

July 7, 1961

A2623

Memorandum (Air Mail)

To: Director

From: Superintendent, Yosemite

Subject: Superintendent's Annual Narrative Report (10AS),
Yosemite

The attached items should be added to the Superintendent's Annual Report (Yosemite) submitted May 26, 1961.

John C. Preston
Superintendent

In duplicate

Attachments 5

Copy to: Regional Director, Region Four, w/attachments

SJZachwieja:ct

FILE COPY



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

Construction of 20 three-bedroom residences at El Portal was completed and the homes were accepted on June 21, 1961.

A Special Use Permit for a 20-year period was issued to the U. S. Office of Education for the purpose of providing elementary school facilities under Section 10 P.L. 815 at the El Portal Administrative Site.

Yosemite National Park
California



UNITED STATES
DEPARTMENT OF THE INTERIOR

9. NATIONAL PARK SERVICES

On June 14, ten NPS employees and one volunteer were involved in a five-hour evacuation of Mrs. Mary Tanner from the top of Yosemite Falls area. Mrs. Tanner fell while mounting a mule. She suffered a compound fracture and dislocation of the right leg.

Five Explorer scouts were rescued on June 21 by three rangers from the cliffs east of the lower Yosemite Fall. It was necessary to use ropes to bring the boys down.

June 23 - Donald Defendis, 18, of Fresno, California, lost control of his car near Chinquapin and was killed when it hit a tree.

Accident investigation indicated that prior to the accident Mr. Defendis was traveling at 70 mph.

Yosemite National Park
California



UNITED STATES
DEPARTMENT OF THE INTERIOR
11. FOR NATIONAL PARK SERVICE CONTROL

An intensive lightning storm on the afternoon of June 25 caused 19 fires between elevations of 6,000 to 9,000 feet. The combined use of helicopter, fixed wing reconnaissance flights, eight smoke jumpers, five borate drops and NPS personnel as firefighters, kept all fires in the Class "A" and "B" categories.

Yosemite National Park
California

13. Weather

The .10 inches of rain that fell during June added little to the sub-normal 1960-61 season. The 1960-61 season ended with 22.24 inches of precipitation, the smallest amount since 1934. This is the third consecutive year of below normal (35 inches) precipitation.

15. Forest Insect Control

Preliminary results concerning the epidemic Mountain Pine Beetle Control Project completed June 30, provided a basis for increased optimism. For several years the number of newly infested trees found in the Delaney Creek epidemic area has been surprisingly consistent. This spring, for the first time, there was an appreciable drop in the number of new "hits." This reduction, when all results have been tabulated, will probably run as high as 30 percent.



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DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
July 7, 1961

A2623

Memorandum (Air Mail)

To: Director

From: Superintendent, Yosemite

Subject: Superintendent's Annual Narrative Report (10A8),
Devils Postpile

There have been no events of importance to add to the Superintendent's Annual Report (Devils Postpile) submitted May 26, 1961.

John C. Preston
Superintendent

In duplicate

Copy to: Regional Director, Region Four

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May 26, 1961

A2623

Memorandum (Air Mail)

To: Director

From: Superintendent, Yosemite

Subject: Superintendent's Annual Narrative Report (10A2)
Devils Postpile

There were no events of importance at Devils Postpile National Monument during the reporting period ending this date.

John C. Preston
Superintendent

In duplicate

Copy to: Regional Director, Region Four

JWStratton:hd

FILE COPY

May 26, 1961

A2623

Memorandum (Air Mail)

To: Director

From: Superintendent, Yosemite

Subject: Superintendent's Annual Narrative Report (10A8)

Attached is the subject report for Yosemite National Park covering the period from July 1, 1960 to date.

John C. Preston
Superintendent

In duplicate

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Copy to: Regional Director, Region Four, w/2 copies of report

JWStratton:hd

FILE COPY

SIGNIFICANT EVENTS OF THE 1961 FISCAL YEAR

YOSEMITE NATIONAL PARK, CALIFORNIA

Summary Sheet

1. MISSION 66
2. Concession Operations
3. Museum Exhibits, Specimens, Maintenance and Planning
4. Research
5. Pioneer Yosemite History Center
6. Interpretive Facilities and Programs
7. Pioneer Yosemite Transportation Center
8. Yosemite Natural History Association
9. Accidents and Rescues
10. Police Protection
11. Forest and Building Fire Control
12. Fish Cultural Activities
13. Weather
14. Lands
15. Forest Insect Control
16. Forest Disease Control
17. Requirements and Cost Seminar
18. Post Office
19. Commercial Utilities
20. Automotive Equipment

1. MISSION 66

The MISSION 66 program continued to move ahead in Yosemite during the 1961 Fiscal Year. Construction developments are summarized below:

A. Major Roads

1. The most notable achievement in the Park was completion of the 21-mile mid-section of the Tioga Road. Base Course and surfacing work was accomplished during the summer and fall of 1960, with final cleanup and other miscellaneous work during the spring of 1961. Dedication ceremonies are to be held at Olmsted Point near Tenaya Lake on June 24, 1961. Total cost for this project exceeds five million dollars.

2. One of the key projects necessary for development of the El Portal Administrative Site was completed with construction of Merced River Bridge and approaches. This reinforced concrete structure provides direct access to the new government area from State Highway 140 near the west entrance to Yosemite.

3. A third project accomplished under the Bureau of Public Roads supervision was resurfacing two sections of major roads in the Park. The first was a five-mile section of the Glacier Point Road between Chinquapin and the Badger Pass Ski Area, and the second was a 3.5-mile section of the Wawona Road between El Capitan Bridge and the tunnel. In both instances the original road surfaces had worn thin due to heavy visitation and use of tire chains during the winter sports season.

