

Great, Gray and Mysterious

Bridget McGimiss

For years I dreamed about seeing the enigmatic great gray owl (*strix nebulosa*), the mysterious creature reportedly living in Yosemite National Park. So when given the opportunity to work as a volunteer field assistant with the Yosemite Great Gray Owl Project, I seized it without

hesitation. Not only did I look forward to catching my first glimpse of a secretive great gray, but I was eager to learn as much as I could about these wonderful birds. I was not disappointed.

The Yosemite Great Gray Owl Project came into existence in the early eighties when the Yosemite Park & Curry Co., the Yosemite Institute, and the National Park

Service all made proposals for developing and enlarging their respective facilities at Crane Flat. Serious concerns were voiced by the NPS, however, because Crane Flat is prime great gray owl habitat as well as an historic breeding site. These development proposals prompted the National Park Service to initiate a human impact study on the great gray



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Yosemite

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EARLY NORTH AMERICAN NATURALISTS
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COLLECTIONS AND FURTHER STUDY.

owls in the park. The project was initially funded by the National Park Service, and later with monies from Chevron USA administered by the Yosemite Fund.

This was not the first time that great gray owls had found themselves the objects of human attention and curiosity. The early North American naturalists felt great grays were so mysterious and rare that they actually contributed to their population decline in the 19th century by shooting them for museum collections and further study. Fortunately for all wildlife, scientific research has come out of the laboratory and into the field. The elusive great gray owl is now perhaps the best understood owl in the world.

The University of California at Davis has supplied many of the researchers for the Yosemite Great Gray Owl Project. Sierran bird specialist and master's recipient, Jon Winter, organized a great gray owl backcountry survey. Professor Charles van Riper is examining the energy budget and day roost behaviors of the owls. And three graduate students are at varying stages of work on theses pertaining to topics within the study.

I was privileged to work with one of these students during the winter of 1989-90. Sue Skiff was studying (and continues to study) the winter movements of the great gray owl in the park. She has spent three winters chasing after Yosemite owls and compiling data for her master's thesis.

Face to Face

It was as Sue's field assistant that I first came face to face with a great gray owl. As I closely approached the bird, I was struck by its calm but intense gaze. He warily kept track of my every move, and appeared to be examining my inner soul. There is a certain thrill that comes with being watched by any animal in the wild, but I found it especially



MASON REID

exciting and even flattering to be looked back upon by this reclusive owl. That gaze helped me better understand why all cultures have represented owls in a curious mixture of positive and negative myth. The fact that owls have faces and can look back at their human observers with two eyes simultaneously is sometimes unnerving and definitely "un-birdlike."

Great grays are the largest North American owl. They can stand as tall as two feet with a wingspan of five feet. Unlike another large and more common owl, the great horned owl, great grays lack "horns" or ear tufts. Instead they have a smooth rounded head with piercing yellow eyes accented by large facial disks. Weighing in at only two to three pounds, these owls cut

The riveting gaze of a great gray owl.

imposing figures anyway, due in large part to their huge eyes and abundant brownish gray plumage.

The Last Sanctuary

The great gray owl is not only California's rarest owl, but it is one of the endangered species within the state. Great grays can be found more commonly throughout the forests of the Pacific Northwest, Idaho, Wyoming, Montana, Canada and northern Europe. There once was a widespread population of great grays in the northern Sierra Nevada, but the logging of old growth forests greatly decreased that habitat. Yosemite National Park is the southernmost range,



and last sanctuary of almost all of California's great grays.

Not surprisingly, then, Yosemite is considered the place in the west to go for a great gray owl sighting. A pair of the owls at Crane Flat has been well-known for years among avid birders. Until recently, the famous pair was especially predictable and accessible because it nested in the same snag year after year. Although great grays range unpredictably and live up to their species name "*nebulosa*" they are spotted quite frequently by patient bird watchers. Unlike most owls, they are not completely nocturnal. They can be active at any time of the day or night (with the exception of mid-day in the summer months when great grays suffer from heat stress).

Sue and I spent many hours together pursuing the nomadic and seemingly capricious great grays of the Glacier Point road environs. The field work required a little guess work and a lot of thrashing through the trees and fallen logs of the red fir forest via skis or snowshoes. But getting an exact location for these owls would have been impossible without the aid of radio-telemetry equipment. Two great grays in the area had been trapped the summer before and fitted with small transmitters. Each owl was identified by a different frequency. We carried receivers with us in the field so that we could locate the two owls and make note of their locations throughout the fall and winter months.

Late winter always brings a sudden change in great gray owl behavior. After males and females return separately from the winter migration, the birds begin pair bonding. Great gray owls mate for life (unless one of

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A graduate student/researcher climbs up into the blind that allows an intimate view of a great gray owl nest.

the pair dies, then the survivor will choose another mate). Pair bonding usually begins in late February or early March. Mutual preening, male to female food exchange, and diverse vocalizations are all important aspects of pair bonding.

The great gray owls I observed during pair bonding abruptly increased their vocabularies. Up

until February, I had heard only the metronomic baritone hoot of the males and some higher pitched calls of the juveniles. Now the female barked maniacally whenever she was separated from her mate for long. When the pair was united again, the partners would exchange an array of soft fluttery hoots. I am still amazed by the strange sounds I heard in the red fir forest that spring.

Old growth red fir is essential to the survival of the Yosemite great grays because they select only red fir snags for their nests. A portion of one of the last remaining red fir stands in California has been protected from logging only because it lies within park boundaries. Although some of these birds in North America have been known to use abandoned goshawk and raven's nests located in a variety of tree species, Yosemite's owls prefer to nest atop 12 to 20 foot tall red fir stumps.

Like most raptors, great grays do not build nests. Ancient red firs eventually topple over and break as a result of years of decay and wind. Woodpecker activity usually determines how high above the ground the tree breaks off and falls. These natural events create a dish-shaped area at the top of the snag large enough to accommodate three to four small eggs about the size of those of chickens. The top of the snag must be situated well-above ground but below the forest canopy. This location insures that the young will not be vulnerable to high soaring predators, and supplies the entire family with adequate shade. Great grays must be very particular about choosing their nest sites because they spend more than two months on the nest.

