

Zion National Park  
Springdale, Utah

June 20, 1958

Memorandum

To: Director

From: Superintendent, Zion

Subject: Report IGAC, Annual Narrative Report of Superintendent,  
Zion National Park and Coordinated Areas.

The above mentioned report is submitted in duplicate  
for the following areas:

Zion National Park  
Capitol Reef National Monument  
Cedar Breaks National Monument  
Pipe Spring National Monument

Paul R. Frenks  
Superintendent

*Phemas*

In duplicate  
Enclosures

cc: Regional Director, Region Three, in duplicate, w/enclosures  
Capitol Reef, w/enclosure  
Cedar Breaks, "  
Pipe Spring, "

CAT:1a1

ZION NATIONAL PARK

REPORT 1043  
FOR  
ZION NATIONAL PARK

1. Tunnel
2. MISSION 66 Planning
3. MISSION 66 Construction
4. Approaches to the Park
5. Cops-in on Mt. Cannon Tunnel
6. Management Improvement, In-Service Training
7. Glen Canyon Dam
8. Private Lands
9. Trucking
10. Grazing

ZION NATIONAL PARK

## **1. Travel**

A milestone in visitor use of Zion National Park was passed during the 1957 travel year. Visitors to Zion exceeded the half-million mark during the season and indications are that more than half-million will visit the park during 1958.

## 2. Mission 66 Planning

Decisions were reached as to the location of the Visitor Center in Zion Canyon and plans for the Park road from the South Boundary to Pine Creek and the Virgin River bridge can be advanced. The Bureau of Public Roads made aerial surveys of the proposed road, Kolob Section, Zion National Park and followed up the survey with a ground party in August and September. A location plan has been submitted.

3. MISSION 66 Construction

Money was available during 1958 F.Y. and the following projects were accomplished:

Reconstruction of Weeping Rock Trail	\$ 5,600
Construction of Comfort Station, Temple of Sinawava	\$14,100
Water and Sewer System, Temple of Sinawava	\$12,000
Reconstruction of Grotto Sewer System	\$ 6,500
Connection of trailers for temporary employees	\$ 1,200

The new sanitary facilities at the Temple of Sinawava eliminates a serious problem of sanitation and visitor inconvenience of long standing. Correction of the Grotto System also eliminates a serious health hazard by removal of an old and inadequate system.

#### 4. Approaches to the Park.

A contract was let in April for construction of the first section of U.S. 15 (formerly Highway 91), the new Interstate and Defense Highway that will give us a super highway to the coast and southern California.

A decision made in February to route the new Interstate Highway from Denver to the Coast through Southern Utah will have far reaching effects on bringing visitors from the East to this section. The highway was formerly planned to connect Denver and Salt Lake City, but defense needs dictated a more direct and snow free connection to the West Coast to run directly from Denver to Cove Fort, Utah. The shorter direct route from Denver and the East will probably increase travel tremendously when the construction is completed.

5. **Cave In on Mt. Carmel Tunnel.**

On April 28th a slab of sandstone estimated to contain 30,000 cubic yards of material slipped from the cliff above Gallery 3 on the Mt. Carmel Tunnel and seriously damaged the gallery and tunnel bore. The tunnel was completely closed to travel for five days and closed to all but light traffic for an additional two weeks. The Bureau of Public Roads is preparing plans and will advertise for bids in September for permanent repair of the bore lining.

#### 6. Management Improvement, In-Service Training

A course of six Supervisory Training Meetings were conducted during the year. An average of 25 trainees attended each meeting. A course in "Plain Letters" was given to 16 employees responsible for the preparation of correspondence. Various training and orientation courses were given to new and seasonal employees. A regular bi-weekly safety meeting of employees on the maintenance force has been conducted throughout the year. Lost time accidents have shown a sharp decrease.

## 7. Glen Canyon Dam

Start of construction of the multi-million Glen Canyon Dam has had a noticeable impact on Zion National Park. It has noticeably increased travel to the Park and has resulted in pressure for intensively increased hauling by very heavy trucks through the Zion-Mt. Carmel Tunnel and over the Park road.

### 8. Private Lands.

Progress was made with the acquisition of key inholdings. Nearly 2,000 acres of land was purchased but 10,921.85 acres of privately owned land remain to be acquired. In addition the State holdings inside park boundaries total 1,880 acres. The Langston property (1,653.42 acres) obtained this year was one of the problem inholdings. Negotiations to acquire the tracts located on the West Rim and Potato Hollow extend through a period beginning in 1928 to date and the successful conclusion of the transaction culminates years of effort. Purchase of the Larson and Smith properties cleared the way for MISSION 66 development planning at Death Point, the most accessible viewpoint overlooking the canyons and peaks of West Zion.

## 9. Trucking.

August 1, 1957 new regulations and fees were initiated which placed certain controls on trucks using the Zion-Mt. Carmel Highway during the season of heavy tourist travel. Use of the route by heavy trucks often disconcerted and frightened drivers of visitor automobiles. Blockade of the mile long tunnel is necessary to permit safe passage of oversized vehicles. The consequent traffic delays resulted in congestion and brought complaints of inconvenience from visitors. Construction activities at Glen Canyon Dam materially increased the number of trucks using the road. The new threat, along with the normal increase in visitor traffic, required that action be taken to remove hazardous and objectionable vehicles from the Park during daylight hours.

## 10. Grazing

Enforcement of National Park Service grazing policy reduced areas and numbers of livestock utilizing park land. Failure to observe and comply with special conditions of his permit was the basis for termination action against the largest grazer in the Park and the decision of higher authority to confirm the cancellation was received here. Placement of strategic fence combined with natural barriers eliminated some trespass grazing. Purchase of several inholdings and permittee loss of compensatory public domain further reduced authorized grazing and advanced the restoration of the land toward natural conditions.