B. Minor Roads and Trails

1. A contract was awarded and clearing, grading and drainage structures were completed on the new access road to the White Wolf Campground and Lodge area. Base course and paving work will be accomplished during the summer of 1961.

2. The Park Road crew completed construction of the Bridalveil Campground Road during the fall of 1960. This project was started several years ago but remained incomplete until additional funds could be programmed.

3. A contract was awarded to the Or-Bet Corporation of Los Angeles for construction of two miles of access and circulation roads to serve the new El Portal residential area. Work was completed during April 1961.

4. The Park Landscape Architect and Interpretive personnel worked together preparing plans for the Tioga Road interpretive devices during the winter. Construction and installation of interpretive signs was accomplished by the Yosemite Central Sign Shop crew.

5. Rearrangement and reconstruction of the Wawona Store parking area was started by the Park road crew in the fall of 1960 and is scheduled for completion before summer begins. The work consists of relieving the drainage problem behind the store, improving the traffic and parking pattern, and resurfacing areas which have failed.

6. Day labor construction was also started on a road extension in

the Tuolumne Campground to serve the new organized group camping area. Clearing and grading work was completed and paving of the road and parking areas will be done when snow conditions permit.

7. Three important trail projects were started and will be completed before heavy summer travel begins. The first project was completion of the Tenaya Lake to Tuolumne Meadows Trail, including a bridge across Lyell Fork. The second project was the two trails serving the new Sunrise High Sierra Camp at Long Meadow. One of these is a three mile connection to the Tenaya Lake area and the other is a seven mile connection to the Merced Lake Trail. The third project was the new horse trail from Happy Isles to Vernal Falls. This trail serves the purpose of separating the foot travel from the horse travel and adds to the enjoyment and safety of both.

C. Buildings and Utilities

1. Water and sewer systems to serve the new Sunrise High Sierra Camp were constructed by the Park plumbing crew. The concessioner plans to open the camp in July 1961.

2. A supplemental water system to provide more adequate supply and pressure at the White Wolf Lodge was completed.

3. Work was started on reconstruction of 250 campsites at Tuolumne Meadows and an additional 100 sites in the new organized group camp. A contract was also awarded for four new comfort stations and connecting utilities to serve the campsites. All of this work is well along and should be completed by early summer.

4. Three additional comfort stations were constructed in Yosemite Valley campgrounds.

5. Edgar A. Girard of Twain Harte, California, was awarded the contract for construction of 20 3-bedroom residences at El Portal. Excellent progress was made by the contractor during the winter and the houses should be ready for occupancy by June.

6. The Or-Bet Corporation completed its contract for the El Portal water and sewer systems in April on schedule. These systems will serve the new residences and will eventually be expanded to serve the entire administrative area.

7. Other projects included ski slope clearing for a new T-Bar installation at Badger Pass, new pit toilets at Tenaya Lake Campground, archeological excavations at El Portal, and a continuation of the Pioneer Yosemite History Center at Wawona.

2. Concession Operations

The Yosemite Park and Curry Co. is continuing a program of improvement and upgrading of facilities at Camp Curry. Work started in April 1961 on the construction of an outdoor dining deck for the cafeteria. The interior of the cafeteria building is also being remodeled. When completed, it will house both the cafeteria and the evening dance activities, which had previously been held in the pavilion. The pavilion will be remodeled into guest rooms during the next stage of the remodeling program, probably during the fall and winter of 1961.

A new T-bar lift was installed at the Badger Pass Ski Area during the summer and fall of 1960. This is Lift No. 4 and replaced the old rope tow on the beginner's slope.

A new Standard Oil Co. service station was completed at Tuolumne Meadows during the summer of 1960.

3. Museum Exhibits, Specimens, Maintenance and Flanning

1. Approximately 8300 specimens were cataloged during the year. Accountability records showed a total value of \$15,000 for these specimens. About 38% of the museum collection remains to be cataloged and appraised.
2. Refurbishment of the art display room was completed with the hanging of a series of oils and watercolors of Yosemite scenes. Paintings received new labels.
3. PCP's and interpretive prospectuses were completed for Yosemite Museum, Happy Isles Nature Center, and Pioneer Yosemite Transportation Center. Plans for a complete revamping of the exhibits in Yosemite Museum were begun by Western Museum Laboratory personnel.

4. Research

1. The Research Reserve Committee of the alumni of the Yosemite School of Field Natural History met in Berkeley on January 28. Plans were made for contacting college and university researchers to further the program begun in 1933.
2. A number of taped interviews was made with early Yosemite residents and visitors.
3. The 18th annual glacier survey was completed and a report prepared.
4. UCLA archeologists undertook excavation at El Portal under contract and unearthed evidences of Indian occupation dating back at least to 2500 B.C. Their final report nears completion.
5. Investigations into the backgrounds, motives and accomplishments of the men who sponsored the Yosemite-Mariposa Grove Grant of 1864 was begun by Dr. Hans Huth under a \$1,000 Region Four research contract. Dr. Huth is the author of Yosemite, The Story of An Idea and Nature and the American.
6. University of California Extension Courses were tried as an experiment the summer of 1960, using seasonal ranger naturalists as instructors. Although popular with students, they could not be continued in 1961 because of lack of anticipated financial backing.

