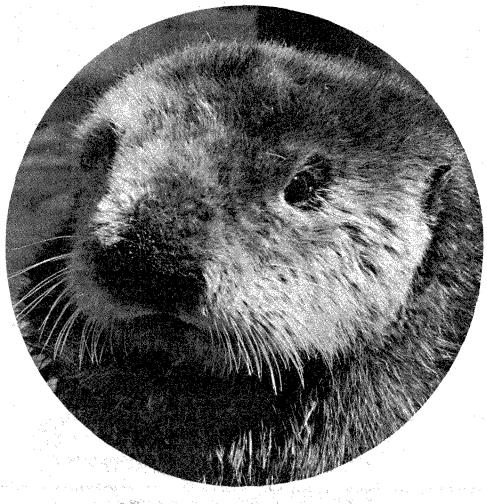
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Mid-July - Mid-August, 1979



"TEDDY BEAR OF THE OCEAN," also known as the California Sea Otter, is the subject of a new book by John Woolfenden. See centerfold special feature on pages 12, 13, and 14. Photograph by R. Coulter.

# INSIDE THIS ISSUE:

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- State Park Buys East Molera

SCA-25 Update

# Coastal Commission Opposes Amendment for its Abolition

By Gary Koeppel

Michael Fischer, the Executive Director of the State Coastal Commission, in a letter to State Senator Paul Carpenter (D-Cypress), wrote that "the Coastal Commission at its meeting on June 20 voted unanimously to oppose your bill SCA-25 which would propose a Constitutional Amendment to abolish the Coastal Commission."

In June Senator Caprenter introduced a State Constitution-

"Unusual Acquisition"

# State Park Buys East Molera for \$2,200,000

partment of Parks and Rec- grazing." reation (DPR) has nearly finalized its purchase of the 2,650-acre East Molera Ranch for a reported \$2.2 million.

The purchase was formally approved by the State Public Works Board at their June 26 meeting. On June 28 the funds were "encumbered" for the acquisition, and the sale was placed in escrow prior to July 1.

Although the name of the new park has not been announced, it was assumed by a DPR spokesman that it probably would be combined with the existing, adjacent 2,150-acre Andrew J. Molera Park, which would then total 4,800 acres.

"Unusual acquisition" According to Big Sur Area

Manager, Ken Jones, "a full general planning program will begin in the fall. Between now and the time the general plan is completed, the local park management has recommended that the

The California State De- lands continue in lease-back

al Amendment (SCA) "to abolish the Coastal Commissions" and to "transfer any and all appropriate powers, duties, and responsibilities to cities and counties.'

In a Gazette interview, Ida Lowe, a legislative aide in Senator Carpenter's Sacramento office, reported that "the mail and telegram responses have been 100% in support of abolishing the commissions, except for one letter from the director of the commission who wrote in opposition.'

'The response has been steady and very geographic,' she said. "We did not send out a press release, and not many people know about the Amendment, so as it becomes reported in newspapers from area to area, so come the

In stating the Coastal Commission's official opposition to its abolition, Michael Fischer reasoned that "SCA-25 would. if placed on the ballot, bring local coastal programs to a grinding halt pending the outcome of t addition, SCA-25 would abolish the Coastal Commission but Commissions.'

would not repeal the Coastal Act."

"If passed," he continued, "SCA-25 would result in a chaotic situation relative to coastal act permit requirements, and the implementation of various other aspects of California's Coastal programs, such as carrying out federal consistency determinations in the Federal Coastal Zone

Mr. Fischer concluded that the Amendment would be "B giant step backwards to California's efforts to wisely plan for the long range use and conservation of precious coasta resources.'

Legislative Aide Ida Lowe reported that the response to date seemed to suggest a broadly-based support to abolish the Coastal Commission, which included merchants, builders. attorneys, ranchers, realtors and farmers.

"The interest is spreading, and the response is good," she

But she predicted that the Amendment would not be passed by the Senate Committee on Natural Resources and Wildlife when it is heard, sometime in the late fall.

"If the legislative process fails," she concluded, "then we will begin the ballot initiative process and let the people decide whether

# Zad Leavy Reappointed Coastal Commissioner

Zad Leavy of Big Sur has been reappointed by Assembly Speaker Leo McCarthy to a second term as Coastal Commissioner of the Central Coast Regional Coastal Commission.

"The reappointment will extend to January 1, 1981," Mr. Leavy said during a Gazette interview. He was originally appointed by Speaker McCarthy on January 1, 1977 for his first two-year term.

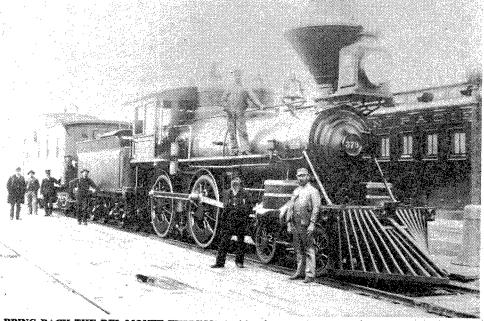
Commissioner Leavy also serves as an alternate State Coastal Commissioner to Mary Henderson, who is the central regional representative at the state level. In addition, he is chairman of the Asilomar Conference

Committee, also known as the Image Committee.

Mr. Leavy wanted to correct some misinformation which he said appeared in Senator McCarthy's press release on his reappointments. "I am no longer chairman of the Sierra Club's Big Sur Task Force, and I'm no longer vice chairman of the Big Sur Citizen's Advisory Committee, though I'm still a member of each," he clarified.

Commissioner Leavy also serves as legal counsel for the newly-formed Big Sur Land Trust, and he practices law privately.

In 1974, the Leavys moved Con't on page 2



BRING BACK THE DEL MONTE EXPRESS! A citizen's campaign continues efforts to restore train service between Monterey and San Francisco. See special feature in Section II. Photo by Lewis Josselyn from the Pat Hathaway Collection.

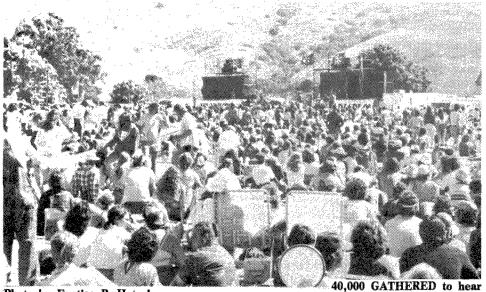


Photo by Eustice P. Hetzel.

# **Nothing Like a Big Crowd** to Draw Candidate Brown

By Fred W. Kline **Capitol News Service** 

Leaders of the giant rally against the opening of the Diablo Canyon nuclear power facility near San Luis Obispo had been trying to get together with Gov. Jerry Brown for six months.

After all, they shared a common goal....to outlaw all nuclear power plants. That is Brown's latest gambit in his effort to find issues over which he can disagree with President

So naturally Brown ignored the pleas of the leaders of the Abalone Alliance and other groups as they tried to interest him in their activities.

That is, he ignored them until it became obvious that a crowd of 20,000 or so of their supporters would gather to protest the opening of the \$1.4 billion facility.

Then, on the Friday night before the weekend event, Brown decided he would attend the big rally. Not only did he do that, but his presence usurped the other coverage of the event.

Brown hijacked the rally for his own political purposes, obviously, and the news media played right along with him. His one-minute speech, in which he led a "No on Diablo Canyon" cheer, earned him front-page coverage, including photos, in many newspapers and top television and radio coverage around the state and across the nation.

That's exactly what Brown was seeking in hijacking the rally, and nobody should be surprised that he did it. He has pulled such shenanigans before on various issues.

Actually, in defense of the news media, they really must cover the activities of someone of the stature of Brown. What he does is news, even if he doesn't like it sometimes.

We also can understand people being disturbed when he uses their activities for blatant political purposes.

For instance, in commenting on the events at Diablo Canyon, Randy Bernard of the Abalone Alliance had this to

"We have been trying to get a meeting with him since January and we haven't gotten a response. The crowd

In making his appearance, Brown made it clear that he will do everything he can to defeat plans to open the nuclear power facility at Diablo Canyon "if the NRC (Nuclear Regulatory Commission) denies the will of this community"

by allowing the plant to open in August. We wonder what community the governor is concerned about? Obviously, he can't be worried about the people of California, who face power outages and shortages in the years ahead unless more energy sources are built and put on line.

Obviously, the "will of the community" doesn't mean the voters of California, who made clear in an election on the issue a couple of years ago that they want nuclear power retained as an alternative energy source.

Apparently, Brown means his will and that of the nuclear foes, some of whom are anti-growth radicals who want no new power sources of any kind to be built. If their will prevails, it could bring the prosperity of California and the nation down around all of our heads.

# State Park Buys East Molera

Con't. from page 1

department's efforts parallel an acquisition," said Mr. Jones, "but this was an unusual acquisition. Usually, the acquisition process goes through general planning and funding by bond monies, but Molera East was authorized and funded by special legislation which was sped

up tremendously."
"Consequently," he con-cluded, "our planning is lagging."

Mr. Jones indicated that all four Big Sur parks will undergo a full general planning process. The parks include A.J. Molera (East and West combined), Pfeiffer Big Sur State Park, Julia Pfeiffer Burns, and John Little.

When asked what types of public use he foresaw for Molera-East, Mr. Jones replied, "Probably day use, possibly minor picnicking at scenic overlooks, but I don't foresee our planning department coming up with any major developments."

# Zad Leavy

Con't from page 1

to Big Sur and built their home above Ventana Inn. Prior to that, he practiced law in the Los Angeles area, five years of which he practiced with Tony Bielenson in a Beverly Hills law firm.

Speaker McCarthy also reappointed Commissioner Grace McCarthy (no relation) of Pacifica, and appointed Marylin Hummel of Santa Cruz for her first term as Commissioner to the Central Region.

# Anti-Diablo Rally Draws 40,000 - Pro-Diablo "Almost 200"

At the same time the massive anti-Diablo rally was held in San Luis Obispo, a mini pro-Diablo rally was held in Avila, the tiny town just around the corner, so to speak, from the Diablo Canyon nuclear plant. Eightyfour, including speakers, were pictured in the San Luis Obispo Telegram Tribune. One sign at the tiny rally read "Nuclear Power is Safer than Sex!!!" It was carried by a middle-aged woman who was accompanied by a woman in pincurls.

Speakers from PG&E. Westinghouse, Stanford, and Cal Poly had words of praise for nuclear power.

Just over the San Luis Range in San Luis Obispo, Governor Brown ended his short speech to the 40,000 anti-Diablo protestors by chanting "No on Diablo" He received a one-minute standing ovation. He also drew raised eyebrows from skeptics. Daniel Ellsberg, who followed Brown's appearance, warned the crowd that "trust is not the appropriate attitude for a democratic citizen to have towards a politician."

Brown announced only the day before the rally that he would attend it. Speculation that he would bring Linda Ronstadt did not pan out.

The Abalone Alliance was not about to see any part of the demonstration get out of hand — including a candidate for President of the United States. Had Brown not assured the rally organizers that he would do everything in his power to stop Diablo, he would not have been allowed to speak. (Tom Hayden, who had not taken a strong anti-Diablo stand was not allowed to speak, nor had the Alliance invited him to.)

Brown was also praised for his courage in coming to the rally at all, yet there were always suspicions that he was doing what successful politicians do so well - use a large, unified crowd to best advantage, and get network coverage in the process. Nevertheless, Brown did tell protestors what they wanted to hear. His reason for doing so seemed less important to rally-goers than having one more person on their side, especially when that one more is the State's Chief Executive.

Everyone at the rally, needless-to-say, would like to see the Diablo Canyon Nuclear Plant be PG&E's \$1.6 billion tax write-off in

# **USFS Plans to Buy Pacific Valley Land Endorsed**

from the Herald

speakers and singers protest

the licensing of Diablo. The

peaceful, orderly, all-day ral-

ly, organized by the Abalone

Alliance, featured Governor

Brown, David Brower, Dan-

iel Ellsberg, Peter Yarrow,

Jesse Colin Young and 35

The U.S. Forest Service's plan to buy 278 acres on Monterey County's South Coast for public recreation won a favorable nod from regional coastal commission-

Central Coast commissioners voted unanimously to find the proposed purchase east of Highway 1 between Pacific Valley and Gorda consistent with the state Coastal Act.

Final concurrence in the 'consistency determination' required under federal law must come from state coastal commissioners.

The land to be acquired is 277.59 acres belonging to Elmo L. Buttle. It is directly inland from Sand Dollar Beach and Plaskett Creek Campground.

Buttle homesteaded the 281.52 acres in 1934. He is keeping nearly four acres for himself and selling the rest to the federal government for \$519,000 - \$200,000 for a

under discussion at the State Capitol.]

could have logged, \$319,000 for the land itself.

The property will provide opportunity for hiking, picnicking and scenic enjoyment, according to a federal environmental assessment.

The report notes spectacular ocean views from point along Plaskett Ridge Road and says that hiking through old growth redwoods along Plaskett Creek can be ' memorable experience."

Coastal planner Lee Otter pointed out that federal acquisition will take the property out of the coastal commission jurisdiction but consistency determinations will still be required for any development of the property.

Commissioner Eleanor Taylor asked Los Padres National Forest assistant lands officer Robert Johnson what would happen to 32 acres of redwood on the property.

He said the Forest Service would cut only dead or dying stand of redwood which he trees to maintain the stand's

vitality.

"Forty percent of the valtimber," Johnson said, "and it could be lost in private

Otter pointed out that Buttle could have logged the redwood without a permit, but the federal government would require coastal commission concurrence to do so.

# **Agins Decision Threatens Private Property Rights**

Reprint from The Reporter Pacific Legal Foundation

Agins v. City of Tiburon

The California Supreme Court recently issued a decision which gives city councils and boards of supervisors almost complete discretion over the use you can make of your private property. The decision, in Agins v. City of Tiburon, denies the landowner the right to sue for just compensation when the value of his property has been taken away by government regulations, and limits the remedy to invalidating the

The implications of this decision have received widespread attention throughout the state. One in a series of articles on the deterioration of private property rights in California, reported by the Capitol News Service (serving 400 of the state's newspapers) featured the Agins decision. An excerpt from the article, "Tiburon, Trust and the Court," by George Nicholson, is reprinted below:

"If you can't trust the California Supreme Court to uphold private property rights, who can you trust? Apparently, at this point, no one. Consider this:

"Donald and Bonnie Agins own five acres of property in Tiburon. That parcel is on a ridge which provides a panoramic view of San Francisco. It was acquired by the couple for residential development.

"Tiburon is a 1,676 acre, Marin County peninsula surrounded on three sides by San Francisco Bay. A few more than 6,200 live there. They enjoy the highest land value per acre in the state.

"On June 28, 1973, Tiburon's city council passed a law which claimed the Agins' property as an indispensable part of the city's open space....

'[The city] filed a condemnation suit on December 4, 1973, to force the Agins to sell their five acres to the city. Ten months later, the city asked for and got a trial date.

'Then, like the Ford Motor Company, Tiburon got a better idea. Why should it risk losing all or part of \$2 million the Agins claimed their property was worth when the city could get what it wanted free. Consequently, just two weeks before the trial, Tiburon petitioned to abandon its suit. Eventually, on May 20, 1975, almost two years after the city first decided to condemn the Agins' property and almost 17 months after its suit was filed, a dismissal was entered.

"After a two-year battle with Tiburon over how much their property was worth, the Agins could be forgiven for being perplexed by the city's new position that its open space law was simply a zoning change for which no compensation was required.

The article goes on to recount the chain of events which led to the recent state supreme court decision after the Agins filed suit against Tiburon to be compensated for the lost value of their property. The supreme court ruling followed the Agins' successful appeal in the California Court of Appeal in San Francisco, which found that the property owners were entitled to compensation.

The article quotes a coastal zoning official who commented after the supreme court decision, "Now we can go ahead with our local coastal plan and our resource protection zones without having to be concerned about paying for the property we take."

PLF filed an amicus curiae brief with the state supreme court arguing for the property owner's right to compensation. The Foundation then actively assisted in efforts to obtain a rehearing, which the court denied. PLF has been asked to associate as counsel for the plaintiffs to seek a hearing before the U.S. Supreme Court. In July, the Foundation will sponsor a conference for attorneys and others concerned with property rights on the far-reaching implications of the Agins decision.

# Agins vs Tiburon Update

# **Bill to Offset Economic Losses**

economic use of the property. Urgency.

\*

[Editors Note: The following related legislation is presently

NAYLOR — Governmental regulation: liability.

Would authorize a person having an interest in

property to maintain an action against a local pub-

lic entity for compensation for injury or damages

to the property caused by a local governmental

entity's action which exceeds constitutional

limitations and which either injures or damages

property or reduces the value of property or which

has the effect of precluding virtually all viable

CNS...In the wake of a recent California Supreme Court decision that upheld government's right not to be sued over property damage to private citizens, legislation has been introduced to make action by a government agency liable for damages.

Assemblyman Bob Naylor, R-Menio Park, has authored the bill in response to the Agins v. Tiburon case. In the Agins case, the court ruled against the property owners' right to collect damages even in extreme cases when a government agency acts unconstitutionally or virtually destroys the property's value.

My bill is necessary to counteract yet another arrogant assertion of government power over individual rights, Naylor explained. "The Supreme Court's decision made it practically impossible for a landowner to receive compensation for property made useless by government planning, zoning, or permit decisions."

His measure is aimed at only the two areas of unconstitutionality, as determined by the courts, and any action that would preclude any viable economic use of the

The bill, AB 1930, is an urgency measure, requiring two-thirds vote of both houses, and would become effective

upon the governor's approval.

# **DFG Balks At Hearst Water Application**

by Bob Howard from the Cambrian

The Department of Fish and Game (DFG) has filed an official protest against the Hearst application to take water from Arroyo de la Cruz Creek, 15 miles north of Cambria.

DFG contends the taking of water for a hotel, restaurant and townhouse development could significantly affect and damage the creek, "an important" spawning area for steelhead trout.

"The protest was filed to protect fish and wildlife resources in and near the Arroyo de la Cruz Creek, on grounds that taking water from the creek would not serve the public interest and would have an adverse environmental impact," said Dennis Eimoto, a DFG biolo-

Chuck Vogelsang, an environmental specialist for the state Water Resources Control board, said an environmental impact report (EIR) on the application is expected to be complete within six months. The application requests water rights to 1,866 acre feet of water per year from Arroyo de la Cruz Creek to supply three hotels, one motel, nine restaurants, two 100 unit townhouse complexes, two golf courses, shops, art galleries, historical exhibits, tennis courts and a boat launch in San Simeon harbor.

The application asks for 666 acre feet for the buildings and 1,200 acre feet for irrigation of the two golf

courses. One course would be 120 acres and another 150 acres with 600 acre feet of water for each golf course. The Morro Bay golf course uses 200-300 acre feet per year for its 98 acre course, according to county officials.

Steelhead spawn between December and January, Eimoto said, and the fry (offspring) appear within 60 days. The juvenile fish then stay in a nursery area until they leave the stream a year later, during spring.

Water levels must be kept up throughout the year and especially in the juvenile nursery areas, he said.

Steelhead, rainbow trout, various non-game fish, amphibious reptiles and an assortment of wildlife are among the fish and animals that would be affected if sufficient flows are not maintained, the DFG protest claims.

Reduction of stream flow into the lagoon near the coastline could reduce its size and value as a wildlife habitat, the protest also

"Arroyo de la Cruz Creek provides one of the most important wildlife habitats in San Luis Obispo county due to its size and undisturbed nature," the DFG says.

Eimoto said eventually a bypass amount of water may be agreed upon and a flow gauge installed to monitor the water level so pumping never takes place when water falls below a certain height. The Hearst Corporation would also be required to keep records of stream flow levels, he said.

Vogelsang said normally, when an application is protested, DFG will check flow levels necessary and determine when pumping could not take place, and then present their findings as 'terms for dismissal" of the protest.

Such terms would be due by Dec. 3, 1979, Vogelsang said. However, this may or may not be the case here, he added.

"The application figures are estimates, they are preliminary. Actual usage may vary to a lower amount, Vogelsang said.

If development takes place, the Hearst Corp. would have to apply for a temporary permit, and then make improvements on the permit such as installing their pumps, said Van Laurn, a hydraulics division engineer for the county engineering department.

After a year or two, he said, the permit could be upgraded to a license. At that time the specific quantity of water usage would be very carefully monitored and established, he said. These amounts would be incorporated into the license as limits of usage, he added.

The California constitution says water must be put to a beneficial use, which gives the state the right to regulate water. Laurn said the primary rights for water use in the creeks around San Simeon and Cambria are pre-

served for the county for future use.

The county may want to distribute water and issue bonds someday, which all users would be required to pay for, Laurn said. Taking water from Arroyo de la Cruz will not affect water needs of Cambria, which takes its water from San Simeon Creek basin.

"The two water basins are as removed underground as they are above ground," Laurn said, "and the taking of water from Arroyo de la Cruz will in no way affect water supplies for Cambria, unless Cambria plans to go further north someday to get more water.'

The Coastal Commission has sent a letter to the state Water Resources Control board stating concerns about the water application it insure that certain areas are adequately addressed in the forthcoming EIR.

Among these concerns are the capacity of Hwy 1 to handle increased traffic flows, the protection of the environmentally sensitive fish and animal habitat and the compatability of the proposed development with agriculture.

A protest period on the Hearst application, opened May 25, will last 60 days. Anyone wanting to protest the application can obtain forms by writing to: State Water Resources Control Board, Division of Water Rights, 77 Cadillac Drive, Sacramento, CA 95825, Attn: Application Unit, or call 916-



SEA LION POINT was cheated of another victim recently when Monterey County Sheriff's Rescue Squad deputies threw a harness line to Robert Alex Robertson, 23, of Sunnyvale, who left the road to explore the "intriguing beach" hundreds of feet below, only to discover that the ascent of the sheer cliffside is much more difficult than going

Deputy Ken Bradford, who directed the rescue operation told Robertson that several people have been killed and many injured as they tried to scale the slide. Robertson was shaken but unhurt following his ordeal. Photo by Bill Liles.

Asked whether he intended to support a bill by state Sen. Paul Carpenter, D.-Santa Ana, to abolish the Coastal Commission altogether, Melle said he hadn't even read it

"But when they (commissioners) pull things like this it makes you wonder about their attitude," Mello said.

Government is a process of compromise, Mello said, and he was "shocked" to find the commission talking about a veto request "without even sitting down with the Cannery Row people.'

Mello was so disgruntled, in fact, that he has given up efforts to arrange a July 30 meeting between commission and city officials in Mon-

Douglas said he still would like to see that meeting take place but was not sure it could be "salvaged." He said he wanted Mello to hear for himself what the state commission expects in the

way of a Cannery Row LCP and decide for himself whether those expectations are reasonable or not.

"Cannery Row is just one mile out of 1,100 miles of coast," Mello said, "and it's a partially developed area pretty much committed to development, yet nobody can seem to break through the wall of regulation and resistance to get anything done."

The Assembly Resources, Land Use and Energy Committee will hold yet another meeting on AB 462 before voting the bill out.

Too much of a good thing ... IS WONDERFUL! --Mae West

Compliments H.D.R.

# Angry Mello Wonders If Coastal Panel Is Worth Keeping

Reprint from the Herald Assemblyman Henry Mello and the state Coastal Commission are having a battle over Cannery Row and Mello's bill to change the coastal

zone boundary. The commission is ready and willing to seek a veto of the Watsonville Democrat's bill, AB 462, and he got mad enough to wonder out loud whether he should support abolition of the commission

altogether. Mello publicly took exception to the commission's stance this week at a continued hearing on AB 462 by the Assembly Resources, Land Use and Energy Committee, of which he is a

The committee voted June 5 to remove the area between Lighthouse Avenue and the tracks from the coastal zone,

leaving the commission with jurisdiction from the tracks down to the water.

The city of Monterey had asked the committee to take the entire Cannery Row area out of the coastal zone, but that proposal failed on a 7-6

The committee later compromised by moving the line down to the tracks.

The Coastal Commission had opposed any change in the line.

Deputy Coastal Commission director Peter Douglas told Mello after that meeting that the commission would continue to oppose the Cannery Row deletion, which had been worked out with the city and the Sierra Club.