After a winter of following constantly-mobile great grays, I welcomed spring nesting as a much-appreciated break. A female great gray rarely budges from her nest. Incubation can be-

gin in mid-April and usually lasts for approximately four weeks. After the young hatch, the female owl continues to stay on or close to the nest while the male continues to hunt for himself and the family. In four to five more weeks the owlets will be ready to leave the nest.

Tenuous Existence

One of the most enjoyable and fruitful days I had as a volunteer for the owl project was a day spent in a remote area off the Glacier Point Road. It was late May and the mosquitos were thick (but soon nearly forgotten) as I watched an owl family go about its daily activities. When I first arrived the female took me on a comical wild "owl chase" in an attempt to lure me away from her young. Eventually she gave up on me and returned to a branch close to the nest and resumed verbally coaxing her two large owlets to take that first leap and fledge. They looked and sounded strong but hesitant. Meanwhile, the male appeared and disappeared occasionally. I was not able to follow the progress of this family after the point in mid-summer when the two young fledged, but I wish them the best.

In another area of the park, I was reminded of the fragility of life in the forest ecosystem. The Crane Flat pair had one owlet

that survived for approximately a month that spring. One day I watched a downy and vocal owlet in the nest frantically flap its wings as its conspicuous mother looked on and gave encouragement from a neighboring branch. When I returned the next day and was met with an ominous silence. The nest was empty. The female did not immediately appear, as she had the day before, to attempt to lure me away from the nest site. Although the owlet had looked ready to leap from the snag, it could not have leapt very far. Great gray owlets do not know how to fly when they make that first jump, and continue to rely on their parents for food long after fledging.

I looked through the underbrush in the immediate area and at the base of the snag, hoping for clues to what happened. I found nothing. Suddenly the female appeared on a branch above my head (the wing feathers of an owl make them capable of silent flight). Somehow the urgency of her gaze the day before had dissipated. Her offspring was obviously no longer in need of her protection so I no longer posed a threat. At the risk of anthropomorphizing, I wondered if the mother was mourning her recent loss. From a more objective ecological standpoint, I contemplated the incredible amount of energy she and her mate had expended to rear the now-dead owlet. The Crane Flat pair has not had a successful brood since 1986.

A backcountry survey estimates that there are 50 to 60 individual great grays in the park. The numbers may sound low, but this is considered carrying capacity for an area the size of Yosemite. Even in Yosemite, where the breeding habitat of the great gray owl is relatively undisturbed, the breeding success rate is low. The whole ecological purpose of a species is to reproduce itself in its lifetime.



Old growth fir is essential because great grays select only red fir snags for their nests.

If an owl has reared one young successfully, it has accomplished this task. Fortunately, great grays are long-lived birds. With a life span of 20 to 25 years, the great gray has several years of breeding potential. Therefore it is not crucial for them to breed every year. If conditions such as prey availability are not just right, the pair will choose early on to abandon a nest. Although frequent breeding is not the norm for great grays and the park population is stable, this selectiveness demonstrates the tenuous existence of these owls.

Exceptional Senses

Owls, like all raptors, have highly developed vision and hearing and both of these adaptations are crucial to the owl's ability to keep itself alive. All owls hunt using some combination of these exceptional senses, but great grays seem to have the most highly evolved hearing. Their distinctive facial disks help funnel sound to their ears. One ear opening is slightly larger and higher than the other allowing each ear to receive sounds with subtle differences of volume and angle. Thus, the owl is able to triangulate the location of potential prey, usually unaided by the eyes.

The Yosemite great gray diet consists of pocket gophers and voles. They locate these small mammals in dense underbrush, grass or even snow by listening for the slightest sounds of digging or chewing. Great grays prefer to hunt in open meadows and clearings within the forest. They use low seedlings, stumps and branches along the fringes of meadows for listening posts. When owls locate their prey, they swoop silently down from their hunting perches. If they are successful, they scoop the small mammal up with their talons and retreat back into the forest



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to eat.

If unsuccessful, they may try hunting from a different spot. It is not unusual for a great gray to make countless pounces and test several listening posts before being rewarded with a meal.

New Discoveries

The field research for the Yosemite Great Gray Owl Project is complete, and it has allowed some conclusions to be reached about the behavior of great grays and about human impacts upon them.

Perhaps the most important new discovery was evidence of winter movements or down slope migration by the owls. This migration usually takes place during December through February, the months of heaviest Sierra snowfall. Most of the great grays in the park move down slope from their breeding habitat in the lodgepole-fir zone (6,000 to 8,000 feet) to the mixed conifer and oak woodland zones (3,000 to 5,000 feet), which in many cases lie just outside the park boundaries. Some owls migrate down slope and remain there throughout these winter months while others tend to move back and forth.

Even though great gray owls have been observed hunting through as much as a foot and a half of snow in Canada, snow probably plays a major role in the down slope winter migration of the Yosemite birds. Part of Sue Skiff's field work included close monitoring of changes in snow condition within great gray habitat. Sue postulates that the Yosemite migration is not necessarily the owls' response to the amount of snow, but rather



JANE CYER

to the type of snow that they encounter in the Sierra Nevada.

The regularly cold temperatures of northern forests make for more consistently "powdery" snow and less ice. But in California, the Sierra snowpack is commonly multi-layered, and often the upper layers form a hard crust as a result of frequent temperature fluctuations. This crust may inhibit successful hunting by great grays and prompt their move down slope. Apparently skiers aren't the only ones daunted by "Sierra cement." This migration or nomadic tendency in the Yosemite area lasts until the owls return to their breeding territory in late winter.

Another aspect of the study found that after a hunting owl is "bumped" (caused to move from an area due to the presence of a human), it retreats back into the forest for an average of 45 minutes before it resumes hunting. Ironically, the worst offenders in the "bumping" category are birders.

The Impact of Noise?

The extent of noise impact is still unknown, although owls tend to face away from roadways while hunting — an indication that traffic noise must make it difficult for the owl to hear its prey. One of the consistently puzzling findings of project researchers was the absence of great grays in Yosemite Valley

and Wawona. Both areas appear to have all the components of prime winter range.

Located at approximately 4,000 feet and biotically identical to other wintering locales, Yosemite Valley and the Wawona area should be graced with the seasonal presence of these majestic owls. But aside from a few puzzling and unsubstantiated instances, great grays have avoided these seemingly choice spots within the national park boundaries; they opt to range to more secluded places outside the park. One important exception to this rule is Big Meadow in Yosemite's Foresta. Obviously, future in-depth data interpretation will bring more conclusions about the impact of human traffic (both vehicular and other) on great gray owls.

