visitation:

A new travel record was set in Yellowstone National Park with 2,062,476 Park visitors recorded during the 1965 season. This figure represents a healthy 6.9 per cent increase over travel in 1964 when 1,929,316 visitors entered the Park and it is the first time in the history of the 93 year old Park that the two million visitor mark has been reached.

In July and August, the most popular visitor months, visitation soared substantially higher than ever before. A total of 723,013 visitors were recorded in July representing a 7.5 per cent increase or 50,576 more visitors than for the month of July in 1964. In August 700,318 visitors entered the Park, an increase of 14.8 per cent over August of 1964 or 90,413 more visitors!! The two months together more than made the difference in reaching the visitation record of 2,062,476.

The early season travel (May-June) remained on a par with that of 1964 and the fall and late season (September-October) travel was buffeted by seasonal storms and cold temperatures to drop below travel recorded for the same months the previous year.

All Park entrances showed gains in visitation over 1964. The East entrance via Cody, Wyoming represented the highest increase with 14.3 per cent more visitors entering the same entrance ^{than} during 1964. This represents a rather remarkable increase particularly since 7.1 miles of road construction was underway throughout the season.

A single day's travel record was established August 4 when 28,451 Park visitors were recorded entering the five entrances. It is interesting to note that average daily travel in July increased by over 1,500 persons per day over July 1964 and by nearly 3,000 per day in August over August 1964.

Total overnight visits in the Park numbered 1,582,997 in 1965 as compared to 1,552,265 in 1964. Concessioner facilities registered 1,358 more overnight guests in 1965 than in 1964. Campground use increased by some 29,000 campers during 1965 over 1964. A total of 916,136 campers were recorded during 1965, tent campers numbered 394,197 and trailer-campers were numbered at 521,939. Trailer-campers use increased 16 per cent over those used in 1964. During July, campgrounds at Madison Junction, Canyon, Fishing Bridge, Bridge Bay,

Grant Village and Old Faithful were filled each night of the month. In August these same campgrounds were filled on an average for 20 nights.

The new Land and Water Conservation Act fee system, inaugurated May 1, 1965, designated Yellowstone National Park as a fee area. Three types of permits - daily, seasonal and the annual \$7.00 Recreation/Conservation Sticker were available at all entrances. During the operating season, the five entrances sold 6,401 seasonal permits and 32,251 Recreation/Conservation Stickers. Total revenue from all fees was \$590,462.

6. General:

Steamboat Geyser in Norris Geyser Basin continued its spectacular eruptions on a highly irregular basis. This geyser, the World's largest, has erupted irregularly over a three-year period after a fifty-year inactivity period. Because of the crowds attracted by the eruptions, and the intensity of displays the trail to the geyser was rehabilitated and improved.

Special services in the way of training in or observation of National Park policies, procedures and practices were given over various periods of time in Yellowstone to students from the African countries of Zambia, Sudan and Nigeria.

9221
Lake Sub-District Ranger

December 20, 1965

West Thumb Area Ranger

Annual Boating Report - 1965

PERSONNEL

Donald C. Yestness, Park Ranger (General) GS-6, senior seasonal in charge of Bridge Bay operations and boating activities.

Thurston B. Sydnor, Park Ranger (General) GS-5, boat operator, West Thumb.

James H. Trainor, Park Ranger (General) GS-5, boat operator, West Thumb.

Clarence Sanders, Park Ranger (General) GS-5, boat operator, Bridge Bay.

J. O. Lewis, Park Ranger (General) GS-5, boat operator, Bridge Bay.

James Eiswald, Park Ranger (General) GS-4, boat operator, Bridge Bay.

Neil Hoskins, Park Ranger (General) GS-4, boat operator, Bridge Bay.

In addition to these regular boat operators the personnel from West Thumb Ranger Station served on the boat there as time allowed and as needs demanded. Due to the pressure of activities at Thumb, this source of manpower for the boats is not very dependable.

Lewis, Eiswald, and Hoskins will not be able to return next season. Sanders and Trainor have both requested other assignments to vary their experience in Yellowstone. It appears that we shall have to train a whole new crop of boatmen using Yestness and Sydnor as the anchor men.

EQUIPMENT

Baronett, 23 foot plywood hull cabin cruiser, 225 horsepower, mobile radio, bull horn, and head. This boat completed its sixth season on the Lake and is showing signs of wear and tear. Daily eight-hour use, frequently under the most adverse circumstances, puts a pressure on a boat not experienced by normal recreational use. Current replacement schedule for 1971 should be advanced since it is doubtful that this boat can be kept in safe operating condition without extensive and expensive repairs.

Yount, same as Baronett without mobile radio, head or bull horn. This boat has completed its fifth season on the Lake and is in proportionally better condition than Baronett. Replacement schedule for this boat, however, should also be advanced for the same reasons as Baronett.

Meldrum, 32 foot steel cruiser, 450 horsepower. This boat received very little use this season due to a fortunate lack of emergency situations and very little VIP demand. The boat, however, still remains a valuable tool on the Lake for bad weather rescue situations since it is the only boat we have that can operate in all weather conditions. The radar for this boat still remains in the shop, although it has been repaired and is apparently ready for installation. A determined effort should be made next spring to coordinate the operations of the radio shop and equipment repair shop in order to get this valuable machinery back into operation. Fortunately, no situation has arisen that has required the use of the radar during the last three years that it has been out of operation. This has been purely a matter of luck, not planning. Further complications for reinstallation arose this fall when all the wiring and mountings were removed by Los Abbey.

OPERATIONS

Accidents:

No boating accidents were filed with the U. S. Coast Guard this season. Several minor breakdowns required the assistance of the boat patrol. Bridge Bay personnel assisted Lake Ranger Station in the recovery of a drowning victim in the Yellowstone River, but this accident was not related to boating activities.

General Permits:

	<u>1965</u>	<u>1964</u>	<u>1963</u>	<u>1962</u>	<u>1961</u>	<u>1960</u>
West Thumb	1,561	1,675	1,841	1,654	1,870	1,804
Lake	563	470	632	586	778	852
Fishing Bridge	475	284	945	805	873	728
South Entrance	236	223	367	306	97	188
& Lewis Lake						
Grant Village	179	307	216	--	--	--
Bridge Bay	829	830	--	--	--	--
Others	31	--	--	--	--	--
	<u>3,874</u>	<u>3,789</u>	<u>4,011</u>	<u>3,351</u>	<u>3,618</u>	<u>3,572</u>

	<u>Percent of Total Permits Issued</u>	<u>Percentage Increase or Decrease Over 1964</u>
West Thumb	40	- 4
Lake	14	+ 2
Fishing Bridge	13	+ 5
South Entrance & Lewis Lake	6	Same
Grant Village	5	- 3
Bridge Bay	21	- 1
Others	1	--

Distribution By States:

<u>States</u>	<u>No. Of Boats</u>			<u>Percent of Total</u>		
	<u>1965</u>	<u>1964</u>	<u>1963</u>	<u>1965</u>	<u>1964</u>	<u>1963</u>
Utah	874	940	1,144	22.5	25	29
Wyoming	527	577	620	13.5	15	15
Idaho	431	460	482	11	12	12
Montana	361	357	367	9	9	9
California	445	380	349	12	10	9
Colorado	222	235	242	6	6	6
Others	1,014	840	807	26	23	20

In addition to the major use listings, this season we made a breakdown of use by individual states. This listing may be of use since this use is increasing while the use by the contiguous states is declining.

Alaska	3	Nebraska	61
Alabama	2	Nevada	27
Arizona	60	New Hampshire	1
Arkansas	1	New Jersey	14
California	445	New Mexico	32
Colorado	222	New York	34
Connecticut	10	North Carolina	1
Delaware	3	North Dakota	8
Florida	20	Ohio	49
Georgia	1	Oklahoma	26
Idaho	431	Oregon	73
Illinois	70	Pennsylvania	19
Indiana	24	Rhode Island	1
Iowa	33	South Carolina	1
Kansas	41	South Dakota	13
Kentucky	8	Tennessee	5
Louisiana	8	Texas	64
Maine	0	Utah	874
Maryland	2	Vermont	2
Massachusetts	5	Virginia	4
Michigan	85	Washington D. C.	1
Minnesota	23	Washington	97
Mississippi	1	West Virginia	2
Missouri	25	Wisconsin	40
Montana	361	Wyoming	527

Canada 14

During the zoning controversy, one of the points the Park Service made was that the boating use was mostly from the contiguous states and did not represent the National interests. Every state was represented but Hawaii and Maine. Our boating use is truly "National".

Distribution By Size:

<u>Size</u>	<u>No. Of Boats</u>			<u>Percent of Total</u>		
	<u>1965</u>	<u>1964</u>	<u>1963</u>	<u>1965</u>	<u>1964</u>	<u>1963</u>
16 Feet and Under	2,918	2,785	3,167	75	74	79
Over 16 Feet	957	1,004	793	25	26	22

(Included in the Class A group were 526 canoes and rubber rafts, or 14 percent of the total boats)

Boating Days Used:

This figure has not been kept in years past. We have generally used the average campground stay figure and applied it to boats. On the new boat permit form, space was provided to record the visitor's estimate of how many days he planned to use his boat during the summer. For 1960, the figure was 27,141 days of boating use, or an average of 7 days visit per boat.

General Benefits For South and Southeast Arms:

	<u>1959</u>	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>
TOTAL	250	317	290	263	335

Law Enforcement:

<u>Date</u>	<u>Violation</u>	<u>Name</u>	<u>Disposal</u>
6/14/65	Overlimit of fish	N. G. Tohlmen	\$10 Bond Forfeit
6/30/65	Fishing Closed Waters	G. L. Laiby	\$25 " "
6/31/65	Fishing Closed Waters	L. E. Foster	\$25 " "
6/30/65	Fishing Closed Waters	C. Foster	\$25 " "
6/30/65	Fishing Closed Waters	J. S. Treub	\$25 " "
6/30/65	Fishing Closed Waters	J. K. Stewart	\$25 " "
7/3/65	Fishing Closed Waters	F. DeLoeum	\$25 " "
7/2/65	Beyond 1/4 mile	J. D. Heim	\$15 " "
7/2/65	Fishing Closed Waters	A. H. Plant	\$25 " "
7/2/65	Fishing Closed Waters	D. L. Wilkey	\$25 " "
7/3/65	Fishing Closed Waters	G. M. Walker	\$25 " "
7/4/65	Overlimit of fish	J. E. Lee	\$ 5 " "
7/4/65	Fishing Closed Waters	D. F. Cooper	\$25 " "
7/10/65	Fishing Closed Waters	W. L. Ludlow	\$25 " "
7/11/65	Fishing Closed Waters	M. M. Bradshaw	\$25 " "
7/12/65	Fishing Closed Waters	R. E. Robinson	\$25 " "
7/12/65	Fishing Closed Waters	W. C. Genaro	\$25 " "
7/14/65	Fishing Closed Waters	W. E. Smith	\$25 " "
7/14/65	Fishing Closed Waters	L. Smith	\$25 " "
7/17/65	Fishing Closed Waters	W. J. Noblitt	\$25 " "
7/18/65	Overlimit of fish	K. Worfield	\$10 " "
7/19/65	Beyond 1/4 mile	J. F. McRierity	\$15 " "
7/16/65	No boat permit	C. O. Mitchell	\$10 " "
7/16/65	Overlimit of fish	R. Sate	\$10 " "
7/23/65	Possession Salmon Eggs	A. R. Pearl	\$20 " "
7/23/65	Possession Salmon Eggs	R. L. Igou	\$20 " "

Law Enforcement Continued:

<u>Date</u>	<u>Violation</u>	<u>Name</u>	<u>Disposal</u>
7/23/65	Beyond 1/4 mile	R. G. Musso	\$15 Bond Forfeit
7/24/65	Beyond 1/4 mile	G. C. Butcher	\$15 " "
7/24/65	No Boat Permit	N. G. Tohlman	\$10 " "
7/25/65	No Boat Permit	J. Oenes	\$15 " "
7/25/65	Overlimit of fish	E. O. Zimmerman	\$10 " "
7/25/65	Salmon Eggs	C. E. Jensen	\$20 " "
7/28/65	Salmon Eggs	C. L. Bryant	\$20 " "
7/30/65	Salmon Eggs	W. Baker	\$20 " "
7/31/65	Beyond 1/4 mile	E. L. Redland	\$15 " "
7/31/65	Overlimit of fish	R. A. Assendrup	\$15 " "
7/31/65	Overlimit of fish	L. V. Jones	\$15 " "
8/1/65	Overlimit of fish	J. R. Breeding	\$10 " "
8/1/65	Beyond 1/4 mile	H. Heil	\$15 " "
8/3/65	No Boat Permit	C. J. Hansen	\$10 " "
8/3/65	No Boat Permit	H. E. McNeill	\$10 " "
8/4/65	Beyond 1/4 Mile	S. P. Klinger	\$15 " "
8/5/65	Boating Closed Waters	W. L. Merrie	\$20 " "
8/5/65	Overlimit of fish	F. W. Barney	\$10 " "
8/5/65	Overlimit of fish	R. L. Rice	\$25 " "
8/5/65	Overlimit of fish	W. M. Lawrence	\$25 " "
8/6/65	Boating Closed Waters	D. W. Metcalf	\$20 " "
8/6/65	Boating Closed Waters	J. George	\$20 " "
8/6/65	Boating Closed Waters	B. E. Salls	\$20 " "
8/7/65	Beyond 1/4 mile	E. C. Lore	\$15 " "
8/7/65	Beyond 1/4 mile	P. R. Sullivan	\$15 " "
8/7/65	Overlimit of fish	B. E. Boyd	\$10 " "
8/7/65	No Boat Permit	T. E. Heald	\$10 " "
8/8/65	Beyond 1/4 mile	W. McCarthy	\$15 " "
8/10/65	Beyond 1/4 mile	R. B. Wible	\$15 " "
8/10/65	Boating Closed Waters	J. T. Nichol	\$20 " "
8/10/65	Beyond 1/4 mile	E. Kelley	\$15 " "
8/11/65	Beyond 1/4 mile	R. F. Bishop	\$15 " "
8/11/65	Beyond 1/4 mile	W. A. Tanner	\$15 " "
8/11/65	Beyond 1/4 mile	M. Delgado	\$15 " "
8/11/65	Beyond 1/4 mile	D. Delgado	\$15 " "
8/11/65	Beyond 1/4 mile	E. P. Waldron	\$15 " "
8/15/65	Overlimit of fish	B. A. Mossberg	Not Guilty
		C. L. Mossberg	
		W. F. Hoenke	
8/15/65	Beyond 1/4 mile	J. W. Langman	\$15 " "
8/16/65	Beyond 1/4 mile	J. E. Byes	\$15 " "
8/20/65	Beyond 1/4 mile	P. E. Mapes	\$15 " "

Law Enforcement Continued:

<u>Date</u>	<u>Violation</u>	<u>Name</u>	<u>Disposal</u>
8/20/65	Beyond 1/4 mile	D. G. Thomas	\$15 Bond Forfeit
8/21/65	Beyond 1/4 mile	C. D. Stone	\$15 " "
8/22/65	Beyond 1/4 mile	F. K. Hyer	\$15 " "
8/23/65	Beyond 1/4 mile	D. A. McQueen	\$15 " "
8/26/65	Overlimit of fish	T. Young Jr.	\$25 " "
8/26/65	Beyond 1/4 mile	H. E. Sorenson	\$15 " "
8/30/65	Beyond 1/4 mile	G. O. Moffitt	\$15 " "
9/5/65	Arms Violation	L. H. Johnson	Guilty \$50 Fine
	No Boat Permit		
	No Special Arms Permit		

SUMMARY

26	Beyond 1/4 mile	\$ 390.00
14	Overlimit of fish	180.00
25	Fishing closed waters	425.00
6	No Boat Permit	35.00
4	Boating closed waters	80.00
5	Salmon eggs	75.00
<u>1</u>	Arms violation	<u>50.00</u>
81		\$1,235.00

New Equipment:

A check through the boating reports of the last few years shows that there has been an annual request for consideration of the purchase of SCUBA equipment. This season saw the acquisition of a first-class outfit, including an electric compressor for air. Now our problem lies in the lack of properly trained personnel to use the equipment. Boatmen Yestness and Sydnor both have had training; Sydnor quite recently and Yestness during World War II as a Navy underwater demolition man. National Park Service guidelines have been issued to control diving activities by National Park Service personnel and a considerable amount of training will have to be accomplished before we are in a position to use the excellent equipment we now have available.

The North District Ranger at Grand Teton, Jack Morehead, has completed the Scripps diving course and has expressed interest in assisting us in getting our diving program under way. We can also assist them by having our compressor available to them for refills of their tanks. The time factor seems to be the most difficult problem since we are already into our busy season before there is any water feasible for swimming available. Perhaps some training work could be accomplished in a nearby swimming pool prior to the main summer season with some follow-up sessions on Yellowstone Lake in early June.

We must also find a place to mount the electric compressor where there is absolutely clean air, free from any contamination by exhaust fumes or chemical fumes. The present storage room at Bridge Bay Ranger Station is not really adequate, since there is insufficient ventilation in the room. Perhaps the new boat station at Grant Village could be designed to provide for an adequate compressor room. The location at Grant Village would also make the equipment more accessible to the Grand Teton users.

Boat Measurements:

During the last few years, we have made every effort to simplify and expedite the issuing of boat permits requiring a measurement of the boat. The process has become greatly simplified and more consistently applied at all stations, but in spite of this, there have been complaints from boaters and manufacturers about some models that are close to the 16 foot measurement. This problem was brought to a head in Washington in early September, when the Boating Industry Associates requested a meeting with the Park Service to straighten out some complaints they had received from dealers. As a result of these meetings, Yellowstone agreed to amend their boating regulations to restrict all Class "A" boats to within 1/4 mile from shore. Previously, all boats 16 feet and under were restricted and this wording did not conform with general Coast Guard boat classifications. In discussions with the Coast Guard, we learned also that our measurement system did not conform completely to the Coast Guard system and agreed further to use the Coast Guard method.

During the meetings, the Boating Industry Associates' representative, Mr. Stone, pointed out that the Federal Trade Commission required all boat manufacturers to state the centerline measurement of all boats in any advertising they used. These centerline measurements must be in conformance with Coast Guard specifications. Mr. Stone also mentioned several publications available that list all boats and manufacturers. These books are similar to the "blue books" in the auto trade. We could

use these books to determine boat measurements and avoid getting into most of the measurement disputes that arise. There would still be the occasional homemade boat to measure, but this would be no great problem.

During the Washington meetings, Mr. Stone offered the proposal that we relax our present 16 foot restriction in Yellowstone. This was not pursued, however, during the meeting with Mr. Stone, since the agenda only called for correction of the present methods. Revision of our restrictions, however, was discussed with Coast Guard officials and Washington Park Service staff members. The general consensus was that we should consider the issue and, perhaps, make revisions on our own rather than wait for public pressures to force us into a defensive battle to defend our present regulations.

Some recognition should be given to the vast improvements in boating safety since the enactment of our current regulations in 1948. Boat design has vastly improved and power plants have become much more powerful and reliable. Yellowstone Lake is not exclusive in its cold water and rough weather, but our regulations are very exclusive. No other area in the country that we know of has anything like our 1/4 mile restriction. The Washington Coast Guard officials we talked to expressed the opinion that the 1/4 mile restriction was over regulatory. The Coast Guard is having difficulty at present with the many state regulations being promulgated, which over regulate and lack consistency with Coast Guard regulations.

Our safety record of recent years could as easily be attributed to the improvement in boating designs and equipment as to our restriction of boats to 1/4 mile from shore. The numerous violations of this regulation could lead to drownings even with the regulation in effect, but most boaters have a modicum of common sense as well as instinct for survival that controls how far they will go from shore. Our primary responsibility should be to notify them of the dangers they might meet on the Lake and offer warnings of impending bad weather. The Park Service has vastly better equipment for rescue and patrol than was available in 1948. We can do much more now to prevent a recurrence of the drownings of that disastrous year. We should permit the boater to enjoy the challenge of the water without undue restriction.

Zoning Regulations:

There exists a definite need to re-evaluate the zoning regulations with an eye to recent use trends. The present regulations represented a political compromise to satisfy all sides in the dispute over the zoning

proposal of 1960. As is true with many compromises, the solution was not very satisfactory for Yellowstone Park and the conservationists, or the boating users. The fervor about the issue has declined or disappeared and it would seem appropriate to enact the regulations we would like to see for this area. We don't feel anyone concerned with the enforcement of the present regulations wishes to see them continued. They are burdensome to the boaters and to the boat patrol Rangers, and serve no real protection use. The regulations were designed to harass the boaters and thereby discourage their use of the area. Use of the area has remained at about the same level over the last five years, and it is doubtful that the removal of the 5 mile per hour restriction special permits, etc., would cause any significant increase in the use of the area.

Much of the argument for the original zoning proposals on Yellowstone Lake were based on the spectacular rise in the number of boats coming here. From 1955 through 1959, dramatic increases were occurring annually. Superintendent Garrison noted in one of his speeches that in 1959 we would have gotten 6,000 boats if the earthquake had not disrupted the travel to the Park. This figure of 6,000 was a logical projection of the figures from the past five years and with this volume of boating use, there was legitimate concern about the future of the wilderness portions of the Lake. These increases reached the peak in 1959, however, and the figures have remained at a steady level since that date. Nationally boating has steadily increased, but Yellowstone is not getting these boaters. No doubt, the development at Lake Powell, Fleming Gorge, and soon the Big Horn area, has drained off many of our local boaters. We offer fishing and scenery here. The others offer this plus swimming, water skiing, warmer weather, and a longer boating season. All the figures indicate the boating pressure is off Yellowstone for the time being.

Lynn H. Thompson

cc: Superintendent
Chief Ranger
Ranger Office
South District Ranger Morey
Lynn H. Thompson
✓ Files
Reading File

Yellowstone National Park, Wyoming 83020

A2621

July 20, 1965

7/20/65
W. J. J. 7/20
W. J. J. 7/20

Memorandum

To: Regional Director, Midwest Region

From: Superintendent, Yellowstone

Subject: Annual Report of Inspection of Fire Hazards

Enclosed is the original and one copy of the Annual Report of
Inspection of Fire Hazards.

John S. McLaughlin

Enclosures

cc: File
Fire Control Specialist
CRO
Reading File
Fire Cache

LLGunzel:lg

Annual Report of Inspection of Fire Hazards

Yellowstone National Park

1965

Inspections

Most of the government and all the concession buildings were inspected for fire hazards by July 15. Concession properties were inspected by concession, fire insurance, and National Park Service (rangers) employees working as an inspection team.

Numerous hazards, especially those that reflect poor housekeeping, are corrected at the time of inspection or shortly thereafter.

Followup inspections will be conducted by park rangers and concession area fire chiefs to assure that housekeeping hazards are kept to a minimum and discover new hazards before trouble begins.

The National Park Service-Concessioner Building Fire Protection Agreement was approved again this season with minor revisions. The agreement provides an area fire chief for each of the major interior park areas in addition to the concession fire marshal. These men are all professional fire personnel and do an excellent job of inspection, followup inspection, and training of concession employee brigades; in addition they respond to all fires to direct employee action.

The concession fire marshal has developed an excellent fire demonstration for use in training of employees. The demonstration has been conducted in all major employee orientation meetings. It dramatically illustrates the dangers of overloaded electrical circuits, use of flammable liquids, use of pressurized hair sprays, etc., near flames and other common fire hazards.

Fire Loss During the 1963 Calendar Year

Date of Fire	Building	Cause	Building Damage	Property Damage	Total Damage
6-1-64	Yellowstone Park Company employee cabin 633-634 Old Faithful	Combustibles close to wood stove	\$1450.00	\$1063.00	\$2513.00
6-12-64	Old Faithful campers cabin #607	Use of flammable liquid to start fire	None	10.00	10.00
6-14-64	Old Faithful Inn	Spark from fireplace	30.00	None	30.00
6-17-64	Old Faithful campers cabin #380	Ashes in cardboard box	10.00	None	10.00
6-18-64	Old Faithful campers cabin #6	Use of flammable liquid to start fire	None	None	None
6-19-64	Old Faithful campers cabin #121	Use of flammable liquid to start fire	None	60.00	60.00
6-29-64	National Park Service Garbage Packer Truck	Combustibles in garbage	None	50.00	50.00
7-6-64	Fishing Bridge campers cabin #452	Use of flammable liquids to start fire	175.00	350.00	525.00
7-15-64	Old Faithful campers cabin #374	Disconnected chimney pipe	100.00	--	100.00
7-18-64	Visitor automobile Madison campground	Gasoline and spark	--	150.00	150.00
8-6-64	Park visitor tent Canyon campground	Candle type lantern	85.00	186.00	271.00
8-8-64	National Park Service Lamar Ranger Station Building #273	Fabric blown against Herb Dryer	200.00	30.00	230.00
8-13-64	Visitor pickup camper	Leak in propane connections plus spark	--	4730.00	4730.00

Date of Fire	Building	Cause	Building Damage	Property Damage	Total Damage
9-22-64	Old Faithful Inn kitchen	Grease accumulation plus spark	--	8.00	8.00
9-25-64	Old Faithful Inn boiler room	canvass in contact with light bulb	2.00	--	2.00
Total Damage -			\$2052.00	\$6637.00	\$8689.00

It is interesting to note that 60 percent of the total fire loss (\$5150.00) was to park visitors outside of public accommodations.