Mello told Douglas that was fine with him, but that he would stick with the Southern Pacific Railroad Resources Committee compromise, resisting any moves

to take either more or less of Cannery Row out of the zone.

Douglas talked the matter over with commission executive director Michael Fischer, who then asked state commissioners for authorization to request a veto from Governor Brown. He got it, unanimously.

"We thought it would be better to be up front and let him know how vigorous our opposition was instead of coming up with a last-minute veto request," Douglas said.

'There's room for compromise there, but we felt he should know how strongly we felt about it. We were not party to that compromise."

Douglas said that the commission felt Cannery Row's public access, parking and traffic problems could not be solved by working with such a limited area, and that lopping off a big chunk now would waste the time, money and energy already spent on the Cannery Row Local Coastal Program.

Mello said today that he thought the commission had jumped the gun by authorizing a veto request while the bill was still in its first Assembly committee. He said the commission

should wait and see what happens to the bill along the way in the Assembly and Senate and should withhold any veto request until it reaches the governor's desk. Mello said AB 462 was

more their bill than mine" because he had made recommendations only on seven Monterey Bay area deletions in a bill that covers 11,000 acres of proposed deletions.

'Most of the others come from commission recommendations," he said, "It's 90 percent their bill.'





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# Fire Danger **Closes Areas of LPNF**

Effective Friday, July 6, 1979 three areas of Los Padres National Forest back country will be closed to public entry according to the U.S. Forest Service.

The areas affected include the upper Nacimiento River section within Monterey County, a 500 square mile expanse north of Santa Barbara from Davy Brown Creek to Highway 33, and the 170

square mile Sespe Condor Sanctuary - Cobblestone Mountain area north of Fill-

Fritz deHoll, Supervisor of Los Padres National Forest, listed the extreme fire hazard that exists in these areas as the primary reason for the closures. "These areas contain a heavy amount of fuel and are located in rugged inaccessible terrain," deHoll stated. "Fires starting here during the summer months would be very devastating and difficult to control."

The boundaries of the fire closure areas are posted with signs along all public entry points - both roads and trails.

Forest visitors are also reminded that permits are required for constructing campfires outside of developed campgrounds. Smoking while in the Forest is also restricted to cars, places of habitation or within an area cleared to mineral soil at least 3 feet in diameter.

"These closures and restrictions will remain in ef-

# quate amount of rain this fall to lessen the fire danger," said Supervisor deHoll. "We do not like to prevent the public from using their land. However, until we are able to

fect until there is an ade-

LEGEND

manage the vegetation in these areas by using prescribed fire and other vegetation management activities it will be necessary to continue closing areas during high fire danger periods.'

# Fire Brigade Elections

By Frank Pinney

At the Tuesday business meeting, July 3, 1979, the Big Sur Volunteer Fire Brigade held elections to determine the officers for the coming two years. The nominations reflected the confidence of the membership in the leadership of the Brigade and the five officers were reelected to their positions: Walt Trotter, Chief; Pat Chamberlain, Asst. Chief; Gary Koeppel, Foreman; Peter Stock and Frank Pinney, Captains.

Also established at the meeting was a formal operational officer structure to

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CHIEF WALTER TROTTER Big Sur, CA 93920

provide second-level leadership in the administration and operations of the Brigade. Three men were proposed for these positions as Lieutenants: Julian Lopez, Junior Colvin, and Steve Wagy, and confirmation is expected by the next business meeting in August.

A discussion was held concerning changes in the By-Laws of the Brigade to provide a more flexible approach to meeting the needs of the growing organization, but the final vote held to the structure adopted in the Articles of Association for the Brigade dated June, 1977.

The Articles specifically establish the mission of the Brigade to serve the "advancement of education in the area of fire control and for other charitable purposes by the distribution of its funds for such purposes, and particularly for the purpose of fire control and prevention through educational programs relating to fire safety and additionally for the purpose of providing fire fighting services free-of-charge to.....the general area of Big Sur." It is to support this mission that the By-Laws were created and future growth of the Brigade will be governed by these documents.

The Brigade is independent of any other governing organization and has its own board of trustees. All the members donate their time and services totally without compensation, and there is a certain satisfaction gained by each member in volunteer fire service which seems to be return enough for the

hundreds of hours each donates. With 16 active members and several associated in a "reserve" status, the Brigade has been able to provide around-the-clock response to all fire emergencies in our community. We now have two 500-gallon, 1000 gallon-per-minute engines along with six light-duty slip-on pump units of 100 to 140 gallon capacity. One of these units is mounted on a newly acquired 4/4 ton, 4-wheel drive military jeep which provides a rugged attack unit for remote areas. Plans are underway for an additional engine and a fire house to house the equipment and serve as a training center. In addition, plans are being made to answer the call for extended service to the south to better support the communities at Esalen. Lucia and Pacific Valley.

Since the U.S. Forest Service has the primary responsibilty for wildfires here, the Brigade has concentrated on the need for structure fire suppression. However, the Brigade rolls to all fire emergencies in our community.

Donations from the community, visitors, and Gazette readers have made it possible to continue the excellence of the Brigade and the growing capability of the equipment to meet the challenges. This year's fund drive is still underway and contributions (tax deductible) should be sent to Chief Walter Trotter, Big Sur, CA 93920.

REMEMBER - 30 foot clearances and clean your flue before lighting up your stoves!

Governor Signs Arson Bill

> CNS...Legislation designed to "help stop the state's dramatic increase in arson" was recently signed into law by Gov. Jerry Brown and will take effect Jan. 1, 1980.

The measure, Senate Bill 116, tackles the problem of arson for profit, as well as addresses arson as a serious crime of violence in addition to its status as a property crime. Under SB 116, the court will be allowed to fine convicted arsonists and other principals with sums twice as large as the actual or anticipated gain. The new law also significantly increases sentences handed down if a maliciously set fire causes serious bodily harm.

"SB 116 is the product of extensive research and public hearings by the Joint Committee for Revision of the Penal Code," said the bill's author, Sen. David Roberti, D-Hollywood, chairman of the joint committee he mentioned. "The bill is based on the fact that all uncontrolled fires are inherently dangerous, and cause not only property damage, but death, personal injury and personal tragedy. Present law treats arson as a crime of violence as well as a crime against property.

# Wildfire -California's Nemesis

by Philip C. Favro, State Fire Marshal **Capitol News Service** 

Wildfire - California. The terms are almost synonymous. Every year thousands of acres of grasslands, forest, and valuable watershed are consumed by wildfire's destructive force...homes are destroyed...lives thrown into turmoil.

Is this phenomena something Californians must live with, or is it something that can be changed?

Traveling the length and breadth of this vast state, one sees the grass covered foothills and tree covered mountains spread over seemingly endless horizons - most of it impenetrable. It is here that nature and man cause many of the fires that haunt California each year. Dry lightning strikes are the most frequent natural cause, and something man can essentially do little about - to prevent. Neglected campfires, carelessly discarded cigarettes, and irresponsible use of off-road vehicles are man's contributions — and something he can

Too often, he does not, and here is where the California Department of Forestry and the United States Forest Service come into play. The statewide system of ranger units are well-manned, well-equipped, and well-trained to attack, confine, and eventually extinguish the blazes that erupt. That network of protection is a unique melding of local, state, and federal agencies that can spring into action at a moment's notice. And utilizing the State Office of Emergency Services' Mutual Aid System, literally thousands of men and hundreds of pieces of equipment can be moved to fire lines anywhere in California — to protect forests and grasslands, and the people who live in their midst.

Yet the cost of providing these services is staggering staggering in terms of taxpayer dollars, staggering in the toll it takes on men and equipment. But for those fires that are man caused, it needn't be. There's a better way. Each person can become part of the solution. Just as with every other threat that man faces, it is the acts of individuals that ultimately spell the difference.

The traditional message of "Smokey the Bear" that says, 'only you can prevent forest fires," is right. But today that message comes closer to home than ever before. More and more of our citizens are building closer to wildland areas. Today forest fires are frequently in our own backyards. And what might begin as a seemingly innocuous fire in a remote field or grove may soon boil to a raging fire storm that literally devours everything in its path - Santa Barbara, 1977, and Agoura Canyon, 1978, are frightening examples. This urge to move closer to the wildlands brings with it significant risk. In so doing, they should understand what they can do to mitigate - noncombustible roofing, ridge sprinkler systems, property setbacks, cleared areas, these are all valuable and necessary protective measures. However, far more important is the need for a reduction of fire starts.

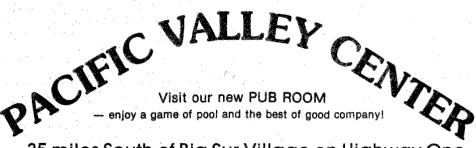
Historically, 80 per cent of California's wildfires are man caused. Yet in 1976 and 1977 - years of the Bicentennial and the great drought — this figure changed. It changed because people were informed, concerned and careful. The number of fires decreased and, more significantly, the number of man caused fires was down a whopping 34 per cent. In 1978, with water again plentiful, concern dwindled and fires increased.

This is the strongest affirmation yet of Smokey's slogan. You can prevent fires....if you're willing to become informed, to be concerned, and to act responsibly.

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# Fire Brigade Efforts May **Reduce Fire Insurance Rating And Rates**

**Gazette Staff Writer** 

On June 19, Officers of the Big Sur Volunteer Fire Brigade (BSVFB) met with representatives of the Insurance Services Organization (ISO) to present their case for reduction of the rating used by fire insurance underwriters to determine fire insurance rates for structures.

After a five-hour presentation and field inspection of the Brigade's equipment, the ISO representatives said they would submit their evaluation and recommendation for review, but that it might take several months before the results are published.

The ISO "Evaluation and Inspection" is the culmination of

five years of Brigade efforts at organizing volunteer structural fire protection for Big Sur residents, homeowners, and

Efforts were also made by Larry Durocher, an insurance broker from Monterey Insurance Agency (MIA), who was instrumental in developing contact with ISO and in getting the rating evaluation.

Chief Walter Trotter, Assistant Chief Pat Chamberlain, and Foreman Gary Koeppel met with ISO representatives Jamison Lee and Jim Kimbel.

Mr. Lee explained that the Insurance Services Organization is an independent company which evaluates fire services throughout the state and country, and it sets and publishes fire insurance ratings — not to be confused with fire

The rating is based on a scale from zero to ten, from excellent (1) to poor (10). Big Sur has always been rated ten, but has never before been evaluated for a rate change.

'The ISO ratings are guidelines for underwriters to establish insurance rates," said Mr. Lee, "but insurance companies are not bound by them."

According to Larry Durocher, agent for MIA, "If ISO reduces the Big Sur rating to 9, some premium savings may be a direct result, but the best change will be that more companies will be willing to insure structures in the area, and there will be more competition. We, the brokers, can then shop better for our clients."

Jamison Lee of ISO warned the Brigade Officers not to be premature. "We can't say for sure what the results of our inspection of the Brigade will be for 60 to 120 days, and then we're not sure when the ratings will be published.'

"We've come a long way," summarized Chief Walter Trotter, "in organizing, recruiting, training, and equipping ourselves with the help of the community and visitors

"But we've got a long way to go, and it's going to take the continuing support of the volunteers, the residents, and the

If the Fire Brigade succeeds in reducing the rating from a 10 to a 9, the Brigade plans to begin organizing efforts to attain a rating of 8.

"It took us five years to qualify for our first ISO rating evaluation," remarked Foreman Gary Koeppel, "and I figure with enough support from landowners adjacent to Highway One, we will be able to pass the 'Dwelling 8 Test' ar 1 further reduce rates in about two years."

The 'Dwelling 8 Test', according to ISO's Jamison Lee, requires that a fire department must have an engine capable of pumping 200 gallons of water a minute for 20 minutes, and a fire hydrant located every 300 feet.

"Only one rural area in the state has qualified for an 8 rating," related Mr. Lee. "The farmers all cooperated and developed standard roadside and dwelling hydrants with large quantities of water stored in tanks and ponds. The hydrants were well over 300 feet apart, but they worked out a rateable system. So the probability is low, but the possibility is there.

Chief Trotter announced to the representatives that the Brigade's next priorities were to build a fire house and to continue improving their equipment.

'At the same time," said the Chief, "we'll begin developing a rural hydrant system and water storage with landowners along the coast before applying the 'Dwelling 8 Test.'

Chamberlain, "because the volunteers are dedicated and the

community is supportive." The Gazette will publish the ISO evaluation results as soon as they become available.

[Editor's Note: The following is a portion of the reports submitted by the BSVFB officers to the ISO representatives during their evaluation and field inspection.]

# HISTORY/CHARTER/ASSOCIATION

The Big Sur Volunteer Fire Brigade was founded and officially chartered with the County of Monterey on August 1,

On June 6, 1977, the Brigade registered its By-Laws and Articles of Association with the State of California and officially became an unincorporated charitable Association.

The Association of volunteer firefighters was founded and formed to provide structural fire protection for the Big Sur Community. In addition, the Brigade provides mutual aid assistance to the California Division of Forestry and to the U.S. Forest Service for wildland fires occurring on state, federal, or private lands.

On January 3, 1976, the Brigade extinguished a major structure fire which is regarded as the first time in the history of the Big Sur Coast that a major structure fire did not result in total destruction. Damage was moderate.

The Fire Brigade is an all-volunteer association which depends on charitable donations, fund-raising events, and assistance in obtaining surplus equipment from the



provides "hands on" training for volunteer firemen. Assistant Chief Pat Chamberlain directs hose-lay and ladder

FIRE BRIGADE SUNDAY DRILL at Old River Village placement. Also pictured are Frank Trotter, Lt. Gaddy Colvin and Lt. Julian Lopez. Photo by Gary Koeppel.

Department of Parks and Recreation, the California Divison of Ridge Road. Forestry, and the U.S. Forest Service.

# **VOLUNTEER FIREMEN**

### Officers

Walter Trotter, Chief Pat Chamberlain, Assistant Chief Gary Koeppel, Foreman Peter Stock, Captain Frank Pinney, Captain

Don Krausfeldt Gaddy Colvin Tom Sonders Steve Wagy Ken Wright Julian Lopez Rob Warken Frank Trotter Phil Fish **Bob Overholt** Roy Porter

Recent Recruits Sherry Ackerman William Post Jim Cosci

# Reserve Firemen

Jim Hunolt Mike Trotter Wally Henkle

# Auxiliary

Lou Eisenberg Vicki Koeppel Barbara Chamberlain

# **FIRE RESPONSES**

Type of Fire: A. Structure B. Brush or Campfire C. Vehicle E. False Alarms

# **Total Responses**

Total Man-Hours Responding 260 Average Number of Firemen Responding: All Fires 4.3 Structure Fires Total Gallons of Water Used 5,625 Estimated Potential Loss/Damages \$3,664.500 Estimated Actual Loss/Damages \$99,200 Estimated Saved Loss/Damages \$3,565,300

# JURISDICTION/BOUNDARIES

The Big Sur Fire Brigade provides structural fire protection for the residents and homeowners along the Big Sur Coast

The "Grey Zone" boundaries are from Bixby Bridge at the northern boundary to Lucia at the southern boundary, a distance along Highway One of 33.5 miles.

The "Red Zone" boundaries are from Point Sur Naval Facility at the northern boundary to Esalen Institute at the southern boundary, a distance of 20.5 miles.

Areas of structural jurisdiction are indicated on the U.S. Forest Service dispatch map as 2A, 2B, 11, and 16A.

Most of the area and structures within the jurisdictional boundaries are accessible from Highway One; the remaining can be reached from the Old Coast Road and by the Coast

### **DISPATCH SYSTEM**

The Fire Brigade is dispatched by the California Division of Forestry which functions in cooperation with the Monterey County Communications Center (911).

CDF Dispatch in King City is operational 24 hours per day. CDF reports a fire to the Big Sur Dispatch Center, which is a private residence manned 24 hours per day and which is equipped with a Touch-a-matic telephone system.

CDF also automatically activates the Brigade's ten alert

Upon arrival at a fire scene, the officer in charge reports the

fire status to CDF Dispatch-King City via 911 or via a CDF radio mounted in Engine 196.

# **FIRE PREVENTION**

The Big Sur Volunteer Fire Brigade serves as an educator and advisor to the Big Sur Coastal Community in promoting

In educating the residents of Big Sur, the Brigade has been effective through letter campaigns, school programs, fire extinguisher demonstrations, joint training courses with businesses and the U.S. Forest Service, and the many newspaper articles.

In an advisory capacity, the Brigade has been involved in the following activities:

Fire extinguisher service reminders

Business pre-plan inspections

Neighborhood hydrant location and brush clearance recommendations

Water system and storage suggestions

Through consistent articles in the local newspaper, residents are informed throughout the year of ways to keep their homes and businesses hazard-free and fire-free.

# TRAINING SUMMARY

The Brigade philosophy of training is based on the overall concept that any member might be the first at the scene of a fire. For this reason, we strive to train each member in all the captain" at the fire scene. This is an elusive goal for 100% attainment, but the structure this provides helps each member achieve the basis for confident, correct action at the scene no matter what role he or she may play.

We have drawn formal training from the best resources available through the state and local fire service training agencies, and we supplement this with our bi-monthly training conducted by Brigade members under the direction of the Chief and the supervision of the Training Officer.

The major stress of the bi-monthly training is in two areas: First, basic principles are reviewed and updated through presentation and examination.

Second, we work on a regular review and update of application skills under engineering, nozzleman and wildfires.

Summery

Due to the all-volunteer nature of the Fire Brigade, each member makes available whatever time he or she can for training within the guidelines of our regular and special meetings. We now retain, however, 12 of the original members who took FC I in 1975-76 out of 18 active members. These 12 have at least 100 hours of formal training plus another almost 180 hours for each in semi-formal training.

We are constantly working to upgrade the basic skills through drill and review as well as add new and timely skills to our inventory. The support of the California State fire service training organization and individual departments and agencies has been invaluable in aiding us in our efforts to attain both excellence and self-sufficiency.

# BUREAUCRATIC PIE SIERRA COMMISSION FOR THE LAST SUPPER

[Editor's Note: On Thursday, July 5, 1979, the Mendocino Beacon reprinted the headline story from the Big Sur Gazette's last issue entitled "Senate Bill to Abolish State Coastal Commission." The following Beacon editorial, appeared the same day.]

# We salute... we support...

On page one of today's Beacon there is a story we hope everyone will read.

It is an account from the Big Sur Gazette of a very important happening.

We salute and thank the Gazette for its story.

We salute and thank Senator Paul Carpenter for his Senate Constitutional Amendment.

We read with pleasure his proposal to amend Article XXII of the Coastal Resources code as follows: "Section 1. The California Coastal Commission and the regional coastal commissions, established pursuant to the California Coastal Act of 1976.... are hereby abolished. The Legislature shall provide for the transfer of any and all of their appropriate powers, duties, and responsibilities to cities and counties having jurisdiction over the land and water areas subject to such act."

Many of us agree wholeheartedly with Senator Carpenter's thoughts.

If you happen to be one of those we hope you will take time to support this bill by contacting State Senator Barry Keene, and State Assemblyman Doug Bosco and asking them to vote for the measure.

We have learned that our voices count.

But only if there are enough of them, and if they cry loudly enough.

# The Gazette gives you down-to-earth news

# The Big Sur Gazette

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Mary Harrington
Jo Hudson
Bill Liles
Jeff Norman
Pacific Valley Students

Sterling Doughty Robert Douglas

Vol. 2 - No. 7

Frank Pinney

Robert Douglas Elayne W. Fitzpatrick-Grimm

Elayne W. Fitzpatrick-Grimm

Mid-July - Mid-August, 1979

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# Favorite Place

Dear Editor:

How I long to be strolling that beach at Kirk Creek and Big Sur. Its been 30 years since I first came as a bride, and I can still feel the tug when I see that ocean.

I was in California last month and my brother had all your issues. At least I can read about it, and in two years we will retire out there. I'm ready to get out of this very cold weary country!

In the meantime I can read about my favorite place in all this world.

Mrs. Patricia Laverdiere Superior, Wisconsin

# Corrections

Dear Editor:

I wish to correct a few portions of the June article, *Pico Blanco: Past and Present*, by Jeff Norman in regards to Mr. Clark and the Geers.

1. Mr. Clark stayed with the Geer family at their home in Monterey preceding his death from pneumonia. The Geer family did not move in with Mr. Clark. He willed the coast property to them. We lived there later.

2. My father, Mr. Geer, did not fly under the Bixby bridge. It is a fact that he did plan to fly under that bridge, however, on the day the daredevil act was to take place, he flew alone and there was too much fog in that, area to complete his mission.

3. My father took Mr. Clark for an airplane ride over the coastal area, mainly Pico Blanco. He too was interested in the stories of the old mine. We've all heard them, but they sure have been laced with a lot of frills lately.

4. The Geer girls (all 4) are not "all gone." All are married and lead quiet respectable lives and for the most part don't rely on legends and fables to impress people.

By the way, Mr. Norman, your readers should be aware that to photograph the old cable spool, that was used with an old Ford engine to haul logs for fuel and building, one must leave the

trail — that's trespassing!

Betty R. Fleming
Salinas, California

# **Pot Growers**

Dear Editor:

In the San Francisco Chronicle, June 26th on the front page, there was a story about the plans of law enforcement to instigate a program of "smoking out" state marijuana growers through the use of infrared aerial photography and awards of cash to pay citizens who turn in growers, with "special awards" going to individual pilots who cooperate with the police in this matter. The cost of this program is contingent upon the state department of Justice's receiving a federal law enforcement grant estimated to be 'at between \$150,000 and \$300,000.

I cannot believe that the people of the state of California want that portion of their tax money going to state and federal law enforcement to be used for such a purpose. I think most people would rather that law enforcement be used to protect us from crimes of violence and crimes of theft than to waste their time and our money to go after "pot growers." And from "pot growers." And from "pot growers" it becomes an easy step to then move against pot smokers.

It's high time, if you'll pardon the pun, for us to let the police know that what we do with our own minds and bodies is our own business, and not that of the state.

David Loring Fresno, California

# Compliments

Dear Editor:

Compliments to you and your staff for putting together the most interesting and graphic newspaper, large or small, I've ever seen!

N. Braz

To Gazette Readers:

DEADLINES

for

Letters to the Editor

ARE THE

FIRST

THURSDAY

OF EVERY MONTH

### **ar Editor:** Some strange dichoto

RPZ vs. Rights

Dear Editor:

Some strange dichotomies are emerging from the bitter battle now being waged to save private property rights from encroachment and general takeover by various State Agencies in the name of the proposed "Resource Protection Zone" or "RPZ", as suggested by the California Coastal Commission and the Department of Parks and Recreation.

Seems that the RPZ is supposed to be a buffer zone to protect the buffer zone that protects Pt. Lobos and other State Parks. Such protection may be well and good in theory, but in fact, it is a fiendish device to cloud title of privately owned properties and place them in some sort of constrained limbo that means they cannot be sold or even improved. Heaven help you if you need a new door knob in an RPZ. You might not get permission to put it

Worse yet, what if your house burned down? You would be a "non-conforming use" at best, and thus, unable to rebuild under any circumstances. And, little by little the State could simply condemn your property and acquire it for a good deal below fair market value. Why not? Nobody else could buy it anyhow, so you might as well cut your losses and unload it on the State for pennies on the dollar.

But, one of the oddest things of all is that the battle over the American Way of Life and the right to own property has drawn some pretty distinct lines now. The area from Rio Road on down to Big Sur is part of the RPZ because all of these lands fall within the "viewshed" of Pt. Lobos, or are visible from there, somehow "offending"

the tourists' eyes.

Yet, Pebble Beach and Carmel Meadows are well within the "viewshed," and yet they are NOT INCLUDED in the RPZ. Do we detect some hanky-panky here? Surely, we know that the Carmel Meadows area was definitely in the RPZ in the first mapping. Not now. Why?

Rumor has it that Carmel Meadows was excluded from the RPZ simply because so many Sierra Club members live there. The Sierra Club: that once proud and noble organization that has now sunk so low in the depths of hardcore, no growth activism that it is always pushing the California Coastal Commission into strange endeavors that infringe on the property rights of others.