Among the many things I learned from my experience with Yosemite's great gray owl population is that any Yosemite park visitor, be he or she experienced birder or not, has a strong chance of viewing this rare owl in one of its last remaining California habitats. Slow down and watch for owls while driving on roads that transect meadows within great gray owl habitat. You may catch a glimpse of a graceful bird flying low over the road that passes through its hunting ground. Take a walk through the red fir forest and contemplate the human boundaries of Yosemite National Park as you wander through just a part of this owl's nebulous territory. And if you're really lucky, you, too, may experience the thrill of a great gray owl gazing deep into your eyes and on through to your soul.

Bridget McGinniss, a former employee of the Yosemite Association, now works as an instructor for the Yosemite Institute. She holds a degree in English Literature from UC Berkeley.



Sun Microsystems Makes \$125,000 Donation to YA

California-based computer firm, Sun Microsystems, Inc., recently announced its decision to donate \$125,000 in computer equipment to the Yosemite Association for the benefit of the Yosemite Research Center. The grant resulted from a proposal prepared by researcher Dick Rodgers and submitted to Sun by the Yosemite Association. The hardware and software will be used to upgrade the Park's Geographic Information System, a mapping project which digitally stores important variables and attributes which can be selectively used to develop maps to help managers better understand the Yosemite resource.

Sun Microsystems is a leading worldwide supplier of network-based distributed computing systems, including workstations, servers and UNIX operating system and productivity software. The donation is particularly timely and valuable because the Research Center computer is no longer large or fast enough for the GIS applications required of it. Research Scientist Jan Van Wagtenonk, in expressing his pleasure with the donation, said: "We are deeply grateful to Sun Microsystems, Inc. for their impressive generosity and for their exemplary support of research in the national parks. Our ability to preserve and protect Yosemite will be greatly enhanced by the new Sun equipment."

The donation came from Sun's Academic Equipment Grant Program which awards hardware and software products to educational and non-profit research organizations for meritorious research and advancements in instruction. Sun has donated equipment to other environmental research projects including the Organization for Tropical Studies (OTS) for rain forest

mapping at the La Selva Biological Research Station in Costa Rica, the University of Montpellier for a rain forest canopy research project in the Congo, and the Bermuda Biological Station for Research for marine science research.

The Yosemite Association wishes to thank Sun Microsystems, Inc., for their thoughtful gift and for their support of our efforts. Special thanks go to Michelle Churchill, Sun Sales Representative, who spent many hours determining the exact system needs of the Research Center. We are proud to be a partner of Sun in helping to make Yosemite an even better national park.

Association Dates

July 13-19, 1991: Member Work Trip, Yosemite Valley
July 27-August 2, 1991: Member Work Trip, Yosemite Valley
August 17-23, 1991: Member Work Trip, Tuolumne Meadows
September 14, 1991: Annual Members' Meeting in Tuolumne Meadows
December 1, 1991: Deadline for 1991 Grant Applications
March 28, 1992: Spring Forum in Yosemite Valley

Yosemite Needs Our Help!

YA Member Work Trips will provide much needed crews this summer for NPS revegetation projects in Yosemite Valley and Tuolumne Meadows. All three trips need volunteers:

July 13-19
 July 27-August 2, and
 August 17-23.

If interested, please contact Gail or Holly, 209-379-2317.



YA President Authors New Guidebook

A new publication entitled *The Complete Guidebook to Yosemite National Park*, written by YA President, Steven P. Medley, has just been published by the Yosemite Association. This comprehensive access guide covers practically every aspect of the park.

Informative and useful, the book provides reservation information, hiking trails and backpacking tips, and many maps and illustrations. For those wanting to pursue particular topics in greater depth, there are lists of titles for further reading throughout the volume. There's treatment of Yosemite's history, place names and its natural world, and the offbeat is included, too. Fascinating lists of unusual facts and trivia questions are scattered randomly throughout.

Medley's style is both fresh and lively, and the text is salted with humor. This is a guidebook that will get you where you want to go and is fun to read at the same time. Medley has been the President of the Association for 6 years, and has over 15 years of experience at the park. He has worked in a variety of jobs there from Park Ranger to Research Librarian.

The paperback book is 112 pages long, 5" x 10" in size, and retails for \$10.95. Ordering information for *The Complete Guide-*

209-379-2317

If you're planning a trip to Yosemite and have questions, give our Members' phone line a call between the hours of 9:00 am and 4:30 pm Monday through Friday. We don't make reservations, but we can give the appropriate phone numbers and usually lots of helpful advice.

book to Yosemite National Park is provided on page 16.

Library Journal Review

The following review of *The Complete Guidebook to Yosemite National Park* appeared in the March 15, 1991 issue of *Library Journal*.

Why another guide to one of the older, more heavily visited national parks? Because most focus on trails or natural history, but this one covers everything repeat visitors as well as first-timers need to know. There is detailed information on food and lodging in and near the park, trails, supplies, activities, flora and fauna, history, personalities - even a list of fictional works in which Yosemite has a role. A former park ranger and librarian, Medley is now president of the Yosemite Association, giving him the ideal background for writing a guide and history of this national shrine which is visited annually by over three million people. Comprehensive, authoritative, even subjective at times, this is a fine introduction to a famous park which celebrates its centennial in 1990-1991. For all travel collections.

