



Digitized by the Internet Archive  
in 2013

[http://archive.org/details/superintendentso00unse\\_11](http://archive.org/details/superintendentso00unse_11)

10-23  
May 1929)

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

file  
J

Yellowstone NATIONAL PARK

FILE NO. 207-02.3

MONTHLY REPORT

December, 1939

**IMPORTANT**

This file constitutes a part of the official records of the National Park Service and should not be separated or papers withdrawn without express authority of the official in charge. All files should be returned promptly to the File Room. Officials and employees will be held responsible for failure to observe these rules, which are necessary to protect the integrity of the official records.

ARNO B. CAMMERER,  
*Director.*

6-7410



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

January 6, 1940

Memorandum for the Director:

Following is the report of activities for Yellowstone National Park for the month of December 1939:

000 - General

010 - Unusual weather conditions again prevailed in December and it was not until the twelfth of the month that any of the roads were closed to travel, the latest in all park history. On December 12 the superintendent made a trip around the entire Grand Loop without chains, a condition previously unheard of, but the following day a storm temporarily closed Sylvan Pass and on the twelfth the east entrance road and the Marryann Pass roads were closed for the winter. On the nineteenth the Norris-Canyon road and the south entrance roads were closed, leaving open to travel only the highway from Gardiner to Mammoth to Madison Junction to Old Faithful and West Yellowstone, and from Mammoth to Tower Junction and the northeast entrance, which latter road will be kept open throughout the winter to permit Cooke residents an opportunity to get in and out from their homes and to open to the public the wildlife show along the north side of the park. On the twenty-second of the month the road from Madison Junction to Old Faithful was closed to travel and the last of the entrance roads was closed on the thirty-first when travel was discontinued from Mammoth to West Yellowstone.

Because of the late travel this year the C. A. Hamilton store at Old Faithful remained open until December 4, which is the latest that any operations, outside of Mammoth, have been open in the park.

020 - General Weather Conditions

December 1939 was the mildest December on record at Mammoth in a half century, the monthly mean temperature being  $9.2^{\circ}$  above normal. The former record for the highest daily maximum temperature was  $47^{\circ}$ ; however, on December 5 a high of  $58^{\circ}$  was recorded, followed by  $52^{\circ}$  on the seventh,  $50^{\circ}$  on the tenth and  $50^{\circ}$  on the eleventh. The fall drought continued until mid-month when snowfall set in on nearly every day, and total snowfall for the month was up to normal. This is the first month since last March to have slightly more than normal precipitation. Temperatures below zero were

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
YELLOWSSTONE NATIONAL PARK  
YELLOWSTONE PARK, WYOMING

Yellowsstone National Park is a national park located in the state of Wyoming, United States. It was established in 1872 as the first national park in the world. The park covers an area of approximately 2,219 square miles (5,740 km²) and is known for its unique geological features, including geysers, hot springs, and mud pots. The park is also home to a variety of wildlife, including bison, elk, moose, and grizzly bears. The park's landscape is characterized by its rugged mountains, deep canyons, and clear, blue lakes. The park is a popular destination for tourists, who come to see the natural beauty and unique geological features of the park. The park is also a important scientific research area, with many studies conducted on the park's flora and fauna.

registered on the twenty-seventh and twenty-eighth. Continuous snow cover on the ground did not begin this season until December 11, but it accumulated to somewhat more than six inches depth by the end of the month.

Station	CONTINUOUS SNOW COVER	
	1930	1931
Snake River	11"	17"
Cascade Creek	22"	23"
Bechler	37"	20"
Buffalo Lake	54"	39"
West Entrance	10"	9"
Madison Junction	12"	10"
Sportmen Lake	36"	
Tower Falls	7"	7"
Lewis River Divide	64"	25"
Harebell Creek	53"	21"
Boundary Creek	37"	37"
South Riverside	55"	35"
Callatin	14"	"
Old Faithful	24"	11"
Slough Creek	13"	11"
Mammoth	143"	6.1"

#### 100 - Administrative

#### 110 - Superintendent's Special Activities

Superintendent Rogers remained in the park until December 17, when he left on annual leave for Denver. The trip was made around the loop and toward Mary Lake with Park Naturalist Bauer on the tenth, and on the fifteenth the superintendent accompanied by Assistant Superintendent Emert made a trip to Livingston to confer with Dr. Windsor regarding the new medical contract.