If this is true, it points out once more the very strong difference in philosophies that the Sierra Club seems to have adopted lately: a truly hypocritical idea of one set of rules for Sierra Club members and another set for the rest of the world.

This new environmentalist terminology is interesting: "Watershed," "Airshed," "Viewshed;" and as one erudite gentleman was heard to say at a recent hearing: "Beyond that viewshed, somewhere undoubtedly is the "Horseshed."

And so, the California Coastal Council, with regional headquarters in Monterey is marching on; membership climbing beyond the eight thousand mark of irate property owners, to champion the cause of the property owner and taxpayer, and to defend the Fifth Amendment of the Constitution which is supposed to guarantee our right to own and protect our property.

Clare Carey Willard Carmel, California

# **Hiewpoints**

Here are some rules:

Letters, preferably typed, should not exceed 300 words. The Gazette reserves the right to edit or reject letters which do not meet its standards of good taste, accuracy, and length. Letters must bear the name, mailing address, location and telephone number of the writer. Only your name and "Big Sur" (or elsewhere) will be printed. No anonymous letters accepted for publication.

# The Economics of Nuclear Power

KCBS Radio Editorial Reprint

We've been telling you why it's so important for the United States to phase out nuclear power. And, we mentioned some of the economic risks associated with nuclear power. But, as more and more news comes in on what an accident at a nuclear reactor costs, economic factors alone make it clear that nuclear power is not a viable energy source.

For instance, the Nuclear Regulatory Commission revealed that most of the nuclear power plants in the country need operational changes. And it's prudent to predict that before the investigation at Three Mile Island is complete, more new safety regulations are sure to result. If you want an idea of how much it costs to make modifications on a nuclear reactor, ask the people at PG&E. They started building a power plant at Diablo Canyon in 1968 at a projected cost of 350 million dollars. So far, eleven years later, the plant has cost 1.4 billion dollars. And, it's not licensed yet. Consumers haven't had to absorb any of those "unexpected" construction costs yet, but if Diablo ever goes "on line," they will. Consumers are paying for the Humboldt Bay plant, which hasn't generated one kilowatt of electricity since it was shut down 21/2 years ago due to its potential inability to withstand an

Still, PG&E believes the cost of running Diablo Canyon will be so low, it will cancel out the unexpected billion dollars it paid out for construction. We think that projection is naive and unrealisitic.

One problem is that when utilities such as PG&E decide to build a nuclear plant, they don't know enough about the kinds of costs they're likely to incur. As for the basics, there's the cost of disposing of radioactive wastes. No one's sure how that's going to be done, or if it can be done. PG&E can't project the cost of waste disposal, either. So it hasn't figured into that Diablo Canyon 1.4 billion dollar price tag.

Next, there's the cost of dismantling a plant. The average nuclear facility has a limited life expectancy. After 25 to 40 years, it's nothing more than a huge mass of radioactive waste. No major plant has ever been de-commissioned. So, again, no one's sure of how much it'll cost. It's been estimated, however, that it'll cost 120 million to de-commission the crippled reactor at Three Mile Island. PG&E says Diablo Canyon would cost about 200 million dollars to de-commission. But that cost hasn't been figured into the 1.4 billion dollar price tag, either.

Then there's insurance. Three Mile Island has 300 million dollars worth of property damage insurance. It's expected that damages from the March 29th accident will exceed 300 million dollars. Because of California's earthquake potential, PG&E couldn't get a private company to insure its nuclear plants at an affordable price. So it formed a consortium with some other utilities that insured Diablo Canyon for property damages up to 225 million dollars. That's 75 million dollars less than the insufficient coverage on a reactor with much less potential for earthquake damage.

Insurance rates had been based on the nuclear power industry's fairly clean safety record. After the accident at Three Mile Island, they're sure to go up.

With all these new financial considerations, it's no wonder that New York State's Power Authority cancelled construction of a proposed nuclear plant. It'll build a coal-fired facility instead — because it's less expensive.

Every day it's becoming more apparent that the economic advantages once associated with nuclear power have less of a basis in fact. The truth is we still don't know enough about nuclear power to determine its costs. But everything we are learning points to the fact that nuclear power is turning into a horrendously expensive mistake.

# **Government Regulations Cause Inflation**

Fastest rising business cost is complying with government regulations, a study by Dow Chemical reveals.

This single firm contends its compliance cost for 1977 was \$268 million, and increase of 82 per cent over the \$147 million cost in 1975 and a 44 per cent hike in one year.

The study notes rules set forth by 80 federal regulatory agencies were at least \$129 million excessive or questionable. Excessive regulations, maintains Dow, are the primary

cause of inflation and might be a force for exporting U.S. jobs to foreign competitors. We concur these costs actually become hidden taxes passed

along to consumers. Congress can and should do something to get government to eliminate excessive regulations.

Dispatch, Columbus, Ohio

# More Shame Than Glory

The sins of our fathers have returned to haunt us again. The government has been told by an appellate court to pay \$100 million to the Sioux Nation for land confiscated over a century ago.

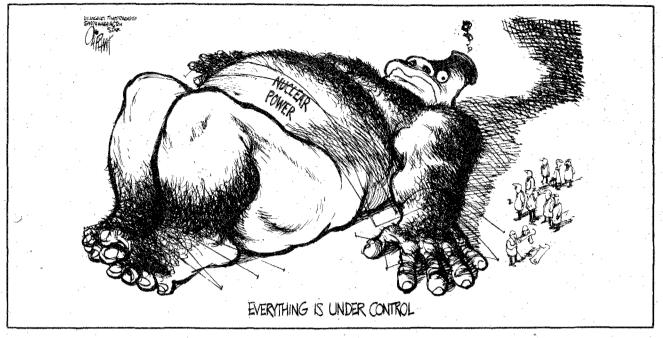
It is only the latest in a series of treaty violations that the

courts are dealing with today.

The Black Hills episode reminds us that the so-called winning of the West was more a matter of grabbing. Despite Hollywood's efforts to glamorize it, our westward movement was accomplished less through the deeds of the cavalry than through deceit at the highest levels of the government. In this case, the court found that both President U.S. Grant and Gen. George Custer played key roles in a deliberate scheme to cheat the Indians out of their land.

A century later, we can all make a great deal out of the Watergate scandals. But they seem almost prankish measured against white America's scandalous treatment of its red brother.

Milwaukee, Wisconsin



# Three Mile Island — Where do we go from here?

By William G. Kuhns Chairman of the Board **General Public Utilities Corporation** Parsippany, New Jersey

Three Mile Island represents the most serious accident which has occurred in the history of commercial nuclear

Can it happen again? Should nuclear power be banned? Why proceed with Marble Hill? These are the very serious questions we face as a Company and a nation.

History is replete with natural, mechanical or human accidents taking hundreds or thousands of lives. Such was not the case at Three Mile Island — but we can, and must, further increase safety margins to assure the safe use of nuclear

Studies and investigations into the events at Three Mile Island are, and will be, many. A technical review task force of top-level Company nuclear specialists has been appointed to re-evaluate all Marble Hill systems to determine what changes are needed to further assure the safe operation of our

Construction work on the Marble Hill project is proceeding because we are firmly convinced that the operation of this facility will not pose undue risk to the public or to plant

But nuclear critics are calling for a moratorium on nuclear power. Some want to shut down all 72 licensed reactors or the 96 reactors under construction. Others want no new nuclear

In 1978 nuclear power plants generated more than 12.5% of the national output of electricity. By 1985, this is expected to increase to 19%.

We as a nation cannot afford to cut electric production by 19% in the short span of 6 years - without a terrible toll of unemployment, lowered living standards and a decline of our nation's international leadership.

Energy is the life blood of our economy — but the real choices are now limited to the use of coal and nuclear power. And we need both if America is to ease the pangs of serious energy shortfalls in the years ahead.

Eventually new energy technologies better than either coal or nuclear may be found. Until then, however, nuclear power is essential to our economic well-being.

Three Mile Island is not, and cannot be, the end of the nuclear road. It must be a gateway to improved nuclear technology and safety.

# Dateline Sacramento

Aquaculture, the cultivation of fish, shellfish and other aquatic organisms, is getting a big lift in California. A bill by Senator Barry Keene, D-Elk, to encourage aquaculture has passed both houses of the legislature and is awaiting overnor Brown's signature.

Keene's bill states that aquaculture will "augment food supplies, expand employment, promote economic activity, increase native fish stocks, and enhance commercial and recreational fishing.'

Reservations for more than 7,500 state park family campsites and 75 group camps at state parks, beaches, recreation areas and tours of the Hearst Castle can now be made at 150 Ticketron outlets in California.

Information regarding campsite availability may be obtained at a Ticketron terminal only. Those unable to reach a terminal in person may mail a reservation request and fees to Ticketron, P.O. Box 26430, San Francisco, CA 94126.

For only \$10 you can pick up a copy of "Assessment and Atlas of Shoreline Erosion Along the California Coast." This California Department of Boating and Waterways publication

# Getting Even And Odd Wall Street Journal, New York City

John Lofton, combative editor of the American Conserva-tive Union's "Battle Line," offers his own version of an odd/even system. He wrote:

"Starting right away, if not sooner, all Energy Department employees whose last names begin with letters A through Z should stay home on odd numbered days of the month; these same employees should also stay home on even numbered

# Try Trust

Reprint from the Seaside Post
If we dissect the word "community," we can see that it consists of "common" and "unity," or another way to look at it is to recognize that, in order for a community to be truly such, it must possess a common unity.

What are the things which can foster and promote this common unity, and what are the methods by which we can achieve this goal?

One of the basic ingredients in achieving this common unity is also a basic ingredient in human relationships: mutual trust. Without this mutual trust, there can be no friendship, no business association, no marriage, and no community.

In this connection, it may be noteworthy to consider that trust implies an open and frank communication with others, and a commitment to making that communication work. In the case of a community, we may disagree on what should be done and how to do it, but we should always work at the art of communication, by remaining open and frank with each

All of these things require patience, and appreciation of individual differences (even among those with whom we disagree), and a strong dedication to finding and nourishing those things which will strengthen, rather than weaken, the community as a whole.

shows, with the use of charts and photographs, erosion trouble spots along the 1,100 mile coastline.

Over a half million acres of California land was designated 'open space'' to qualify for lower tax assessments during the 1978-79 fiscal year, according to the State Controller's Office. The state has spent nearly \$13 million in reimbursements to counties and cities with this designated open space.

A measure designed to provide up to \$25 million in loan money to small alternative energy firms was approved by the Senate on a 29-7 vote.

Saying that small energy firms, particularly solar firms, have difficulty attracting investment capital, the bill's author, Senator David Roberti, D-Hollywood, also commented that SB 16 will help to confirm California as the solar energy capitol of the nation.

# El Rio Grande Del Sur By Sterling Doughty

Some few days after receiving his vision, Aranom returned to his tribe and met in concert with the elders. He told of his experience and the tribe wondered at what these strange signs could mean.

Manuam, the shaman, sat silently, his hands gently forming the mudra, or gesture, of the calling of the Dream Speaker, the spirit of interpretation. Deep within his being he guided the essence of Self to connect with the aspect of All that could bring forth guidance to the tribe. Delicately his body swayed and he began to speak in the voice not his own, the sparkling clear and limpid voice from the Heart of Hearts, ing Guide of Light, the Dream Spe-

'Children of the Land of the Meeting of Earth, Sea, and Sky, your vision is true and this meaning you may now take into your life. The many pictures are but views of the many forms that exist within the realm of Creation of the Great World. The changing Heavens are a language of instruction of the future of the flow of Time and Space. The crystal city is the promise of the purpose of Existence, towards which you, in myriad manner and life, float like clouds in the summer wind. The Ancient Man and the Gold Cross are your gift of perception of the ONE, a sign of the caring, a blessing of enormous strength, and a sadness in the recognition of the abyss you must now prepare to cross. The forces of life are again in flux, and the way of your people is in the process of great and difficult change. Soon again, the strangers will be among you. Their thoughts of self are large, yet, they are the smallest of men. Secrets of power they have mastered, yet secrets of understanding they know little of. Your old way will disappear, yet you may ensure the lessons of your life will endure by bringing forth the teachings of your legend to all of your tribe. In such a way shall the fruits of your tribe's experience be transformed into seeds to carry your life through these times of darkness into yet another realm of light.

The wind spoke through the trees and fell into silence. Then again the voice of the Dream Speaker came from the Ever: "Awaken and See. Your being must become as sharp as the fall horizon, your center as compassionate as the spring sun, your heart as warm as the winter fire and your mind as clear as the summer pool."

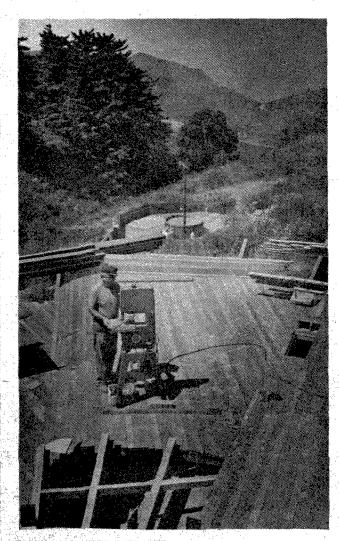
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LEFT: Bill Webb works on his unfinished house. Above: Bill with neighbors Elyse D'Angelo and Harmony are in the swim with free energy. Photo by Bill Liles.

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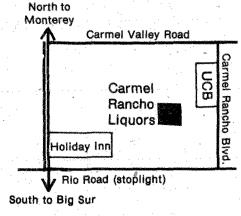
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HIGH on Mariposa Ridge Bill Webb is building his dream

Not only is he realizing the dream of millions — building his own house to his own design — he's saving money in the

In a time of energy crises, his design is utilizing the abundance of free energy available in Big Sur.

'Living in Big Sur makes it easy," said Bill the other day. When it comes to available clean sources of energy, we have

A resident of Big Sur for the past three years, Bill now lives in a cabin on his land as the dream proceeds step by step toward completion.

Designed into the structure are solar panels, a wind mill, wood burning stoves and super insulation. Exposed 360 degrees to the sun and the wind on his lofty ridge, Bill expects to get the most out of it by tapping the natural energies available to him on all sides.

A NONPOLLUTING composting toilet recycles to his flourishing vegetable garden and budding orchard, and an outdoor hot tub on a deck looking out to the broad Pacific draws its heat from solar panels laid out on the southern slope of the ridge.

Hot water for the house also is heated by the sun, and Bill is satisfied with his arrangement with PG&E. His two-month electric bill runs to about \$7.50.

Claiming that it is inefficient to burn fossil fuels to make electricity, Webb relies mainly on wind and the sun for power. One-third of the energy generated by utilities is lost in the wire, Webb says, and the consumer not only pays the price but never gets the use of it.

A life-long conservationist, Bill even recycles the hot water from his shower to save the heat. Wind power stored in batteries provides enough electricity to burn the lights and

One good windy day a week is enough to keep the batteries

# Living An Esthetic He Realizes A Dream

By Bill Liles

charged to peak performance. An inverter converts 12-volt direct current to 110-volt alternating current for household

STREAM PEBBLES that store heat from the solar collectors by the hot air's own convection current are designed into the basement and can store heat for up to two

Bill says he learned his energy-efficient ways as a backpacker in the Sierras as a boy. Observing that there is no waste in the natural flow of things, an esthetic was formed that later stood him in good stead as a fine art photographer and book publisher.

He also learned much from the American Indian on ways of living with the natural forces of the earth. His publication, "Dwellers At The Source," presented to the American people the Vroman photographs of early California and the Southwest, a realistic pictorial account of Indian life in the region before the bulldozers of 20th century progress pushed it into oblivion. Bill's own private collection of photographs is a part of the permanent archives of the Friends of Photography in Carmel.

ENERGY SELF-SUFFICIENT and still figuring new ways of non-dependent existence, Webb has discovered new qualities to his life as a result of his close rapport with the forces of nature which surround him on every side.

He is beginning to see differently and is looking at things in a different way than before.

'I no longer see an objective environment," Bill observes. "I can only say that I have become a part of it. I now see that man truly is of nature, not something other, as we have been taught to believe.

As I interact with the totality of things, I no longer can take an objective view.

"I am no longer just one who beholds beauty. I am it, it is

# **PUC Investigates Solar Energy**

CNS..."The cost of new energy sources is absolutely mind-boggling. We owe it to California consumers to do everything we can to increase the use of solar energy as quickly as possible.'

With this pronouncement Public Utilities Commissioner Leonard M. Grimes, Jr. announced that his commission would step up its investigations into the wider use of solar

Grimes said the Public Utilities Commission's (PUC) solar energy hearings are scheduled to start in late June in Los Angeles and continue through early October.

The hearings will try to resolve two of the most difficult problems associated with the solar energy industry. One is the high initial cost of solar systems.

According to Grimes' chief advisor Roy Alper, "People don't think about the billions of dollars being spent each year to build new power plants and pipelines, but they balk at spending \$2,000 for a solar water heater.'

The other major problem is finding the appropriate role for utilities in the solar industry. Referring to the solar industry as "a cottage industry," Commissioner Grimes said a way must be found for the utilities to be involved in spreading solar technology without monopolizing the field. To prevent this kind of monopolization, Assemblyman Tom Bates, D-Oakland, last year authored a bill to prohibit utilities from marketing solar systems unless the PUC found such activities would not hinder competition in the solar industry.



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# Did the Sierra Club Bargain with the Devil at Diablo?

### by Jason MacNelll Andrews

The Sierra Club chose the Diablo Canyon nuclear plant location for PG&E. It is not a skeleton anyone would want in their closet, especially not the best known environmental organization in the country. Nevertheless, the site was chosen and approved by the Club when, among others, Ansel Adams was on the Board of Directors, and David Brower was the Club's Executive Director.

"It was the Board of Directors that pushed the thing through in the first place," said Martin Litton, who was also on the board but out of the country at the time of the decision.

"PG&E never thought of going there. They had no idea it even existed. They were totally unaware of that site," he continued. PG&E owned 1,100 acres in the Nipomo Dunes. "There was a reasonable desire to save the Dunes," he recalled.

### Sierra Club pushed nuclear power

"At that time, the Sierra Club was touting nuclear power as the answer to all our problems so we wouldn't have to build dams and pollute the air with coal smoke and all that sort of thing," said Litton. "The Sierra Club pushed nuclear power."

The suggestion of Diablo Canyon as a nuclear plant location came out of the Los Padres Chapter of the Club (located in Santa Barbara). It eventually caused a split in the chapter that

# Feature Photographs of Diablo Canyon by Martin Litton

resulted in the formation of the Santa Lucia Chapter of the Club, which now represents the Morro Bay—San Luis Obispo area (those who opposed Diablo).

Litton sharply disagreed with the policy he called helping "exploiters wreck the world but not wreck it quite as badly as they would if they were left to their own devices." In an October 1966 letter to Hugh Nash, then Sierra Club Bulletin editor, Litton stated: "It is not for the Sierra Club to run around chasing down nuclear sites for any reason."

However, the practice of constantly inviting Union Oil Company and PG&E personnel on picnics and nature walks with the Los Padres Chapter continued. "Sometimes they took advantage of it with their families," said Litton. "It helped them [PG&E] to infiltrate [the Sierra Club]. And in turn, it helped that Chapter in its strong desire to "save the Dunes."

# Trade: Dunes for "treeless slot"

The President of the Sierra Club at that time, William Siri, appointed Kathleen Jackson to solve the problem at the Nipomo Dunes. She solved it, but the solution has since caused far more problems than would have been encountered at the original site. Her "solution" was simply to locate an alternate site, a solution she, too, later regretted.

The Los Padres members and PG&E people went on cruises, whale watches, and other outings. On one of these, they spotted a very remote place which they came to refer to as a typical "treeless slot," a "windswept gully." This would make it seem that there was not much to be lost by locating a nuclear power plant there.

In fact, the world's largest Live Oak was there, as well as the largest number of known specimens of the (California) Live Oak Quercus agrigolia.

While abalone off shore were over-harvested by commercial divers, the abalone along the coast at Diablo were abundant. Litton recalls that they "were growing so thick that they were piled on top of one another. That was the whole bank," he recalled. "It was solid abalone. I think most of them ended up in the freezers of the workmen." PG&E said they had "removed them all for safekeeping."

# Unseen site was sight unseen

While Litton — who was the only Board member ever to have seen Diablo — was in Turkey on business, it was brought before the Board that a wonderful place for the plant had been found that would not hurt anything because it was in a remote site "that could not be seen from the highway!" Says Litton: "The Sierra Club, the guardian of the wilderness, the places that we cherish are those that are away from the highway! And here in a remote site away from the highway it was alright to put a nuclear power plant!"

PG&E saw considerable public opposition ahead if they continued to pursue a permit for a nuclear plant in the Nipomo Dunes. But they were rescued from their dilemma by, yes, environmentalists. "All of a sudden, here's the Sierra Club serving them up a site on a platter, and they could go in with eminent domain or condemnation or anything else," said Litton, who ended up bringing Oliver and Ruby Field (former owners of the Field Ranch where Diablo now sits) to a private Sierra Club Board meeting. "They just begged that the Board would not do this. They wanted to guard that area. It was very important to them," Litton receiled.

# Paint it green

The Sierra Club, with the exception of a few informed members, had no concern for the deeper problems related to nuclear plants, constant low level radiation emissions and their health hazards, waste disposal, terrorist potential, internal sabotage, transportation of fuel and waste, earthquake faults, welding cracks, much less the specter of Three Mile Island. And the thought of 40,000 protestors



TAKEN WHEN most of the Diablo Canyon Oak Grove (upper left) was still intact, this photo shows earth movement in the hill just above shelf where the nuclear power plant now sits. What threat does such movement pose to the plant itself? The Hosgri Fault, named after the two Shell Oil

assembled listening to David Brower, and the Governor of the State would never have occurred to anyone at that time.

But if the Sierra Club's preoccupation was cosmetic, so—certainly—was PG&E's. The Club was allowed into the company's enclave for a rare visit (once it was too late to do anything about the physical damage).

This comes from a Santa Lucia group report on that experience. Jon Sharps wrote: "What we saw confirmed our worst suspicions....One of the first things we noticed was that everywhere that the road cuts in the bank could be seen from other roads, PG&E had painted or is planning to paint the dirt green with water base latex paint. When we asked them if any studies had been done to determine if there were detrimental effects to the flora and fauna caused by the paint, their answer was no....We should suggest that this practice be stopped until adequate studies can be made....One wonders if they plan to change the color of the paint with the seasons."

# Danger to Vandenburg A.F.B.

Something not so cosmetic was unearthed years back by Fred Eissler of the Scenic Shoreline Preservation Conference, Inc. According to an article titled "Secret PG&E Evacuation Plan for Nuclear Disaster in California," the evacuation plan for nearby towns (a plan of which their populations are presently ignorant) may never be used — even in an emergency. The reason? A study of the prevailing wind shows that "the first victims of Diablo Canyon radioactivity will probably be the two downwind defense installations of Vandenburg Air Force Base at Lompoc and the Point Arguello Naval Missile Center — both critical key posts in America's western continental defense plan and our early warning satellite program." This poses yet another terrorist threat should Diablo go "on line," that is become operational.

# Hosgri Fault known to AEC, PG&E since 1971

Diablo — Spanish, of course, for devil — has been just that almost from the beginning. Most of the things that can go wrong have. Protests, occupations, arrests, welding cracks (ironically caused from pipe supports which are too bulky but the bulk is necessary because of earthquake standards), 70 local physicians opposing licensing of the plant, Central Coast governments demanding proof it can be operated safely, banks halting nuclear plant loans, a moratorium on licensing and building new plants in the wake of the Three Mile Island accident, local businesses demanding full nuclear accident insurance (\$560 million is the maximum any company can pay because the Price-Anderson Act still protects utilities - suits after Three Mile Island now total over \$2.5 Billion), then other distressing signals such as cattle deaths from leukemia following the Harrisburg accident have left officials trying to answer still more questions. Among those questions is what to do about a major fault line just two miles from the Diablo plant, a fault which received no attention until the early part of this year. The Hosgri Fault however was noted by Ralph S. Vrana, a geology instructor,

Miles History Ave.

graphy and Allegar property for

Company geologists who discovered it in 1969, lies just two miles offshore. Ralph Vrana, the Cal Poly geology instructor who testified before the AEC (now Nuclear Regulatory Commission) in 1971 as to the existence of the fault lost his teaching position the following year.

during AEC (Atomic Energy Commission) hearings in 1971 in the beginning stages of Diablo's construction. Vrana also stated his findings in a letter to the San Luis Obispo Telegram-Tribune on January 25, 1971: "I had been studying a line of earthquakes on the ocean floor aiming at the general direction of the plant....This direction was confirmed by the seismological lab at Cal Tech which had first reported these earthquakes. The assembled consultants for PG&E and the AEC insisted on a different direction, one which posed less threat to the proposed installation. I found it difficult to twist a line 100 miles long and 15 miles wide till it faced as the other consultants suggested....Since the third largest earthquake in California in this century (in 1927) occurred in the line studied, there is some urgency involved." After eight and one half years, there is still "some urgency involved."