5. Pioneer Yosemite History Center

1. Several horse-drawn vehicles were donated to the National Park Service for use at Pioneer Yosemite History Center, including Yosemite Stage and Turnpike stagecoach No. 3, an old chuck-wagon and thoroughbrace mountain wagon used on the Big Oak Flat Road.
2. Six exhibits were received from the Western Museum Laboratory for installation in the Wagon Shop.
3. "Old Buckshot," one of the original coaches used on feeder lines to Yosemite was reupholstered, including careful replacement of all seats, canvas coverings, and leather fittings.
4. About 24 wagon wheels have been refurbished and 16 repainted, using old techniques.
5. Another building has been placed at Pioneer Yosemite History Center. Moved from its Old Village site, Yosemite's first jail will be reassembled near the Wells Fargo building at the Center.
6. The Anderson Cabin, built at Big Meadow about 1876, was moved log by log to Wawona, and has been reassembled at the Pioneer Yosemite History Center. George Anderson was the first man to scale Half Dome and builder of the first Nevada Falls Trail.

6. Interpretive Facilities and Programs

1. For the first time since the passing of Tabuce in 1947 an Indian lady has been found to weave baskets, grind acorns, and answer visitors' questions about the Yosemite Indians. The Indian circle behind the Yosemite Museum provides a center.
2. Interpretive talks on fish and National Park Service fisheries policies were given last summer at Happy Isles Nature Center. They will be continued.
3. Some interpretive signs for Tioga Road were designed, constructed and placed in time for the dedication of the road.

7. Pioneer Yosemite Transportation Center

1. The largest single object acquired by the Yosemite Museum was added to the collections. Weighing nearly 100 tons, old Number 6 is now on display at the Pioneer Yosemite Transportation Center on the old Yosemite Valley Railroad railhead at El Portal. The Shay type steam locomotive, used on the Hetch Hetchy line into the Park, was donated by the Pickering Lumber Co. of Sonora. A talking label is installed on the engine.
2. An 11-passenger 1922 White motor bus of the exact type used on the El Portal to Yosemite Valley run for many years was trucked from Wichita, Kansas, the gift of an anonymous friend of the NPS. It will be added to the Transportation Center exhibit at El Portal after rehabilitation. Body work on the 1922 White bus will be done by the Fresno City College auto shop. Engine overhaul is being completed by the White-Autocar Company in Fresno. Both are donating their services.
3. A combination baggage and mail car (No. 105) from the extinct Yosemite Valley Railroad was donated to the Park by Mr. William Passadori of Merced. It has been added to Pioneer Yosemite Transportation Center, and will be used to shelter exhibits.

8. Yosemite Natural History Association

Ferns of the Sierra, the most recent of the Yosemite Nature Notes special issues, was produced. Authored by Dr. Robert Rodin, former ranger-naturalist and sporting an attractive four-color cover (sponsored by Dr. C. M. Goethe, father of the National Park Service Interpretive Program) this 80-page booklet is a complete guide to the ferns and their allies found from Lassen Volcanic National Park to Sequoia-Kings Canyon National Parks.

Yosemite National Park
California

9. Accidents and Rescues

During the night and morning of October 14 and 15, 1960, a Mono wind of gale force blew through Yosemite Valley. A number of large oak and yellow pine trees were blown down. One tree fell across a cabin in the Yosemite Lodge, resulting in the death of Miss Margaret Gnall, age 41, of Roselle Park, N. J. Another tree, which went down in Camp 6, caused the death of Kenneth Miner, age 19, an employee of Yosemite Park and Curry Co.

On January 15, 1961, Frank Mason, age 21, a ski instructor for Yosemite Park and Curry Co., was killed when his car struck a tree near Pohono Bridge in Yosemite Valley. Cause of the accident - excessive speed.

There were eight additional deaths in the Park due to natural causes during the year.

Also during the year there were 196 automobile accidents involving \$61,843.00 damage to vehicles and property.

10. Police Protection

During the year 213 cases were taken before the U. S. Commissioner. Thirteen of these were dismissed or the defendant found not guilty. There was a total of \$3,405.00 in fines. Three hundred ninety-nine days of jail sentences were assessed and suspended.

Two grand theft cases were handled jointly by the FBI and National Park Service. Both defendants were convicted. One received a sentence of five years, and the other a 10-year term.

Two hundred four investigation reports were filed. These cases involved a property loss of \$9,799.00. About 25% of the cases were carried to a solution, i.e., property recovered or subject convicted.

11. Forest and Building Fire Control

During the forest fire season for 1961 F.Y. there were 101 reportable fires with zero in the non-statistical class. Of this total, 77 were lightning caused and 24 were man caused.

A total of 1897 acres were blackened. One fire, the Mt. Gibson, burned 1485 acres. Total suppression costs for all fires amounted to \$267,850. The Mt. Gibson fire accounted for \$194,725 in suppression costs.

Discounting the Mt. Gibson statistics, the average area burned per fire was 4.12 acres.

With 242 fires occurring within all areas of Region Four, 46% were in Yosemite National Park. Another, and the worst of the three consecutive dry years, is upon us. Weather records indicate that this is the worst drought year since 1931.

A joint contract by Yosemite National Park and Sequoia-Kings Canyon National Parks with Whirlwide Helicopters, Fresno, California, was established. Terms of the contract provide for a Hiller 12-E helicopter to be available to the Parks primarily during the summer months for administrative and forest fire purposes.

Six building fires, one involving a vehicle, occurred within the Park. Two fires also occurred to residences in the El Portal Administrative Site. Total property damage was estimated to be \$1,025.00.

Personal injuries as a result of the fires were limited to first and second degree burns to a visitor.