Following the departure of Superintendent Rogers, Assistant Superintendent Emert became acting superintendent and during his absence from the park on annual leave from the twenty-fifth to thirty-first Assistant to the Superintendent Joffe was acting.

#### 120 - Park Inspections

Assistant Regional Forester George Walker who arrived in the park on November 10 in connection with the park's fire protection program departed for Omaha on December 20.

Resident Landscape Architect Sanford Hill, who was assigned to the park throughout the summer, departed for the regional office at Omaha on December 2.

Harry Dunham, regional inspector, arrived in the park via the north gate December 9; departed on the twelfth.

the first time in the history of the world, the people of the United States have been compelled to make a choice between two systems of government, and to determine whether they will submit to an aristocracy, or to a democracy.

The people of the United States have chosen a democracy, and have rejected an aristocracy. They have chosen a government which is based upon the principles of equality, and which is designed to protect the rights of the individual. They have chosen a government which is based upon the principles of justice, and which is designed to promote the welfare of all the people. They have chosen a government which is based upon the principles of freedom, and which is designed to guarantee the rights of every citizen. They have chosen a government which is based upon the principles of equality, and which is designed to protect the rights of the individual. They have chosen a government which is based upon the principles of justice, and which is designed to promote the welfare of all the people. They have chosen a government which is based upon the principles of freedom, and which is designed to guarantee the rights of every citizen.

The people of the United States have chosen a democracy, and have rejected an aristocracy. They have chosen a government which is based upon the principles of equality, and which is designed to protect the rights of the individual. They have chosen a government which is based upon the principles of justice, and which is designed to promote the welfare of all the people. They have chosen a government which is based upon the principles of freedom, and which is designed to guarantee the rights of every citizen. They have chosen a government which is based upon the principles of equality, and which is designed to protect the rights of the individual. They have chosen a government which is based upon the principles of justice, and which is designed to promote the welfare of all the people. They have chosen a government which is based upon the principles of freedom, and which is designed to guarantee the rights of every citizen.

The people of the United States have chosen a democracy, and have rejected an aristocracy.

The people of the United States have chosen a democracy, and have rejected an aristocracy. They have chosen a government which is based upon the principles of equality, and which is designed to protect the rights of the individual. They have chosen a government which is based upon the principles of justice, and which is designed to promote the welfare of all the people. They have chosen a government which is based upon the principles of freedom, and which is designed to guarantee the rights of every citizen.

The people of the United States have chosen a democracy, and have rejected an aristocracy. They have chosen a government which is based upon the principles of equality, and which is designed to protect the rights of the individual. They have chosen a government which is based upon the principles of justice, and which is designed to promote the welfare of all the people. They have chosen a government which is based upon the principles of freedom, and which is designed to guarantee the rights of every citizen.

The people of the United States have chosen a democracy, and have rejected an aristocracy. They have chosen a government which is based upon the principles of equality, and which is designed to protect the rights of the individual. They have chosen a government which is based upon the principles of justice, and which is designed to promote the welfare of all the people. They have chosen a government which is based upon the principles of freedom, and which is designed to guarantee the rights of every citizen.

George Bagley, representative in charge of the proposed Tule Royale National Park, arrived in the park via the west gate on December 27 while on annual leave; departed on the thirtieth.