# 10,000 abalone die

If those things are not enough, Jeff Norman of *The Big Sur Gazette* reported in April that the first test flushing of the reactor cooling system resulted in thousands of gallons of

A study of the prevailing wind shows that "the first victims of Diablo Canyon radioactivity will probably be the two downwind defense installations of Vandenburg Air Force Base at Lompoc and the Point Arguello Naval Missile Center—both critical key posts in America's western continental defense plan and our early warning satellite program."

copper oxide contaminated water killing 10,000 abalone—and other organisms as well. The occurrence was kept quiet by officials

Next, the Rancho Seco Nuclear Plant — a plant of similar design to Diablo, but made by Babcock-Wilcox (the company responsible for the Three Mile Island design) instead of Westinghouse (Diablo) — was required to shut down operations for safety inspections, as were other nuclear plants across the nation. Around that time came a sabotage try at Virginia Electric and Power Company's Surry nuclear plant. A caustic substance used to clean water purifying equipment was dumped into stored fuel elements. Two days later a bomb threat forced evacuation of personnel at the plant. Officials called it an inside job.

Then came an enormous anti-nuclear demonstration at the capitol building signaling, some say, the major political issue

Con't on page 10

# Did the Sierra Club Bargain with the Devil at Diablo?

Con't from page 9

for the 1980s.

San Luis Obispo Telegram-Tribune's Scott Craven reported on a recent study which shows that approximately 99 percent of San Luis Obispo residents would be dead within 60 days if the radioactive cloud which forms after a major nuclear accident were to drift in their direction. Friends of the Earth legal director, Andrew Baldwin, and Stanford health physicist, Roland Finston, submitted the report to the Nuclear Regulatory Commission during recent licensing hearings.

### "Who killed Karen Slikwood?"

But of all the devilish problems that will not seem to go away, perhaps the trial and settlement and appeal of Silkwood v. Kerr McGee 1979 has done more to humble the nuclear power industry than all the dangerous incidentals, Three Mile Island included. When the \$10.5 million verdict made headlines all over the country, it served notice that nuclear negligence is the industry's own worst enemy. And the criminal aspects of that case have not yet been touched. T-shirts at protests read: "Who Killed Karen Silkwood?"

T-shirts at protests read: "Who Killed Karen Silkwood?"
The be-deviled industry was also hit by strikes at various plants including Diablo Canyon.

Last in the line of nuclear nuisances was the Hollywood blockbuster *The China Syndrome*. Its opening in Oklahoma City took place during the Silkwood v. Kerr-McGee trial and throughout the country it opened just 12 days before the

### Sierra Club Diablo vote

Three Mile Island accident.

Given all these occurrences and others, one doubts that a membership or Board of Directors vote in the Sierra Club would go in favor of a nuclear installation at Diablo today.

The Board, however, after one hour's discussion approved a resolution stating that it considered Diablo Canyon a satisfactory alternative site to the Nipomo Dunes for the construction of a nuclear generating plant providing (1) marine resources will not be adversely affected (2) high voltage transmission lines will not pass through Lopez Canyon and (3) air pollution and radiation will not exceed licensed limits. It was all done sight unseen.

David Brower, Executive Director, "noted that the club had more than three weeks left in which to react to PG&E's proposal. He urged the Executive Committee to decide the matter after an on-the-ground study of the Diablo Canyon area," states the February 1967 Sierra Club Bulletin.

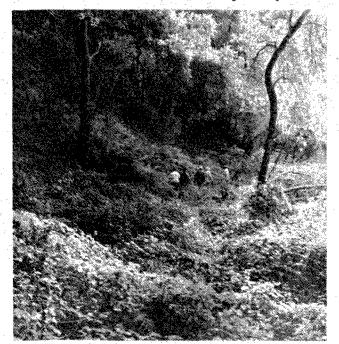
Voting for the resolution to approve the Diablo site were Ansel Adams, Lewis Clark, Nathan Clark, Jules Eichorn, Richard Leonard, George Marshall, Charlotte Mauk, William Siri, and Edgar Wayburn. Voting against was Frederick

"And it's Sierra Club people who have been going to jail for their protests and sit-ins against the operation of Diablo Canyon and they don't even realize that only 10 years ago or so the Sierra Club itself was the original proposer of that plant."

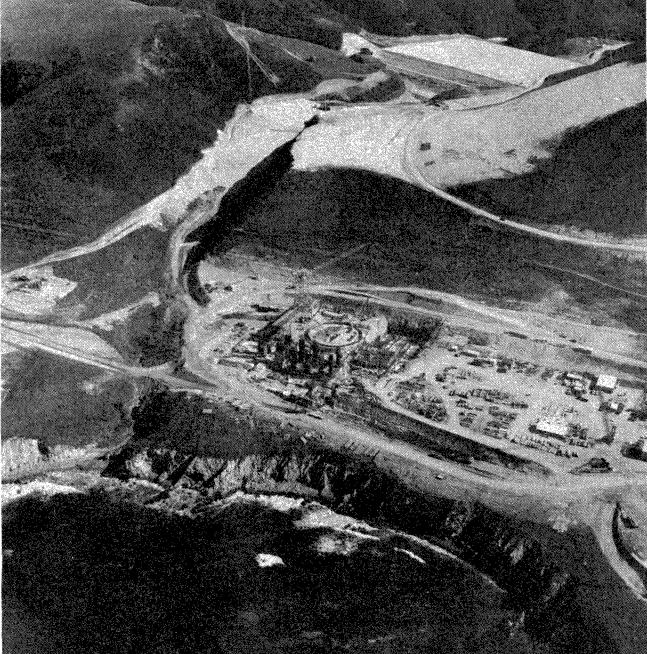
Eissler. Paul Brooks and Pauline Dyer abstained. Martin Litton, John Oakes, and Eliot Porter were absent.

When Litton returned from abroad, he immediately urged the Board to reconsider. And as this was under discussion, the newspapers picked up the Board's endorsement of the Diablo Canyon site.

A resolution that would have included Diablo in a proposed moratorium on the construction of power plants at



"TREELESS SLOT" was what the Sierra Club called the above location (sight unseen). Woodwardia ferns grew head high among the live oaks. When the Club's Board of Directors realized their mistake, they kept it from the public and its own members for fear of losing credibility.



THE FORMER LOCATION of the Diable Canyon oak grove (upper right filled area).

non-industrial coastal sites failed to pass.

Some members then drew up a petition as to the way the wording would be when it appeared on the ballot for membership approval or disapproval. David Brower's name headed the petition. Litton said that those who had access to the membership, the executive committee, made all the statements by which people made their choices. "There was no way for us to get a word in," he said.

# **Bulletin withheld from members**

The editor of the Sierra Club Bulletin, Hugh Nash was on the side of those opposing the Diablo site and in fact was arrested by PG&E's Pinkerton guards. "They held him incommunicado for hours while they were checking to see whether he was a saboteur," said Litton.

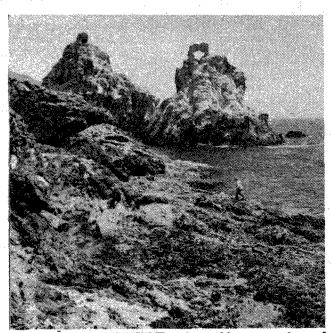
Nash gave both sides time to make a statement in the Bulletin. Those opposing the Diablo site made theirs—including 12 scenic photos. Those desiring the plant's placement at Diablo failed to make their statement even after Nash extended the deadline. So the Bulletin was printed without their statement; only a blank page stating that the edition was incomplete and two of Ansel Adams photos of the Nipomo Dunes spoke for those favoring the endorsement of the site. (Actually the Adams photos were taken some 10 miles away in Pismo Beach State Park.) George Marshall, the president of the Club, wouldn't let that Sierra Club Bulletin (February 1967 Vol. 52—No. 2) be distributed to members.

# Dave Brower fired

"This was really the reason Dave Brower was fired. It was none of those other things," said Litton. "They just made those up to cover. [It was] Diablo Canyon—because he went on the side of conservation and embarrassed the Board."

"How did we end up with this monster that may never operate," asked Litton? "Here's this thing now which the whole world is afraid of, they may not all be against operating it, but everyone's a little bit squeamish about it. And it's Sierra Club people who have been going to jail for their protests and sit-ins against the operation of Diablo Canyon and they don't even realize that only 10 years ago or so, the Sierra Club itself was the original proposer of that plant. The Sierra Club handed PG&E Diablo Canyon, gave them the idea and pushed it," he said, "and PG&E gave up not one thing. They still have the land in the Dunes. They still have the same option to build a nuclear plant there that they always had."

Litton recalled, "PG&E came and wined and dined the select members of the board that it knew it could buy, that it knew it could count on because they didn't want the Club embarrassed — and they were the ones who were trying so hard to cover their tracks after having made what they knew to be a stupid and foolish decision." Those who voted Diablo into its present condition by then admitted their mistake but said they couldn't change now because they would lose credibility. Litton was not worried about the Sierra Club's credibility and recalls saying, "Let's be incredible for once!"



SPECTACULAR SHORELINE sculptured by wave action and earth movement featured rich tidepools and nesting areas for shorebirds.

# Board reversal kept from press

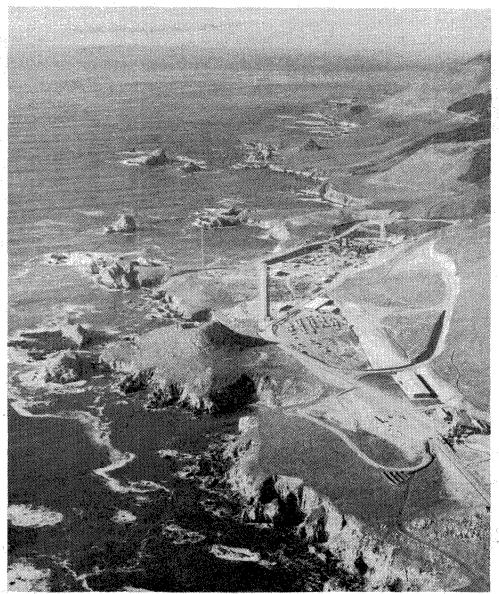
The Board eventually did reverse itself as it had done on Grand Canyon, Mineral King, and several other things. It voted to go on record as opposing the Diablo site. But curiously, the secretary Phillip Berry, telephoned PG&E the next morning saying that the Board had reversed itself "but not to worry about it because it was not going to get into the papers! So PG&E was guaranteed that they would not be interferred with....There's a novel in it, you know," said Litton, "I mean this is scandal if there ever was such a thing. When you look at how the vote went. Finally it turned around and went the other way....but that never came out."

It was at that same meeting (in Norden) that the San Luis Obispo group (who — after Diablo — didn't want any thing to do with the Santa Barbara Chapter) gained their independence. Even over that issue there was a fight. But when it was over, the Santa Lucia Chapter came into being.

# Contention between Adams and Brower

There seemed to be struggles on all levels of the Sierra Club, growing pains perhaps.

They were all cooking up things about Dave Brower, Litton recalled. "Publications had been a thorn in the side of Board members. Ansel Adams was the ring leader on that side of it," said Litton. "He was smarting with jealousy because the books didn't aggrandize him the way he had been in the Club. He had been Mr. Holy Holy all those years," he said. "And



VIEW OF COAST, looking north. "It was the last piece of coast that didn't have a railroad or a road or both on it," said Martin Litton.

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Dave Brower went out and started putting out books in color, and Ansel Adams couldn't take pictures in color. And so he put color down as a poor medium," Litton recalled. "He tried it a few times and out of courtesy Brower used color pictures of his of the Grand Canyon...." And he was smarting because Dave had gone out and had the Exhibit Format [Sierra

"This was really the reason Dave Brower was fired. It was none of those other things. They just made those up to cover. Diablo Canyon — because he went on the side of conservation and embarrassed the Board."

Club/Ballantine Books] printed in color," said Litton. One of the most successful was In Wildness is the Preservation of the World by Eliot Porter, "Eliot Porter got to be pretty big in Sierra Club Books and he was very good," said Litton, "and Adams didn't like that because here came all these expensive color books. The early books had been Ansel Adam's and to some extent Cedric Wright and so forth — mountain pictures and all that, but they'd all been black and white," said Litton, "and they weren't anywhere near the ambitious things or the expensive things that the color ones were, none of which were Adams' you know."

The origin and development of Diablo Canyon must surely rank number one on the list of the Sierra Club's ten best-kept secrets. Members who for years have pondered the curious turn of events in the Club during the middle and late sixties, have been puzzled by numerous watered down, filtered down rumors regarding, among other things the firing of Dave Brower. Members who are curious why so little opposing nuclear power is ever written in their Sierra Club Bulletin may now better understand why. The dynamics of environmentalism, the bargaining away, the personality conflicts, the practice of letting the membership know only what the Club's leaders want it to know, all the inevitable dirty laundry a large organization produces needs to hang in the sun.

The minor battles have all been settled one way or another — Santa Barbara and San Luis Obispo have separate chapters, the Board of Directors fired Brower, but Brower in turn formed Friends of the Earth and Adams formed Friends of Photography. The major battle, the bargain the Sierra Club made at Diablo looms larger than ever. While Diablo did split friendships, chapters and organizations, there is still hope that it will not split atoms.

Martin Litton was a Sierra Club Board Member for three years. He is the former Travel Editor for Sunset Magazine. A writer and photographer, Litton's work has been published under various pen names and in many well-known magazines and books including Sierra Club/Ballantine Books.



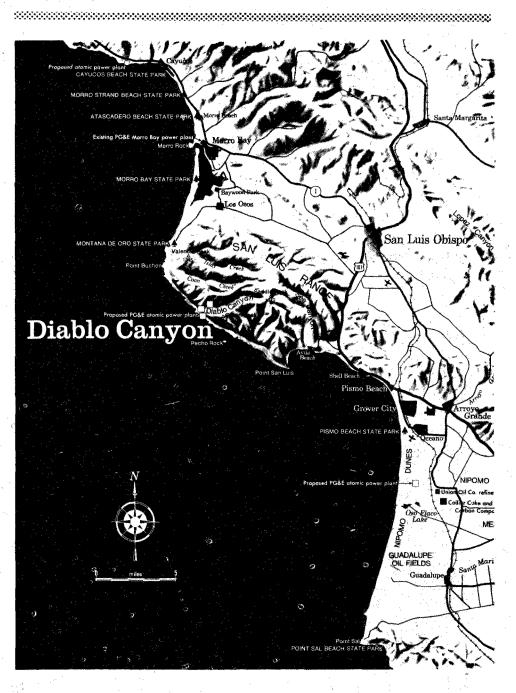
THIS GIANT CALIFORNIA LIVE OAK, Quercus agrifolia, had a span of 127 feet. It was removed along with others and replaced with a massive fill on which the nuclear plant's switching yard is now located. The world's record tree (130 feet) still remains — but with its limbs cut to accommodate PG&E trucks.

# EDITOR'S NOTE:

The author prefers his identity unknown.

Jason MacNeill Andrews is a nom de plume.

He has been a Sierra Club member for almost 20 years.



# Sierra Club Bulletin

Pros and cons of the Diable Canyon issue, which will be put to a vote of the membership

"PROS AND CONS OF THE DIABLO CANYON issue, which will be put to a vote of the membership" was how the February, 1967 Sierra Club Bulletin read. (The above map appeared on its cover.) The Sierra Club Board of Directors had already voted for the Diablo site without consulting Chapter Executive Committee members or the membership-at-large. The President of the Club halted distribution of the issue when he discovered that it better represented those Club and Board Members who opposed the Diablo site.

"has always been a matter of life and death for the only

marine mammal without a thick layer of fet under the skin.

unknown is not strange since this part of the

coast was isolated and not much visited by

In March of 1938, the Howard G. Sharpes,

who lived near Bixby Creek bridge, reported

seeing a raft of otters in the ocean near the

mouth of the creek. The following monin,

William L. Morgan of Monterey lowered

himself down the cliff to take a picture of the

otters — about 50 of them. The otters'

appearance moved Dr. Harold Heath of

Stanford University's Hopkins Marine Sta-

tion to say the occurrence "brought scien-

tists as near to wild rejoicing as men of ther

In his parting chapter, "What Next?".

Woolfenden quotes Dan Miller of the

Monterey Department of Fish and Game headquarters as saying, "...we must control

the sea otter as well as protect it. The people

of the state must make the final decision ~

But the final philosophy, as far as

Woolfenden's book is concerned, comes

from the man who prompted him to write the book in the first place, biologist Dr. Ralph

It all comes down to what Garrett Hardin has so aptly called "The Tragedy of the

Commons." In past centuries many towns

had a commons — a publicly owned grassy plot, often in the center of town, on which

any citizen could pasture cows. It worked out

well as long as each person acted respon-

sibly. The system broke down when the

number of people and their cows increase,

and some individuals began to overload the commons, pasturing more than their fair

share of the cows. Those who were the least

considerate reaped the most benefits. There

was no incentive, as with the private

ownership of land, to limit one's demands on

the land in order to maintain a continuir

bounty for one's self and one's descendants.

The oceans are a commons. The natural resources that belong to everyone -

therefore to no one - can survive only if

every individual shares the commons re-

sponsibly. To quote Hardin.... "in a world of

less than perfect human beings — and we

will never know any other - mutual ruin is

Dr. Buchsbaum concluded that a marine

ecosystem, "developed over millions of

years, by natural selection of plant and

inevitable in the commons!"

profession are permitted."

what do they want most?"

Buchshaum

people who might recognize a sea otter.

# Teddy Bear of the Ocean

By Elayne W. Fitzpatrick-Grimm

Saved or doomed? John Woolfenden wasn't sure about the fate of California's clever little sea otter when he finished his book about these "clowns of the kelp."

After two years of research on the otter, stimulated by biologist-turned-publisher, Dr. Ralph Buchsbaum (Boxwood Press, Pacific Grove) Woolfenden, feature writer for the Monterey Peninsula Herald for many years, concludes that the future of the sea otter is open - perhaps like the future of the human. But the otter may have less control over its own destiny.

One thing is certain, and Woolfenden makes this clear: the California Department of Fish and Game (DFG) is in a tough spot. Its job is to protect all of the state's marine resources, including sea otters. And a well-organized, militant citizens group, Friends of the Sea Otter, watches every DFG move. But fishermen, who support the DFG by buying licenses, want otters controlled, not protected. They claim otters compete with them for abalone and other shell fish. And, cute or not, otters are predators where commercial fishermen are concerned.

Woolfenden comments, "Seldom, if ever, has any other small animal, friendly and captivating and numbering fewer than 2000 in all, been the center of a running battle between a citizens conservation group and a state governmental agency also charged with insuring its continued preservation.'

Friends of the Sea Otter, headed by Margaret Owings of Big Sur, regard the otter as "a resource to be valued in its own right, one with an important role in promoting the enrichment and diversity of the marine ecosystem. We believe that the otters appear to be regulating their own

affairs as well as can be expected in an environment subject to invasion and influence by man, and we feel they should be allowed to continue along their way, as far as possible, with a minimum of human inter-

The Friends see the Fish and Game Department as "essentially concerned with harvestable resources which serve commercial and sport opportunities. Although their attention includes the sea otter, they must listen to numerous conflicting points of view, including those from self-seeking shellfish interests. For this reason, and because license fees are the main source of revenue for the department, they view the sea otter primarily as a predator in competition with people and one to be managed where conflicts arise."

The Fish and Game's own assessment of its obligations was stated this way in its 1976 objectives: "To provide an adequate number of sea otters for maintenance of a healthy. self-sustaining population in areas where they will receive minimum adverse human impact and provide ample opportunities for public observation and scientific study: to restrict the distribution of the sea otter to protect the state's remaining recreational and commercial shellfish fisheries; and to enable possible development of marine aquaculture in coastal waters."

Today, Woolfenden reports, the DFG is trying to get away from a polarized stance and they have people at work who are trying to be objective. Earl Ebert is in charge of the otter program, and Woolfenden quotes him as saying, "I've seen too many battles. We've been labouring too many years to find a scapegoat for the disappearance of the shellfish fisheries - otters, skindivers,

again, and eventually he will."

the sea otters will exist, says Woolfenden, "depends upon a complex of many factors, some of them very unfriendly to otters. Even the protection of the Endangered Species Act appears to be a sometime thing....But there are new hazards in the offing. In addition to the threat of tanker spills, there is the probability of oil drilling off the central California coast.....Environmentalists foresee the likelihood of a repetition of the drilling leaks or blowout experienced in the Santa Barbara Channel if the leases are approved...'

"Actually," Woolfenden states, "a few ranchers along the Big Sur coastline, and members of the U. S. Coast Guard's lighthouse crew at Point Sur, knew that there was a small herd, of perhaps 14, in that vicinity during the early 1900s, but agreed to keep quiet about it lest the animals be hunted

He says Hans Ewoldsen, a pioneer resident of Big Sur, had this to say about

My wife's father, John Pfeiffer, several neighbors, and I were fishing from a small boat in the kelp beds south of Point Sur. Mr. Pfeiffer pointed out to us several animals heads showing above the water and told us they were sea otters. If we had noticed them before he pointed them out to us, we'd probably taken them for seal or kelp heads. He warned us not to tell outsiders about seeing the sea otters since they were supposed to be extinct. He did this not because he had any plans to harm them, but on the contrary, he wanted to protect them. That the existence of the sea otters here was

commercial fishermen, sports fishermen. The abalone fishery out of Morro Bay has been one of the most colorful operations in the world....I would hate to see it vanish. Of course I also believe that abalone could be farmed along the shoreline better than anywhere else in the world. A realistic scheme would be for certain sections of the nearshore environment to be set aside for shellfish farming, and other sections for parks. Meanwhile, we do have an otter research project to carry out."

Ebert said the censusing of otters will continue, biennially. And some animals will be translocated. Studies will continue. "We don't want to alienate anyone unnecessarily, but I know that we're in a very controversial situation and I doubt whether we can please both sides....you can't have unlimited shellfish fisheries and unlimited ot-

When otters were hunted and removed, Ebert continued, shellfish flourished. Then an artificial situation developed when man took advantage of this imbalance to increase his own catch. "You have to believe that this is one of the all-time classics in terms of what man can do to disrupt a situation.'

Woolfenden says Ebert foresees an increase in mortalities among sea otters if their population is allowed to increase in normal fashion "since this is an animal very vulnerable to men and boats and human activity." Ebert said he looks at oil spills that threaten marine life as he looks at lightning and the fall of meteorites. He refuses to join "the doomsday projectors who see a potential spill in every tanker."

Concerning the future of the shellfish. Ebert believes "we'll always have them, though at present, as they emerge from the rock crevices, the sea otters get them. Man should be able to achieve a normal balance

But, Woolfenden reports, Friends of the Sea Otter biologists don't share his optimism. "They take more seriously the common-sense approach of the abalone fishermen's cooperative of Ensenada, Baia California, who, in August of 1978, voted to reduce their catch by one-third. At Ensenada there are no sea otters, and the fishermen know very well who has been getting the abalones.