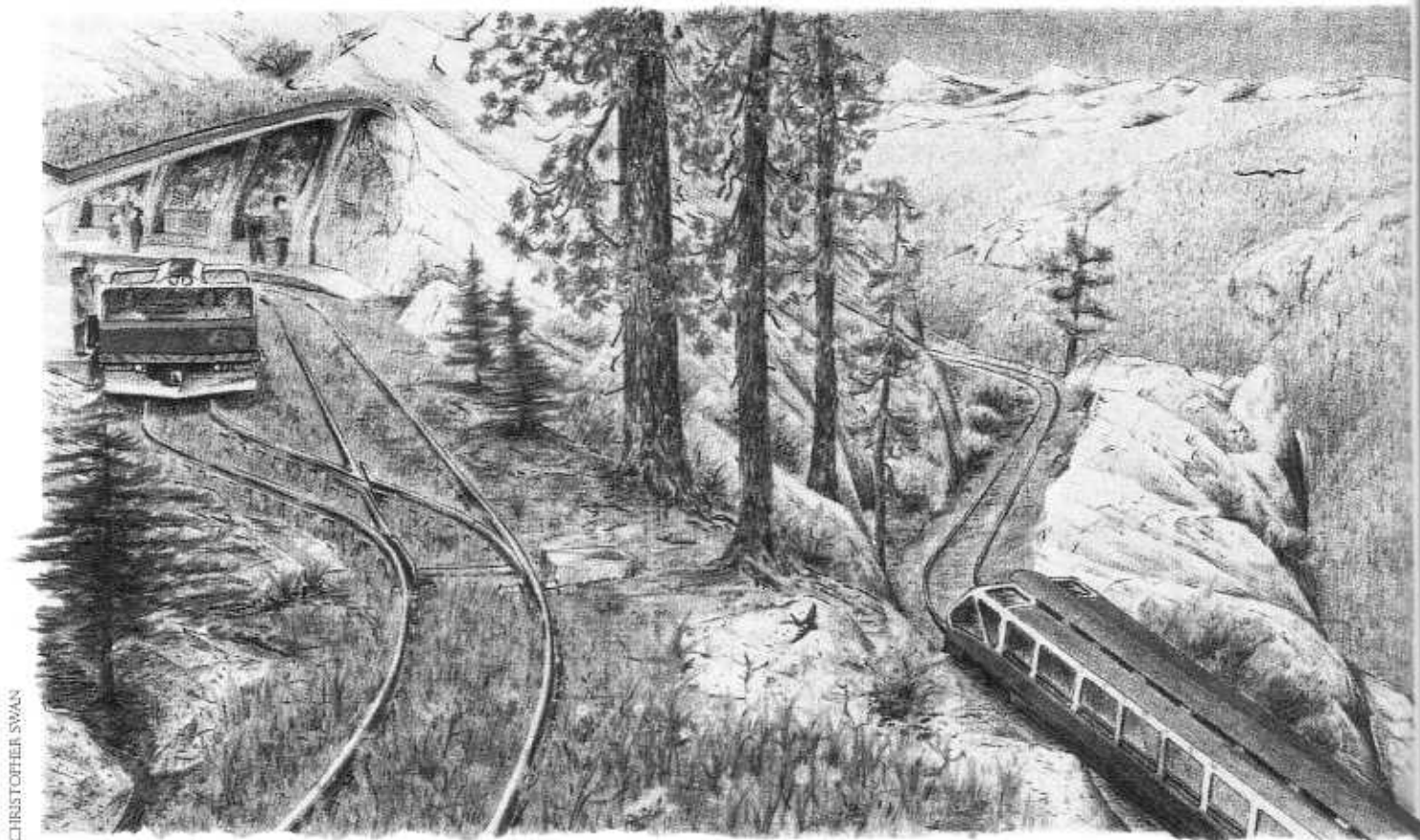
Yosemite Loses Friends

Their many friends are mourning the deaths of longtime Yosemite Museum supporter, Lou Smaus, and his wife, Jewel, at the end of last year. A resident of the Bay Area, Lou began his close association with the park with his first visit in 1926. After their marriage, Lou and Jewel (and later family) spent several weeks each summer in Yosemite. Both were long-term members of the Yosemite Association and the Sierra Club.

Lou was an avid amateur photographer of the park, and was fascinated with stereography.

Continued on page 13

Yosemite Anew



CHRISTOPHER SWAN

Christopher Swan

Yosemite is a microcosm of problems faced by modern civilization. Yosemite's problems are largely traceable to how we use technology, especially transportation. The mode of transportation is destroying what people go there to experience, just as the technology used to propel us into the industrial age is destroying the environment.

Since 1900 Yosemite's transportation infrastructure has evolved, as has the nation's, with little awareness of its long-term implications. Increasingly people are questioning unlimited automobile use. Their concern is not over transportation alone, rather how one mode of transportation now drives a way of life. Virtually every aspect of U.S. life is heavily influenced by automobiles.

We did not come to this by ac-

cident. Railroads preceded automobiles, and they remain the most viable alternative. But since the twenties railroads have been overwhelmed with excessive regulations and heavily subsidized competition; and, between 1935 and 1955, an auto industry conspiracy effectively destroyed over 50 rail transit systems. While autos and planes are more competitive in some circumstances, their advantage was vastly increased by subsidies far exceeding those given railroads. The result: railroads became insular and forgotten.

Rebirth of Railroads

To gain a measure of the economic weight of the auto economy consider that railroads use less than 25 percent the land; cost less than 20 percent to operate; require only about 20 percent the capital to build; consume less

than 33 percent the fuel; produce less than 15 percent the pollution; and cause an extremely tiny fraction of the deaths and injuries. One 60 passenger railcar might last 40 years and cost \$1.5 million; it could replace 6,000 automobiles costing over \$90 million.

Conventional wisdom says "people won't get out of their cars." Wrong. Amtrak is now one of the nation's top three passenger carriers, at 20 million passengers annually; and the company may be turning away eight times more passengers due to lack of capacity. Since 1980 over 12 U.S. cities have built new rail systems, and roughly another 20 are in planning. Virtually every system has met or exceeded ridership projections and is being expanded. BART carries about half the morning commute traffic from the East Bay into San Francisco. Even scenic railroads

Increasingly people are questioning unlimited auto use. The mode of transportation is destroying what people go there to experience.

are carrying capacity crowds. Railroads are anything but dead.

Yosemite Transportation

El Portal was named by the Yosemite Valley Railroad. The single track from Merced ended in El Portal, where passengers transferred to stages for the final 15 mile trip into the Valley. All that remains of the "YVRR" is most of its roadbed (including two tunnels), a turntable pit, a restored station, a baggage car, and maybe a steam locomotive in Yucatan — the rest was scrap in 1945.

Through the fifties and sixties, highways throughout the Park were upgraded, paralleling the steady rise in visitation. While



shuttle buses began operating in the seventies, and there has been an increase in tour bus travel, the vast majority still arrive by car, recreation vehicle or motorcycle.

During the seventies, intensive studies completed by the National Park Service, culminating in the General Management Plan (GMP), raised the possibility of rail, but the potential was not explored. Like many government planning processes the tendency was to look at the limited budget and let that define the solution, rather than find a solution first, then go raise the money.