#### 140 - Status of Private Lands

An option was obtained on the Lena Bassett Ross property in the area proposed to be acquired as an addition to the winter range for the wild-life of the park and negotiations were under way by the United States Attorney's office at Billings for the filing of declarations of taking of all private property in the areas involved. Abstracts for the Roy Armstrong and Lena Bassett Ross properties were completed by Lewis Ferwilliger of Livingston and mailed to the United States Attorney's office at Billings. Information regarding various ownerships of the property involved was obtained by this office and furnished the United States Attorney's office at Billings. Options have now been received and approved for all properties excepting that of Roy Armstrong.

#### 150 - Plans, Maps and Surveys

The Canyon campground topography was completed and plotted, as was the Reese Creek survey. The proposed sewer at Old Faithful was laid out and work started on the plans for the proposed Canyon sewer system.

#### 160 - General Publicity

Several news items regarding special winter activities were sent out from the park during the month.

#### 170 - General Complaints

A few written complaints regarding summer activities were received from some last summer's visitors and these were all taken up with the operators concerned for appropriate investigation and reply.

#### 200 - Maintenance, New Construction and Improvements

##### 210 - Maintenance

Principal work consisted of bracing buildings against snowfall, clearing ice from ditches, and rock patrol on roads.

##### 220 - New Construction

All PWA projects were closed down for the winter with only a small amount of cleanup to be done in the spring.

##### 230 - Special Improvement Activities

IWA - The IWA worked on the Mammoth-Dardiner road sloping cuts and landscaping, and on various other betterment projects.



CCC - The CCC continued work on the on-ground and started on the service road in the Mammoth area, completed the new elk corral at the Game Ranch, and practically completed the water system at the Buffalo Ranch.

### 300 - Activities of Other Agencies in the Park

#### 310 - Park Operators

The C. A. Hamilton store at Old Elk Rd remained open until December 4 to take care of late visitors while the general store at Mammoth remained open throughout the month and will be open during the entire winter to accommodate winter visitors and Mammoth residents.

#### 400 - Interpretation

#### 430 - Research and Observation

#### 431 - Botany

Very little utilization of the northern winter range was made by elk until December 19 or 20 when migrations from the higher altitudes started. By the end of the month approximately three-fourths of the northern elk herd was grazing on winter range.