So the controversy continues. How long

Woolfenden's book is not all concerned with this controversy. At least half of it is devoted to detailed information on the background and habits of otters. One of the sections of most interest to Big Sur people involves the discovery of sea otters (which had been considered extinct after all-outcommercial hunting of the little animals for their prized pelts) at the mouth of Bixby Creek in 1938.

seeing the otters as early as 1929:

animal populations that are well adapted to the physical conditions and to each other, is not likely to be improved by uninformed tinkering. And certainly not by citizens going to the ballot box to vote for abalone dinners.'

If that point didn't hit home, there was a final poke: "The problem," said Dr. Buchsbaum, "of an expanding human population trying to draw ever-increasing yields of fishes or shellfish from a marine environment that is being rapidly degraded has been faced realistically in some parts of the world. In California, the Department of Fish and Game, pressured by demanding licensees, is using the promise of restriction of the sea otter as a means of mollifying its

diving clientele and of putting off the evil day when the DFG will have to explain the painful facts of over-exploitation to the citizens of California."

extinction for this vulnerable animal. (Photograph by R. Coulter)

Dr. Buchsbaum, however, doesn't just point to problems. He has a solution of his own and Woolfenden reports it as follows:

At least for the next few years, I would restrict and regulate supertankers and abalone-takers, but not otters. I would keep supertankers out of Monterey Bay, and oil rigs away from the Monterey and Santa Cruz County coasts. I would urge the citizens to focus their attention on protecting California shores from sewage, toxic chemicals, and oil. I hope the DFG will have the funds to continue its field and laboratory studies, and

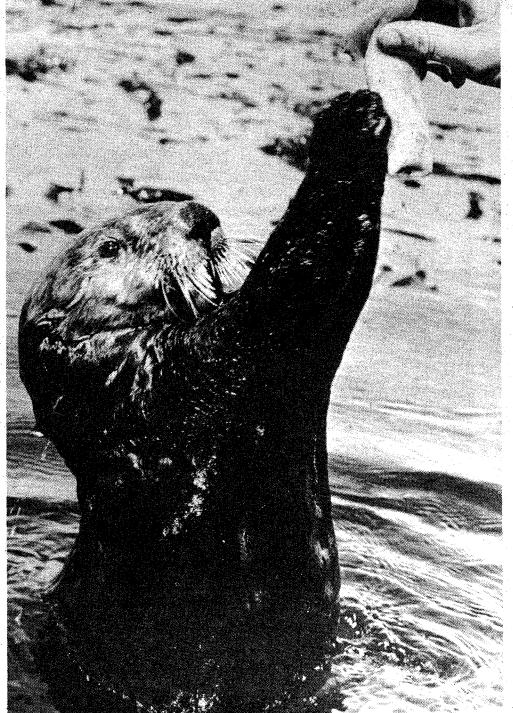
but I would ask the DFG to discourage the anti-otter extremists among the abalone divers. Their right to kill and eat abalones is no greater than mine to enjoy seeing abalones in the rock crevices and sea otters in the kelp beds. I would encourage efforts to develop mariculture of abalones and other molluscs as a highly probable solution for meeting indefinitely expanding demands for shellfish....I would ask the Friends of the Sea Otter to maintain the vigilance over the quality of life for all shore inhabitants....I hope they will...help the DFG get direct state funding so as to be more free of economic pressures when they make biologi-

its cooperation with university biologists,

massive oil spills and drilling leaks, no animal population on this coast is as clearly vulnerable as the sea otter. So predictions are chancy. Nevertheless, there are many sound biological reasons for supposing that shore waters in which the sea otters can survive will also provide best for humans who live along such a shore. Is it too optimistic to believe that enough Californians will understand this and act on it?

Something to ponder indeed! If those who read this book look at the dozens of pictures showing otters at work and play - and if they take the time to digest Dr. Buchsbaum's closing views — John Woolfenden's labours will be rewarded. That is, if some ideas are worth being acted on.





This is a "No" for otter-watchers. PLEASE DON'T FEED OTTERS. "Freeloading" makes otters unwary and trusting, exposing themselves to dangers of boats and sharp propellers. And feeding attracts them to polluted waters near marinas and wharves. (Photo by J.A. Mattison)



### Page 14

# POPULAR SPOTS FOR OTTER-WATCHING

Capricious little sea mammals, these otters - more fun to watch than the monkeys in the zoo and more endearing. Otter-watching is one of the favorite pastimes of Monterey Peninsula residents.

In his new book, "The California Sea Otter: Saved or Doomed?", John Woolfenden reports that the range of the sea otters, who are most likely to display their antics in the

early morning or late afternoon (at other times, they're likely to be snoozing in kelp beds), extends from Santa Cruz on the north to Point San Luis on the south. But stragglers have been seen north of Santa Cruz, in the Santa Barbara area, and as far south as Malibu.

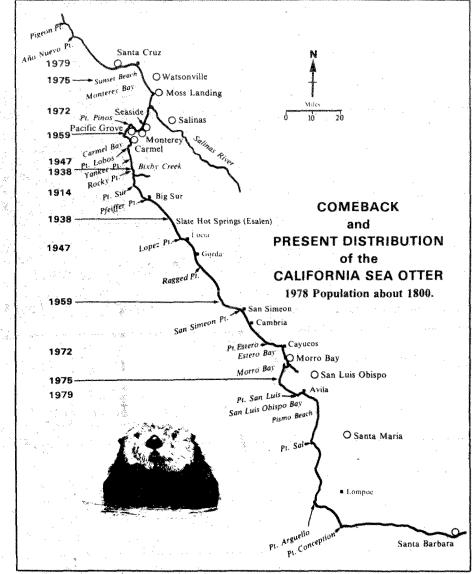
To find them in BIG SUR, you'll have to use binoculars or a spotting scope to view them in rocky inlet areas where

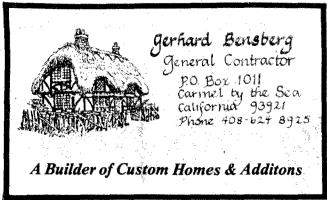
there are kelp beds.

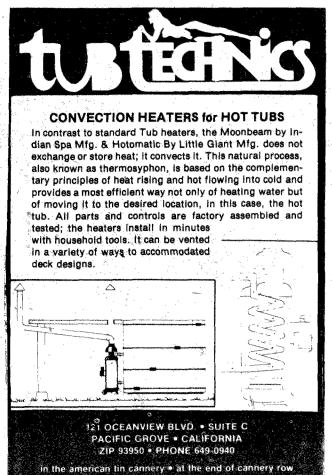
The following are places where they can be seen more easily, but binoculars are still a good idea:

- Wharf No. 2 (commercial fishing wharf), Monterey
- "Restaurant Row" on Fisherman's Wharf, Monterey
- Parking lot areas between Casa Maria and Outrigger restaurants on Cannery Row, New Monterey
- Otter Point on the Pacific Grove waterfront, immediately west of Lovers Point
- Point Pinos in Pacific Grove
- · Point Joe and Bird Rock on the 17-Mile Drive
- Cypress Point pullout and Pescadero Point on the
- Carmel Point
- Various coves at Point Lobos State Reserve
- Beach at Alder Creek in southern Monterey County
- Coastline immediately south of Piedras Blancas Point in San Luis Obispo County at San Simeon (two-mile hike involved)
- Montana deOro State Park south of Morro Bay

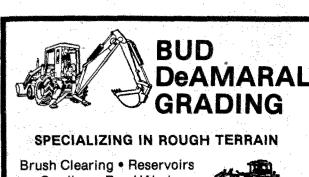






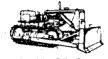






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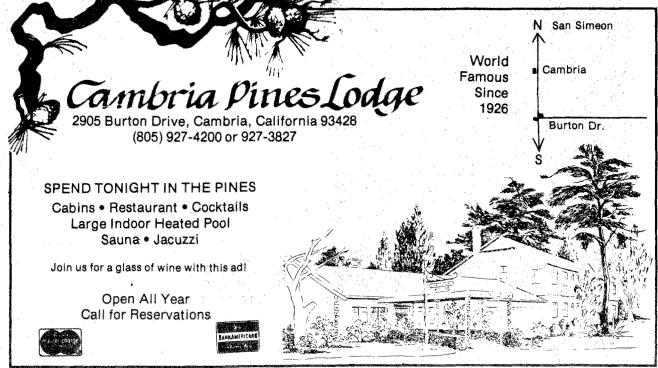




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# Read the Gazette



# Wreck of the Rhine Maru

by Mary Harrington

The Rhine-Maru was a Japanese freighter whose home base was Kobe. On March 28, 1930 her cargo was cotton bales and 6000 tons of gypsum headed for the port of San Francisco. Dense fog shrouded the Big Sur coastline, and the ship went aground just south of Point Sur at 8 in the evening.

Happily for the Japanese crew, the purse seiner Fairfax was in the immediate vicinity and picked up the distress signal. The smaller fishing boat was able to rescue the crew

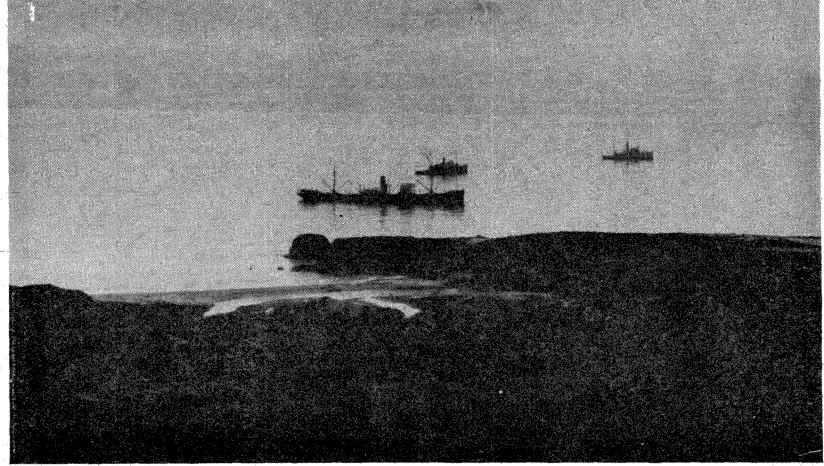
By the next morning most of Big Sur knew of the shipwreck and many gathered on the beach to watch. Two local boys made themselves a raft and paddled out to the crippled ship.

Securing the raft they climbed aboard the abandoned ship to explore. They were able to salvage a captain's chest made of teakwood. After lowering their booty to the raft they attempted to regain the beach. Unfortunately, the raft capsized, and, although they made it to shore, the chest was lost.

In a more official capacity, the owners of the Rhine-Maru hired a salvage company in an attempt to recover the freighter herself.

For almost two weeks a crew of men unloaded cargo to small boats which ferried it out to the schooner Prentice. In turn, the Prentice ferried the cargo to Monterey.

However, the continual battering of the seas progressively weakened the fatal.



THE RHINE-MARU breaks up as the Peacock and the Homer watch. Photo by Lewis Josselyn courtesy of the Pat Hathaway Collection.

freighter until finally salvage operations were abandoned as too dangerous.

On April 13, after retrievthe cargo and possibly even ing salvage equipment, the crews of the tugboat Peacock and the salvage boat Homer retreated to a safe distance and watched as the ship finally broke up in the surf.

The Rhine Maru is only one of the many ships for whom the treacherous Big Sur coastline has proven





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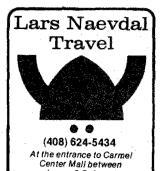
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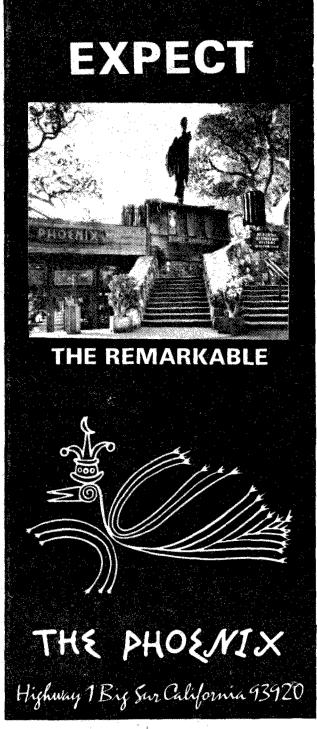
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# That's Something

a cute little thing, sticking her pretty little chin out defying anyone who says she's wrong even if she is

sassy as a small pup, fighting the big ones trying to get her way, and usually does

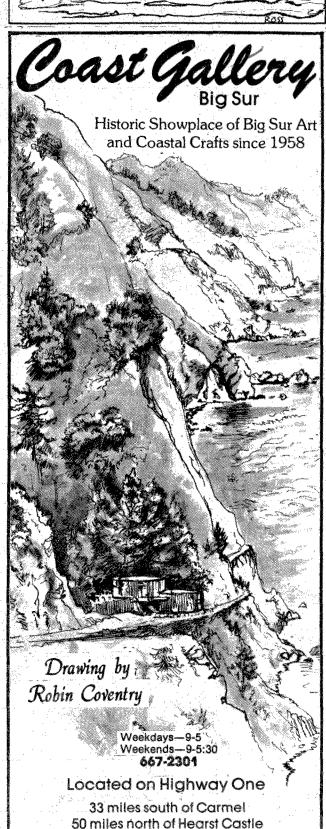
not because she's pretty mind you or because her shape is extra nice

that's got nothing to do with it when you're right, you're right

so there

jim clark "Reprinted from "Feelin' Good"





# HAWK'S PERCH

\$\(\frac{1}{2}\)\(\fr



All contributions to the Hawk's Perch should be typewritten double-spaced, and mailed with a self-addressed stamped envelope to: Hawk's Perch, Big Sur Gazette, Highway One, Big Sur, CA 93920.

# Empty

How was it the house stood empty; a question in the wary watchdogs eye.

I hear the fading whisper of hearts as my thoughts linger workmen ponder problems of repair.

Their steps echo inside that empty wooden womb vacant except for the occasional buzzing of a fly.

I would be painting as they would come after their nap, sleep-staggered smiling to sit on my lap

Eyes wide so new the message to bare a mystery of innocence framing the magic of timeless love so intense

The boy so sound and strong we'd wrestle each other on the hard dusty ground.

and then drink sweet water and sit in the sunset or walk by the river and speak of dreams; we could talk

He came to ask where i go and in silence so secret we'd watch for deer and listen to sounds only our spirit could bear

She came to draw and talk of drawing How she'd laugh as i would try to sort through all those things she drew

Her smile and that curious way of wrinkling her nose kept reminding me of someone i knew a long time ago

I was so different then and innocent too, trying to ponder what i never knew

The years flew by as the die was cast even the greedy must learn to fast so must the cynic be taught, to cry

Now kittens romp on a floor flat and wide and i wonder why i listen for the occasional buzzing of a fly

Daniel Kendrick [Ed. Note: Texas-born, Daniel Kendrick came to Big Sur in August of 1975. Since then he has filled his life with odd jobs and whatever to support himself while he continues his primary goal of painting in oil, some of Big Sur. His paintings have sold locally and are now becoming more popular as people become exposed to his unique style.]

A burbling brook runs amongst the sun and shadow singing with jay and raven dancing with flutterbys caressing flower and rock while above the forest moves

Bob Schultz

[Ed. Note: Bob Schultz is a long time resident of Big Sur.]

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# Undying Optimism for Jimmy

suic i 'died

to be unborn, un formed Trans formed reborn

Nancy Kelley

[Nancy Kelley is a local, Big Sur poet. This is her first offering to the Hawks Perch, and we hope it will not be the last.]

### ومهمي

# presume prison exercise-yard gate open

just before I left off

just before I left off back above the impass of extemporaneous archways letting passages synapt with bell clarity in dawn constancy and free liquid causeway ease flood gates beckoning spired and locked in sparked open effect ducts spilling full-filled smooth fusion glass primed works. why, everything rose into space fell up into place thrilled its own accord without a trace -... and just after I wrote off squelch tone's inspiration (awkward flailing somersault) the cramped acrobat kissed my hand

[Ed. Note: Peter Cummings is a popular Big Sur poet now living in New York.]

### CAMO

# The Man in the Maze

Weary he wandered through mazes of mirrors Through myriad reflections of self

Bravely he battled the monstrous refractions Through labyrinthian tunnels of self

Seeking through corrugated corridors of

Each turning confronted him only with

Longing for light
He saw only his darkness
Searching for love
He found hatred for self

Lost in the maze of his own mind He was blind to the light

Judith Goodman
Reprinted from "Weeds from a Big Sur Garden"
[Ed. Note: Judith Goodman has written many poems in and around Big Sur.]

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# Fuel: A Renewable Resource?

by Leland H. Ruth Reprint from the California Grange News

Scary predictions of severe shortages and rising prices of gasoline are generating increased attention to finding alternative sources of fuel, and one that is receiving a good deal of attention these days is alcohol produced from organic products. Man has had the know-how to take naturally occurring sugars and ferment them into winelike beverages for untold centuries. We know, too, that 2,500 years before the birth of Christ, Egyptians knew how to make beer, fermenting the starch from grain into sugar and, in turn, converting that to 'ethanol.'

Ethanol is now being looked at as a partial solution to this country's energy problems. But this isn't a new idea; we've known for at least 100 years that the

could run on either alcohol or gasoline. One of the main reasons we didn't seriously consider using alcohol was that it was too expensive to produce, and another was that little research was conducted to see whether or not it really was feasible to use as an alternative. Relatively low-cost gasoline and resistance to change by the major oil companies and automobile manufacturers served to perpetuate the status quo.

But the oil crises of 1973 and 1974 brought about a renewed interest in the growing potential of ethanol. In 1975, cooperatives in the Midwest began supplying their members with a fuel which is a mixture of 90 percent unleaded gasoline and ten percent 200-proof anydrous ethyl alcohol (ethanol) — called gasohol. It has since become a popular product, and nationwide is availinternal combustion engine able at about 600 to 700 service stations.

The ethanol used to produce gasohol is mostly derived from diseased, moldy crop comes in.

Certainly today's techniques of agricultural production draws heavily on fossil fuels. It does appear, however, that agriculture has the potential of becoming self-

and low-quality grains that would have brought little or no return to the farmer. Actually, ethanol can be made from any agricultural product containing sugar or starches. The advantage of using it as a gasoline additive is that it's a resource that's renewable each year, as the

Critics of the program say that most distilleries are fueled by oil or natural gas, and increasing the production of ethanol might also increase the amount of fossil fuel used in this country.

These are legitimate arguments. But we're told that agriculturally-produced methane is feasible now as a source of energy and that solar energy could be used to complete the distillation process, thus cutting costs and reliance on fossil fuels.

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sufficient in energy. In addition, agriculture is in the enviable position of being an energy-producing as well as an energy-using industry.

The catch, of course, is that the federal government's recognition of this potential is a must before fuel alcohol can be considered a viable energy source.

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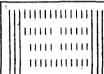
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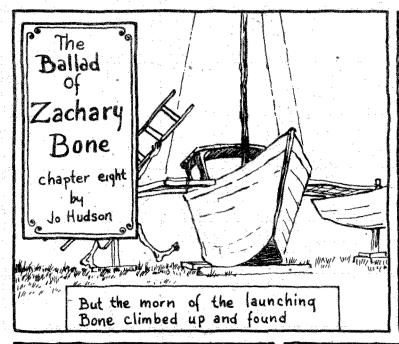


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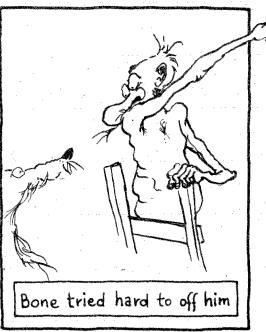
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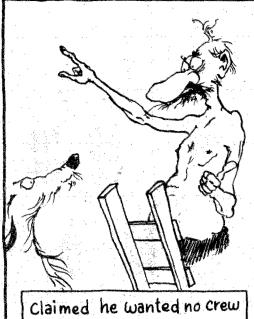
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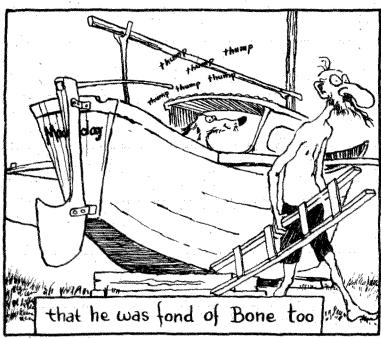












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Page 19

# Ventana leads league

# Softball League News

By Bob Schultz

Softball - summertime and softball. What a combination! Excitement and grand entertainment on Monday and Tuesday evenings at Pfeiffer State Park. A happening for everyone — kids, dogs (they are supposed to be leashed; less restraint on so-called adults), cheers, boos, wry wit, cussing, gossiping — a social event at bargain rates. (On game days, no charge for teams or spectators.)

Unfortunately, there has been a lot of grousing about park rules and regulations. Many people don't understand that park authorities aren't discriminating against any one group (Big Sur-ites), but must provide opportunity for all. So come one, come all, and many do.

Though there's always a crowd, certain team match-ups create greater interest, and attending most games are a faithful gathering that could almost be labeled "groupies." It seems that the "groupies" are usually rooting for the underdog, but there's always high spirits no matter who is

There is talent on every team, and each game produces its outstanding plays and players. Some for just the moment, others so steadily as to be hardly noticed. This year, especially, is proving out the adage "on any given day, any team can beat another.'

### New changes each year

This is the fourth, fairly organized, year the Big Sur Softball League has been in existence. To the dismay of some, each year ground rules, times of games, etc. have been modified. Oftentimes confusing to some — umpires heading the list! However, the accord between opposing teams has been exceptional. Though everyone yells and screams (as they must) acceptance (grudging or not) is the norm. The goals seem to be: Play as well as you can, provide yourself some satisfaction and enjoyment, while teaming with others wanting the same. All in All — great fun!

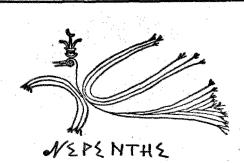
### Team standings

With the season slightly over halfway to the playoffs (top four teams/double elimination), the most devastating team is unbeaten Ventana. Eleven teams are competing (each of ten players, more or less), which is a surprising number considering the small population of our community.

The standings are as follows:

TEAMS	WON	LOST	TIED
Ventana	6	0.	6.0
Outlaws	4	- 1	0-
Team #10	4	1	0
State Park	3	1	1
Wreckers	3	2	. 0
Point Sur	2	2	0
Fernwood	2	3	0
Esalen	2	. 4	0 "
Over the Hill Gang	1	4	0
River Inn	0	4	1
Girls	0	5	0

The above standings were determined by the following



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scores:

Ventana 18 — State Park 4 Fernwood 22 — Girls 1 Outlaws 20 - Wreckers 4 Team #10 25 — River Inn 18 Outlaws 25 — Girls 11 State Park 14 — Esalen 13 Ventana 10 — Fernwood 4 Fernwood 12 — Esalen 8 Wreckers 13 — Team #10 3 Outlaws 14 — Point Sur 11 Over the Hill Gang 19 — River Inn 15 Ventana 24 — Girls 1 Wreckers 11 — Esalen 4 Point Sur 18 — River Inn 8 Team #10 18 — Over the Hill Gang 1 Ventana 15 — Outlaws 11 Wreckers 23 — Girls 15 State Park 7 — River Inn 7 Team #10 9 — Point Sur 7 Esalen 13 — River Inn 12 Ventana 13 — Wreckers 3 Point Sur 10 — Fernwood 7 State Park 18 — Over the Hill 4 Ventana 11 — Esalen 9 Team #10 20 — Fernwood 13 State Park 20 — Girls 6 Outlaws 18 — Over the Hill 7

For those game attendees who want to know the score, the Softball League has acquired a scoreboard — thanks to Larry Share. Runs are chalked in as each inning is completed, and totals can be arrived at by adding across the board.

As we approach the final weeks before the crucial playoffs, spirits are running high. Attend the games and cheer for your team, while enjoying the fun and beauty of a Big Sur gathering.



# **Big Sur Cinema**

JULY 19 - Soldier Blue Candice Bergen and Peter Strauss star in this Interesting and honest account of how the Indians were treated way back in the good old days. A must, just to

see how it was and still is in some places. SHORT — Sergeant Swell by Chuck Melville & Len Janson. Sight gags, stereotypes, absurdity and burlesque humor abound in this caricature of the old West. A funny way to look at the Cowboy and Indian situation. 16 minutes — color.