Yosemite National Park
California

12. Fish Cultural Activities

A grand total of 592,568 trout were planted in the Park last season. Of these, 550,568 were rainbow trout, 28,000 were eastern brook trout, and 14,000 were golden trout. The proposed planting of eastern brook trout was reduced about two-thirds due to unforeseen losses in the hatchery.

The opening of Lake Eleanor to legal angling for the first time in 23 years was accompanied by confusion, misinformation, and a few unfortunate incidents, all of which resolved themselves as the summer progressed. Except for some nice catches on the first few weekends and again in the late fall, most anglers were very disappointed in Lake Eleanor fishing. The legendary Lake Eleanor "lunker" trout failed to materialize.

A fish-for-fun-only area is proposed for a three mile section of the Dana Fork of the Tuolumne River for the coming summer.

13. Weather

The drouth conditions of 1958 and 1959 have continued into 1960-61.

These conditions have affected travel, insect control, fire conditions and other phases of Park activities.

During the 1960-61 season as of May 1, a total of 20.21 inches of precipitation had fallen in Yosemite Valley. Normal for this period is 32.91 inches.

14. Lands

The sale of private lands within the Park boundaries between private parties continued to increase this year. Development, in the form of new cabins and homes, showed an even greater increase. These increases contrasted with a decrease in offers to sell private property to the government as compared with 1960.

Last year's report contained the following statement concerning the Foresta area: "Lots selling for \$65 two years ago are selling today for more than \$300." This year, several lots sold for \$1000 and a number of others for \$500.

These last two statements dramatize the rapidity with which land values are changing and emphasize the urgency of the situation.

A revised listing of acquisition priorities was submitted.

The following is a summary of the year's primary accomplishments concerning lands.

Acquired

	<u>Acreage</u>
42 Foresta Lots - Purchased from Eugenia M. Row	4.82
Wawona lot - Purchased from Mrs. M. Eileen Mansfield	0.15
1st portion of 2-part option covering the Wawona property acquired from Gloria Owen	<u>17.5</u>
Total	22.47

In Process of Being Acquired

	<u>Acreage</u>
10 Foresta lots presently owned by Yosemite Natural History Association	1.14
Cushman property in Wawona	.5
4 Mill Sites - Garnet Queen, Blue Spot, Blue Dipper, Blue Star - at El Portal	20.0

Other

Two Foresta lots were purchased by the Yosemite Natural History Association for future resale to the United States.

Appraisals were made on the Cushman and Seventh Day Adventist properties in Wawona.

15. Forest Insect Control

Continued sub-normal precipitation accounted in large part for increased predation by bark beetles and other forest pests.

Although forest pest conditions in the mixed conifer belt within the Park did not reach epidemic proportions found in some areas of the adjacent National Forests, the situation was considered serious.

The incidence of group attacks by bark beetles increased, as did individual attacks. A total of approximately 1413 trees were treated this year, as compared to 1129 last year.

Maintenance of bark beetle populations in an endemic condition required increased vigilance and effort. Field inspections throughout the Sierra Nevada offer no foreseeable prospects for a let up in infestation incidence.

Mountain Pine Beetle Control Project

The new control technique suggested in last year's report on this subject was used successfully. This method was directed at treating standing infested trees instead of felling each tree, leaving hundreds of down trees, as has been done in the past.

Application of this method resulted in a satisfactory degree of control, reduced costs per tree, and perhaps most significant--a much more natural scene.

The project is presently viewed as a holding action, the primary objective of which is to prevent any spread of the epidemic south of the Tioga Road and into the heavy use area.

Needle Miner Control Project

Because this was a non-flight year, work on this project was restricted to evaluation of last year's spray work, research, field analysis, and planning for next year's control work.

Evaluation of the 1959 control project indicated that a significantly higher level of control was achieved when spraying was done during the moth flight as against the larval period.

Based upon reliable available data, entomologists assigned to this project by the Pacific Southwest Forest and Range Experiment Station, U. S. Forest Service, believe that the 1959 control project was generally satisfactory. Also, that there is a sound basis for an optimistic attitude regarding the prospects of protecting and preserving the lodgepole pine association with the heavy use areas in the Tuolumne Meadows area.

16. Forest Disease Control

The Blister Rust Program in Yosemite National Park has been variously modified in several aspects over the years as more specific knowledge about the requirements of the pathogen and its hosts, particularly the ribes, has been obtained.

The most recent of these modifications became effective in the fall of 1960. However, it was in 1958 that the U. S. Forest Service recommended a modification of control policy for the Sierra Nevada south of the Merced River which bisects the Park. The policy consisted of deferring all initial ribes eradication and suppressing ribes population elsewhere to ecologic levels aimed at the control of fruiting among the ribes. After further evaluation, the recommendation was accepted as policy and adopted in 1960. This policy is to defer all ribes eradication in the Sierra Nevada Mountains south of the Merced River and the southern boundary of Yosemite National Park until such time as the presence of blister rust requires control action. This revision was based on two major considerations:

1. Field observations, plot studies, laboratory tests, and rust behavior itself in the California environment over the last 16 years indicated that in the foreseeable future blister rust would not become a major pest in southern Sierra Nevada. The evidence points up that blister rust has encountered limiting biologic and climatic factors in the central part of the State. These

are the findings presented by the Division of Forest Disease Research, Pacific Southwest Forest and Range Experiment Station.

2. A supplementary method of control permitting the saving of infected trees through the application of antibiotics, principally Acti-dione, is now being developed for sugar pine. Although this method is not a substitute for ribes eradication, its potential for saving stands that become infected and for gaining time until ribes can be eradicated looks very encouraging.