#### 500 - Use of Park Facilities by the Public

#### 510 - Increase or Decrease in Travel

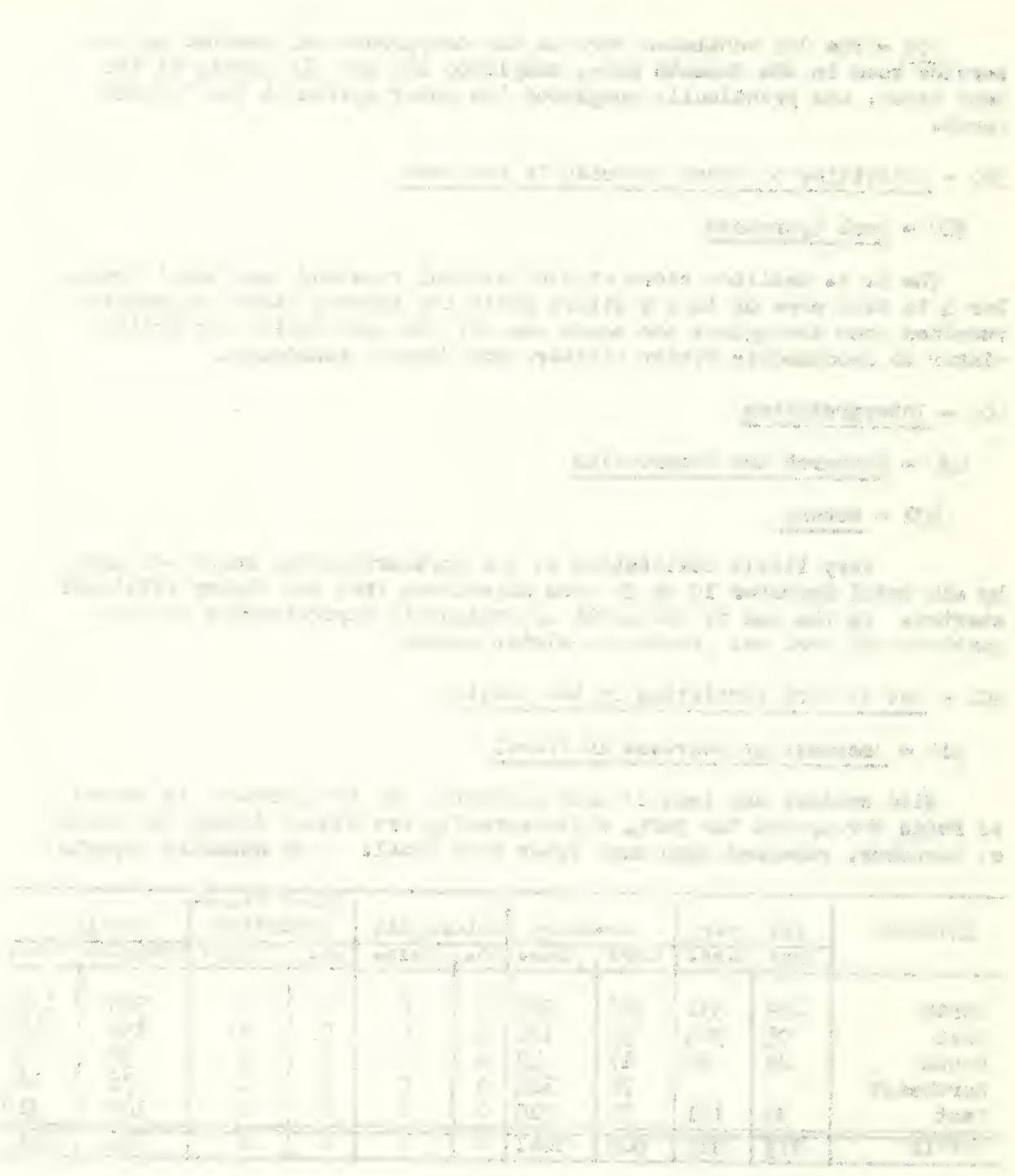
Mild weather and lack of snow accounted for the increase in travel as roads throughout the park, which normally are closed during the month of December, remained open much later than usual. (See attached report.)

ENTRANCE	1st Entry		Re-entry		Motorcycle		Other Trans-		TOTAL	
	Cars	Pass.	Cars	Pass.	No.	Pass.	No.	People	Vehicles	Pass.
North	122	551	336	927	0	0	0	0	500	1544
West	93	304	59	134	0	0	0	0	152	482
South	20	94	17	42	0	0	0	0	37	86
Northeast			76	161	0	0	0	0	76	161
East	30	101	70	210	0	0	0	0	100	310
TOTAL	273	810	603	1601	0	0	0	0	831	2911

#### 600 - Protection

#### 610 - Ranger Service

Intensive patrols of park boundaries were continued during December as trappers were active in large areas adjacent to the park. Despite unfavorable weather conditions which caused the elk herds to remain at higher altitudes, many hunters visited the open territory in Park County, Montana, necessitating constant patrols of adjoining park areas.



This drawing illustrates a mechanical assembly consisting of a central vertical shaft supported by two bearings. The upper bearing is a deep groove ball bearing, and the lower bearing is a thrust bearing. The shaft extends from the top bearing through a housing section, which contains a gear assembly. The gear assembly includes a pinion gear meshing with a larger ring gear. The housing section also features a flange with several mounting holes. The entire assembly is shown in a light blue color, indicating it is a technical drawing or blueprint.

The continued deficiency of snowfall permitted travel over part highways much later than usual, and this late season travel made it necessary to maintain rangers on highway patrol and entrance station duty until late in the month.

#### 620 - Police Protection

Three persons entered pleas of "Guilty" when arraigned before the United States Commissioner on the charge of "Fishing in closed waters," and fines paid amounted to \$15.00.