Buses, with auto parking areas at the edge of the Park, are often viewed as the "cost effective" approach. But buses, as many cities have discovered, are simply inadequate in moving large volumes. Plus, rail will nearly always capture two to five times more passengers than buses.

Although less expensive to build, a bus system is more expensive in the long run. For example, assume we needed to move 1000 people. This would require 25 buses and 25 operators, with the bus fleet costing about \$2.5 million and lasting seven years. The same volume would require one 16 car train, one operator and three attendants, would cost about \$20 million, and would last 40 years. During the working life of the train the bus fleet would be replaced seven times, for a total cost of about \$15 million. During that time bus labor costs would be about \$4,000, and rail \$415 per day. In addition, vehicle and road maintenance costs would be significantly higher for buses, as would fuel costs.

If any transportation system only functions in the immediate region of the Park, then vast parking lots are required at the main entrances, and visitors would be driving 50-90 percent of the distance, only to transfer near the end of their trip — not an attractive option. If auto travel in Yosemite region is to be

reduced the transportation system must provide an alternative for the highest possible portion of the visitors from their point of departure — the critical problem is not just transportation in the Park, but to the Park. Rail is the only serious transportation alternative, largely because 140,000 miles of track exists throughout the U.S. (6,000 in California) and is used to about ten percent of capacity. El Portal is 75 miles from two mainlines (Santa Fe, Southern Pacific) connecting to virtually every town in California. Rail is the *only* mode allowing travel to Yosemite that bypasses congested highways.

Yosemite Railway

Suntrain Inc. (founded 1980) has developed the concept of a new rail-based transportation system. The concept is now being promoted relative to major routes in California.

The "Suntrain System" involves use of self-propelled railcars combined with van service, a whole system providing door-to-door transportation for commute, business and recreation travel. Self-propelled railcars have their own engine; locomotives or electrification are unnecessary. Suntrain railcars will function like a trolley, or as units in a train up to 15 cars long, on urban street track, mainlines up to 150 mph, and mountain branchlines. For example, a Suntrain railcar on existing track on Market Street in San Francisco would become one car in a train going directly to Yosemite Valley.

Suntrain has completed preliminary design of a 207 mile railway and trail system between Merced, El Portal, Yosemite Valley, Crane Flat, Groveland, Lee Vining, and Fish Camp with branches to Glacier Point, Hetch

etchy, and Mariposa. The railway would replace all roads in the Park, with highway 140 from Mariposa to El Portal remaining for resident's only. Only National Park Service cars, with wheels for use on/off the track, would be allowed beyond El Portal.

Yosemite Railway track would be composed of a concrete substructure almost entirely buried in soil: only two rails would be visible through grass and flowers. Most of the route would be single track, on highway or former railroad roadbeds. Track would require half the highway roadbed, leaving the remainder for a trail. About 98 percent of the parkland now covered in pavement would be restored to native plants.

Railcars would be smaller than conventional equipment (60' long, 11'-6" high, instead of 85' and 16') so a single railcar, or a train of ten cars, would present minimal visual presence. Unlike cars, trains would rarely be more frequent than 20 minutes, and they would be extremely quiet.

The entire railroad would be designed as a new means to experience the Park. It will have soft seats and huge windows — interiors conceived as rolling architecture. Coaches would be the most common unit, followed by dining cars, baggage cars, lounges and observation cars. The lounge car would have a sloping glass nose, allowing a stunning view of the track ahead, or behind. Observation cars would have openable windows so passengers could nearly touch branches only inches away (below 25 mph).

In addition to standard railcars capable of functioning from major cities on existing track, there would be special local railcars. "Gravity cars" carrying 26 passengers with no fixed roof, would

operate throughout the Park, providing local transportation and tours. It would be possible to ride from Lee Vining to Yosemite Valley in moonlight. Almost silently, at speeds no greater than 35 mph, gravity cars would allow unprecedented views, and glimpses of wildlife now rarely seen. In Yosemite Valley a small fleet of double-decker railcars would be used for local transportation and sightseeing.

The railroad would change how visitors perceive the Park. For example, the Merced River Gorge is now ignored, largely because of highways (#140, #41 and #120) with rushing cars on narrow roads. Since the railway would be paralleled by a trail, and trains would be less frequent, slower and quieter, visitors would be able to explore the gorge.

Many visitors would experience the region in a wholly new way, since the rail route would be an incredible cross-section of landscape. From Merced a train would pass through grassland, riparian woods, marshes, oak studded foothills, a steep canyon lined with chaparral, a gorge with cascades between huge granite boulders, Yosemite Valley, sequoia forests, alpine forest, granite domes, Tenaya Lake, Tuolumne Meadows, alpine snowfields, views of Mono Craters, and finally alkaline Mono Lake — all seen between lunch and dinner!

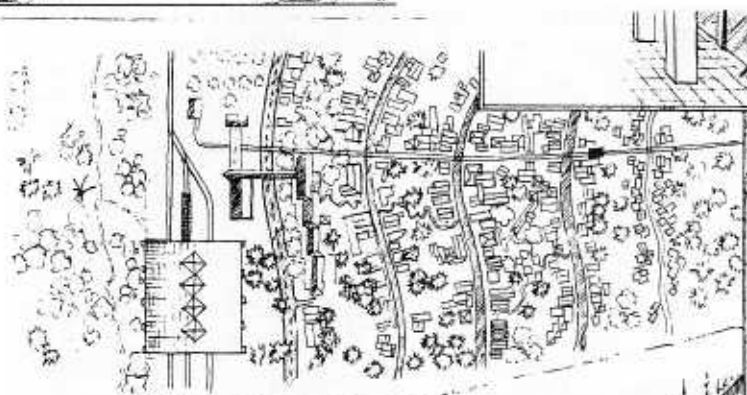
"New" El Portal

Yosemite Valley is the site of the most serious damage to the environment of the Park. Over 400 buildings crowd the tiny Valley, while technological paraphernalia overwhelms the senses.

The General Management Plan calls for movement of most Park Service facilities out of the Valley to El Portal. While this is a valid objective it is very difficult to do given the dominance of auto access.