Four fires were started by park visitors starting wood fires with flammable liquids and caused \$595 damage plus personal injuries. Signs were placed in all employee and visitor accommodations during the 1964 season (Fire Safety Rules, sample sent with last year's report). It is interesting to note that no fires have been reported due to use of flammable liquids in visitor or employee accommodations since the signs were placed, inspite of the cold, wet weather last fall and this spring.

Improvements Accomplished During Past Year

The new fire truck ordered in 1964 was placed in service this season. This completes replacement of all old army-style surplus vehicles. All fire trucks are being amortized so that replacement in future will be an automatic process when the need is apparent.

Waterline and hydrant maps were prepared for all major park areas. Thus, it is now possible, as time permits, to analyze each water system for adequacy of water mains, feeder lines, and placement of hydrants according to National Fire Protection Association standards.

A program of replacement of old and outdated fire hose was started and expected to continue until all hose meets minimum standards.

Foam generating nozzles were purchased for Old Faithful, Canyon, and Lake fire trucks to give added protection capability to the units for combating large gasoline and oil spillage fires. Although no major fires have resulted, there have been large spillages of both oil and gas in all of these areas in the past few years since the large tank-trailer type vehicles have been allowed to service the areas. Mammoth has had a foam generator for several years.

The new plastic type inflatable splints were added as standard equipment on all the fire trucks. The full leg and full arm sizes were considered sufficient to meet all our basic needs.

The old Cottage Hotel was torn down and burned in place eliminating a serious fire hazard to other nearby buildings and to the surrounding vegetative cover.

Hazards Disclosed and Corrective Action Taken

Most housekeeping hazards are corrected at the time of or immediately after inspections are conducted. Those hazards not corrected will be referred to proper divisions for corrective action. Follow-up inspections will be made to eliminate new hazards as they develop and to assure correction of hazards not corrected at the time of inspections. Most of the permanent personnel are assigned to fire brigades and are kept constantly aware of the structural fire potential.

The concession fire marshal and fire chiefs are responsible for coordination of hazard correction in all concession properties. They work directly with concession management to organize fire brigades, hold test drills, train employees in fire prevention and fire suppression. Park rangers work with the fire chiefs and managers to assure a competent fire prevention and suppression program.

Most old buildings in the Park have built-in hazards due to age and class of approved codes at time of construction. We will continue to eliminate all hazards possible in old buildings that must be used until eliminated or reconstructed by future construction programs.

A 26-21

Superintendent

January 18, 1966

Chairman, Superintendent's Church Committee

Annual Report - 1965

Throughout 1965 the routine activities of the Committee continued to facilitate the growth of religious opportunity in Yellowstone National Park. The primary responsibilities of this organization are to schedule church services for all faiths throughout the Park and to operate and maintain the Mammoth Chapel.

A year ago the Committee undertook to pay the cost of heating fuel, janitor services, minor repairs, etc., from regular fees charged each organization using the building. The nominal fees of \$2.00 in the summer and \$4.00 in the winter have proved adequate to provide good service.

Improvements to the building during the past year included complete repainting of the exterior woodwork, installation of vinyl matting in the entry hall, and purchase of a new electric vacuum cleaner.

A beautiful new gold alter set (cross, two candle holders, and two flower vases) was given to the Chapel in memory of Mr. Richard Nelson, who was recently Assistant Superintendent in Yellowstone. This fine gift was made possible through community donations in remembrance of his interest in the welfare of everyone.

The Hammond electric organ failed to operate in September and was taken to Billings for repair. Complete overhaul was undertaken and several electrical parts replaced at a cost of approximately \$50.00. Also several leaded glass windows were damaged by a dynamite explosion during demolition of the hospital building nearby. The contractor repaired the damage.

Removal of the old hospital provides the long anticipated site for a Parish House proposed many times by the Committee. Possibly someday through joint financing by religious and government agencies, it may be possible to provide a needed structure for the Sunday School, recreation, and minister's quarters.

During the 1965 season, the program of religious services were quite similar to the preceding years. Reverend John Lee directed the Protestant program sponsored by the National Council of Churches. During the winter Protestant Sunday School and church services were conducted in the

Mammoth Chapel each Sunday. The winter program is jointly financed and supervised through the cooperation of the communities of Gardiner and Mammoth, with services and other activities conducted in both locations.

The Roman Catholic services were directed by Reverend Francis Penny of Cody, Wyoming. Mr. Lee Carter of Casper, Wyoming, was in charge of the Seventh Day Adventist services. The Christian Science program was supervised by Mr. M. Thomas Messelt of Great Falls, Montana, and the Church of Jesus Christ of Latter Day Saints services were organized by Mr. Keith Jergenson of St. Anthony, Idaho. In addition to the foregoing, the Church Schedule lists services in nearby communities for the convenience of Park visitors.

Two committee meetings were held to conduct business for the 1965 season. Current membership includes Mrs. Norma Martinek, Secretary; Mr. Joseph Kurtz, Treasurer; Mr. Stewart Orgill; Mr. Edmund Clancy; and myself. The position of Concessioner Representative is vacant.

Respectfully submitted,

F. B. Elliott

cc:
Elliott
Files
Reading Files

FBElliott/mew

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
YELLOWSTONE NATIONAL PARK

MEMORANDUM FOR THE PRESS
For IMMEDIATE RELEASE

Yellowstone National Park, Wyoming. January 1, 1966.

Superintendent John S. McLaughlin released Yellowstone National Park's 1965 annual travel report today and announced a new bench mark in travel to the nation's first national park was established during the year.

There were 2,062,476 visitors recorded entering the Park's five entrances, ending December 31. This new record surpasses 1964, the previous record travel year for Yellowstone by 133,160 visitors. It was eighteen years ago that Yellowstone reached the one million mark in visitors to the Park.

In reviewing the year's travel McLaughlin said that until July 1965 travel appeared to be on a par with that of 1964. Travel for the first six months of 1965 was less than 1% ahead of 1964. July saw a whopping 7.5% gain over July of 1964, and August travel continued to soar to a 14.8% increase over the same month of 1964. By the end of August total travel to the Park was 8.4% ahead of 1964.

Early season storms and cold temperatures in mid-September reduced Park visitors considerably and by the end of September total visits to the

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MUST BE KEPT IN LIBRARY

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1965
YELLOWSTONE
NATIONAL PARK
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YELLOWSTONE NATIONAL PARK TRAVEL - Sheet No. 2

Park were down to 7.7% lead over 1964. September travel for the year was 6.4% below that of 1964 and October travel dropped 5.8% for the month's comparison. Travel for the year continued to level off and was 6.9% above 1964 at the end of the year.

All five Park entrances showed increases in entering traffic over 1964. The East Entrance registered the highest increase with 14.3% over 1964. Total entries by entrances were:

South Entrance	639,778
West Entrance	572,493
East Entrance	503,316
North Entrance	235,354
Northeast Entrance	<u>111,535</u>
	2,062,476

The South, West, East and North entrances are open on the official opening date of May 1. Northeast entrance via Red Lodge, Montana was opened on schedule on May 30. This approach is over the magnificent 11,000 foot Beartooth range where snow, in great depths, remains late in the season. The Beartooth highway was closed earlier than usual, on the 26th of September following a mid-month snowfall. The highway usually closes near October 15.

All Park entrances except the Northeast remained open later than normal in 1965. The East entrance was closed October 31, the South Entrance, November 10, and the West entrance was officially closed November 24. The North entrance at Gardiner, Montana is open all year.

YELLOWSTONE NATIONAL PARK TRAVEL - Sheet No. 3

McLaughlin commented that very few people take advantage of a Park visit during the early and late season months. During July and August 1965, nearly one and one-half million people visited the Park or almost 70% of this year's visitors. The crowds of Park visitors during this popular season of the year often discourage those who prefer less crowded conditions. Although weather is a gamble during the early and late seasons, the Park itself is exhilarating and more enjoyable for many visitors. Wildlife is more frequently seen in May, early June and October; facilities are less crowded and natural phenomena at their very best. He recommended that visitors consider an early or late visit to the Park, if possible.

WINTER TRAVEL

Park roads around Mammoth Hot Springs Terraces and through the Lamar Valley to Cooke City, Montana are open to visitors all year long, except during severe storms. This northern section of the Park affords many opportunities for visitors interested in winter scenery, wildlife and photography. Cooke City and Gardiner, Montana have overnight facilities for visitors including food, gas and garage service.

West Yellowstone, Montana is the location for winter snowmobile travel into the Park. Trips are scheduled from West Yellowstone to Old Faithful and return. There are no accommodations at Old Faithful, but adequate overnight facilities are located in West Yellowstone. The trips are taken in one day with lunches provided by the operator.

During 1965 there were 1,075 persons made snowmobile trips. This service is provided by a Special Use Permit to an operator of over-the-snow vehicles and operates from mid-December to mid-March. Individual over-the-snow machines operating under a Special Permit issued by Park Rangers made 165 trips with 251 passengers during 1965. All motorized over-the-snow vehicles must stay on park roads and are required to obtain a permit.

TWO-MILLIONTH VISITOR

For the first time in the history of the 93-year-old Park, over two million visitors were recorded in one travel season. On September 20 Mr. and Mrs. Larry Rabe, Toppenish, Washington were welcomed at the West Entrance to Yellowstone by Superintendent John S. McLaughlin, Messrs. Gar Helppie, Vice President and Luther Nelson, Personnel Director of Hamilton Stores, Inc.; Messrs. Bruce Sigrist, General Operations Manager, Robert E. Haley, Reservations Manager, and Miss Patricia Taylor, Public Relations Director, of Yellowstone Park Company, as the two millionth visitor to Yellowstone during 1965. The Rabes, who were on their honeymoon, were hosted by the Yellowstone Park Company, Hamilton Stores, Inc., Haynes Inc., and the National Park Service during their visit.

The first millionth visitor to enter Yellowstone National Park during one season was greeted in September 1948. In 1963, 1962 and 1961 the millionth visitors were greeted on July 28, July 26 and August 6 respectively. In 1964 the millionth visitor for the season was recorded on July 27 and on July 25, 1965 the millionth visitor entered Yellowstone.

METHOD OF RECORDING TRAVEL

During each travel season periodic samplings are taken to establish the ratio of persons per car. This sytem was inaugurated in 1950 and each year the accumulated data are used in establishing any changes required in the ratio. In 1950 the ratio was 3.28 persons per car; in 1956 the ratio increased to 3.41 and again in 1962, the data showed another increase to 3.6 persons per car. Samplings made during 1965 verified the 3.6 persons per car ratio.

Because of the increased travel through entrances, Park Rangers do not count individual car occupants. However, trailers and pickup campers are recorded visually. This year trailers entering the Park increased 105.9% over that of 1964, with 27,983 trailers recorded.

Pickup campers, an ever-increasing popular method of travel, increased 29.6% over 1964. The first separation of pickup campers in travel reports began in 1961. During that year 1,274 pickup campers were recorded. In 1962 this type of travel increased by 12%; in 1963 over 30%, and in 1964 by over 22%. In 1965, 27,817 pickup campers were recorded, some 4% of the total entering traffic to Yellowstone.

SINGLE DAY TRAVEL RECORD

Two separate days of record travel were established during the 1965 season, both breaking the all-time record for a single day's travel set July 24, 1964.

On July 3, 1965, the single day's travel record was broken when 28,184 visitors entered the Park and again on August 4 a new record of 28,451 Park visitors were recorded. The old record was 28,134 visitors.