Although ribes eradication in the adjacent Sierra National Forest land and in Sequoia National Park is presently deferred, it should be understood that all ribes eradication has not been abandoned. The U. S. Forest Service will resume work in selected stands if the rust should appear. The presence of the disease itself will dictate where and when control work will be undertaken.

Work initiated during the summer of 1960 calls for annual inspection of those areas programed for work each year until such time as all the area within the control units have been appraised under this current plan. Two primary factors, rust hazard and pine-ribes association, are the basis for any work deferments. It should be noted that the unit control boundaries are not to be changed at this time, only a deferment of work for those areas which, under present weather conditions and stocking of white pine, would probably never sustain blister rust.

17. Requirements and Cost Seminar

The National Park Service Requirements and Cost Seminar was held in Yosemite National Park November 13-18, 1960. More than 60 participants attended from the Washington Office, both Design Offices, all Regional Offices and a number of the areas. The theme of the Seminar was to reappraise requirements and reduce costs of physical facilities.

18. Post Office

Bids were opened February 16 for construction of a duplex to house postal employees in Yosemite Valley. The low bidder was B. B. Ford of Modesto, California, at \$38,640.00. The duplex should be ready for occupancy in August 1961.

19. Commercial Utilities

Negotiations were continued with California Electric Power Company to bring commercial power into Tuolumne Meadows area via Tioga Pass. Thus far the C.E.P. Co. has shown little enthusiasm for this venture due to substantial investments required for the relatively small revenue anticipated.

The Pacific Telephone Company installed a new 50-pair cable between Yosemite Valley and El Portal to handle present and future expansions of telephone communications at El Portal. The new installation is underground and was routed through Foresta to avoid possible conflict with proposed reconstruction of Arch Rock entrance road.

The Pacific Gas and Electric Company constructed a power distribution system to serve the new residential area and reconstructed portions of existing systems to carry increased loads in the area.

20. Automotive Equipment

In keeping with the ever changing demands of maintaining Park roads and trails, the Machine Shop has acquired another Hough loader, bringing the total to three of this type, now used in Yosemite. As these heavy duty loaders have rubber tires they can be driven quickly to any location for the purpose of clearing rocks, slides and trees from the roadway. The loaders are equipped with Drott buckets (a clam shell action) which enables the operator to lift, move and hold difficult slide debris. A loader can easily perform the functions of a drag-line, cherry picker, or bulldozer thereby eliminating, in most cases, the dispatching of the latter three to the scene of a slide or road block. These loaders are very useful in the removal of snow in confined areas as they can clear, stack or load, as the case may be.

All vehicle equipment has been maintained and repaired, in keeping with Park Service standards, by Machine Shop personnel who have an eye for the proper functioning of each vehicle in order to safeguard both the operator and Park visitors. The Machine Shop personnel constantly strive to improve on signaling devices, tires, brakes, etc., the failure of which could result in tort claims and the loss of lives on our heavily traveled roads.



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1. A contract was awarded and clearing, grading and drainage structures were completed on the new access road to the White Wolf Campground and Lodge area. Base course and paving work will be accomplished during the summer of 1961.

2. The Park Road crew completed construction of the Bridalveil Campground Road during the fall of 1960. This project was started several years ago but remained incomplete until additional funds could be programmed.

3. A contract was awarded to the Or-Bet Corporation of Los Angeles for construction of two miles of access and circulation roads to serve the new El Portal residential area. Work was completed during April 1961.

4. The Park Landscape Architect and Interpretive personnel worked together preparing plans for the Tioga Road interpretive devices during the winter. Construction and installation of interpretive signs was accomplished by the Yosemite Central Sign Shop crew.

5. Rearrangement and reconstruction of the Wawona Store parking area was started by the Park road crew in the fall of 1960 and is scheduled for completion before summer begins. The work consists of relieving the drainage problem behind the store, improving the traffic and parking pattern, and resurfacing areas which have failed.

6. Day labor construction was also started on a road extension in

the Tuolumne Campground to serve the new organized group camping area. Clearing and grading work was completed and paving of the road and parking areas will be done when snow conditions permit.

7. Three important trail projects were started and will be completed before heavy summer travel begins. The first project was completion of the Tenaya Lake to Tuolumne Meadows Trail, including a bridge across Lyell Fork. The second project was the two trails serving the new Sunrise High Sierra Camp at Long Meadow. One of these is a three mile connection to the Tenaya Lake area and the other is a seven mile connection to the Merced Lake Trail. The third project was the new horse trail from Happy Isles to Vernal Fall. This trail serves the purpose of separating the foot travel from the horse travel and adds to the enjoyment and safety of both.

C. Buildings and Utilities

1. Water and sewer systems to serve the new Sunrise High Sierra Camp were constructed by the Park plumbing crew. The concessioner plans to open the camp in July 1961.

2. A supplemental water system to provide more adequate supply and pressure at the White Wolf Lodge was completed.

3. Work was started on reconstruction of 250 campsites at Tuolumne Meadows and an additional 100 sites in the new organized group camp. A contract was also awarded for four new comfort stations and connecting utilities to serve the campsites. All of this work is well along and should be completed by early summer.

4. Three additional comfort stations were constructed in Yosemite Valley campgrounds.

5. Edgar A. Girard of Twain Harte, California, was awarded the contract for construction of 20 3-bedroom residences at El Portal. Excellent progress was made by the contractor during the winter and the houses should be ready for occupancy by June.

6. The Or-Bet Corporation completed its contract for the El Portal water and sewer systems in April on schedule. These systems will serve the new residences and will eventually be expanded to serve the entire administrative area.