The proposed railway changes the equation dramatically. Rail

"Suntrain has completed preliminary design of a 207 mile railway and trail system between Merced, El Portal, Yosemite Valley, Crane Flat, Groveland, Lee Vining, and Fish Camp with branches to Glacier Point, Hetch Hetchy, and Mariposa. The railway would replace all roads in the Park, with highway 140 from Mariposa to El Portal remaining for resident's only."



Merced Henry Revised
The Merced Henry Revised project is a comprehensive study of the Merced River watershed. It includes a detailed map of the watershed, a list of proposed projects, and a description of the project's goals and objectives. The project is a joint effort between the Merced County Board of Supervisors and the Merced County Water Agency.

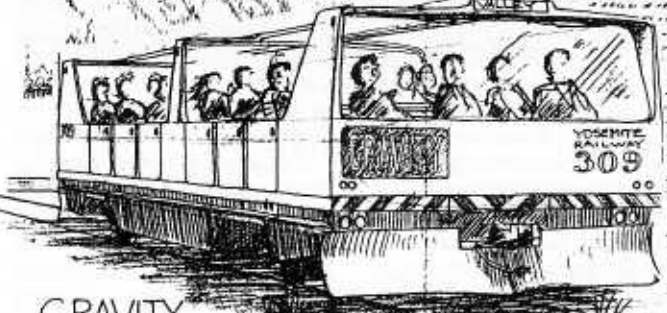


ON THE SHORE OF TENAYA

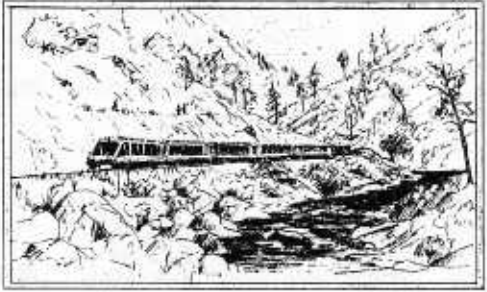
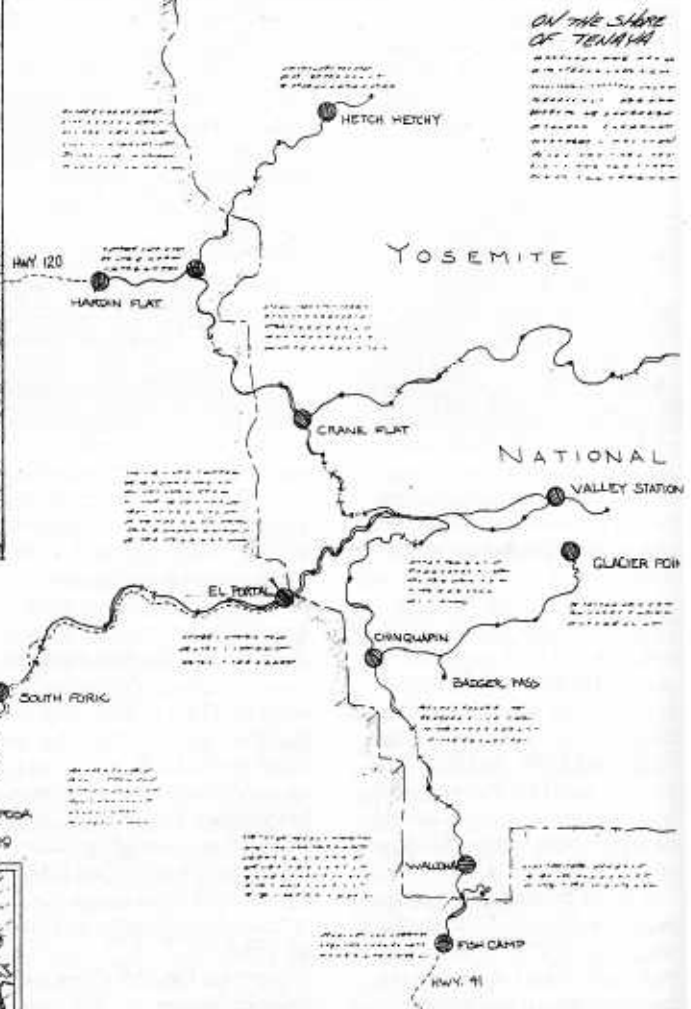


EL PORTAL

What is the most beautiful place in the world? It is the place where the mountains meet the sky. It is the place where the sun sets over the valley. It is the place where the stars are born. It is the place where the world ends and the universe begins.



GRAVITY CAR



'EL PORTAL' A FOREST OF TOWN



CHRISTOPHER SWAN

YOSEMITE RAILWAY
The Yosemite Railway is a proposed 207-mile railway and trail system connecting Merced, El Portal, Yosemite Valley, Crane Flat, Groveland, Lee Vining, and Fish Camp. The railway would replace all roads in the Park, with highway 140 from Mariposa to El Portal remaining for resident's only.

NPS PHOTO



Can automobiles be eliminated from the Yosemite Landscape?

would allow a significant volume of travel to and from the Valley with far less impact. For example, 1000 people translates to 25 buses stretching out over about 2500 feet of road; moving the same volume by rail would require two eight coach trains, each covering only 480 feet of track. Plus, trains would include dining, so the railroad could reduce demand for fixed restaurants. Removal of more than 90 percent of existing buildings now in the Valley (except the Ahwanhee and a few historical structures) becomes a possibility because of the railroad.

New El Portal would include major grocery stores, about 50 percent of Park lodging, visitor center, museum, retail shops, and all employee housing, offices, and equipment maintenance facilities. New lodging, minimal restaurants, small grocery stores and ranger housing would be clustered around three train stations in the Valley, with "store trains" supplementing small Valley stores during peak periods.

Blend the ambiance of Santa Fe, the scale of Carmel, and the streets of Sausalito and you've got the new El Portal. Centered around a four-track trainshed and a single commercial street the town would be built up the north slope, with narrow streets between homes, inns, and apartment buildings, linked by ramps, stairs and terraced gardens — a maze of architecture growing from the mountainside. "Downtown" would include a visitor center and museum — many times the size of the existing facility — replete with large-screen video systems for interpretive programs.

Restoring Yosemite

Construction of the railroad sets the stage for environmental restoration of major areas of the Park — particularly Yosemite Valley.