OPENING AND CLOSING OF FACILITIES

In early May, accommodations, food service, and automobile service stations were opened at Old Faithful. Historic Old Faithful Inn opened its doors May 14. Through May and June, additional concessioner and public use facilities were opened and made available as public travel and need increased. All concessioner facilities were open by June 18, 1965. Bus service began earlier than usual, on May 26, servicing all Park entrances except the East and Northeast gateways. Bus operations began June 14 through the East and Northeast entrances.

Park Interpretive programs, such as guided walks and campfire talks, began full-scale operations the third week in June.

By August 28 facilities and services were being suspended in minor locations. Lodging and general food service were available at Lake until September 27. The general store remained open at this location until October 11. The Old Faithful Inn closed October 11, food and overnight accommodations were available at Old Faithful Motor Hotel and Campers Cabin Office until October 24.

Service Stations at Old Faithful and Lake were open until October 31. The General Store and service station at Mammoth is open all year long to service winter visitors and the community at Park Headquarters.

POPULATION CENSUS

Park population censuses are taken twice each year. The census taken July 30 and August 4 showed an average of 4,371 employees and members of employees' families and 22,326 visitors, and daily total population of 26,697. Of the 22,326 visitors, 2,413 were registered in hotels and cottages, 3,100 at lodges, including Canyon Village, and 2,904 in Campers Cabins, and 13,909 in the campgrounds. Concessioner employees numbered 2,941.

There was a slight reduction of employee population and an increase of 3,224 persons in visitor population at the time of the 1965 census. The increase in visitor population was influenced by the record travel of August 4. Average daily total population for 1964 was 23,604 and in 1963 the figure was 23,015.

Hotel patrons showed the largest increase in visitors using the Park's overnight accommodations. Campers Cabin patrons were below that of 1964. Campground use rose by 2,753 persons, according to the census. Of the total populations within the Park, over 25.7 per cent was recorded in the Lake, Fishing Bridge and Bridge Bay, and 25.7 per cent was in the Old Faithful area. Canyon recorded 13.3 per cent of the total population.

PARK CONCESSIONERS

The primary concessions authorized by the Secretary of the Interior to provide needed services and facilities in the public interest in Yellowstone National Park are the Yellowstone Park Company (food, lodging and public transportation; Hamilton Stores, Inc. (groceries and general merchandising); and Haynes Inc. (film, photographic supplies and equipment, pictures, books and related goods). The concessioners report a general increase in most phases of operations during the 1965 season.

PHYSICAL IMPROVEMENTS

Several new improvements were made during 1965 and numerous projects begun. The East entrance road reconstruction began this year with 7.3 miles of road under construction throughout the season. In order to facilitate construction, the road was open to the public during certain limited periods of the day and night. Progress was good and at the end of the 1965 construction season the contractor had 65% of the project complete. Construction will continue through the 1966 season and part of 1967. Another road project on the Beartooth Highway was in progress this season, with 6.27 miles of road from below Richel Lodge to the first switchback (Rock Creek) was completed by the end of the 1965 season. Contracts for reconstruction of the Artist Point road at Canyon were let this fall; 1.5 miles of the South Rim road and parking areas will be under full construction during next season. The access to Artist Point will be closed to vehicular

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YELLOWSTONE NATIONAL PARK TRAVEL - Sheet No. 9

travel because of construction but foot paths will remain open to Park visitors wishing to use this famous viewpoint of the Lower Falls of the Yellowstone River and the Canyon. Reconstruction of 1.3 miles of the Firehole Loop Road began late in the 1965 season. The project will widen and re-base the present road. Also included in the reconstruction is the Daisy Geyser approach road and parking area. Construction of the Norris by-pass road began late this fall. The new road will completely by-pass the Basin and take vehicles out of the delicate geyser area. The ever-shifting geyser forces have, for years, damaged road surfaces through the Basin and the roads, in turn, have altered the natural sequences of shifting geyser forces. The by-pass will circle the Basin to the east and an approach road and parking area near the eastern edge will serve future visitors. Park officials estimate the construction will be completed in 1967.

Contracts were awarded this year for resurfacing of the West Yellowstone-Madison Junction-Firehole Loop road, 16.5 miles, and rehabilitation of the Golden Gate viaduct near Mammoth, and major bridges at Lamar and Gardner River high bridge.

Slope stabilization of newly reconstructed roads was completed during the late season of 1965, and a contract let for reconstruction of 4.2 miles of the Beartooth Highway from Rock Creek east to the United States Forestry Service boundary. Reconstruction of Uncle Tom's Trail on the south wall of the Grand Canyon of the Yellowstone River below the Lower Falls was

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started this summer. Construction is almost complete and public use of the trail should be available by mid-season, 1966. At Heart and Shoshone Lakes wilderness campsites were completed late this fall.

Bridge Bay marina, a new complex, is almost complete. The new concessioner-sales building was in operation this season and construction began on a boat repair-service building. At Bridge Bay campground work began on an additional 210 camp sites to the present campground. Extension of utilities for the additional sites was near completion by the end of the 1965 season. When completed the Bridge Bay campground will have 450 sites available to Park visitors and will be the largest campground in Yellowstone National Park.

At Grant Village construction of the marina continued. Bulkheading and dredging was completed and docks and docking facilities were 80% complete by the end of the 1965 season. A 12-unit apartment for housing government employees was completed by the end of the season and roads and parking at the marina area were well underway.

AIR TRAVEL

One of the highlights of 1965 was the dedication of the new Yellowstone Airport located north of West Yellowstone, Montana. Under-Secretary John A. Carver was the principal guest at the dedication ceremony. Notable guests and officials of State and Federal agencies and an estimated crowd of 200 attended the dedication held June 12, 1965.

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YELLOWSTONE NATIONAL PARK TRAVEL, Sheet No. 10-a

Air Service to the new terminal is provided by Western Airlines. Flights north from Salt Lake City and south from Butte, Montana arrive twice daily. Passenger service began June 12 with the inaugural flight bringing guests to the dedication ceremony. Service was terminated for the season on September 19. A total of 4,337 passengers boarded flights from the new airport during the 1965 season.

In conjunction with the air service are rental cars and other tourist services. The 160 x 50 terminal building includes offices for those services and a restaurant. The \$1,500,000 airport was constructed by the Aeronautics Commission, State of Montana, in cooperation with the Federal Aviation Agency, Department of Commerce, National Park Service, Department of the Interior, and the United States Forest Service, Department of Agriculture.

BOAT USE

Boat permits issued during 1965 totaled 3,677, a decrease of 112 permits from 1964. For the past three years the number of boat permits issued annually has decreased. Park officials feel the drop in the permits issued is due to the development of water recreation areas that provide a variety of water activities.

Boat rentals furnished through the Yellowstone Park Company, boat concessioners, increased, however. The Company provides guide boats, motor boats

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and row boats for fishing on Yellowstone Lake. The new Bridge Bay marina, in its second year of operation, continued to be the focal point for boating activity.

CAMPGROUND USE

One of the outstanding growths in visitor use of Yellowstone National Park is camping. Construction of campground sites in the Park has increased by 24% the number of sites since 1960. This includes the new 400 site campground at Grant Village and the 230 site campground at Bridge Bay. A few campgrounds have been "retired" in this period to allow the soil and vegetation to recover from years and years of camper use. During 1965 there was a total of 3,155 free camp sites available to campers traveling by foot, horseback, boat and car. In addition, some 358 sites at the new Fishing Bridge Trailer Village were available for those wanting Trailer space with utility hookups. A \$2.00 per night fee is charged for this new facility. It is operated by Hamilton Stores, Inc., a park concessioner.

By comparison, camper days, the number of campers per party per day, has increased 103% from 1960 to 1965. The most notable increase is in trailer-campers. Trailer camper days increased 187% from 1960 to 1965. Trailer campers first surpassed the number of tent campers in 1964 when the ratio of tents to trailers reached to almost 50-50. Prior to that year tents had always outnumbered trailers. In 1960 the ratio was 60-40 tents to trailers. During 1965 trailers represented 56% of the campers and tents 44%. In 1965, trailer-camper use was 10% over that of 1964. By contrast, the total visitation to the Park since 1960 has risen 42%.

Superintendent McLaughlin cautioned campers about locating in a desirable campsite during July and August. He pointed out that there are 17 developed roadside campgrounds in the Park furnishing 2,569 individual campsites. Not all these campgrounds fill up but the major ones are often filled to capacity through July and must of August. During July, campgrounds at Madison Junction, Canyon, Fishing Bridge, Bridge Bay, Grant Village and Old Faithful were filled every night of the month. In August these same campgrounds were filled, on an average, for 20 nights.

Park officials point out that other campground sites are often available. Mammoth, Slough Creek, Pebble Creek, Lewis Lake and Norris campgrounds usually have sites available to campers who arrive at the campground by mid-day. A Park visitor who will not arrive in the Park until afternoon should check in at United States Forest Service campgrounds, advise Park officials. All approaches to the Park have clean and comfortable United States Forest Service Campgrounds located near the roads. For information on United States Forest Service campgrounds near the north, northeast and west approaches to Yellowstone National Park write to Forest Supervisor, Gallatin National Forest, Post Office Building, Bozeman, Montana and for information about campgrounds along the east and south approaches to the Park, write to Forest Supervisor, Shoshone National Forest, Cody, Wyoming and Forest Supervisor, Teton National Forest, Jackson, Wyoming.

LAND AND WATER CONSERVATION FUND ACT

One of the important changes in 1965 was the application of the new Land and Water Conservation Fund Act to Yellowstone National Park. Under the new act Yellowstone was designated as a fee area and an entirely new fee system was inaugurated on May 1 when the Park opened its entrances for the 1965 season.

Visitors to the Park could elect to purchase one of three different types of admission permits: the \$7.00 Recreation/Conservation Sticker which admitted the purchaser and all occupants of his vehicle to any federal designated fee area until March 31, 1966; a seasonal permit sold for \$2.50, admitted the purchaser to Yellowstone and Grand Teton National Parks for the season; and, a daily permit of 50 cents per person.

Visitors under 16 years of age did not require a permit.

McLaughlin said, "It became apparent as the season progressed that many Park visitors favored the \$7.00 sticker which would entitle them to visit not only Yellowstone National Park, but many other federally designated fee areas within this region or along their vacation route."

During the season from May 1 to October 31 the five entrances to the Park sold 6,401 seasonal permits and 32,251 Land and Water Conservation stickers. There were 141,684 visitors entering the entrances who had previously purchased the \$7.00 stickers. Sticker sales by entrances

more / 4

the north entrance - 3,411; the northeast entrance - 2,760; the east entrance - 11,229; the south entrance - 1,476; and the west entrance - 13,375. Total revenue for the season from all permits was \$590,462.

SEASON TRAVEL BY ENTRANCE STATION

	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1964-65</u> <u>Difference</u>	<u>1964-65</u> <u>Percent</u>
North	55,459	62,983	65,376	199,653	226,739	235,354	+ 8,615	+ 3.8%
West	154,262	154,657	159,026	555,344	556,765	572,493	+ 15,728	+ 2.8%
East	114,854	122,299	139,810	413,475	440,276	503,316	+ 63,040	+ 14.3%
South	164,522	165,738	177,716	592,279	596,657	639,778	+ 43,121	+ 7.2%
*Northeast	31,004	30,244	30,982	111,614	108,879	111,535	+ 2,656	+ 2.4%
TOTALS	520,101	535,921	572,910	1,872,365	1,929,316	2,062,476	+133,160	+ 6.9%

* Northeast Entrance closed for season on 10/25/63; 10/17/64; 9/30/65.

Yellowstone National Park, Wyoming
Annual Travel Report

1965

	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1964-65</u> <u>Difference</u>	<u>1964-65</u> <u>Percent</u>
Cars	520,101	535,921	572,910	+ 36,989	+ 6.9%
Visitors	1,872,365	1,929,316	2,062,476	+133,160	+ 6.9%
Boats	6,170	5,733	6,883	+ 1,150	+ 20.1%
Trailers	13,112	13,590	27,983	+ 14,393	+105.9%
Bus - <u>No.</u>	1,103	1,372	1,556	+ 184	+ 13.4%
<u>Pass.</u>	20,101	23,784	33,033	+ 9,249	+ 38.9%
Pickup Campers	16,897	20,686	26,817	+ 6,131	+ 29.6%

Yellowstone National Park, Wyoming
Monthly Travel Report

December 1965

		<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1964-65</u> <u>Difference</u>	<u>1964-65</u> <u>Percent</u>
<u>Monthly</u>	Cars	115	112	439	+ 327	+292.0%*
<u>12/1-12/31</u>	Visitors	414	403	1,580	+ 1,177	+292.0%*
	Boats	---	---	---	---	---
	Trailers	---	---	---	---	---
	Bus - <u>No.</u>	---	---	---	---	---
	<u>Pass.</u>	---	---	---	---	---
	Pickup Campers	---	---	---	---	---

* Increase due to different method used in computing North Entrance winter travel.