JULY 26 - Start the Revolution Without Me 1970 USA Donald Sutherland & Gene Wilder are playing dual roles as a set of twins mixed at birth. One set became cowardly revolutionaries, the other set are the de Sisisi Brothers, master swordsmen. Wild comedy mixed with adventure.

SHORT — The Little Mermaid A lavishly animated film version of Hans Christian Anderson's story of a mermald who falls in love with a human prince. Superb fantasy. 25 minutes — color.

667-2675

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27						28			

# Big Sur Crossword No. 3

**ACROSS** 2,000 pounds leavings, on the way to the ridge. (7,3)

She's a knockout. (2) Invest her money, and you'll discover a gardener. (6)

Gets married and wins at chess (5) He and his brother carry a lot of weight, and his name is

is open and sincere. (5) If you cut the end off a favorite dessert, you'll be going around in circles, finding their areas. (2)

When it comes to this, it's all over (3)

Didn't it ever occur to you that it could? (6) If you put them away again, it will reestablish or

A couple of hundred, according to the Romans (2)

In a fire there's anger. (3) Half-hearted bye-bye. (2)

Go downhill with the engine disengaged, and you'll

come to a gallery. (5) He carved a name for himself on One Across. (4)

# DOWN

A beach, a ridge, a park - you name it! 8 Across did. (8)

Ingrate! Wretched little animal! (3) A president in Pike's Peak. (3)

This guy plus his friend Al make it ordinary, routine. (4)

What intentions? A shelter outdoors? (4)
This fishing gear turned around would be a famous gun.

What are you cackling at, you old rooster? (3)
Peel me one, but omit the "r" and leave it wide open (5)
Awaits, thinking it'll happen (7)

The ambulance crew does it first. (3)

Okay with her, if you like to read, but she's not very tall.

Big Sur, Inc., as a name, would be like those old Indians. (5)

A famous violinist who played with fire. (4)

Exist in the harem. (3)

Of thee, my country. (3)

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# Is the Coastal Commission Overstepping its Authority?

by Chuck Thomas California Journal

The 4½ million voters who bought Proposition 20 as a watchdog for the California coast six years ago may now wonder: How much was that doggie in the window? The \$1½ million puppy of 1972 has grown into a \$12 million police dog in 1979.

The ballot description of Proposition 20 read: "Financial impact: Cost to state of \$1,250,000 per year plus undeterminable local government administrative costs." The budget for the California Coastal Commission for the current fiscal year is \$12,050,303.

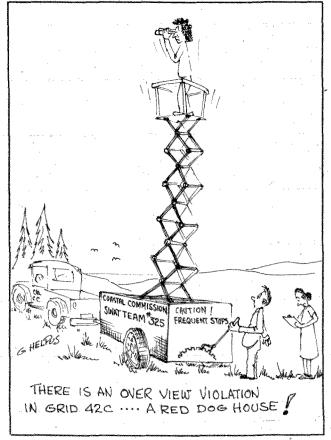
That's an increase of 700 percent over the price tag on the ballot. Why the difference? Michael Fischer, executive director of the Coastal Commission, says both numbers are misleading. There always has been, and still is, federal money involved — even in the Proposition 20 days. Also, the commission's budget was never as low as \$1½ million — that was only California's share of it — and Californians pay only a little more than half the commission's current budget directly. More than \$5½ million come from federal funds.

But high cost is not the chief complaint about the state Coastal Commission. Criticism has been building on several fronts, and even some former friends of the commission are complaining about its record. An organization called California Coastal Council — claiming more than 7,500 dues-paying members — charges that the commission has greatly overstepped its authority. In Sacramento, dozens of bills have been introduced to restrict commission powers and to exempt big chunks of the Santa Monica Mountains from its jurisdiction. Swamped with complaints from constituents, several liberal legislators who are normally friendly to

David Eaton, a member of the South Central Regional Coastal Commission and a Ventura County supervisor, says, "The term 'Local Coastal Program' is a misnomer. There's nothing local about them. The LCPs are being written by the Coastal Commission staff."

environmental causes have voted to trim the commission's powers.

At a spring conference of commission staff and environmentalists, even the chief author of the Coastal Act of 1976 told his listeners they are in trouble. Senator Jerry Smith of Santa Clara cited the 43 bills already introduced to trim commission powers and criticized what he called an over-



emphasis on the coastal permit process.

"You have been so focused on that process that you have become like a city with an 1,100-mile boundary reaching five miles inland — engaged in day-to-day land use decisions," Smith warned.

### The planning game

One big reason for the controversy is the fact that the California Coastal Act of 1976 greatly expanded the mandate of the Coastal Commission as defined in Proposition 20. The function of the state commission and the six regional commissions was primarily regulatory from 1972 to 1976, but now the function is only half regulatory, according to Executive Director Fischer.

The other half — about \$6 million in the current budget — is not for regulation but for planning. Under the act of 1976, each local government within the coastal zone must adopt a Local Coastal Program (LCP) — a land-use plan, including zoning. Fischer says the state is providing local governments \$3½ million to cover the cost of LCPs. Some local government officials say the state is providing more than money: The state is also providing the LCPs.

David Eaton, a member of the South Central Regional Coastal Commission and a Ventura County supervisor, says,

"The term 'Local Coastal Program' is a misnomer. There's nothing local about them. The LCPs are being written by the Coastal Commission staff."

Besides the mandate to prepare LCPs, the law of 1976 gave the commission a broader mandate as a regulatory agency. Some critics of the commission believe that mandate has been misread. The most controversial of the commission's policies has been in requiring dedication of easements to provide public access to and along the beach.

Property owners complain that they are caught in a legal Catch-22: If they try to prevent public use of the beach, the commission cites that as proof of the need to require an easement. But if homeowners don't prevent public use of the beach, the commission cites that as proof the public already owns the beach via prescriptive rights.

One well-publicized conflict arose last year when the commission tried to force residents burned out by the Malibu Beach fire to grant public access over their property as a condition for getting permits to rebuild. Governor Jerry Brown, running for re-election at the time, called the commission's effort a "high water mark of bureaucratic excess" and added, "It is no time to be playing games and acting like bureaucratic thugs."

Since then the commission has been fair game. Some of its strongest supporters are worried that they will not be able to curb its powers.

Fischer says the commission is entrusted with insuring public access to the beach, by whatever means. There have been dozens of suits challenging the commission's authority to impose easement dedications. Some have resulted in rulings favorable to the property owners at a lower court level, but most of these were later overturned by higher courts.

Few property owners can afford the delay or the legal fees involved in suing the Coastal Commission, so they tend to give up and grant the easement. Because of that and the commission's batting average in court, the dozens of lawsuits now pending against the commission hardly frighten Fischer or the commission, but one of those suits is worth noting.

It's a quasi-class-action suit on behalf of a number of property owners up and down the state — including movie star Burgess Meredith — filed by Pacific Legal Foundation, a non-profit, public-interest law firm in Sacramento. PLF is a conservative counterpart to legal aid organizations concerned with the rights of welfare recipients, farmworkers and tenants. PLF is challenging the commission's right to require easements, and the PLF track record in court rivals even that of the Coastal Commission.

(PLF recently won a suit filed in San Diego County, challenging the constitutionality of portions of the state law requiring a certified-safe method of disposal of nuclear waste before any new nuclear power plants can be build in California. I LF claimed, and the court held, that federal law preempts state legislation in regulating nuclear waste. If upheld on appeal, the ruling could open the door for development of the Sundesert nuclear power facility. Rejection of the Sundesert project was the basis of PLF's



# Claire's Cooking Corner BIG SUR RECIPE



# **SUMMER COOLERS**



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- 1. "JAMESBURG COOLEST": frozen orange concentrate; whole raw egg; yogurt; honey; ice.
- APPLE FREEZE: Apple or pineapple juice; yogurt; ice; a handful of fresh mint leaves.
- 3. COOL CRESS: Watercress sprigs, without stems; pineapple juice; ice.
- 4. COLD CRANBERRY: Cranberry juice; yogurt; ice; lemon juice.
- 5. AVOCADO SMOOTHIE: One ripe avocado; grapefruit juice; Wagner's Papaya Syrup; ice. This should be a thick drink.
- 6. BANANA-DATE SHAKE: Frozen or fresh bananas; dates; milk; ice; egg optional.
  7. IRON CLAD AND COLD: Milk; blackstrap molasses; Postum;
- 8. CHILDREN'S CAROB COOLER: Milk; honey; carob powder;
- 9. FROTHY FREEZE: Equal parts milk and plain yogurt; ice -- flavor with maple syrup or honey and rose water.

DEVELOPING . FEED

The Coastal Commission's opponents have banded together in the California Coastal Council, headquartered in Santa Barbara. The president, Joseph Mastroianni, denies the council's aim is to repeal the Coastal Act of 1976 or to dissolve the Coastal Commission. But he says, "That may be the result if the Coastal Commission doesn't quit overstepping its authority.'

The Coastal Council has compiled a list of commission "horror stories": the woman in Malibu whose house burned down after the regional commission had delayed a permit for her to cut a firebreak around the house....the Little League in Humboldt County that took two years to get a permit for a baseball diamond on land given to the league...the man in Mendocino County who couldn't get approval to build on his lot for five years because the Coastal Commission thought his property should be part of a park, even though he had a letter from the State Parks Department denying any intent to acquire the property...the Ventura County judge who was told he needed a coastal permit for an illegal roof, even though the roof was illegal (in height) because it had been twice mismeasured by a member of the Coastal Commission staff.

Fischer says he's as horrified as anyone else at such stories, but he thinks some have been distorted. He believes it's inevitable that the Coastal Commission and permit applicants will wind up in an adversary relationship because, by law, the commission must restrict what they can do with their property." Fischer concedes some changes in coastal law may be reasonable, but he opposes most of the changes being suggested. One, by state Senator Lou Cusanovich who represents part of Malibu, would relieve the commission of the authority to impose easements.

Neither would Fischer support any change in the appeal process, which will remain in effect after LCPs take over for regional commissions. Now, the agenda for the state commission is determined largely by organizations like Coast Watch, which make a semi-profession of appealing coastal

# **Changes Suggested** for Resource Zones

Reprint from Coastal News Calif. Coastal Commission

After several weeks of statewide meetings with local planning agencies, State departments and the public, the Coastal Commission is calling for a change in the Coastal Conservancy legislation on resource protection zones (RPZs).

Right now, the legislation under which the Commission has been operating reads: "It is the intent of the Legislature to establish buffer areas, to be known as resource protection zones, surrounding public beaches, parks, natural areas and fish and wildlife perserves in the coastal zone. The purpose of such zones shall be to ensure that the character and intensity of private development surrounding any such area and preserves is generally

compatible with and does not adversely impact sensitive resource values within such public areas and preserves.'

The Commission's recommendation for a change in the legislation comes from the belief that there can be the kind of protection intended by the Conservancy law without the opposition and confusion that has thus far characterized the RPZ nomination process.

The proposed legislative change would mean that State agencies concern expressed in the RPZs nomination process would be incorporated into Local Coastal Programs. The change would no longer require the Commission to adopt zones for the protection of public areas, but would assure the protection of resources in these areas as part of the

permits granted by regional commissions. All it takes is a letter to the commission, with a copy to the applicant, and both the commission and the applicant must review the regional decision at a state meeting, even if no hearing is granted. Attorney Stacey believes a modest appeal fee, perhaps \$25, would discourage frivolous appeals. The fee could be returnable to the appellant if the state commission upheld the appeal.

The change most critics think most important would be a restriciton on commission authority on condition permits resulting from natural disasters — where a house has burned down, for example, or where a seawall is needed to save a home from destruction.

Such a change could be achieved without legislation, according to commission critics, by changing the kind of commissioners appointed by the governor, the Senate Rules Committee and the speaker of the Assembly. (Each appoints two commissioners to each regional commission and two to the state commission.)

The act of 1976 states, "The governor, the Senate Rules Committee and the speaker of the Assembly shall make good faith efforts to assure that their appointments, as a whole, reflect, to the greatest extent feasible, the economic, social and geographic diversity of the state.'

Ventura County Supervisor Eaton says, "What diversity? They're all environmental vigilantes." Eaton believes the various commissions' elected members are far more responsive to the public than the "public" members appointed by Sacramento. However, the new chairman of the state commission is an elected official: Dorill Wright, mayor of Port Hueneme. All previous chairmen have been appointees.

### Increasing access

Even though he's concerned about the commission's focus. Senator Smith says he sees no need for major revision of the Coastal Act which he authored. He concedes "some unfairness" in individual cases, but he is generally pleased that public access is being increased. "The law is working reasonably well, when you consider that we're dealing with 1,000 miles of coastline," Smith says.

Environmentally oriented constituents feel that the present law doesn't go far enough and that the commission has been too lax as a guardian of the coast, according to Smith. They cite statistics showing that the commission is granting permits for more than 90 percent of the applications submitted and claim that the commission doesn't say "no" often enough.

But commission critics say such statistics are misleading. If a property owner is granted a permit on the condition that he dedicate a considerable portion of his property as a public easement, that shows up in the statistics as a permit granted even though the conditions of the permit are far more acceptable to the Sierra Club than to the property owner.

Whatever the changes in the law — if there are any — and whatever the court decisions, Fischer envisions a state Coastal Commission staff two-thirds as big as the existing one, even after 1981. Two-thirds of the present budget would be \$8 million a year, not counting inflation. Obviously, today's coastal watchdog isn't about to revert to the puppy the voters bought in 1972 — unless the Legislature puts some kind of a muzzle on the Commission.

[Chuck Thomas, executive editor of the Ventura County Star-Free Press, has gone to court to fight Coastal Commission conditions attached to his permit for a seawall protecting his oceanfront home.]

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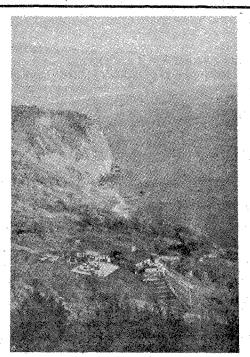


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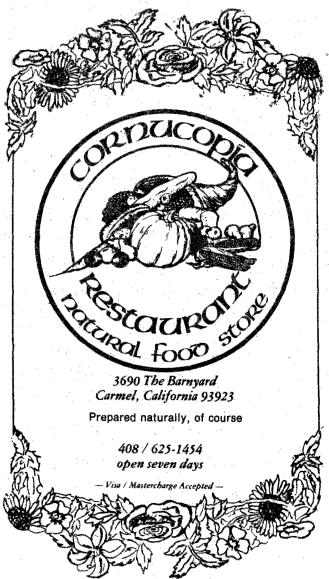
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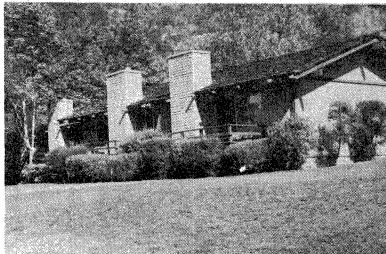


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# For The Aware

by Araby Colton

The California Condor, survivor since the Ice Age, ranging originally from British Columbia into Mexico, is now down to about 30 individuals. His range is limited largely to southeastern Ventura County and a small area near Santa Barbara. He weighs 20 pounds; his wingspread is 9 feet; he feeds on carrion; he nurtures his young for 2 years.

The Department of the Interior, through its Fish & Wildlife Service, has come up with a "last-ditch contingency plan" to save the condor, which it now recognizes as close to extinction.

The plan, called by Interior a "gamble," "a radical course of action," "...with no guarantee of success" (Endangered Species Technical Bulletin, May, 1979, Dept. of Interior) involves live capture with nets, tattooing, implanting radio transmitters, attachment of disks, tags, and colored streamers, tranquilizers, and surgical determination of sex. At least 9 birds will be transported to zoos, to act as breeders, the young to be returned to the wild.

Costing up to \$40 million, the project will require experienced veterinarian specialists, a fully-equipped mobile operating unit, tracking equipment, and the construction of special zoo facilities.

In the opinion of Dr. Carl Koford, vertebrate zoologist, University of California at Berkeley, Ian and Ebn Mc-Millan, local rancher-wildlife experts, and others, Interior's plan is indeed drastic and radical, but more than that, a cover-up of many years of bureaucratic inaction, lack of scientific research, and failure to protect the bird in its natural habitat.

Ebn McMillan speaks of

the widespread use of 1080 poison in rodent and predator control programs as a major factor in the condor's decrease. Ironically, Interior, principal user of 1080, agrees with McMillan that "poisoning from both insect pest and predator control programs are major problems for the condor.'

Says Dr. Koford, "We can insure their maturity (immature condors) and consequent growth of the wild population through elimination of damage by human activities, preservation of sufficient condor habitat and its organisms, and wise application of sound biological knowledge."

To this end Dr. Koford is heading a current field study on the Condor, under the auspices of the Museum of Vertebrate Zoology Endangered Species Fund.



# **Defense of Privilege**

By William Tucker

Bernard J. Frieden is a professor of urban studies at M.I.T., an adviser to three presidents on the problems of urban housing, and a man who sees the country's major concern as improving the standard of living for the vast majority of people. For him, the kind of environmentalism being practiced in the suburban political arena is the antithesis of this goal.

His book, "The Environmental Protection Hustle," is a rare bird, an attack on environmentalism. "The talk of survival, limited resources and austerity does not crimp the life-style of suburban 'environmentalists,' but only of the people they keep outside," says Frieden. "In attempting to justify its position on growth (environmentalism) has begun to spread a new ideology of elitism through the country's political life....it supplies a ready rationale for the defense of privilege.

He draws his experience

observing California politics while writing a book on housing. Although his main concern was the way in which the suburbs had persistently excluded the poor and minorities during the '50s and '60s, he soon realized that the environmental rhetoric of the '70s was not simply aimed against the poor but against the middle class as well - everybody, in fact. who hadn't already achieved home-ownership. "Earlier the goal was exclusion keeping everybody out in order to hold on to what you have." People who freeze growth are a threat to families outside the suburbs who want to get in, but ousiders can do very little about these policies.

To document this argument. Frieden recounts the history of a half-dozen large suburban zoning fights around San Francisco where reasonably priced and environmentally benign developments were opposed by local people, and by floating environmental groups always

from three years he spent ready to lend support under the self-serving rubric of "environmental protection." The arguments never had much to do with the environment, he notes, but usually became a process where local opposition wore down the builder until he was willing to substitute a much smaller number of more expensive "estate homes" for a larger number of middleincome houses.

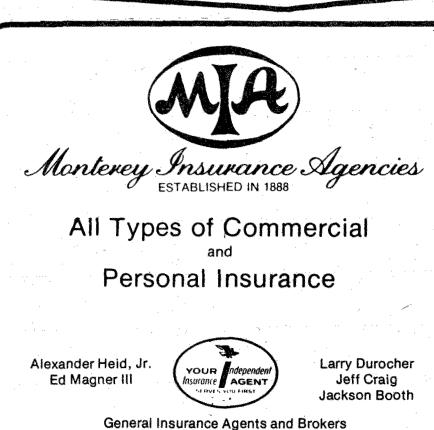
Frieden is chary of the Sierra Club, showing it is willing to use mutually contradictory arguments against growth as the circumstances

Although written in an academic style that does not excite, this book is a sleeper one of the first honest attempts to examine the selfserving uses to which the rhetoric of "environmental protection" have been put, and to examine the elitist and privilege-protecting logic they often veil. It is a surprising new twist on a now-familiar issue (M.I.T. Press; \$12.50).

Washington Post







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SMALL WOOD COOK stove with oven or parlor-sized wood burning heat stove. Will pay cash. Leave message at 667-2131 or write Judith Goodman, Box 40 Big Sur.

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HOUSE LEASE available
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If so, may we help you? We have listings (homes, acreage, ranches) along the length of the Sur Coast and Hank Adams of our office has specialized in Sur Country properties for 15 years. He has a home in Big Sur as do, also, two other members of our sales staff, Linda Mazet and Howard Sitton. Please call us, drop us a note or come to our office for a cup of coffee and a chat about our Big Sur Country offerings.

Telephone: (408) 624-1593



# FOR SALE

# **FERNWOOD RESORT**

On Big Sur's Coast Highway One

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- 12 Motel Units
- 10 Resident Apartments
- 2 Mobil Homes General Store
- 4-Pump Gas Station
- Full Service Restaurant Bar & Cocktail Lounge

Guest activities include fishing, swimming, hiking and daydreaming. Approximately 19 acres along the Big Sur River nestled in tall redwoods next to Pfeiffer Big Sur State Park.

\$1,000,000

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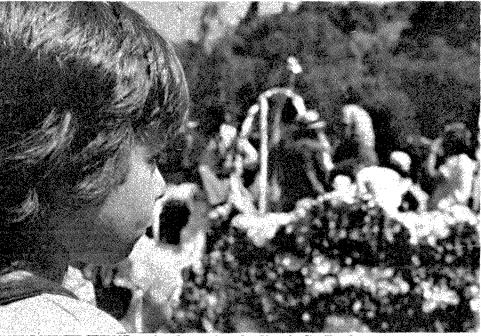
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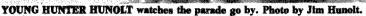
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AN OLDIE BUT GOODIE. Photo by Ronni Webster.

# **Everybody Turns Out** For Our Birthday

By Bill Liles

Friends and neighbors always seem to turn out best for Independence Day. It obviously has a special meaning for Big Sur folk.

Maybe its because there's so many independent types around, and that's why our celebrations never lack for color.

People come here, or were born here, to be just what they are, and they don't like anyone telling them it should be otherwise.

The independence movement which is Big Sur has always done its bit to keep the American spirit alive simply by having a good time at the drop of a pretext, in living embodiment of the declared right to the pursuit of happiness.

Just about everyone had to drive through the village to see what was going on, and no one seemed to mind much that two miles of cars were stuck in line behind the parade and never did get to see the more ceremonious floats and wild get-ups which were crowded mostly up front.

It really didn't make all that much difference, for everybody was in this parade, which didn't last long due to the fact that it was blocking a national scenic highway.

That was alright too, for no one wanted to make a federal case out of a little thing like blocking traffic when just about the whole community was in on the block.

There were a lot of tourists in on the action too, although

inadvertently. Once in line there was nothing else to do but join in and stay single file as Yankee Doodle Dandy had his

Some local social notes on Big Sur Americana:

The lady known as the White Witch went brooming by, hair streaming, on the wrong side of the road and getting a lot of attention.

Old Timer was around keeping his eye peeled for fires and monitoring the out-of-town dudes.

I saw some of the Gorda Mountain boys accompanied by their ladies, not to mention a passel of kids who knew how to provide their own brand of fireworks.

The hot springs contingent turned out wearing red, white and blue sneakers and Betsy Ross jogging outfits featuring a myriad of stars — everybody's a star anyway.

A bunch of ridge runners came down from Partington, including the freckle-faced lady wearing the straw hat who was walking alongside the road waving with one hand and holding down her rustic chapeau with the other.

Even old Hard Rocks was down from the hills, seeing that this was his kind of day, and didn't seem to be feeling much pain either.

Trooper was cool about the whole thing, in spite of the massive traffic jam, knowing that everyone would come out OK in the end. His siren call would scarcely have been noticed above the din in any kind of case.

Zenza Mia and Crazy Dazy were spotted, along with Zig Zag and Orpheues, who was strumming his ever-present guitar, and though you couldn't hear much, he did look good going through the motions.

A BIG SUR CLOWN. Photo by Re

Ranger Rick was seen peering through the green foliage, and Jerry Mander, who thought somebody might like to hear a speech he just happened to have, was there too, as always.

Costumery and buffoonery was rife after the pile-up in the River Inn parking lot, and "the shot that was heard round the world" was nostalgically re-enacted as a cannon ignited in the canyon with a reverberation which rolled at least the length and breadth of the park.

The parade pretty much scattered after that, it reminded some folks a little too much of a gas line, and people went their independent ways.

The stores and restaurants did a brisk trade for awhile, then people went off to barbeques and gatherings, some of which were audible well into the night as independent people stayed up to serenade the independent coyotes with conga drums, flutes, dancing, and wild, free voices.

All in all it was a good day. A Big Sur kind of day, a day picked out to celebrate that which is nearest and dearest to the minds and hearts of local folk — sweet independence.