Track in the Valley would con-

sist of two tracks on existing highway roadbeds, and a short branchline allowing tours east to the vicinity of Camp Curry. Station complexes would be hidden in the forest, and rails would be nearly invisible in meadow grass.

It would be possible to roll quietly into the Valley at 20 mph on a train, step off in a trainshed with a roof covered in grass, and walk the full length of the Valley seeing no roads or buildings, and hearing only wind in the trees and waterfalls.

In Tuolumne Meadows the highway roadbed would be eradicated, replaced by meadow grass and trees. The railroad would pass through the forest south of the meadow, and would only be visible where it crossed the Tuolumne River south of the current highway bridge.

Throughout the Park many highway cuts and fills would be modified to minimize their visual presence. Cuts would be terraced and landscaped, or transformed into short tunnels, while many fills would be cut and replaced with bridges. These steps would allow restoration of animal trails, while dramatically reducing roadkills — vultures won't like it.

A Demonstration Project

The railroad, new town of El Portal, and resulting environmental restoration, are packaged as *Yosemite Anew*, a project conceived as a solution to Yosemite's problems and a demonstration of new technologies.

There has been a revolution in the area of transportation, energy, water and communications technology in the past decade. Existing technologies can now result in a structure consuming over 75 percent less electricity; there are now over 3500 U.S. homes that are 100% solar powered. The elements of a solar-hydrogen fuel system that could power an entire railroad have been proven. Water treatment technologies now exist that pu-

rify water (.9999 percent) by mimicking the biology of a marsh. And it is now possible to develop video phone capabilities linked by fiber optic cable — reducing transportation demand.

But these possibilities are not widely known, so government and private organizations tend to assume environmental problems are either insurmountable, or must be solved with efforts that are often nothing more than band-aids. Therefore Yosemite Anew is conceived as a program designed to outline precisely how these new technologies can be woven into a cohesive program applicable to the entire U.S. — and the world.

Phase One: Presentation

Owing to the project's magnitude the first phase is focused on simply refining the vision and presenting it to the public. A series of design sessions, involving about 125 consultants, will result in raw data, an extensive network of interested parties, an hour-long video documentary, a technical book aimed at professionals, a poster designed for the general public, and two railcar mock-ups with interior displays; a fixed exhibit on temporary track in Yosemite Valley.

The purpose is to outline the concept in non-technical language, in relation to one real place that a huge number of people are familiar with, and in so doing say to the world that we collectively possess the technology to solve the majority of environmental problems.

Subsequent Phases

The second phase would include design of the project, additional public input, and securing approvals. The third phase will focus on construction and land restoration. The entire project could be largely completed by 2000, with heavy construction occurring very rapidly

over a one year period. The primary constraint is *not* technical, rather the process of gaining a consensus — financing follows from consensus.

Financing

The entire project would begin with a \$5 million grant. If documentation produced in the first phase results in sufficient consensus then the project would be financed, at about \$3.5 billion, with roughly \$2.5 billion for the railroad, \$500 million for El Portal and another \$500 million in environmental restoration. Funding would be public and private.

Project Development

Suntrain Inc. will manage development of the project. A major international consulting firm has been selected to handle engineering; additional consultants are now being selected.

The project is conceived as a non-governmental effort because there are no government agencies with the appropriate mission, jurisdiction and/or experience to develop such an unusual project.

Given the project's scale, coupled with involvement of federal, state and local government, it is expected that the entire effort will be a public-private joint venture.

The project is "open" to the extent we welcome input from all sources. *Yosemite Anew* will succeed to the degree it accommodates the needs of a broad range of people and institutions. In that spirit: if this article has prompted your interest feel free to send criticism, ideas, or comments to the newsletter. I'll respond in the next issue.

Christopher Swan is president of Suntrain, Inc., where he consults on transportation systems and alternatives. He also writes extensively on ecological restoration and energy.

Springtime is "Bird Time" on the Tioga Road

Rich Stallcup

A short spring trip through the high Sierra Nevada can be an amazing wildlife experience. Snow melts from meadows revealing cold, fresh corn lily sprouts; Yosemite toad polliwogs wiggle forth from alpine tarn thaws; Black-backed Woodpeckers drum territorial statements; a lonesome Townsend's Solitaire sings three part harmony to itself; and the Great Gray Owl stares at the ground. After seven months of sleep, yellow-bellied marmot peeks from a granite hideaway; small migratory birds arrive home from the tropics; spectacular snow plants defy the definitions of vegetation; and the chickaree continues to watch for the Goshawk.

California State Route 120 (the Tioga Road) crosses the Sierra through the middle of Yosemite National Park. Not only is this one of Earth's most scenic auto routes, but most species of nearctic mountain birds, a number of fine mammals, and an awesome flora may be found on a single day in wonderland (though longer is better).

This highway punctures the park boundary from the west at the Big Oak Flat entrance station. There is a small bookshop, a soda

machine, toilets, and usually a Hermit Warbler. Across the street is the road to Hodgdon Meadow Campground. This is a good place to camp, as most mid-elevation birds can be found on an early morning walkabout. These may include Pygmy Owl, Mountain Quail, Band-tailed Pigeon, Red-breasted Sapsucker, White-headed Woodpecker, Stellar's Jay, Ash-throated, Willow, and Olive-sided Flycatchers, Western Wood Pewee, Violet-green Swallow, Mountain Chickadee, Warbling vireo, Nashville, "Audubon's," Yellow, and

Hermit warblers, Western Tanager, Purple Finch, Lesser and sometimes Lawrence's goldfinches, Lazuli Bunting, Black-headed and Evening grosbeaks, and others. There are also coyote, mule deer, yellow-pine and long-eared chipmunks, western gray squirrels, and rubber boas.

Return to Route 120, turn left, go 4.2 miles, turn left again, and park at the Chev-ron Station. You are now at the edge of the current best and most accessible spot in the U.S. for seeing the Great Gray Owl. An extensive meadow system here often supports two to three birds, and in years when the prey base (gophers) is high, the species attempts to nest. By nature the big birds are quite tame and easily approached, but during the late 1980's, constant surveillance by research teams have made them more spooky.

First light is best. From the gas station walk north along the west edge of the clearing you can see. As is possible, stay concealed in the woods, occasionally stopping to scan the meadow's perimeter. The owls perch very low when hunting but go up to 60 feet for preening and scratching. At a distance the bird may look *small*, but that is because the trees are so big. Once they leave the meadow (usually by 7:00 or 8:00 a.m.), they are nearly impossible to relocate.