#### 630 - Wildlife Protection and Fish Cultural Activities

Trapping Season: The Montana season for trapping marten was opened December 1 to continue until February 1, and additional activities resulted along the west and north boundaries.

Hunting Season: The 1939 hunters' take of elk in park County, Montana was 91 as compared with 726 in 1938 and the low reduction this year could be attributed directly to mild weather conditions which made it possible for the animals to range in the high altitudes almost until January 1, 1940. No migrations from the park to open hunting territory occurred; however, at the close of the month four to ten inches of wet snow covered the winter range and it appeared that cold temperatures would cause a heavy crust to form and that a heavy migration of elk to open hunting territory would then occur.

#### 640 - Forest Fire Protection

A large part of the month was devoted to the preparation of the Forest Protection Requirements Report for the park, which work was accomplished with the assistance of a forester assigned to the park for this purpose from the Region IV office. Other work consisted of compilation of fire weather data for submission to the U. S. Forest Service. The park is cooperating with Regions I and II by collecting data for the fire danger rating systems used in each Region. The Fire atlas was brought up to date, insofar as possible, pending completion of accounting records for December.

#### 650 - Accidents

On December 1, 1939 Francis T. Roylence, Mrs. Karen Roylence, driving a Chevrolet Pickup, lost control of the car on a rough section of road between Norris and Canyon. The car overturned and was badly damaged, but Mr. Roylence suffered only minor bruises.

#### 900 - Miscellaneous

The regular monthly meeting of the Federal employee Union was held in the Canteen building on December 4. Considerable revision of the constitution and by-laws was proposed, to be voted upon at the January meeting.

and the other two members of the group were also present. The  
old man, David, was the first to speak. "I am very sorry to hear  
that your son has died. I have known him since he was a boy and  
he was a good man."

"Yes, he was a good man," said the old woman. "He worked hard  
and he always had time for his family. He was a kind man and  
he always tried to help others. He will be missed by all who knew  
him."

Obituary Notice  
John Smith, 75, died peacefully at home on Saturday, May 12th, 2018.

John was born on January 15th, 1943, in New York City. He was the  
eldest son of John and Mary Smith. He graduated from New York  
University and worked as a teacher for many years. He loved to travel  
and spent many summers in Europe. He was a member of the New  
York City Marathon team and ran in several marathons over the  
years.

John was a kind and gentle man. He was always willing to help  
others and was a beloved member of his community. He was a  
devoted husband and father and will be missed by his wife, Mary,  
and their children, John Jr., Mary, and Michael. He is survived by  
his wife, Mary, and his three children.

Obituary Notice  
John Smith, 75, died peacefully at home on Saturday, May 12th, 2018.

John was born on January 15th, 1943, in New York City. He was the  
eldest son of John and Mary Smith. He graduated from New York  
University and worked as a teacher for many years. He loved to travel  
and spent many summers in Europe. He was a member of the New  
York City Marathon team and ran in several marathons over the  
years.

John was a kind and gentle man. He was always willing to help  
others and was a beloved member of his community. He was a  
devoted husband and father and will be missed by his wife, Mary,  
and their children, John Jr., Mary, and Michael. He is survived by  
his wife, Mary, and his three children.

Obituary Notice  
John Smith, 75, died peacefully at home on Saturday, May 12th, 2018.

John was born on January 15th, 1943, in New York City. He was the  
eldest son of John and Mary Smith. He graduated from New York  
University and worked as a teacher for many years. He loved to travel  
and spent many summers in Europe. He was a member of the New  
York City Marathon team and ran in several marathons over the  
years.

John was a kind and gentle man. He was always willing to help  
others and was a beloved member of his community. He was a  
devoted husband and father and will be missed by his wife, Mary,  
and their children, John Jr., Mary, and Michael. He is survived by  
his wife, Mary, and his three children.

Obituary Notice  
John Smith, 75, died peacefully at home on Saturday, May 12th, 2018.