7. Other projects included ski slope clearing for a new T-Bar installation at Badger Pass, new pit toilets at Tenaya Lake Campground, archeological excavations at El Portal, and a continuation of the Pioneer Yosemite History Center at Wawona.

2. Concession Operations

The Yosemite Park and Curry Co. is continuing a program of improvement and upgrading of facilities at Camp Curry. Work started in April 1961 on the construction of an outdoor dining deck for the cafeteria. The interior of the cafeteria building is also being remodeled. When completed, it will house both the cafeteria and the evening dance activities, which had previously been held in the pavilion. The pavilion will be remodeled into guest rooms during the next stage of the remodeling program, probably during the fall and winter of 1961.

A new T-bar lift was installed at the Badger Pass Ski Area during the summer and fall of 1960. This is Lift No. 4 and replaced the old rope tow on the beginner's slope.

A new Standard Oil Co. service station was completed at Tuolumne Meadows during the summer of 1960.

3. Museum Exhibits, Specimens, Maintenance and Planning

1. Approximately 8300 specimens were cataloged during the year. Accountability records showed a total value of \$15,000 for these specimens. About 38½ of the museum collection remains to be cataloged and appraised.
2. Refurbishment of the art display room was completed with the hanging of a series of oils and watercolors of Yosemite scenes. Paintings received new labels.
3. FCP's and interpretive prospectuses were completed for Yosemite Museum, Happy Isles Nature Center, and Pioneer Yosemite Transportation Center. Plans for a complete revamping of the exhibits in Yosemite Museum were begun by Western Museum Laboratory personnel.

4. Research

1. The Research Reserve Committee of the alumni of the Yosemite School of Field Natural History met in Berkeley on January 28. Plans were made for contacting college and university researchers to further the program begun in 1933.
2. A number of taped interviews was made with early Yosemite residents and visitors.
3. The 18th annual glacier survey was completed and a report prepared.
4. UCLA archeologists undertook excavation at El Portal under contract and unearthed evidences of Indian occupation dating back at least to 2500 B.C. Their final report nears completion.
5. Investigations into the backgrounds, motives and accomplishments of the men who sponsored the Yosemite-Mariposa Grove Grant of 1864 was begun by Dr. Hans Huth under a \$1,000 Region Four research contract. Dr. Huth is the author of Yosemite. The Story of An Idea and Nature and the American.
6. University of California Extension Courses were tried as an experiment the summer of 1960, using seasonal ranger naturalists as instructors. Although popular with students, they could not be continued in 1961 because of lack of anticipated financial backing.

5. Pioneer Yosemite History Center

1. Several horse-drawn vehicles were donated to the National Park Service for use at Pioneer Yosemite History Center, including Yosemite Stage and Turnpike stagecoach No. 3, an old chuck-wagon and thoroughbrace mountain wagon used on the Big Oak Flat Road.
2. Six exhibits were received from the Western Museum Laboratory for installation in the Wagon Shop.
3. "Old Buckshot," one of the original coaches used on feeder lines to Yosemite was reupholstered, including careful replacement of all seats, canvas coverings, and leather fittings.
4. About 24 wagon wheels have been refurbished and 16 repainted, using old techniques.
5. Another building has been placed at Pioneer Yosemite History Center. Moved from its Old Village site, Yosemite's first jail will be reassembled near the Wells Fargo building at the Center.
6. The Anderson Cabin, built at Big Meadow about 1876, was moved log by log to Wawona, and has been reassembled at the Pioneer Yosemite History Center. George Anderson was the first man to scale Half Dome and builder of the first Nevada Falls Trail.

6. Interpretive Facilities and Programs

1. For the first time since the passing of Tabuce in 1947 an Indian lady has been found to weave baskets, grind acorns, and answer visitors' questions about the Yosemite Indians. The Indian circle behind the Yosemite Museum provides a center.
2. Interpretive talks on fish and National Park Service fisheries policies were given last summer at Happy Isles Nature Center. They will be continued.
3. Some interpretive signs for Tioga Road were designed, constructed and placed in time for the dedication of the road.

7. Pioneer Yosemite Transportation Center

1. The largest single object acquired by the Yosemite Museum was added to the collections. Weighing nearly 100 tons, old Number 6 is now on display at the Pioneer Yosemite Transportation Center on the old Yosemite Valley Railroad railhead at El Portal. The Shay type steam locomotive, used on the Hetch Hetchy line into the Park, was donated by the Pickering Lumber Co. of Sonora. A talking label is installed on the engine.
2. An 11-passenger 1922 White motor bus of the exact type used on the El Portal to Yosemite Valley run for many years was trucked from Wichita, Kansas, the gift of an anonymous friend of the NPS. It will be added to the Transportation Center exhibit at El Portal after rehabilitation. Body work on the 1922 White bus will be done by the Fresno City College auto shop. Engine overhaul is being completed by the White-Autocar Company in Fresno. Both are donating their services.
3. A combination baggage and mail car (No. 105) from the extinct Yosemite Valley Railroad was donated to the Park by Mr. William Passadori of Merced. It has been added to Pioneer Yosemite Transportation Center, and will be used to shelter exhibits.

8. Yosemite Natural History Association

Ferns of the Sierra, the most recent of the Yosemite Nature Notes special issues, was produced. Authored by Dr. Robert Rodin, former ranger-naturalist and sporting an attractive four-color cover (sponsored by Dr. C. M. Goethe, father of the National Park Service Interpretive Program) this 80-page booklet is a complete guide to the ferns and their allies found from Lassen Volcanic National Park to Sequoia-Kings Canyon National Parks.