F.Y.
1966

Yellowstone National Park, Wyoming 83020

A2621-MWR

July 5, 1966

Memorandum

To: Regional Director, Midwest Region
From: Superintendent
Subject: Annual Report for Fiscal Year 1966

The subject report is submitted in accordance with instructions contained in the Reports Management Handbook and Midwest Region's memorandum 65-102, dated May 12.

Items contained in this fiscal year report are on the following subjects:

I. Public Relations and Information

President Johnson's Daughter, Lynda Bird, Visits Yellowstone
Yellowstone Records Over Two Million Visitors for the First Time
Fiftieth Anniversary of the First Automobile to Enter East Entrance
Yellowstone's Birthday Observed Twice During Fiscal Year
Director and Former Directors Visit Yellowstone
Park Historian Haines Writings Recognized
Recently Opened Western Airlines Airport at West Yellowstone

II. ADMINISTRATION

National Park Service Reorganization

III. OPERATIONS

Travel
Maintenance Activities
Wildlife Management
Negotiations for Sale of Yellowstone Park Company
Army Hospital at Mammoth Hot Springs Removed
Electric Power Contract Negotiations for Mammoth

IV. DESIGN AND CONSTRUCTION

Overall Construction Activities

V. SPECIALIZED SERVICES

**Concessions Analyst Stationed in Yellowstone
Concessioner Audits**

VI. RESOURCE STUDIES

**Research and Resource Studies Continue in Yellowstone
with Listing of Chief Activities**

VII. COOPERATIVE ACTIVITIES

**Foreign Visitors
Training Programs
Cooperative Planning Meeting with U.S. Forest Service**

John S. McLaughlin

Enclosures (2)

cc:

Director (2)

Tracy: (1)

Files

JSMcLaughlin:goff

I. PUBLIC RELATIONS AND INFORMATION:

President Johnson's Daughter, Lynda Bird, visits Yellowstone:

Miss Lynda Bird Johnson, daughter of the President, entered the South Entrance of Yellowstone National Park July 12. She was met by Superintendent McLaughlin and was guided on a tour of the south loop by Ranger Lynn Thompson. Miss Johnson left by the same entrance for Grand Teton late that day. Her experience in Yellowstone and her tour of the West were the subject of an article in the National Geographic Magazine in November.

I. PUBLIC RELATIONS AND INFORMATION:

Yellowstone Records Over Two Million Visitors for the First Time:

On September 20 the Park recorded, for the first time, its two millionth visitor in any one year, when Mr. and Mrs. Larry Rabe of Toppenish, Washington entered the West Gate in a very stormy, cold day. They were greeted by the Superintendent and presented mementoes of the occasion by the Park Service and representatives of the various concessioners. The Rabes, who were on their honeymoon, were a little overwhelmed by the suddenness and extent of their welcome during their stay in the Park as they were guests of the Yellowstone Park Company. The millionth visitor entered the Park July 25 .

The Park recorded 2,062,476 visitors by the end of the calendar year.

I. PUBLIC RELATIONS AND INFORMATION:

Fiftieth Anniversary of the First Automobile to Enter East Entrance Observed:

The 50th Anniversary of the first automobile to enter Yellowstone through the East Entrance was observed at that entrance August 1st. The event was sponsored by the Cody Club. Some 400 persons attended. Superintendent McLaughlin made the principal talk at the observance, which was held in perfect weather. The first car to enter the Park came through the North Entrance several years previously.

Yellowstone National Park

I. PUBLIC RELATIONS AND INFORMATION:

Yellowstone's Birthday Observed Twice During Year:

Yellowstone's 93rd Birthday Party or observance of the establishment of the Park was recognized by a dinner sponsored by the Billings, Montana Chamber of Commerce at the Northern Hotel in Billings on October 18. Mr. Robert Short of Minneapolis, Minnesota, newly designated President of See America, gave the address of the occasion. Superintendent McLaughlin responded for the Park and the Service. Four hundred people attended the dinner.

On May 7, at the Irma Hotel in Cody, Wyoming the 94th Birthday was recognized by a banquet sponsored by the Cody Club, with 100 in attendance. Mr. Art Bazata, President of the Yellowstone Park Company and Superintendent McLaughlin were speakers for this occasion.

I. Public RELATIONS AND INFORMATION:

Director and Former Directors Visit Yellowstone:

Director George Hartzog with his family were in the Park July 21 through 25. During this period he conferred several times with the Board and Officials of the Yellowstone Park Company. The Director returned to Yellowstone September 7th when he addressed the National Meeting of the American Forestry Association at Madison Junction. Superintendent McLaughlin welcomed the visiting delegates and distinguished guests to Yellowstone and introduced the Director. The Association was holding its annual convention at Jackson Lake Lodge in Grand Teton and made a one day trip to Yellowstone for the occasion on the 7th. The weather was rather stormy but the skies cleared for the Director's talk at Madison Junction. A box luncheon was served the group of 250 in the recreation hall at Old Faithful Lodge. The National Council of Women's Garden Clubs joined the American Forestry Association on the trip to Yellowstone.

Former Directors of National Park Service, Horace Albright and Conrad Wirth also attended these two meetings and toured Yellowstone in connection therewith.

I. Public Relations AND INFORMATION:

Park Historian Haines' Writings Recognized by EnglishSpeaking Union:

Park Historian Aubrey Haines was honored by the English Speaking Union by having his 1965 edition of Osbourn Russell's Journal of a Trapper chosen as an American Ambassador Book. This honor is extended to two books annually which show exceptional quality and portray the American way of life. The 1955 edition of this same book also received the Rounce and Coffin Award. The Book covers the period from 1834 to 1843 and is a factual narrative of Osbourn Russell's experiences in the Rockies when the fur trade was at its peak. Russell's journal tells of his several trips to the Yellowstone country in his travels of that period.

I. PUBLIC RELATIONS AND INFORMATION:

Recently Opened Western Airlines Airport at West Yellowstone
Handles Air Traffic of Unexpected Volume:

The Yellowstone Airport which was dedicated and opened in June of 1965 received traffic beyone expectations from visitors to and from Yellowstone National Park. Due to weather conditions in the West Yellowstone area, the airport closed in early September and reopened for the 1966 season June 9th. The building is nicely located and is constructed of the local travertine which is colorful both inside and out. It is combined with matching woods inside and makes a most interesting design. It is modern in all respects and also has a coffee shop and all other necessary facilities to serve travelers.

II. ADMINISTRATION:

National Park Service Reorganization:

As a result of reorganization and retirements, transfers of key people in the Park organizations occurred when Chief Ranger Wayne Howe was transferred to the Director's Office as Chief of Visitor Services in Resources Management. Biologist Robert Howe was moved to the Superintendency of Glacier-Bay Sitka National Monuments in Alaska. Management Assistant James Godbolt transferred to the Superintendency of Bandelier National Monument in New Mexico. These three vacancies were filled by the transfer of Harold J. Estey from Grand Teton, Robert Metherell from Yosemite and Robert Budlong from the Western Regional Office with the foregoing men occupying the vacated positions in the order indicated above. The Management Assistant's position was placed in construction programming rather than concessions and public relations as was the case prior to Mr. Godbolt's transfer. Assistant Superintendent Martinek was assigned these latter duties in addition to his other responsibilities.

For the first time in thirty-five years the Park was without the services of a landscape architect on the Staff when Edmund J. Clancy

Yellowstone National Park

was transferred to the Western Service Center in March.

Administrative Officer Ernest Anderson retired in October and

Cecil Hanner of the local Staff was promoted to the vacancy.

One of the longest functioning activities in Yellowstone, an activity

that has been part and parcel of administrative activities to a

greater or less degree since the Park was established in 1872 - -

that of payrolling of Park employees was closed out February 28 when all

such functions were transferred to the Midwest Regional Office in

Omaha, Nebraska.

Assistant Superintendent J. M. Carpenter and Assistant Chief Park

Naturalist were in the Washington Office for approximately three

months at varying intervals on special assignments.

Following is a summary of Personnel actions involving the permanent

staff from July 1, 1965 to the present time:

Transfers In:

- 5 promotions
- 4 reassignments
- 2 transfers from other agencies

Transfers Out:

- 8 promotions
- 15 reassignments

Yellowstone National Park

**Promotions and Reassignments made in accordance with the
Servicewide and Regionwide Career Development Plans :**

**6 promotions
6 reassignments**

Classification actions resulting in promotion of local employees:

6 promotions ---

III. OPERATIONS:

Travel:

Travel to Yellowstone set a new record, exceeding two million visitors for the first time when 2,062,476 people entered the Park during the Calendar Year of 1965. This surpassed the prior year, which established a record also, by 133,160 visitors. Despite generally stormy weather in the Spring of 1965 whopping gains in visitation during July and August set new records for daily and monthly travel. On August 4th, 28,451 persons came to the Park for a new daily record. All five Park Entrances showed increases on entering traffic. The East Entrance registered the higher increase with 14.3 per cent over 1964 - however, the South Entrance continued to lead all entrances with 639,778 visitors with West, East, North and Northeast following in that order.

For calendar year 1966 travel was showing an increase of 11.3 per cent through June 30 over the record 1965. Pickup campers and trailers were showing increased over 1965 by 54.7 per cent and 48.9 per cent respectively.

Snowmobile trips from West Yellowstone to Old Faithful increased increased with 2130 visitors making the trip during the winter.

III. OPERATIONS:

Maintenance Activities:

In July a contract was awarded for the rehabilitation of visitor centers in Yellowstone. The exterior and interior of the centers at Fishing Bridge, Mammoth, Old Faithful, Madison and Norris were completely redecorated and fitted with new lighting. The project completed on September 8, 1965 at a cost of \$20,860.54 provided a major improvement in visitor-use facilities.

A painting contract was awarded July 8 for the painting of building exteriors in the Mammoth area. Forty-six buildings were painted at a cost of \$49,114.52 to greatly improve appearances and protection of facilities in the Headquarters development.

Two contracts were awarded this fiscal year for the crushing and stockpiling of aggregate in Yellowstone National Park. One contract was in the amount of \$31,000.00 - the second was for \$45,250.00. Both contracts were financed from maintenance funds for the repair of Park roads. This initial step in utilizing contract services for crushed aggregate has proved very satisfactory.

A total of fifteen miles of seal coat at a cost of \$2500 per mile, and eight miles of half-soling at a cost of \$7500 per mile was completed during the period at various areas throughout the Park. Strong efforts are needed to increase this program and provide much more resurfacing on the seriously deteriorated old roads.

Yellowstone National Park

Maintenance Activities continued:

Rehabilitation of the water intake systems at Mammoth, Tower Fall, Lamar, and South Entrance as recommended by the U.S. Public Health Service was completed. All manhole covers were raised, drainage corrected and spring boxes reconstructed as needed.

Also in compliance with USPHS, the infiltration lines were reconstructed and a 2600 gallon concrete reservoir was provided at Lamar. At Northeast Entrance a test well, drilled by the U.S. Geological Survey, was connected to the existing system and equipped to replace an unsatisfactory surface source.

Protective fencing was placed and walks rebuilt to insure visitor safety at Steamboat Geyser, a new major feature in the Norris Geyser Basin. This project included some relocation of the trail from Norris Museum parking area to Steamboat Geyser. At Mud Volcano, a major section of trail was relocated to provide a loop system and handle the visitor traffic on a much improved nature trail.

59,
Old buildings, Numbers 45, 50, 58, 104, 119, 120, and 127 were raised to improve appearances and reduce intrusion on the natural scene. Old maintenance, utility, camp and dump areas were also cleaned up.

Secondary sewage lagoons were enlarged at Fishing Bridge and Madison to prevent disposal of nutritive sewage effluents into Park waters.

YELLOWSTONE
NATIONAL PARK
LIBRARY

Yellowstone National Park

Maintenance Activities continued:

Deteriorated bituminous sidewalks were replaced with concrete in both National Park Service and Concessioner areas in Mammoth. Visitor access and safety were greatly improved.