Independence is something that we all know and understand. It unified the founding fathers, and that spirit surely lives undiminished in these hills in 1979.

That's why such a diversity of folk can get together regardless of independent differences and still have a rousing good time.

Its the Fun Party Convention when its everybody's birthday; it makes it hard not to come away feeling good. May we have many happy returns of the day.



ESALEN "INDIANS" performed their chants. Photo by R. Webster.



VENTANA'S FLOAT with a musical band. Photo by Ronni Webster.



A COLOR GUARD from Pt. Sur. Photo by Ronni Webster.

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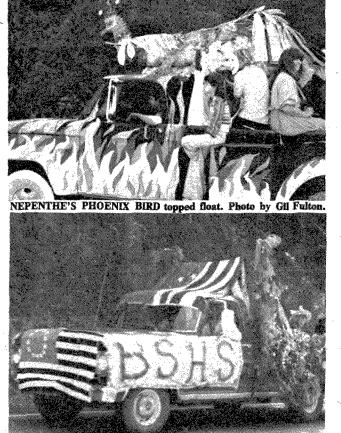
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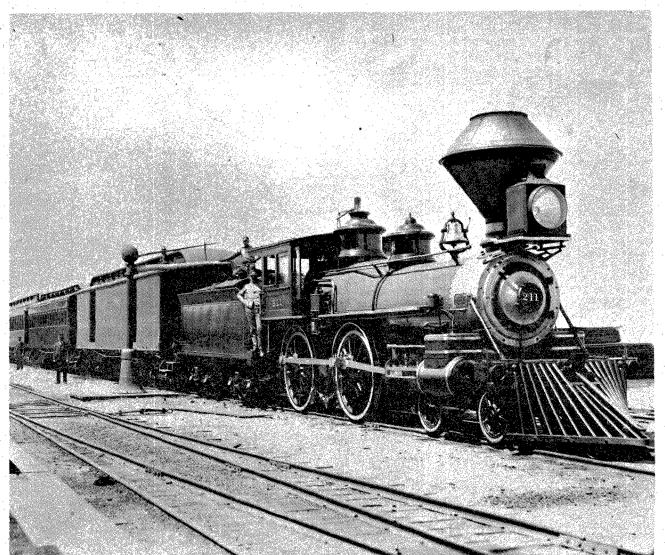
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BIG SUR Historical Society carried flags. Photo by Gil Fulton.

# BRING BACK THE DEL MONTE EXPRESS!



THE OLD DEL MONTE EXPRESS and crew pose for a Francisco, modern Amtrak equipment would be used. Photo photograph while taking on water (date unknown). If passenger train service is reinstated between Monterey and San

by Lewis Josselyn from the Pat Hathaway collection.

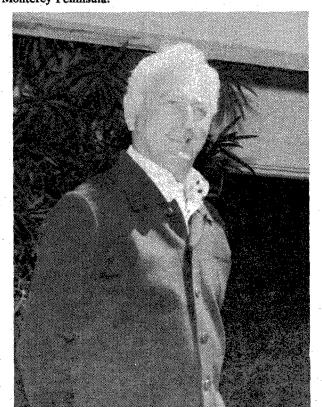
A Gazette Interview:

# ED HABER: Chief Conductor of the Campaign to Reinstate the Del Monte Express

[Editor's Note: Ed Haber is the Chairman of the committee he founded in 1973 to restore train service to Monterey County. He is president of the Quail Lodge in Carmel Valley, a Commissioner on the Mid-Carmel Valley Fire Department, and past publisher of a Carmel Valley newspaper.]

Gazette: When did you begin your efforts to restore train service between Monterey and San Francisco, and what were the circumstances?

Haber: We, and many other people, were disturbed when the Del Monte Express was taken out of service in 1971. When the first gasoline shortage caused gas lines in 1973, we felt it was a good time to bring it to the public's attention that we could use the return of passenger train service to the Monterey Peninsula.



ED HABER of Carmel Valley has been working for the past six years to reinstate passenger train service between Monterey and San Francisco.

We called a meeting right after the 1973 gas shortage and held it here at Quail Lodge. Those attending were a politicians's dream. We had all the mayors, supervisors, councilmen, presidents of every service organization, representatives from the retired, the military, the churches, Tax Payers Associations, and we even had Eddie Elkins, the old Del Monte Steward who served for over twenty years....

There was a great enthusiasm at that meeting, and from there I took it to the president of Amtrak. He asked me how I got there, I told him by train. He asked how I liked it, I said it was dirty, that the food and service were poor, and that if it was done better, that more people would ride the trains. He said everybody said that.

Then we took a survey by sending out questionnaires, called the Great Train Quiz, to all peninsula communities, and we got back an overwhelming response from large numbers of people who said they would use the train. It was not keyed to tourists at all, but if you add them to the number of local people who would ride the train, it has to be successful.

Gazette: What did you do with the results of the survey?

Haber: Armed with the survey, I worked with Senators Alquist, Mello, and Nimmo. They drafted an enabling bill which provided \$3 million to reinstate the Del Monte.

I went to Sacramento several times and presented the evidence, and they seemed to agree that not only was it needed but also that it would be used. It was fought by Southern Pacific's Greyhound Bus Line, which was normal, but even the Department of Transportation of the State of California was against us.

It still passed and the governor signed the bill.

But since then it has been bogged down in red tape. Only recently, because of the gasoline shortage again (which most people thought would go away but we don't think it ever will), and all of a sudden we're back at it again, trying to restore rail service to Monterey.

Gazette: After six years of work, what is the present status of the campaign?

Haber: The present efforts are to preserve the Monterey Railroad Station and the line of track from Seaside to Monterey which the Interstate Commerce Commission (ICC) allowed Southern Pacific to abandon earlier this year.

At the Public Utilities Commission (PUC) hearings two years ago, I stated that since Amtrak was considering the possibility of restoring the service, that they shouldn't abandon the station if there was the possibility of returning the train — and that was before the bill was passed with Con't. to Back Page

By Gary Koeppel

For the past six years Ed Haber of Carmel Valley and a citizens committee he founded have been working to restore passenger train service between Monterey and San Fran-

On April 30, 1971, to the consternation of many Monterey and San Francisco residents, the famous Del Monte Express made its last run between the peninsula and the city.

It was as though an era had passed.

But hardly two years had passed before the first gasoline shortage struck, and many people began wondering about the wisdom of abandoning passenger train service.

One such person was Ed Haber, president of the Quail Lodge in Carmel Valley, but instead of simply wondering about the wisdom and letting it go at that, Haber took action. As the first gas lines appeared, within four days he organized a meeting of over 100 community leaders to launch a campaign to reinstate passenger service to Monterey.

Southern Pacific Railroad had favored the demise of the old Del Monte, and they opposed reviving it. After they put the train in storage, they applied to the state Public Utilities Commission (PUC) to abandon the right-of-way. But when Haber and his committee opposed the abandonment because of the prospect of reviving the train service, the PUC denied SP's request. The railroad officials appealed their decision, but the PUC denied the appeal.

Haber and the Train Committee had won Round One.

But Southern Pacific, as all major railroads, wants to eliminate most, if not all, of the passenger train service throughout the country. The railroads argue that passenger trains lose money, but proponents of rail service contend that archaic operating procedures and antiquated equipment, as well as shabby service and poor food have discouraged people from using trains.

If procedures were streamlined, if equipment were modernized, and if food and services were improved, rail proponents maintain that passenger service is economically viable and could be operated at a profit. Haber and his group believe that there is enough interest by peninsula residents alone, without counting tourists or San Franciscans, to operate a new Del Monte in the black.

In addition, the supporters of the train believe that passenger service may become essential in the years ahead because of the realistic prospect — if not, in fact, the probability - of continuing future gasoline shortages and long gas lines.

After the PUC denied Southern Pacific's appeal to abandon the Del Monte right-of-way, the railroad's officials appealed the decision to the federal Interstate Commerce Commission (ICC). During the ICC hearing in Washington, no testimony was offered by SP indicating any interest in the restoration of passenger service, so the ICC granted their request to abandon the track.

In the meantime, Haber's group had studied the economic feasibility of reviving the service, and they had polled the peninsula to determine the extent of local support and use of the train.

They determined that the 21/2 hour ride from Monterey to San Francisco would cost between \$7.50 to \$12.50, depending on the type of service preferred, coach or parlor car. With an average fare of about \$10, they calculated that the railroad could operate in the black if only 85 people a day took the

In addition, the group conducted a survey by mailing 7,500 questionnaires, called The Great Train Quiz, to Monterey Peninsula residents. The response was startling. Over one-third of the questionnaires were returned. To be exact, 2,525 people responded, and over 95% of the people stated they would use the train if reinstated — half of whom indicated they would travel by train more than four times a

Now armed with the details of the economic viability, social desirability, and the fact of diminishing gasoline supplies, Haber made several trips to Sacramento to enlist the help of Senator Alquist, Senator Nimmo, and Assemblyman Mello. They responded by drafting a bill which was introduced by Senator Alquist which would provide \$3 million in state funds to be matched by Amtrak for the restoration of the Del Monte Express.

The bill was passed and became law in 1977 when signed by Governor Brown.

But the project has since gotten bogged down in the state bureaucracy, which seems predisposed against timely action, and in the politics and economics of Southern Pacific, which is predisposed against passenger train service.

While Ed Haber and a handful of committed individuals continue their struggle to get the Del Monte back on the tracks, Southern Pacific resolutely continues its efforts to side-track the issue and derail the restoration effort.

Despite the enabling legislation, earlier this year Southern Pacific again took their case to the ICC and succeeded in getting permission to abandon the right-of-way of the last two miles of track between Seaside and the Monterey Station.

SP's strategy is simple: if there is no track, there can be no train. And if the right-of-way is abandoned, the tracks can be easily removed, and the land beneath them becomes a highly marketable commodity. Simple economics.

As a counter-move, the SP's latest ICC ruling to abandon the two-mile right-of-way, Senator Alquist recently introduced SB 648 which would allow the State Department of Transportation to purchase the right-of-way from Southern Pacific. As of this writing, the fate of the bill is uncertain; with a cost-conscious legislature, the bill would be scrapped as a small change item unless it were to get a groundswell of public support — very soon.

# THE LAST RUN OF THE OLD DEL MONTE EXPRESS April 30,1971



THE DEL MONTE rolled through the green farmlands north of Watsonville.

Photos by Ben Lyon

CURTIS MECK, age three, looks wistfully out the window.

("TO ME, THIS PICTURE sums up trains. You know, I was a little kid on a train all the time." — Ben Lyon, photographer)

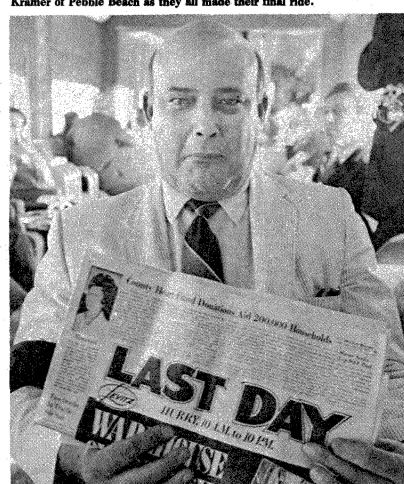


EDDIE ELKINS, a parlor car attendant on the Del Monte for 21 years prior to his retirement, signed an autograph for old friends, Mr. and Mrs. Charles B. Kramer of Pebble Beach as they all made their final ride.



THE LAST RIDE was the first ride for some youngsters.

SPECIAL THANKS to the Editor of the Monterey Peninsula Herald for permission to reprint photographs of the last run of the old Del Monte Express, and kudos to photographer Ben Lyon for capturing the event.



JACK FAVORS of Monterey and Lafayette, a railroad buff, shows how he felt about the end of the Old Del Monte Express during its last ride.

# THE BIG SUR GAZETTE PRESENTS

# The Big Sur Coast Hisitors' Guide

**ROCKY CREEK** LARRY SECRIST

A BRIEF HISTORY

# The Big Sur Experience

Big Sur is located along Scenic Highway One approximately 150 miles south of San Francisco and 300 miles north of Los Angeles. Historically, the name Big Sur, was derived from that unexplored and unmapped wilderness area which lies along the coast south of Monterey. It was simply called El Sur Grande, the Big South.

Today, Big Sur refers to that 90-mile stretch of rugged and awesomely beautiful coastline between Carmel to the north and San Simeon (Hearst Castle) to the south. Highway One winds along its length and is flanked on one side by the majestic Santa Lucia Mountains and on the other by the rocky Pacific Coast.

Although there were two Mexican land grants awarded in the 1830's, which included most of the area north of the Big Sur Valley, neither grantee settled on the land. It was little more than a century ago when the first permanent settlers arrived in Big Sur. In the following decades other hardy persons followed and staked out their homesteads. The landmarks bear the names of many of those early settlers -- Mt. Manuel, Pfeiffer Ridge, Post Summit. Cooper Point, Dani Ridge, Partington Cove

and others. Some of their descendants still live in Big Sur.

At the turn of the century Big Sur sustained a larger population than it does today. A vigorous tanoak industry, mining and redwood lumbering provided livelihoods for many. The Old Coast Trail, which had been

Cove, and the mouth of the Little Sur River. Navigation was treacherous, and in 1889, the Point Sur Lighthouse Station began sending its powerful beam to protect ships from the hazards of the coastline.

the only link between homesteads, was still

little more than a wagon trail. Steamers

transported heavy goods and supplies and

harbored at Notley's Landing, Partington

In 1937, the present highway was completed after eighteen years of construction at a considerable expense even with the aid of convict labor. The highway has since been declared California's first Scenic Highway, and it provides a driving experience unsurpassed in natural beauty and scenic variety.

Electricity did not arrive in Big Sur until the early 1950's and it still does not extend the length of the coast or into the more remote mountainous areas.

# Wildlife is abundant here

A varied population

Wildlife is still fairly abundant in the area although some animals rarely venture into populated areas. Those animals most frequently seen are raccoons, deer, squirrels, oppossum and small rodents. More elusive are the mountain lion, bobcat, fox and wild boar.

Colonies of sea lions live on some of the inaccessible beaches and can be detected by their raucous barking.

The migratory path of the California gray whale passes by this section of coastline. In November and December these giant mammals head south to their breeding and calving grounds off Baja California. The whales are easily spotted by their periodic spouting, and they are often seen traveling together in large numbers. In March and April the whales begin returning to their northern summer feeding grounds in the Bering Sea.

Most of the offshore area of the coastline has been declared a refuge for the California sea otter. Because of its valued pelt, the otter almost became extinct, but conservation efforts now protect and help assure its precarious survival. The otters live in the abundant kelp beds; sharp eyes and concentration are needed to detect and observe them.

Bird life is also varied, especially along the shore and in the upper chaparral-covered areas. The California brown pelican, the red billed oystercatcher, cormorants and seagulls are all

The red-tail is the most common of the hawks. Also seen are golden eagles, owls, valley quail, crows, both Stellar and scrub jays, flickers and kingfishers.

# Thousands of acres of public land

Sur have been set aside for public use. The northern section of the Los Padres National Forest, which surrounds the Ventana Wilder-Area, features thousands of acres of land for public use.

Camping and recreational

Large areas of land in Big facilities are also available at Pfeiffer Big Sur State Park, J.P. Burns and Molera Parks, the U.S. Forest Service, camping and picnic areas, and many private campgrounds.

All other land is privately owned and should be respected as such.

# Cautions: fire danger, don't litter, drive carefully

Visitors are always welcome in Big Sur, and a few cautions will enhance their experience.

Fire danger is great; never build a campfire except in designated areas. In the past, wildland fires have caused tremendous damage. Litter is a blot on an otherwise unspoiled landscape. Please help keep Big

Sur beautiful. No trespassing and no hunting signs are seriously meant warnings. Local land-

owners are vigilant in protecting their land and privacy.

Drive carefully. The road is one of the best maintained in the world, but its sharp curves and steep hills preclude high-speed driving.

Deer and other wildlife frequently wander onto the road, especially at night, so it is best to drive slowly and enjoy the scenic beauty of the timeless Big Sur Coast.

# Many activities

The visitor to Big Sur will not find typical entertainment: there is no town or village, no bowling or golf, no movies. Activities range from spartan backpacking in the rugged wilderness to elegant dining and relaxing at rustic and luxurious inns. Camping, hiking, fishing, swimming, nature walks and scenic driving are all part of the Big Sur experience.

# Climate is quite temperate

The proximity of the Pacific Ocean provides for a temperate climate. Winters are mild, and rainy days are interspersed with periods of bright sunshine. An average rainfall of over 50 inches fills the many coastal streams that flow down the redwoodlined canyons. Coastal fog cools the summer mornings, but it usually lifts by early afternoon. The best weather is often during the spring and fall.

It is wise to include both warm and cold weather clothing when packing for Big Sur. A damp, foggy morning can be followed by a warm afternoon.

In the interior valleys of the Wilderness Area, the temperatures are more extreme; the fog bank seldom crosses the coast ridge, so the days are likely to be hot and the nights chilly.



SALMON CREEK

The same of the

LARRY SECRIST

# BIG SUR — A GUIDE

BIG SUR -- motels, restaurants, campgrounds, grocery stores, gift shops and an art gallery. Reservations are recommended in the summer and on holiday weekends. Rates are sometimes lower in the winter. For more specific information, you may write to the

individual businesses. The mailing address is Big Sur, California 93920. Telephone area code is 408 unless otherwise listed. Mileages begin from CARMEL RIVER BRIDGE driving south, and from HEARST CASTLE driving north.

ROCKY POINT offers dinner and cocktails overlooking the floodlit surf at Rocky Creek. Proprietors Al and Jack oversee every detail. The steak and seafood are excellent here. (624-2933)

PALO COLORADO ROAD leads to BOTTCHER'S GAP, a Forest 11.3S Service camping area. The road is narrow and winding; watch for 79.7N children and animals.

MOLERA WALK-IN CAMPGROUND. This campground is de-21.5S signed for foot traffic. Although there is a parking lot, no trailers 69.5N are allowed. Beach access.

RIVER INN is located at the entrance to the Big Sur Valley and provides a complex of services, the MOTEL has 18 units and a second services are more to the river. The RESTAURANT is open for breakfast, lunch and dinner. Full bar with live entertainment every Sunday. There is a full GROCERY & BUTCHER SHOP where you can purchase fresh meat. MOBIL GAS STATION. (667-2237)

BIG SUR CAMPGROUND AND CABINS. Family camping available all year in a grove of redwoods. The campground has a deep swimming hole and a beach area on the Big Sur River. Volleyball court and laundry facilities. Cabins and rent-a-tent available. Full hookups. (667-2322)

24.75 among the redwoods, or on the river. Playground and laundry fa-66.3N cilities. Cabins, tents and full hookups available. Dump. (667-2414)

25S cabins (some with fireplaces) situated in the redwoods. Swim, fish and sun on the Big Sur River. The resort also houses a GROCERY STORE, and a PIZZA AND POOL PARLOR. Hours 8:00-10:00. CHEVRON GAS STATION. (667-2242)

**SURTREKS** offers guided bus tours of Big Sur and Hearst Castle departing from Monterey and Carmel. For information and reservations, call 625-3250 in Carmel.

GLEN OAKS MOTEL is an attractive, modern post adobe motel in gracious garden setting. 15 clean and comfortable units are available all year. (667-2105)

25S PANNY'S offers complete hair services for men and women. Call 66N 667-2101 for appointments.

25S WHISPERING PINES. Serving breakfast and lunch from 8:00-66N 3:00. Closed Mondays. (667-2244)

25.5S ST. FRANCIS OF THE REDWOODS. Catholic chapel. Mass 4:00 65.5N Saturday.

FERNWOOD is an all-purpose stop. The RESTAURANT & BAR offers breakfast, lunch and dinner in a congenial setting. A GRO-

25.7\$ CERY provides camping and household necessities. Lodging can 65.3N be had at the 11-unit MOTEL or at the CAMPGROUND situated in the redwoods on the Big Sur River. Full hookups available. UNION 76 GAS STATION. (667-2422)

PFEIFFER BIG SUR STATE PARK will be open only in the summers for the next few years. The 810-acre park offers camping (218 sites, no hookups, sanitation station), picnicking, fishing, hiking and fiver wading. Regular campfire programs are held, and the rangers conduct nature walks and hikes.

BIG SUR LODGE, within the park, is open all year long. All park activities are included for guests of the Lodge. There are 61 cottages, some with fireplaces and others with kitchens. Deer often graze on the broad lawn areas that surround the cottages and heated swimming pool. Open to both Park and Lodge visitors are fully remodeled RESTAURANT with river view dining (summers only), two GROCERY STORES, GIFT SHOP & LAUNDROMAT. For reservations, write Big Sur Lodge. (667-2171)

U.S. FOREST STATION of the LOS PADRES NATIONAL FOR-EST. As the highway begins the climb out of the Big Sur Valley, you pass this station. Permits and information are available here for backpacking into the VENTANA WILDERNESS area. Parts of

26.5S the wilderness area remain closed due to the 1977 Marble Cone 64.5N fire. Several major trails have been reopened, and rehabilitation work and trail construction continue. Permits required. Check with the Forest Service before making your plans. Write U.S. Forest Service District Headquarters at 406 South Mildred Street, King City, California 93930.

SYCAMORE CANYON ROAD is the turnoff that will take you two 27.6S miles down the road to PFEIFFER BEACH. Day use only.

28.1S tration on pottery. Recent remodeling has given the Bazaar a new 62.9N look. Open daily from 9:00-5:00. (667-2197)

LOMA VISTA is open only from April 1 through mid-November.

28.1S The colorful begonia gardens are the special attraction; they also 62.9N have a wide variety of cacti and succulents. Closed Wednesdays and Thursdays. CHEVRON GAS STATION. (667-9997)

VENTANA is a year-round country inn that offers elegant but casual living. There are 24 guestrooms whose private terraces-

28.8\$ overlook mountain or ocean. Heated swimming pool, hot baths 62.2N and saunas. Expansion is planned in the near future. For reservations and information, call 667-2331 or write Ventana. The VENTANA RESTAURANT & BAR is open from 11:00-10:00 daily. On a warm day, the outside terrace is ideal for enjoying the broad coast view. The GENERAL STORE has an eclectic choice of gifts, ranging from fine fabrics to quality hardware. Below the inn and Restaurant, on the highway, VENTANA MARKET & DELICATESSEN carries groceries, fresh produce, cheeses, meats and salads. You can get a sandwich to take with you or to enjoy on the outside terrace. SHELL GAS STATION. VENTANA CAMPGROUND is set in a 40-acre redwood grove and is open year-round.

NEPENTHE has attracted people to Big Sur for years. Lunch and 29.4S dinner are served in the beamed dining room overlooking the Pa-61.6N cific. The outside terrace offers a great view of the coastline. Visitors gather around the outside fire pit and enjoy dancing in the evenings. (667-2345)

29.4S THE PHOENIX SHOP features a wide selection of jewelry (Amer-61.6N ican and others), crafts, books and boutique clothing. (667-2347)

DEETJEN'S BIG SUR INN offers food and lodging in a quaint 30.2S Norwegian style setting. Nestled in the redwoods of Castro Can60.8N yon, the Inn has 14 rooms (more or less). Breakfast is served from 8:30-11:30, and there are two sittings for dinner, 7:00 & 8:30.

(667-2377)

COAST GALLERY is the historic showplace for Big Sur artists and coastal craftsmen, over seventy of which are currently exhibiting. Open daily between 9:00-6:00 p.m. or evenings by special appointment. (667-2301)

JULIA PFEIFFER BURNS PARK is small, quiet park with picnic tables along redwood-lined McW reek. Take the nature walk that crosses under the highway to plunges directly into the ocean. To ove is a good place to view the sea otter whose refuge area so only.

tion, religion, philosophy and the physical and behavioral sciences which emphasize the potentialities and values of human existence. Its activities consist of seminars and workshops, residential programs, consulting and research. Reservation only. (667-2335) LUCIA LODGE. Perched on the cliffs overlooking the Pacific, the

Lodge offers good home cooking for breakfast, lunch and dinner.
Fresh baked pie is a favorite. Open until dark. 10 overnight units are available. Usually closed for the first two weeks of December. ARCO GAS STATION. (667-2476)

538 camping on 660 acres of privately owned land adjoining the national forest. There are miles of hiking trails, surf and trout fishing and the remains of the historic limekilns. (667-2403)

PACIFIC VALLEY CENTER features a GROCERY for picnic and camping supplies, and a RESTAURANT whose specialty is homemade soup and pie. Breakfast, lunch and dinner from 7:30 until dark. Pacific Valley is centrally located on the coast and within easy walking distance of an accessible beach and picnic area with good surfing. ALLIANCE GAS STATION. (805-927-3083)

PACIFIC VALLEY U.S. FOREST SERVICE STATIONS. Permits for the Ventana Wilderness Area may be obtained here. Open 8 to 6 every day.