Yosemite National Park
California

9. Accidents and Rescues

During the night and morning of October 14 and 15, 1960, a Mono wind of gale force blew through Yosemite Valley. A number of large oak and yellow pine trees were blown down. One tree fell across a cabin in the Yosemite Lodge, resulting in the death of Miss Margaret Gnull, age 41, of Roselle Park, N. J. Another tree, which went down in Camp 6, caused the death of Kenneth Miner, age 19, an employee of Yosemite Park and Curry Co.

On January 15, 1961, Frank Mason, age 21, a ski instructor for Yosemite Park and Curry Co., was killed when his car struck a tree near Pohono Bridge in Yosemite Valley. Cause of the accident - excessive speed.

There were eight additional deaths in the Park due to natural causes during the year.

Also during the year there were 196 automobile accidents involving \$61,843.00 damage to vehicles and property.

10. Police Protection

During the year 213 cases were taken before the U. S. Commissioner. Thirteen of these were dismissed or the defendant found not guilty. There was a total of \$3,405.00 in fines. Three hundred ninety-nine days of jail sentences were assessed and suspended.

Two grand theft cases were handled jointly by the FBI and National Park Service. Both defendants were convicted. One received a sentence of five years, and the other a 10-year term.

Two hundred four investigation reports were filed. These cases involved a property loss of \$9,799.00. About 25% of the cases were carried to a solution, i.e., property recovered or subject convicted.

11. Forest and Building Fire Control

During the forest fire season for 1961 F.Y. there were 101 reportable fires with zero in the non-statistical class. Of this total, 77 were lightning caused and 24 were man caused.

A total of 1897 acres were blackened. One fire, the Mt. Gibson, burned 1485 acres. Total suppression costs for all fires amounted to \$287,850. The Mt. Gibson fire accounted for \$194,725 in suppression costs.

Discounting the Mt. Gibson statistics, the average area burned per fire was 4.12 acres.

With 242 fires occurring within all areas of Region Four, 46% were in Yosemite National Park. Another, and the worst of the three consecutive dry years, is upon us. Weather records indicate that this is the worst drought year since 1931.

A joint contract by Yosemite National Park and Sequoia-Kings Canyon National Parks with Whirlwide Helicopters, Fresno, California, was established. Terms of the contract provide for a Hiller 12-E helicopter to be available to the Parks primarily during the summer months for administrative and forest fire purposes.

Six building fires, one involving a vehicle, occurred within the Park. Two fires also occurred to residences in the El Portal Administrative Site. Total property damage was estimated to be \$1,025.00.

Personal injuries as a result of the fires were limited to first and second degree burns to a visitor.

12. Fish Cultural Activities

A grand total of 592,568 trout were planted in the Park last season. Of these, 550,568 were rainbow trout, 28,000 were eastern brook trout, and 14,000 were golden trout. The proposed planting of eastern brook trout was reduced about two-thirds due to unforeseen losses in the hatchery.

The opening of Lake Eleanor to legal angling for the first time in 23 years was accompanied by confusion, misinformation, and a few unfortunate incidents, all of which resolved themselves as the summer progressed. Except for some nice catches on the first few weekends and again in the late fall, most anglers were very disappointed in Lake Eleanor fishing. The legendary Lake Eleanor "lunker" trout failed to materialize.

A fish-for-fun-only area is proposed for a three mile section of the Dana Fork of the Tuolumne River for the coming summer.

13. Weather

The drouth conditions of 1958 and 1959 have continued into 1960-61.

These conditions have affected travel, insect control, fire conditions and other phases of Park activities.

During the 1960-61 season as of May 1, a total of 20,21 inches of precipitation had fallen in Yosemite Valley. Normal for this period is 32.91 inches.

14. Lands

The sale of private lands within the Park boundaries between private parties continued to increase this year. Development, in the form of new cabins and homes, showed an even greater increase. These increases contrasted with a decrease in offers to sell private property to the government as compared with 1960.

Last year's report contained the following statement concerning the Foresta area: "Lots selling for \$65 two years ago are selling today for more than \$300." This year, several lots sold for \$1000 and a number of others for \$500.

These last two statements dramatize the rapidity with which land values are changing and emphasize the urgency of the situation.

A revised listing of acquisition priorities was submitted.

The following is a summary of the year's primary accomplishments concerning lands.

Acquired

	<u>Acreage</u>
42 Foresta Lots - Purchased from Eugenia M. Row	4.82
Wawona lot - Purchased from Mrs. M. Eileen Mansfield	0.15
1st portion of 2-part option covering the Wawona property acquired from Gloria Owen	<u>17.5</u>
Total	22.47

In Process of Being Acquired

	<u>Acreege</u>
10 Foresta lots presently owned by Yosemite Natural History Association	1.14
Cushman property in Wawona	.5
4 Mill Sites - Garnet Queen, Blue Spot, Blue Dipper, Blue Star - at El Portal	20.0

Other

Two Foresta lots were purchased by the Yosemite
Natural History Association for future resale
to the United States.

Appraisals were made on the Cushman and Seventh
Day Adventist properties in Wawona.

15. Forest Insect Control

Continued sub-normal precipitation accounted in large part for increased predation by bark beetles and other forest pests.

Although forest pest conditions in the mixed conifer belt within the Park did not reach epidemic proportions found in some areas of the adjacent National Forests, the situation was considered serious.

The incidence of group attacks by bark beetles increased, as did individual attacks. A total of approximately 1413 trees were treated this year, as compared to 1129 last year.