A water pump was relocated from Lake to Grant Village to provide a spare in the event of damage to the single initial pump. This will assure continuous service and better fire protection in the area.

A concrete block power house was erected on Mt. Washburn to replace a wooden building wrecked by heavy snow. The new building serving the fire lookout and major Park radio repeater proved stable this past winter.

The employee parking areas in the Mammoth area were improved to organize employee and administrative parking. Visitor parking at the Lake Store and Old Faithful Inn was also improved with areas increased in size and installation of barriers and surfacing.

There were fifteen current day labor projects in the Park. Some of the major projects were: Bridge Bay trails, Mammoth trails, Mammoth Terrace roads, picnic area facilities in various areas; parking areas in various areas, trailer dump station and landscaping. Maintenance and Rehabilitation reserve funds were requested and received to repair Building No. 555 at Mammoth. The building was

Yellowstone National Park

Maintenance Activities continued:

badly damaged by settling of the foundation. It was necessary to repair the foundation, level the building, and redecorate the interior. It was also necessary to brace four other houses built at the same time to prevent settling.

Routine maintenance undertook considerable interior painting and rehabilitation on quarters, the ranger station, electric shop, sign shop, paint shop and fire cache in the Mammoth area.

Roadside improvements included staining guardrails, installing bear proof garbage cans, placement of barrier rocks, logs and gates to provide a more pleasing Park experience for visitors.

III. OPERATIONS:

Wildlife Management:

Wildlife management activities were severely hampered by lack of snow and the resultant lack of winter elk concentrations. Elk are still widely scattered and in small groups.

Bison trapping has also been ineffective for the same reason.

Only 1250 elk were taken when a reduction of 2000-25000 elk was hoped for. Light snow conditions made it impossible to trap the elk.

Reduction Activities for 1965-1966 follow:

<u>Elk:</u>	<u>Gallatin</u>	<u>Northern Yellowstone</u>
Live shipped	139	1024
Hunter Kill Outside Park	206 (150 reg. seas. -/-56 sp. seas.	30
Biological collection	0	161
Trap Loss	6	35
Total Reduction	<u>351</u>	<u>1250</u>
Live trapped	563	1748
Neckbanded & Released	310	80
Escaped Elk	6	47
Retrapped Elk	102	489
Trap Loss	6	35
<u>Bison:</u>	<u>Lamar</u>	<u>Haynden Valley-Nez Perce</u>
Live shipped	0	45
Trap Loss		5
Total Reduction	0	50
Live Trapped	31	123
Neckbanded or eartagged	12	33
Retrapped Bison	26	88
Escaped Bison	1	0

Yellowstone National Park

Wildlife Management continued:

Antelope:

Biological Collection	92
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Total Reduction	<u>92</u>
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Deer:

Biological Collection	15
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Total Reduction	<u>15</u>
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III. Operations:

Electric Power Contract Negotiations for Mammoth Hot Springs:

An outgrowth of the staffing and organization studies of Yellowstone was a recommendation that generation of electric power in the Park for use at Mammoth be discontinued. Negotiations with Montana Power Company were carried out during the year and by April the general terms of a contract for the Company to furnish power for Mammoth had been tentatively agreed to. The Montana Power Company will purchase the transmission system at a price agreed upon by an appraisal committee appointed by the Regional Director. This committee had completed its work by early spring. It is tentatively agreed that the Company will take over the furnishing of power by early July and the obsolescent power plant at Mammoth will be closed down.

III. OPERATIONS:

Negotiations for Sale of Yellowstone Park Company:

Proposals for purchase of the Yellowstone Park Company by the Greyhound Corporation came to an end during the summer of 1965 when the Corporation would not agree to certain requirements laid down by the National Park Service as basic elements of a contract for operation in the Park. In early 1966, the Goldfield Corporation of New York initiated negotiations to purchase the Company. By the end of the fiscal year agreement had been reached between the Company and the Corporation on terms of a sale and the National Park Service had tentatively accepted terms and conditions under which the Goldfield Corporation could operate the Yellowstone Park Company. On June 8, the proposed contracts to effect the sale and operation by the new Company were sent to Congress for consideration. The Goldfield Corporation has said it intends to retain the key operations officers of the present Yellowstone Park Company.

III. Operations:

Army Hospital at Mammoth Hot Springs Removed:

The Mammoth Hospital constructed by the Army in 1909 was demolished because of deterioration and obsolescence of the building. It had been in use for hospital purposes until 1964.

The site has been restored and rehabilitated with lawn and trees filling the old spot so that the young generation would never know that a building had been there servicing hundreds of visitors to the Park.

IV. DESIGN AND CONSTRUCTION:

Overall Construction Activities:

New construction activities continued at Bridge Bay with campground extension and completion of the boat repair shop. At Grant Village construction of the Wilderness Museum, the outdoor amphitheater, marina and employee housing continued.

At Mammoth five employee residences were constructed. Major road construction projects underway included the Artist's Point Road, East Entrance Road, Norris Geyser Basin By-pass and resurfacing the West Entrance Road. Due to difficulties involved in location of the next section of road the reconstruction of the North Entrance Road was postponed. Considerable planning effort was given to the location of the Old Faithful By-pass and a program to get Yellowstone in a position to be ready for the 1972 Centennial observance of the establishment of the World's First National Park. In August 1965 the Park Master Plan was revised but at the end of the Fiscal Year this plan had not been fully approved. Another study of Yellowstone's road traffic problems was initiated late in this fiscal year by Mr. John Clarkeson under arrangements made by the Director's Office.

V. SPECIALIZED SERVICES:

Concessions Analyst Stationed in Yellowstone:

In an effort to assist Yellowstone in handling details of concessions management, the Director's office has stationed a Concessions Analyst beginning June 1966 when Mr. John Clay reported for duty here. Mr. Clay will be available to work on Yellowstone matters but will be assigned as required to handle concessions matters in other areas in the Western United States.

Although Mr. Clay will be assigned to Yellowstone National Park he will be carried on the organization rolls of the San Francisco Planning and Service Center.

V. SPECIALIZED SERVICES:

Concession Audits:

National Park Service auditing teams made regular audits of the Hamilton Stores and the Yellowstone National Park Company activities under their respective Concession Contracts to operate in Yellowstone National Park.

VI. RESOURCE STUDIES:

Considerable and Varied Number of Research and Resource Studies Continue in Yellowstone with the Chief Activities listed as Follows:

Ecological Elk and Bison Winter Range Studies by the Park Staff.

Grizzly Bear Studies by Dr. John and Frank Craighead.

Black Bear Studies by Colorado State University.

Bighorn Sheep Studies by Colorado State University.

Atmospheric Science Research, State University of New York, headed by Dr. Vincent J. Schaefer.

Elk Migration studies by Dr. John and Frank Craighead.

Elk population studies by Montana State University and Montana Game and Fish Department.

Comprehensive study of the Geology of the Park by the U. S. Geological Survey.

Seismic Research on Old Faithful and other Geysers in Upper Basin by Dr. John Rinehart, Environmental Science Services Administration.

Fisheries Resource Studies by the U.S. Bureau of Sports Fisheries.

Environmental Studies of Lakes and Streams in Yellowstone by Montana State University.

VII. COOPERATIVE ACTIVITIES:

Foreign Visitors:

During the year special visitors came from Malaysia, Japan, Sudan, Australia, Taiwan, Belgium, Scotland, Netherlands, Sweden, Thailand, Chile, India, England, Greece, Turkey, France, Germany, Portugal, Spain, New Zealand, Zambia, Nigeria and Kenya - all of whom received particular attention and guidance through the Park because of their individual interest in conservation or governmental activities.

Of particular interest were the following: Messrs. Solomon Kalulu, Minister of Lands, and Lazarus Mmanga, Permanent Secretary of the Ministry of Lands, Zambia.

Mr. Francis X. Katite, Director of National Parks, Uganda.

Mr. Ahmed Talaat, Deputy Director, Aswan Dam, Egypt.

Messrs. R. J. LaBuechagne, Deputy Director, and A. E. Kuschke, Chief Engineer, National Parks, South Africa.

Messrs. Peng Teh and Jack Kuo, Taiwan.

Mr. Leonard H. Smith, Director of National Parks, Australia.

Count Du Parc, Belgium.

Mr. L. O. Budge, Member of the Board, Tongariro National Park and Director Search and Rescue, New Zealand Police Department.

Mr. and Mrs. Donald Ker, Senior Member of Ker, Downey and Selby, famous Safari Outfitters and Guides, Nairobi, Kenya.

Mr. Gert Alsted, Natural Area Conservationist, Denmark.

Mohamed Kahn, Acting Chief Game Warden, State of Perak, Malaysia.

VII. COOPERATIVE ACTIVITIES:

Training Programs:

The Nigerian Forestry Student Program, similar to the African Student Programs of past years, was requested by the International Agriculture Development Service, Department of Agriculture, and our own cooperative assignment was to administer and coordinate the program here together with Grand Teton and the Bureau of Reclamation, Indian Affairs and the Bureau of Land Management. The Nigerians were in Yellowstone from August 30 to September 11. All four Nigerian students were enrolled in forestry courses in U.S. colleges. Their training was set up at a pace suitable to the student and all had a voice in the activities schedule offered them. Park protection, grazing, elk reduction, fishing, mountaineering, blister and black beetle control programs with the history of the establishment of the National Parks and the Service were presented to them all and it was felt by the Park Service personnel directing this instruction that the Nigerians were well indoctrinated in park operations and absorbed the indoctrination very well. Mr. Musa Yola Kano, also with this Nigerian Government, received special training in Yellowstone May 24 to June 2. Seventeen Turkish foresters received special training attention July 28 - 31. Park Administration and Wildlife Management student classes from Colorado State, Utah State and Montana State Universities were given special assistance during their tours of the Park.

VII. COOPERATIVE ACTIVITIES:

Cooperative Planning Meeting with U.S. Forest Service:

On September 28 the Superintendent and members of the staff met with the Regional Foresters of three U.S. Forest Service Regions and Supervisors of the five adjacent national forests to correlate and coordinate recreation activities in the Yellowstone area. It was a fruitful meeting and others are planned.

Yellowstone National Park, Wyoming 83020

January 13, 1967

A26-APC

Memorandum

To: Regional Director, Midwest Region

From: Superintendent, Yellowstone

Subject: Park Highlight Briefing Statement, 1966 Calendar Year,
Yellowstone National Park

In compliance with Mr. Montgomery's memorandum of December 23,
subject as above, enclosed in duplicate are the statements for
Yellowstone.

John S. McLaughlin

Enclosures

HIGHLIGHT BRIEFING STATEMENT. 1966 CALENDAR YEAR

Yellowstone National Park

Idaho, Montana, and Wyoming

Congressional Districts:

Idaho - 2nd; Montana - 1st and 2nd; and Wyoming - 1st

1. Development
2. Land Acquisition
3. Cooperative Activities
4. Research Findings
5. Visitation
6. General

1. Development

A number of new developments were completed in 1966, and other projects were initiated. On the East Entrance road, reconstruction of 7.3 miles continued throughout the season. To facilitate construction, the road was open to the public during limited periods of the day and night. Progress was good and by the close of the 1966 season, the contractor had finished the grading project. Another road project on the Beartooth Highway was in progress this season. A four and one-half mile section extending easterly from Colter Pass to the Clarks Fork Bridge was complete including two new bridges across the Clarks Fork and Crazy Creek. Progress on reconstruction of the Artist Point road at Canyon was good and is now 80 percent complete. Vehicular access to Artist Point was not permitted during the 1966 season, but the road will be open on a limited basis next year as only road surfacing remains to be done. A narrow winding 1.3 mile section of the Firehole Loop road was reconstructed and widened, and a new road and parking area was provided at Daisy Geyser. Reconstruction of the Norris bypass road and new Norris parking area was completed late this fall. The new route completely bypasses the Basin and removed vehicles from the delicate geyser area. The ever shifting geysers have damaged the roads for years and in turn the roads have altered the natural geyser formations. Also, resurfacing the West Entrance road was completed in the 1966 season.

Reconstruction of Uncle Tom's Trail on the South Rim of the Yellowstone Canyon below the Lower Falls was completed. The old wooden stairway was replaced with a well designed steel and concrete structure, which enables visitors to obtain an excellent view from the base of the Lower Falls. Also, footpath between the head of Uncle Tom's Trail and Artist Point was reconstructed. Reconstruction of the Terrace Loop road at Mammoth was completed along with reconstruction of many trails and boardwalks to improve access to the Mammoth Terraces. The overlook at Calcite Springs near Tower Junction was completely reconstructed and improved.