61S SAND DOLLAR BEACH. Forest Service picnic area. Day use 30N only.

JADE COVE draws rockhounds hoping to find some of the California jade that washes up here.

61S PLASKET CREEK CAMPGROUND. Day use only. Temporarily 30N closed.

62S WILLOW CREEK. Forest Service picnic area. Day use only.

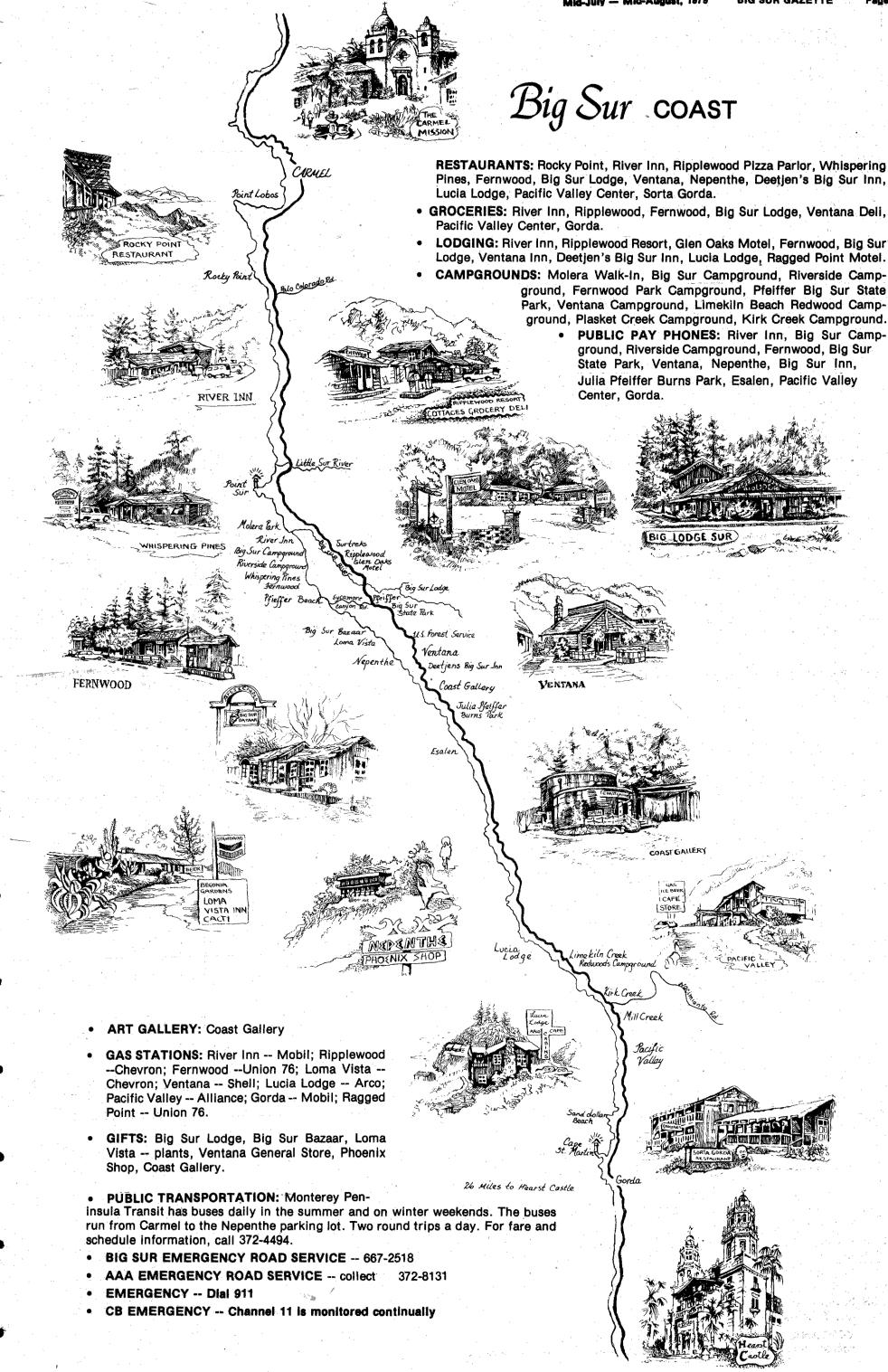
GORDA. The GROCERY carries food, camping supplies and fresh produce during the summer. SORTA GORDA, the restaurant, is open from 9:00-7:00 (5:00 in winter), serving breakfast, lunch and dinner. The menu has Mexican specialties, hamburgers, homemade soup and desserts. MOBIL GAS STATION. (805-927-4290)

**RAGGED POINT.** A newly expanded 20-unit motel provides lodging. Sandwiches and hamburgers are available on a take-out-only basis. UNION 76 GAS STATION. (805-927-4502)

# CREDITS:

Robin Coventry — Map Mary Harrington — Writing Larry Secrist — Photography Gary Koeppel — Design

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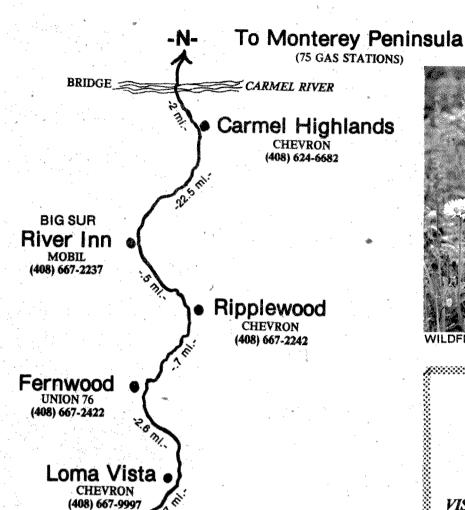
SAN SIMEON

ROM MONTEREY TO

TOTAL MILEAGE

BIG SUR GAZETTE BIG SUR. CALIFORNIA 93920

# Big Sur Coast GAS MAP



Ventana

SHELL

(408) 667-2331

Pacific Valley

ALLIED (805) 927-3083

**Monterey County** "Odd — Even Gas Plan

VISITORS AND TRAVELERS who live over 100 miles away may buy gas any time.

- Buy gas when tank is below half full.
- 20 gallon maximum purchase per sale.
- Be safe Do not store gas cans in a car.

# RESIDENTS within 100 miles of gas station:

- Odd last number on license plate may buy gas on odd number calendar days; even number on even
- Personalized plates are considered odd.
- New cars without plates are considered even.
- Emergency, commercial and two-wheel vehicles are exempt from the odd-even plan.

Gorda MOBIL (805) 927-4290 Ragged Point **UNION 76** (805) 927-4502

Lucia

**ARCO** 

(408) 667-2476

Piedras Blancas

**CHEVRON** (805) 927-4202 A Supreme only upon request

San Simeon—Hearst Castle

SEBASTIAN'S MOBIL (805) 927-4217

San Simeon Acres

CHEVRON (805) 927-4580 ARCO (805) 927-3452

ROCKY CREEK, WINTER 1974

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☆ SAN SIMEON (Hearst Castle) and CAMBRIA gas information -- Chamber of Commerce telephone number: (805) 927-3500

# Return of Del Monte Express Seems Closer

Reprint from the Carmel Valley Outlook

By Leslie Johnson

Byington Ford, a Carmel area pioneer, once said, "Pacific Improvements built the Del Monte Hotel just so they'd have a place to run their train to." And once the resort became the destination of the wealthy and famous, the Del Monte Express chugged back and forth from Monterey to the Bay Area, carrying the great and glamorous to rendezvous reported in the international press.

After operating between Monterey and San Francisco for 82 years, the grand old railroad experience was sidetracked in 1971 by Amtrak because of a \$172,000 annual deficit. By then, service was no longer glamorous, the ride was long, the help were not always courteous, and the coaches were not

necessarily clean.

But now, with \$3 million in state matching funds available to help restore train service in California, private citizens and county officials from Santa Clara on down to Monterey think they've got more than a fighting chance to restore the historical service to the Peninsula.

Senator Alfred Alquist's representatives sponsored a meeting Friday at Quail Lodge to discuss steps to receive funds, but for Ed Haber there has already been almost a three-year one-man effort to get service of the Old Del Monte Express restored to the Peninsula. But Haber doesn't just want the train running — he wants it to exude the "class" it had in its prime.

The prime of the Old Del Monte Express is the stuff dreams and romantic novels are made of. The flickering illumination of gas lights in crystal bowls. Warmly gleaming polished dark wood. Prickly stiff velvet seat coverings. Individualized

service by personable employes.

Haber still corresponds with one of the almost legendary service people from the Old Del Monte. Eddie Elkins, now living in Oakland, presided over the observation lounge car for more than 20 years. Like his predecessor Oliver Millett, for whom a lounge car was named on his retirement, Elkins took pride in serving people well.

His work brought him in contact with the flamboyant and the famous as he hosted movie stars, millionaires, a king, a president and children. One of his fondest memories is a long conversation he had with President Dwight Eisenhower about

Elkins retired six months before the train was taken out of service. His friends, and there were many, chartered a private parlor car, hitched it to the train and had a party all the way down from San Francisco. It was a great party, people say, and Elkins wasn't the only one with tears in his eyes when the party was over. Perhaps they felt the end was near for the train itself.

Haber is confident that if coaches are well-designed and maintained and if employes are sought who enjoy working with people, instead of hiring someone who will work at the lowest rate, more people will use the train. "If its got flair, if its got class, people are going to ride the train," he says.

The varied composition of the Peninsula community makes it a prime area to exploit for train service, Haber believes.

SB-648

# Sen. Alquist's Bill **Would Save Tracks Between** Seaside and Monterey

by Gary Koeppel Senator Alfred Alquist (D-San Jose), who introduced "Del Monte Express Bill" in 1977 which enabled \$3 million in funding to restore passenger rail service between Monterey and San Francisco, has recently introduced new legislation which would preserve the last two miles of right-of-way between Seaside and Mon-

The bill, SB 648, would llow the Rail Division of the State Department of Transportation to purchase the right-of-way and, thereby, preserve the possibility of train service and prevent the probability of removal of the

Earlier this year the Interstate Commerce Commission (ICC) allowed Southern Pacific to abandon the last two miles of track between Seaside and the Monterey sta-

According to a legislative aide working in Senator Alquist's office, Gael Douglass, The Senator has been involved from the beginning with the efforts to restore the Del Monte, and he is still working today. But first, we've got to preserve the last two miles of right-or-way. and that's what his new bill

would do.' "Once the right-or-way is" saved, the Senator can continue trying to get the train put back on the track," he said.

In 1971 Southern Pacific won its case to abandon the old Del Monte Express train largely, they argued, because of the closure of the Del Monte Sand Factory, which was one of SP's largest freight customers.

Due also to a lack of passenger use of the train at the time, which some say was due to the declining quality of service, food, and equipment, Southern Pacific maintained that the line was losing too much money.

Mr. Douglass reported that CalTrans, which represented the Department of Transportation, had made "very cursory" studies when considering the restoration of rail service, "and they used Southern Pacific's figures, which were based on the declining last years of the train's life."

What are SB 648's chances of passing in the legislature this year?

"Fairly good," acknowledged Mr. Douglass, "although this year's budget battle could knock it out."

"To save the Monterey rails, SB 648 has to be passed. Then, to save the Monterey station building, we will also need the support of the Coastal Commission and County Planning Com-

"We have several military installations and educational institutions, perfect avenues to encourage the use of train service by their personnel and students. We have a vast retired community, many of whom enjoy shopping in the Bay area, or who have friends and relatives there who they would visit, but who don't like to drive." he begins.
"If we develop a first class train, then promote it correctly,

there will be no problem securing the number of passengers we need. We can take a lesson from the airlines. Look at the ads they run in the newspapers and magazines all the time. They state their fares specifically and print readable schedules. They publish four-color brochures and put together travel packages. We can do that too," Haber says.

Haber believes so much in the available market, he's been a one-man promotional team for restoration of the service in the past three years. In addition to meetings with county officials and state legislators, Haber has traveled to Washington, D.C. to meet directly with the Amtrak representatives responsible for the region. The gas shortage sparked a rush of tourist-dollar oriented support, but when that thinned out, Haber continued on his own, issuing progress reports periodically to government officials and business people.

In the process of his negotiations with various factions

got area business to agree to buy tickets in advance if it would mean restoration of service.

- secured cooperation of Southern Pacific for the use of its tracks for the service.

- located necessary equipment available for purchase. (The cars were necessary under an original proposal for local agencies and businesses to restore service. With Amtrak participation, the cars are no longer necessary.)

Haber says there are four primary reasons the Del Monte service should be restored: It is not likely America will be limited to one fuel shortage, and fuel costs are certain to rise; there is considerable existing traffic between the two areas, some of it generated by people who would like to avoid using the automobile; environmental considerations encouraging mass transit loom larger every day; and, with these preceding considerations, people are more likely to support rail service, if it is properly promoted.

It will be, if Arthur Lloyd, western representative for Amtrak, has his way, Haber says, "We're lucky. Lloyd likes trains.'

Amtrak officials estimate that with an average fare of \$9.75 (parlor car fare would be about \$12, coach about \$7.50), the breakeven point becomes 85 passengers daily.

mission," he advised.

In a nutshell," he con-

cluded, "it will require the

continuing efforts of Ed Ha-

ber, who has spearheaded

the campaign, and of Senator

Alquist and others. It will

also require thousands of

individuals to write letters to

their representatives, to Sen-

ator Alquist, and to the

Department of Transporta-

tion in support of SB 648.

Then we'll work to get the

Del Monte back on the

**PROPOSED STOPS** 

Palo Alto

Blossom

Hill Road

Watsonville

ESTIMATED TIME

21/2 HOURS

MONTEREY

Morgan Hill

San

Gilroy

Jose

**≢FRANCISCO** 

track."

Lloyd said there are 17 trains similar to the Del Monte run in the United States. "When rideability was improved and the service was properly marketed, the trains got high ridership," he said. In many cases, he said, the trains operated in the black, or at least broke even, from the first

Amtrak's participation is allowed under the Rail Passenger Act of 1970, the same act that allowed Amtrak to close down the service in 1971. Since the closing of the Del Monte line, however, train ridership nationwide increased 25 percent following the last energy crisis.

Tim Davis from Senator Alquist's office told the gathering, When this bill goes into effect Jan. 1, there are going to be a lot of hands out for the money. The supporters of the Del Monte run have to be on the doorstep.'

They may be in a better position than many jurisidictions, Davis said, because of Haber's contacts and letters from state and federal representatives. "That gives us a jump on some of the others," he said.

"Having the jump" on other agencies at this point may not be that great an advantage, however, because the state department of transportation has not yet set up the procedures it will expect agencies to follow in requesting the

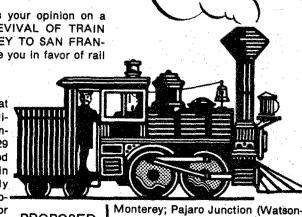


JEFF WETMORE wore a black armband while boarding at the San Francisco station. Photo by Ben Lyon

Please cut out, fold, tape or staple, stamp and MAIL TODAY! THE GREAT TRAIN QUIZ

This is a chance to express your opinion on a much-discussed subject: REVIVAL OF TRAIN SERVICE FROM MONTEREY TO SAN FRAN-CISCO (AND RETURN). Are you in favor of rail service? Are you opposed?

As a result of the first Great Train Quiz in 1977, the California Legislature was impressed enough to pass SB429 which specifically provided \$3,000,000 for train service in California and specifically mentioned the San Francisco-Monterey service. Governor Brown signed the bill, but more effort is needed to get CalTrans and Amtrak to do something about it in what appears to be a worsening ESTIMATED



**PROPOSED** STOPS:

ville); Gilroy; Morgan Hill; Blossom Hill Road; San Jose; Palo Alto; San

21/2 Hours, Leaving Monterey, approximately 7 a.m. Returning from

San Francisco, approximately 5 p.n
and mail this questionnaire.
I am interested in weekday travel only     I am also interested in weekend train service □     Comments:      My Name and Address (optional)

between Seaside and Monterey!

I support Senator Alguist's bill to SAVE THE TRACKS

# A Gazette Interview

# **ED HABER**

Con't from Front Page

enabling funds.

The PUC ruled against Southern Pacific in light of that fact. Southern Pacific appealed, but lost again. So then Southern Pacific went to the ICC in Washington were restoration of train service was not even discussed, so the ICC agreed to the abandonment. We tried to stop that by talking with Congressman Panetta. Letters were written, but they were totally ignored.

In the transcript of the ICC hearing, not one word was said about restoring service, and so Southern Pacific got a routine abandonment of the right-of-way.

However, it is possible for the state or county to get back that right-of-way, but now they'll have to buy it, which presents problems, but they aren't insurmountable. Senator Alquist has a new bill which would allow the Department of Transportation to obtain the right-of-way.

Gazette: Didn't Amtrak recently announce their intention to abandon a large percentage of rails throughout the country?

Haber: That's true, but did you notice that Amtrak backed off a little the other day about abandoning 43% of the track in the United States, which to me is ridiculous in the face of this gasoline situation... It's as if they don't know what is going on, but of course their segment is losing money, and that's all they care about.

We think that if they ran the railroads properly and got rid of archaic rules, they would be very successful. For example, firemen are allowed to work for only 100 miles, so we would have to put on a second crew because San Francisco is 120 miles from Monterey. That kind of thing, featherbedding.

We believe that if they ran the trains properly, give people good food and good service, even perhaps letting a hotel person run that part of it rather than the cabbage freight people, then trains would work better for people and they would also make money.

Gazette: Do you see any possibility that the train services could be operated by independent operators?

Haber: As long as you are dealing with Southern Pacific, it is impossible because they are so negative. All railroads, not just Southern Pacific, want to abandon passenger service. They'd like to abandon the commuter service to San Francisco right now.

Editor's Note: Two weeks after this interview, Southern Pacific won an administrative ruling from the ICC to abandon commuter train service between San Jose and San Francisco. The 45-mile route serves 18,000 commuters daily. The news

article appears elsewhere in this feature.]

# Railroad Wins Approval to Drop S. F. Run

Reprint from the Herald July 9, 1979

Southern Pacific has won an administrative ruling from the Interstate Commerce Commission granting the company permission to abandon commuter train service between San Jose and San Francisco after January, 1980.

The railroad claims it has been losing money on the 45-mile route for several years.

Administrative Law Judge Robert Wallace, in granting the ruling, said continuance of the route, which serves 18,000 people daily, would constitute "an unreasonable burden" on Southern Pacific.

Wallace said: "....Southern Pacific well may be the only railroad in the country providing such service without some form of direct subsidy."

Gazette: At this point in time, what can be done to bring back the Del Monte?

Haber: I think our only possibility of reviving trains service for Monterey is if Governor Brown, the State Department of Transportation, our congressman, and a few California Senators got on it.

That's the only thing I can see could be done. The Bill has been passed, the track is there, money can be made available, and there is public sentiment for riding on trains...it could be done

But somebody high up has to say, "Hey, do this!"

Here's how simple it could be: There is a clause in Amtrak's legislation which allows for one new train per year. In 1973 representatives got a train from Bakersfield to Fresno, and it took only about 60 days!

The funding is not the problem. It was when I first got involved. Back then, the counties would have had to pay 50%

but now counties have no money. We got the bill passed which committed the state to pay 50%, while Amtrak would pay the other 50%.

It still can be done. Two years ago a train was instituted between San Diego and Los Angeles, and it is very successful. It was funded half by the state and half by Amtrak.

Gazette: If Amtrak succeeds in abandoning large percentages of track across the country, do you think passenger train service could ever be restored?

service could ever be restored?

Haber: Well, Southern Pacific will rip up the tracks as soon as they can, once they've gotten them abandoned, because

then they can sell the land.

There has to be a lot more interest than a few people like

you and me.

Gazette: Have you any suggestions for GAZETTE readers who want to help bring back the Del Monte Express?

Haber: Well, right now, the whole thing is in the political

arena. So, if thousands, I mean it would take thousands, of people would send telegrams or write letters or cards in support of the train to Governor Brown, Congressman Panetta, and the Department of Transportation, it might work.

Our survey, the Great Train Quiz, proved that people would use the train, and we actually got people to agree to buy tickets in advance. Yes, if thousands of people mailed in copies of the Great Train Quiz, it would help much more than they would think.

Gazette: Can anything else be done to help?

Haber: As I said, it's political. Governor Brown could press a button — he likes trains. Or maybe Andriana Gianturco, the director of the Department of Transportation, could do it — she says she likes trains, but some guy who works for her doesn't.

So the application has been on the Governor's desk for a couple of years, and that is where it's going to stay until someone presses the button.

That will only happen if people send thousands of letters. The letters will help direct the right person's finger to the right button which will restore our train service from Monterey to San Francisco.

# Train Quiz Response Shows Demand for Reviving Del Monte Express

Reprint from the Herald
June 14, 1977
Approximately 2,500 responses have been received

from the 7,500 "Great Train Quiz" questionnaires distributed on the Peninsula concerning revival of the Del Monte Express between Monterey and San Francisco, according the Edgar H. Haber, chairman of the Committee to Restore Rail Service Monterey to San Fran-

Results of the quiz to date, Haber said, show an overwhelming number of respondents saying they would use the train more than four times a year.

The questionnaires were distributed to service clubs, retirement homes, military installations, schools and colleges, banks and savings and loan companies, and other non-tourist related businesses and institutions, he said.

"As shown," Haber said, "about 2,500 have been returned to date, indicating a startling demand for northbound traffic to San Francisco, based, of course, on having new equipment and faster service than existed when the old Del Monte last ran in 1971."

According to Haber's returns, 2,309 respondents said they would use the train, and 135 said they would not.

Motives for its use were: visiting friends and shopping, 1,686; avoid using a car, 1498; cultural activities, 1,168; energy conservation, 736; business, 608; airline connections, 507; environmental considerations, 445; Amtrak connections, 223; medical reasons, 205; and military leave, 50.

A total of 1,665 said they would prefer riding in a parlor car where refreshments are served, compared to 716 voting for coach, while 1,755 said they would be willing to

pay a small extra fare to ride in a parlor car compared to 318 who said they would not.

# Weekday Travel

In addition, 965 respondents said they would be interested in weekday travel only, while 1,813 said they would be interested in weekend train service.

Figures on the questionnaires, Haber said, were compiled from those responses received by his office up until Monday.

Results of earlier questionnaire responses, he said, were presented by him in Sacramento at the Senate Finance Committee hearing June 2, when the committee heard and passed SB 429, which would provide nearly 50 percent of funds needed to revive the train service, with the remainder provided by Amtrak.



If enough people were to write letters or mail in copies of The Great Train Quiz, who knows, perhaps sooner than expected the residents of the Monterey Peninsula will once again be able to take the Del Monte Express to San Francisco.

Please cut out, fold, tape or staple, stamp and mail today!

(optional)

PLACE 15c STAMP HERE

To: Governor Brown, Congressman Panetta, U.S. Senators Cranston and Hiakawa, State Senators Alquist and Nimmo, Assemblyman Mello, DOT Director Gianturco, ICC, PUC, Amtrak, Southern Pacific, and Ed Haber.

C/O: The Big Sur Gazette

BIG SUR, CALIFORNIA 93920

ATTN: Another Great Train Quiz Inside



A SWARM OF SCHOOL CHILDREN boarded the Old Del Monte at Gilroy.

Photo by Ben Lyo
Published by the Big Sur Gazette as a public service.

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