Maintenance of bark beetle populations in an endemic condition required increased vigilance and effort. Field inspections throughout the Sierra Nevada offer no foreseeable prospects for a let up in infestation incidence.

Mountain Pine Beetle Control Project

The new control technique suggested in last year's report on this subject was used successfully. This method was directed at treating standing infested trees instead of felling each tree, leaving hundreds of down trees, as has been done in the past.

Application of this method resulted in a satisfactory degree of control, reduced costs per tree, and perhaps most significant--a much more natural scene.

The project is presently viewed as a holding action, the primary objective of which is to prevent any spread of the epidemic south of the Tioga Road and into the heavy use area.

Needle Miner Control Project

Because this was a non-flight year, work on this project was restricted to evaluation of last year's spray work, research, field analysis, and planning for next year's control work.

Evaluation of the 1959 control project indicated that a significantly higher level of control was achieved when spraying was done during the moth flight as against the larval period.

Based upon reliable available data, entomologists assigned to this project by the Pacific Southwest Forest and Range Experiment Station, U. S. Forest Service, believe that the 1959 control project was generally satisfactory. Also, that there is a sound basis for an optimistic attitude regarding the prospects of protecting and preserving the lodgepole pine association with the heavy use areas in the Tuolumne Meadows area.

16. Forest Disease Control

The Blister Rust Program in Yosemite National Park has been variously modified in several aspects over the years as more specific knowledge about the requirements of the pathogen and its hosts, particularly the ribes, has been obtained.

The most recent of these modifications became effective in the fall of 1960. However, it was in 1958 that the U. S. Forest Service recommended a modification of control policy for the Sierra Nevada south of the Merced River which bisects the Park. The policy consisted of deferring all initial ribes eradication and suppressing ribes population elsewhere to ecologic levels aimed at the control of fruiting among the ribes. After further evaluation, the recommendation was accepted as policy and adopted in 1960. This policy is to defer all ribes eradication in the Sierra Nevada Mountains south of the Merced River and the southern boundary of Yosemite National Park until such time as the presence of blister rust requires control action. This revision was based on two major considerations:

1. Field observations, plot studies, laboratory tests, and rust behavior itself in the California environment over the last 16 years indicated that in the foreseeable future blister rust would not become a major pest in southern Sierra Nevada. The evidence points up that blister rust has encountered limiting biologic and climatic factors in the central part of the State. These

- are the findings presented by the Division of Forest Disease Research, Pacific Southwest Forest and Range Experiment Station.
2. A supplementary method of control permitting the saving of infected trees through the application of antibiotics, principally Acti-dione, is now being developed for sugar pine. Although this method is not a substitute for ribes eradication, its potential for saving stands that become infected and for gaining time until ribes can be eradicated looks very encouraging.

Although ribes eradication in the adjacent Sierra National Forest land and in Sequoia National Park is presently deferred, it should be understood that all ribes eradication has not been abandoned. The U. S. Forest Service will resume work in selected stands if the rust should appear. The presence of the disease itself will dictate where and when control work will be undertaken.

Work initiated during the summer of 1960 calls for annual inspection of those areas programed for work each year until such time as all the area within the control units have been appraised under this current plan. Two primary factors, rust hazard and pine-ribes association, are the basis for any work deferments. It should be noted that the unit control boundaries are not to be changed at this time, only a deferment of work for those areas which, under present weather conditions and stocking of white pine, would probably never sustain blister rust.

17. Requirements and Cost Seminar

The National Park Service Requirements and Cost Seminar was held in Yosemite National Park November 13-18, 1960. More than 60 participants attended from the Washington Office, both Design Offices, all Regional Offices and a number of the areas. The theme of the Seminar was to reappraise requirements and reduce costs of physical facilities.

18. Post Office

Bids were opened February 16 for construction of a duplex to house postal employees in Yosemite Valley. The low bidder was B. B. Ford of Modesto, California, at \$38,640.00. The duplex should be ready for occupancy in August 1961.

19. Commercial Utilities

Negotiations were continued with California Electric Power Company to bring commercial power into Tuolumne Meadows area via Tioga Pass. Thus far the C.E.P. Co. has shown little enthusiasm for this venture due to substantial investments required for the relatively small revenue anticipated.

The Pacific Telephone Company installed a new 50-pair cable between Yosemite Valley and El Portal to handle present and future expansions of telephone communications at El Portal. The new installation is underground and was routed through Foresta to avoid possible conflict with proposed reconstruction of Arch Rock entrance road.

The Pacific Gas and Electric Company constructed a power distribution system to serve the new residential area and reconstructed portions of existing systems to carry increased loads in the area.

20. Automotive Equipment

In keeping with the ever changing demands of maintaining Park roads and trails, the Machine Shop has acquired another Hough loader, bringing the total to three of this type, now used in Yosemite. As these heavy duty loaders have rubber tires they can be driven quickly to any location for the purpose of clearing rocks, slides and trees from the roadway. The loaders are equipped with Drott buckets (a clam shell action) which enables the operator to lift, move and hold difficult slide debris. A loader can easily perform the functions of a drag-line, cherry picker, or bulldozer thereby eliminating, in most cases, the dispatching of the latter three to the scene of a slide or road block. These loaders are very useful in the removal of snow in confined areas as they can clear, stack or load, as the case may be.

All vehicle equipment has been maintained and repaired, in keeping with Park Service standards, by Machine Shop personnel who have an eye for the proper functioning of each vehicle in order to safeguard both the operator and Park visitors. The Machine Shop personnel constantly strive to improve on signaling devices, tires, brakes, etc., the failure of which could result in tort claims and the loss of lives on our heavily traveled roads.