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Along the Yellowstone Canyon, three new comfort stations will be constructed adjacent to the large visitor parking area. Utility extensions for these buildings are now in place. Two incinerators are under construction at Bridge Bay and Grant Village to improve refuse disposal. New exhibits are being prepared for installation in the Mammoth and Fishing Bridge Museums.

Maintenance of the older facilities throughout the Park has been improved. Many of the buildings in the developed areas have been repainted, and the roads resurfaced. The Park concessioners have participated in this effort by rehabilitating and refurnishing many of their facilities.

2. Land Acquisition

No activity.

3. Cooperative Activities

At the suggestion of the Director of the National Park Service a Tri-State Committee consisting of representatives of Idaho, Montana, Wyoming, U. S. Forest Service, Bureau of Public Roads, and the Superintendents of Yellowstone and Grand Teton National Parks met twice in Yellowstone to consider aspects of regional planning in the area adjacent to and including the two National Parks. Year round opening of roads in the parks and other development matters were discussed. The Committee will discuss these matters with the master planning team for the two parks prior to making final recommendations.

U. S. Forest Service and officials of Grand Teton and Yellowstone National Parks continued their discussions and mutual planning efforts to coordinate activities pertaining to visitor services and facilities in the parks and adjacent national forests.

Officials and students from foreign lands were in Yellowstone for various periods of time for training or observation of work and visitor activities. Japan, Thailand, Egypt, Tanzania, Kenya, Zambia, Nigeria, Taiwan, Turkey, Australia, and New Zealand were represented by one or more individuals visiting Yellowstone for participation in these programs.

4. Research Findings

Fisheries Studies - Continuing studies of the Yellowstone Lake fishery and fisherman use provide information needed to formulate annual

management plans for this important resource. Related studies are providing information on homing of cutthroat trout and trout mortality due to various fishing methods. The Park-wide lake and stream inventory is continuing, with several bodies of water evaluated this past year.

Studies of Winter Range Ecology - Overall forage utilization during the winter of 1965-66 was the lightest since 1962 due to the mild weather and wide dispersal of grazing animals. Willow vegetation has shown some improvement since 1962; however, most aspen stands continue to decline in condition or remain static in very poor condition due to excessive browsing. An experimental prescribed burn of an aspen stand has been carried out to determine if burning can improve aspen reproduction. Results will not be known until the fall of 1967. Sagebrush on pronghorn winter range remains in very poor condition with no improvement since 1962.

Black Bear Study - Field work for this two year study has been completed. Final reports will be available by May, 1967. Data on the bear population, activities, and movements have been obtained by observing individually marked animals. Begging activity increased from spring to summer. Bear activities, damage, and personal injury increased in direct proportion to the number of non-bearproof garbage cans and total visitation in the study area. Marked bears moved up to 24 airline miles from the point of marking, and daily travels varied from less than one-fourth mile to eight miles. Data on the relationship between "roadside" and "backcountry" bears will help define the probable impact of bear control operations in developed areas on the total bear population. Observations of bear behavior along highways and in developed areas will help assure preservation of black bears in their natural state while minimizing property damage and personal injuries.

Bison Ecology - Two years of field work have been completed. Bison movements and interchange between major herds have been defined by observing neckbanded animals. Information has been obtained on sex and age composition and herd productivity, food habits, diseases and parasites, and herd size. Data on herd size, productivity, and interchange between major herds has been useful in formulating annual management plans.

Grizzly Bear Study - The eighth and final year of intensive study has been completed. Certain phases will be continued on a less intensive scale. A summary of major study findings and a proposed management plan for the grizzly bear in the Yellowstone Park region are nearly completed. This information will help assure preservation of this rare and endangered species in the Park and other areas.

Elk Migration Studies - These studies are going into their fifth year. Over 1,500 elk have been neckbanded for individual identification. Information has been obtained on migration between summer and winter range, dispersal on winter range, movements on summer range, and on group integrity on summer and winter range. Data should help determine if specific herd segments exist and whether or not they regularly use specific summer and winter range areas. This information could have important application to the timing, location, and size of population reductions on winter range. A report covering the first four years of study is being prepared.

Ecology of the Gallatin Elk Herd and Its Habitat - A total of 310 elk were neckbanded for individual identification. Ground and aerial observations of these elk have helped define migration patterns, dispersal on summer and winter ranges, and interchange with other herds. Range studies indicate excessive and proportionally heavier winter range use inside than outside the Park over the past few years.

Pronghorn-Mule Deer Relationships in Winter Range - Determination of winter food habits from 100 pronghorn and 30 mule deer stomachs will help define each animal species relative to contribution to deterioration of important browse species on key pronghorn winter range. Better management of the Park's limited pronghorn winter range should result.

Bighorn Sheep Ecology - Field work connected with a study of bighorn sheep ecology on winter range has been completed and a final report will be submitted soon. Approximately 230 bighorn sheep ranged in the northern one-third of the Park during the winter of 1965-66. A study of bighorn sheep ecology on summer range was initiated in 1966 and will continue through 1967. Preliminary results indicate a larger number of sheep during the summer than during the winter.

Geology - The U. S. Geological Survey Yellowstone Project continued through the second of five field seasons. Studies of glacial geology and volcanoes of the Absaroka Range continued, and additional earth scientists undertook investigations of the geysers and hot springs, the Gallatin Range, and the younger volcanic rocks which form the Yellowstone Plateau. In all six field parties spent most of the field season in Yellowstone.

5. Visitation

There were 2,130,313 visitors recorded entering the Park's five entrances, ending December 31. This new record surpasses 1965, the previous record

travel year for Yellowstone by 67,837 visitors. Total 1966 entries by entrances were:

South Entrance	678,589
West Entrance	624,740
East Entrance	454,110
North Entrance	243,922
Northeast Entrance	<u>128,952</u>

Total	2,130,313
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Air service to the new Yellowstone Airport located north of West Yellowstone, Montana, was available from June 9 through September 18. Four incoming and outgoing flights north from Salt Lake City, and south from Butte, serviced the airport in 1966. A total of 7,434 passengers boarded flights from the new airport during the 1966 season.

For the second year, boat permits issued showed increased boat usage. During 1966 permits totaled 4,900, and increase of 1,223 permits from 1965. For the previous three years, 1962, 1963, and 1964, the number of boat permits issued annually had decreased.

Pickup campers, an ever-increasing popular method of travel, increased 34.4 percent over 1965. The first separation of pickup campers in travel reports began in 1961. During that year 1,274 pickup campers were recorded. In 1962 this type of travel increased by 12 percent; in 1963 over 30 percent; and in 1964 by over 22 percent. In 1966, 36,076 pickup campers were recorded, some 6 percent of the total entering traffic to Yellowstone.

One of the outstanding growths in visitor use of Yellowstone National Park is camping. Construction of campground sites in the Park has increased by 24 percent the number of sites since 1960. This includes the new 400 site campground at Grant Village and the 230 site campground at Bridge Bay. A few campgrounds have been "retired" in this period to allow the soil and vegetation to recover from years and years of camper use. During 1965 there was a total of 3,155 free camp sites available to campers traveling by foot, horseback, boat, and car. In addition, some 358 sites at the new Fishing Bridge Trailer Village were available for those wanting trailer space with utility hookups. By comparison, camper days have increased 103 percent from 1960. The most notable increase is in trailer-campers. Trailer camper days increased 137 percent from 1960. Trailer campers first surpassed the number of tent campers in 1964 when the ratio of tents to trailers

reached to almost 50-50. Prior to that year tents had always outnumbered trailers. In 1960 the ratio was 60-40 tents to trailers. During 1966 trailers represented 56 percent of the campers and tents, 44 percent. By contrast, the total visitation to the Park since 1960 has risen 42 percent.

6. General

There were many notable persons among the 500 who met in Yellowstone on August 25 to observe the Golden Anniversary of the National Park Service at outdoor ceremonies in the amphitheater at Park Headquarters. Assistant Secretary of the Interior, Dr. Stanley A. Cain was the featured speaker.

The five-cent stamp commemorating the 50th anniversary of the National Park Service was first placed on sale August 25, 1966, at Yellowstone National Park. There were 117 million 50th anniversary stamps printed by the Post Office Department. The commemorative five-cent stamp portrayed the emblem of "Parkscape, U. S. A."

Yellowstone National Park
January 13, 1967

★ news release

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All Park entrances remained open later than normal in 1966. The East entrance was closed November 1, the South entrance, November 10, and the West entrance was officially closed November 24. The North entrance at Gardiner, Montana is open all year.

McLaughlin commented that too few people take advantage of a Park visit during the early and late season months. During July and August, nearly one and one-half million people visited the Park or almost 70% of this year's visitors. The crowds of Park visitors during this popular season of the year often discourage those who prefer less crowded conditions. Although weather is a gamble during the early and late seasons, the Park itself is exhilarating and more enjoyable for many visitors. Wildlife is more frequently seen in May, early June and October; facilities are less crowded and natural phenomena at their very best. He recommended that visitors consider an early or late visit to the Park.

WINTER TRAVEL

Park roads around Mammoth Hot Springs Terraces and through the Lamar Valley to Cooke City, Montana are maintained for visitors use on a year-round basis.

The Mammoth Motor Inn, general store and service station remains open at Mammoth Hot Springs throughout the year, and overnight accommodations, food, gasoline, and other services will be available at this location for the wintertime Park visitor. All other visitor facilities in the interior of the Park close for the winter.

Restaurants, service stations and overnight accommodations for Park visitors are also available in Jackson, Wyoming and West Yellowstone, Gardiner and Cooke City, Montana.

By keeping the Cooke City road and the roads open at Mammoth and the Mammoth Terraces the winter visitor to Yellowstone National Park is afforded an opportunity to see not only Yellowstone with its snow cover which is a delight to many photographers but an excellent chance to see much of the Park wildlife. Although the well-known bears have retired to hibernation elk, bison, deer, antelope and Rocky Mountain sheep can be seen from the roads kept open.

West Yellowstone, Montana is the location for winter snowmobile travel into the Park. These one-day trips operated by the Yellowstone Park Company are scheduled from West Yellowstone to Old Faithful and return. There are no accommodations at Old Faithful, but adequate overnight facilities are located in West Yellowstone. During 1966 there were 3,154 persons made snowmobile trips.

TWO MILLIONTH VISITOR

For the second time in the history of the 94-year-old Park, over two million visitors were recorded in one travel season. On September 15, 1966 Mr. and Mrs. William I. Cohen, 4648 No. Hartford Road, Tulsa, Oklahoma and their daughter, Barbara Moorman from Roundup, Montana were welcomed at the North

Entrance to Yellowstone by Superintendent John S. McLaughlin, John Amerman, Vice President, Yellowstone Park Company, and Gar Helppie, Vice President of Hamilton Stores, Inc. This was the Cohens' first visit to Yellowstone, and were hosted by the Yellowstone Park Company, Hamilton Stores, Inc., Haynes Inc., and the National Park Service during their visit.

The first millionth visitor to enter Yellowstone National Park during one season was greeted in September 1948. In 1963, 1962 and 1961 the millionth visitors were greeted on July 28, July 26 and August 6 respectively. In 1964 and 1965 the millionth visitor for the season was recorded on July 27 and July 25 respectively.

The first two-millionth visitor was welcomed on September 20, 1965.

METHOD OF RECORDING TRAVEL

During each travel season periodic samplings are taken to establish the ratio of persons per car. This system was inaugurated in 1950 and each year the accumulated data are used in establishing any changes required in the ratio. In 1950 the ratio was 3.28 persons per car; in 1956 the ratio increased to 3.41 and again in 1962, the data showed another increase to 3.6 persons per car. Samplings made during 1965 verified the 3.6 persons per car ratio.

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YELLOWSTONE NATIONAL PARK TRAVEL - Sheet No.5

Because of the increased travel through entrances, Park Rangers do not count individual car occupants. However, trailers and pickup campers are recorded visually. This year trailers entering the Park increased 24.6 over that of 1965, with 34,879 trailers recorded.

Pickup campers, an ever-increasing popular method of travel, increased 34.4% over 1965. The first separation of pickup campers in travel reports began in 1961. During that year 1,274 pickup campers were recorded. In 1962 this type of travel increased by 12%; in 1963 over 30%, and in 1964 by over 22%. In 1966, 36,076 pickup campers were recorded, some 6% of the total entering traffic to Yellowstone.