The closing date for the filing of applications, December 9, for pending examinations for various skilled positions for the establishment of registers for filling seasonal positions in the park was extended to December 23 due to the small number of applications received.

A six pound girl was born to Assistant Chief Ranger and Mrs. Albert Elliott at the Park Hospital in Livingston on December 11.

Numerous activities occupied the week before Christmas and a program, sponsored by the Yellowstone Park Owners Club, was put on in the Canteen for VRA and CCC employees on the evening of the nineteenth. The program was repeated the following evening for other residents at a cost. The school children's program was held in the Canteen on the evening of the twenty-second while the general Christmas program, including a visit from Santa and the distribution of gifts to the children, was held in the Chapel on Christmas Eve, December 24.

The seasonal position of Junior Radio Engineer, filled by Elmer E. Elliott, was made permanent effective December 1.

Glenn F. Michow, Park Clerk, departed from the park on December 21, having been transferred to the Grazing Service, Rawlins, Wyoming.

John W. Bennett,  
Acting Superintendent.

AMD

WMD

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

**TRAVEL REPORT**

**Yosemite**

National Park for the month of

December, 1933

	This Month	This Travel Year To Date	This Month Last Year	Last Travel Year To Date	Increase for Travel Year
		Number	Percent		

**PRIVATE TRANSPORTATION:**

cars first entry . . . . .	273	3107	32	1032	1275	60.6
cars reentry . . . . .	603	3243	93	986	2215	224.7
motorcycles . . . . .						
Total motor vehicles . . .	881	6350	115	2030	3520	124.3
persons entering via motor vehicles . . . . .	2411	17860	354	757	912	124.5
persons entering via other private transportation . . .						
Total persons entering via private transportation .	2411	17860	354	757	912	124.5

**OTHER TRANSPORTATION:**

persons entering via stages .						
persons entering via trains .						
persons entering otherwise . .						
Total other transportation .						
<b>TOTAL ALL VISITORS . . .</b>	<b>2411</b>	<b>17860</b>	<b>354</b>	<b>757</b>	<b>912</b>	<b>124.5</b>

	This Year	Last Year	Increase
		Number	Percent

automobiles in public camps during month . . . . .  
campers in public camps during month . . . . .

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

TRAVEL REPORT

National Park for the month of

Number of Persons	Percent	Total Years	Total Miles	Total Miles Travelled	Total Miles Driven	Total Miles by Motor Vehicle	Total Miles by Airplane	Total Miles by Boat	Total Miles by Rail
1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890

AIR TRANSPORTATION

- Total flights . . . . .
- Total passengers . . . . .
- Total miles travelled . . . . .
- Total hours enroute . . . . .
- Total hours enroute per flight . . . . .
- Total hours enroute per passenger . . . . .
- Total hours enroute per mile . . . . .
- Total passengers per flight . . . . .
- Total passengers per hour . . . . .
- Total passengers per mile . . . . .

RAIL TRANSPORTATION

- Total passengers . . . . .
- Total passengers per train . . . . .
- Total passengers per car . . . . .
- Total passengers per mile . . . . .
- Total passengers per hour . . . . .
- Total passengers per trip . . . . .
- Total trips . . . . .
- Total hours enroute . . . . .
- Total hours enroute per trip . . . . .
- Total hours enroute per passenger . . . . .

Number of Persons	Percent	Total Years	Total Miles	Total Miles Travelled	Total Miles Driven	Total Miles by Motor Vehicle	Total Miles by Airplane	Total Miles by Boat	Total Miles by Rail
1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890

- Total trips . . . . .
- Total hours enroute . . . . .
- Total hours enroute per trip . . . . .
- Total hours enroute per passenger . . . . .
- Total passengers per trip . . . . .
- Total passengers per hour . . . . .
- Total passengers per mile . . . . .
- Total trips per hour . . . . .
- Total trips per mile . . . . .
- Total trips per passenger . . . . .