SINGLE DAY TRAVEL RECORD

While two separate days of record travel were established during the 1965 season, none were recorded for 1966. The all-time record for a single day's travel was set July 24, 1964, and on July 3, 1965, the single day's travel record was broken when 28,184 visitors entered the Park and again on August 4, 1965 a new record of 28,451 Park visitors were recorded.

OPENING AND CLOSING OF FACILITIES

In early May, accommodations, food service, and automobile service stations were opened at Old Faithful. Historic Old Faithful Inn opened its doors May 13. Through May and June, additional concessioner and public use facilities were opened and made available as public travel and need increased. All concessioner facilities were open by June 18, 1966. Bus service began

earlier than usual, on May 13, servicing all Park entrances except the East and Northeast gateways. Bus operations began June 13 through the East and Northeast entrances.

Park Interpretive programs, such as guided walks and campfire talks, began full-scale operations the third week in June.

By August 29 facilities and services were being suspended in minor locations. Lodging and general food service were available at Lake until September 26. The general store remained open at this location until October 10. The Old Faithful Inn closed October 10, food and overnight accommodations were available at Old Faithful Motor Hotel and Campers Cabin Office until October 24.

Service Stations at Old Faithful and Lake were open until October 31. The General Store and service station at Mammoth is open all year long to service winter visitors and the community at Park Headquarters.

POPULATION CENSUS

Park population censuses are taken twice each year. The census taken July 16 and August 3 showed an average of 4,288 employees and members of employees' families and 23,533 visitors, and daily total population of 27,821. Of the 23,533 visitors, 2,057 were registered in hotels and cottages, 3,149 at lodges, including Canyon Village, and 2,946 in Campers Cabins, and 15,376 in the campgrounds. Concessioner employees numbered 2,809.

YELLOWSTONE NATIONAL PARK TRAVEL - Sheet No. 7

There was a slight reduction of employee population and an increase of 1,207 persons in visitor population at the time of the 1966 census. Average daily total population for 1965 was 26,697 and in 1964 the figure was 23,604.

Lodge patrons showed the largest increase in visitors using the Park's overnight accommodations. Hotel patrons were below that of 1965. Camp-ground use rose by 1,467 persons, according to the census. Of the total populations within the Park, over 30.8 per cent was recorded in the Lake, Fishing Bridge and Bridge Bay, and 22.1 per cent was in the Old Faithful area. Canyon recorded 13.7 per cent of the total population.

PARK CONCESSIONERS

The primary concessions authorized by the Secretary of the Interior to provide needed services and facilities in the public interest in Yellowstone National Park are the Yellowstone Park Company (food, lodging and public transportation); Hamilton Stores, Inc. (groceries and general merchandising); and Haynes Inc. (film, photographic supplies and equipment, pictures, books and related goods). The concessioners report a general increase in most phases of operations during the 1966 season.

PHYSICAL IMPROVEMENTS

Several new improvements were completed in 1966, and other projects were initiated. On the East entrance road, reconstruction of 7.3 miles continued

throughout the season. To facilitate construction, the road was open to the public during limited periods of the day and night. Progress was good and by the close of the 1966 season, the contractor had finished the grading project. Another road project on the Beartooth Highway was in progress this season. A four and one-half mile section extending easterly from Colter Pass to the Clarks Fork Bridge was completed, including two new bridges across the Clarks Fork and Crazy Creek. Progress on reconstruction of the Artist Point road at Canyon was good and is now 80% complete. Vehicular access to Artist Point was not permitted during the 1966 season, but the road will be open on a limited basis next year as only road surfacing remains to be done. A narrow winding 1.3 mile section of the Firehole Loop road was reconstructed and widened, and a new road and parking area was provided at Daisy Geyser. Reconstruction of the Norris bypass road and new Norris parking area was completed late this fall. The new route completely bypasses the Basin and removed vehicles from the delicate geyser area. The ever shifting geysers have damaged the roads for years and in turn the roads have altered the natural geyser formations. Also, resurfacing the West Entrance road was completed in the 1966 season.

The contractor has completed reconstruction of Uncle Tom's Trail on the South Rim of the Yellowstone Canyon below the Lower Falls. The old wooden stairway was replaced with a well designed steel and concrete structure, which enables visitors to obtain an excellent view from the base of the Lower Falls. Also, footpath between the head of Uncle Tom's Trail and

YELLOWSTONE NATIONAL PARK TRAVEL - Sheet No. 9

Artist Point was reconstructed. Reconstruction of the Terrace Loop road at Mammoth was completed along with reconstruction of many trails and boardwalks to improve access to the Mammoth Terraces. The overlook at Calcite Springs near Tower Junction was completely reconstructed and improved.

At Bridge Bay work continued on a 210 site extension of the present campground. Utility extensions have been completed and road construction has commenced. The Marina and the beautiful new Wilderness Museum at Grant Village is largely completed and will open next season. Also, a new hiking trail from Grant Village to Flat Mountain Area will be under construction next year.

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Maintenance of the older facilities throughout the Park has been improved. Many of the buildings in the developed areas have been repainted, and the

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roads resurfaced. The Park concessioners have participated in this effort by rehabilitating and refurbishing many of their properties.

AIR TRAVEL

Air Service to the new Yellowstone Airport located north of West Yellowstone, Montana is provided by Western Airlines. Four incoming and outgoing flights north from Salt Lake City, and south from Butte, serviced the airport in 1966. Passenger service began June 9 and the service was terminated for the season on September 18. A total of 7,434 passengers boarded flights from the new airport during the 1966 season. A hearing was held on December 29 relative to Frontier Airlines' request for a West Yellowstone-Denver route via Billings.

BOAT USE

For the second year boat permits issued showed increased boat usage. During 1966 permits totaled 4,900, an increase of 1,223 permits from 1965. For the previous three years, 1962, 1963, 1964, the number of boat permits issued annually had decreased.

Boat rentals furnished through the Yellowstone Park Company, boat concessioners, also increased. The Company provides guide boats, motor boats and row boats for fishing on Yellowstone Lake. The new Bridge Bay marina, in its third year of operation, continued to be the focal point for boating activity.

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CAMPGROUND USE

One of the outstanding growths in visitor use of Yellowstone National Park is camping. Construction of campground sites in the Park has increased by 24% the number of sites since 1960. This includes the new 400 site campground at Grant Village and the 230 site campground at Bridge Bay. A few campgrounds have been "retired" in this period to allow the soil and vegetation to recover from years and years of camper use. During 1965 there was a total of 3,155 free camp sites available to campers traveling by foot, horseback, boat and car. In addition, some 358 sites at the new Fishing Bridge Trailer Village were available for those wanting Trailer space with utility hookups. A \$2.00 per night fee is charged for this new facility. It is operated by Hamilton Stores, Inc., a Park concessioner.

By comparison, camper days, the number of campers per party per day, has increased 103% from 1960 to 1965. The most notable increase is in trailer-campers. Trailer camper days increased 187% from 1960 to 1965. Trailer campers first surpassed the number of tent campers in 1964 when the ratio of tents to trailers reached to almost 50-50. Prior to that year tents had always outnumbered trailers. In 1960 the ratio was 60-40 tents to trailers. During 1965 trailers represented 56% of the campers and tents 44%. In 1965, trailer-camper use was 10% over that of 1964. By contrast, the total visitation to the Park since 1960 has risen 42%.

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Superintendent McLaughlin cautioned campers about locating in a desirable camp site during July and August. He pointed out that there are 17 developed roadside campgrounds in the Park furnishing 2,569 individual camp sites. Not all these campgrounds fill up but the major ones are often filled to capacity through July and most of August. During July, campgrounds at Madison Junction, Canyon, Fishing Bridge, Bridge Bay, Grant Village and Old Faithful were filled every night of the month. In August these same campgrounds were filled, on an average, for 20 nights.

Park officials point out that other campground sites are often available. Mammoth, Slough Creek, Pebble Creek, Lewis Lake and Norris campgrounds usually have sites available to campers who arrive at the campground by mid-day. A Park visitor who will not arrive in the Park until afternoon should check in at United States Forest Service campgrounds, advise Park officials. All approaches to the Park have clean and comfortable United States Forest Service Campgrounds located near the roads. For information on United States Forest Service campgrounds near the north, northeast and west approaches to Yellowstone National Park write to Forest Supervisor, Gallatin National Forest, Post Office Building, Bozeman, Montana and for information about campgrounds along the east and south approaches to the Park, write to Forest Supervisor, Shoshone National Forest, Cody, Wyoming and Forest Supervisor, Teton National Forest, Jackson, Wyoming.

50TH ANNIVERSARY AND COMMEMORATIVE STAMP CEREMONY

There were many notable persons among the 500 who met in Yellowstone on August 25 to celebrate the Golden Anniversary of the National Park Service.

Although Yellowstone National Park, the world's first national park now in its 94th year, was established in 1872 it was not until August 25, 1916 that the National Park Service was created as a Bureau under the Department of the Interior.

The 5-cent stamp commemorating the 50th anniversary of the National Park Service was first placed on sale on August 25, 1966 at Yellowstone National Park. There were 117 million 50th anniversary stamps printed for the First Day of Issue ceremonies.

The commemorative 5-cent stamp portrayed the emblem of "Parkscape U.S.A." The design symbolizes the three categories of parks - natural, historical and recreational. The angular elements suggest nature, through mountains; and recreation through tents. The three dots represent cannon balls, symbolic of the historic areas, such as Fort McHenry, Gettysburg and Independence Hall.

LAND AND WATER CONSERVATION FUND ACT

One of the important changes in 1965, the application of the new Land and Water Conservation Fund Act to Yellowstone National Park, continued

in 1966. Under the new act Yellowstone is designated as a fee area and the new fee system as inaugurated on May 1 when the Park opened its entrances for the 1965 season, continued in 1966.

Visitors to the Park can elect to purchase one of three different types of admission permits: the \$7.00 Recreation/Conservation Sticker which admits the purchaser and all occupants of his vehicle to any federal designated fee area until March 31; a seasonal permit sold for \$2.50, admitted the purchaser to Yellowstone and Grand Teton National Parks for the season; and, a daily permit of 50 cents per person. Visitors under 16 years of age did not require a permit.

McLaughlin said it was apparent that many Park visitors favored the \$7.00 sticker which would entitle them to visit not only Yellowstone National Park, but to over 7,000 other federally designated fee areas in the United States.

During the season from May 1 to October 31 the five entrances to the Park sold 10,636 seasonal permits and 26,985 Land and Water Conservation stickers. There were 177,839 visitors entering the entrances who had previously purchased the \$7.00 stickers. Sticker sales by entrances - the north entrance - 3,305; the northeast entrance - 2,334; the east entrance - 7,984; the south entrance - 2,974; and the west entrance - 10,388.

Yellowstone National Park, Wyoming
Annual Travel Report

	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1965-66</u> <u>Difference</u>	<u>1965-66</u> <u>Percent</u>
Cars	535,921	572,910	591,754	+ 18,844	+ 3.3%
Visitors	1,929,316	2,062,476	2,130,313	+ 67,837	+ 3.3%
Boats	3,789	3,677	4,900	+ 1,223	+ 33.3%
Trailers	13,590	27,983	34,879	+ 6,896	+ 24.6%
Bus - <u>No.</u>	1,372	1,556	1,847	+ 291	+ 18.7%
<u>Pass.</u>	23,784	33,033	36,507	+ 3,474	+ 10.5%
Pickup Campers	20,686	26,849	36,076	+ 9,227	+ 34.4%

SEASON TRAVEL BY ENTRANCE STATION

	VEHICLES			VISITORS			
	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1965-66</u> Difference Percent
North	62,983	65,376	67,756	226,739	235,354	243,922	+ 8,568 + 3.6%
West	154,657	159,026	173,370	556,765	572,493	624,740	+ 52,247 + 9.1%
East	122,299	139,810	126,142	440,276	503,316	454,110	- 49,206 - 9.8%
South	165,738	177,716	188,497	596,657	639,778	678,589	+ 38,811 + 6.1%
Northeast	30,244	30,982	35,820	108,879	111,535	128,952	+ 17,417 + 15.6%
TOTALS	535,921	572,910	591,585	1,929,316	2,062,476	2,130,313	+ 67,837 + 3.3%