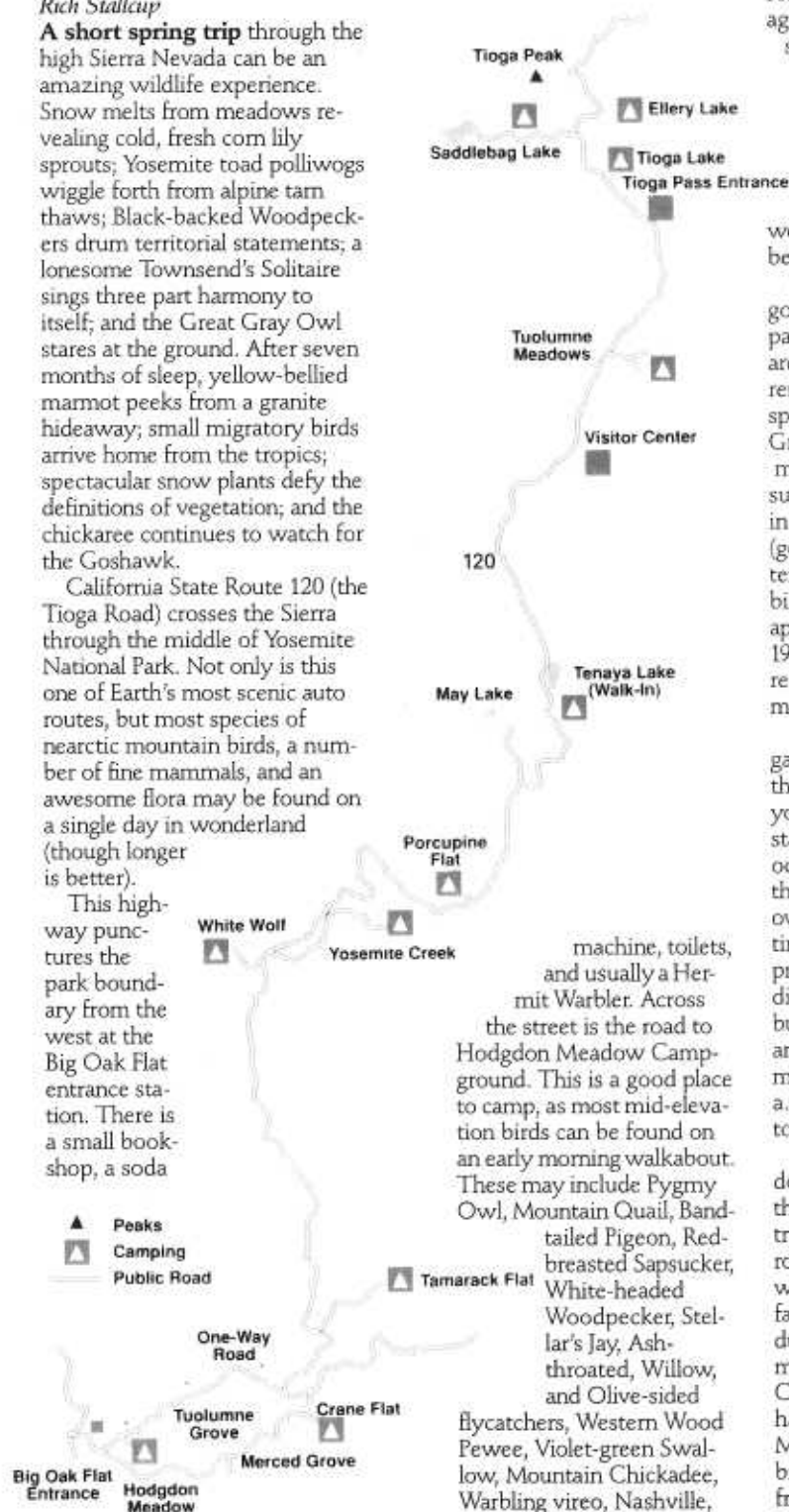
If there is no bird here, go down the stringer meadow to the west, marked by cross country ski trail signs, cross the Tioga road, and delicately work your way around the meadow you face. If still no luck, try again at dusk and include the narrow meadows that border Crane Flat Campground. At least you will have an inspiring walk and see Miwok grinding stones, lots of birds (those stripey guys singing from the emergent pines and willow patches were Lincoln's

Sparrows, and the nesting Empidonax is Hammond's), and maybe a bear grazing on shooting stars.

Nature Loop Detour

Continue in your car a half-mile on the Tioga Road and take the one-way nature drive left, back toward where you started. In late spring at least six species of orchids may be found along this road. Soon you will see some extra-large trees. Stay left as the road forks, and 100 yards further park on the right. This is the Tuolumne Grove of Giant Sequoias. Take the nature trail. In addition to learning a bit of forestry, you may see Pileated, Hairy, and White-headed woodpeckers. The small furry thing with the back stripes but an unstriped orange head (except for a broken white eyering) is the golden-mantled ground squirrel. Drive on downhill for a couple of miles until you cross a creek bridge, and turn into the picnic area on the right. Winter Wrens nest in root tangles on the streambank, and Pacific Slope Flycatchers sing constantly in the riparian. Pewees, Solitary Vireos (*cassinii*), Nashville Warblers, and Western Tanagers nest here too. Spotted and Flammulated owls also live in this canyon, but finding them takes special effort and luck, at night.

Return to Highway 120, go back to Crane Flat, and follow the highway east for about 13 miles; stop at Siesta Lake. The altitude here is around 8,000 feet. The air is thinner and so are the birds. A walk around the west side of the lake will produce some small birds (Mountain Chickadee, Pygmy and Red-breasted nuthatches, Golden-crowned Kinglet, Pine Siskin), and you may hear the occasional whistled "whook" of Mountain Quail. Even if the bird keeps calling, it is often a real challenge to find, as the sound carries loudly for a half-mile and the birds are ventriloquial. Across the road from



the west end of the lake is a rocky area with short deciduous brush. This is often the territory of a pair of MacGillivray's Warblers — and look for the pika just below your feet. Walk up the ridge across the road from where you parked. Fox Sparrow and Dusky Flycatcher nest in the bushes, and Townsend's Solitaire and Red Crossbill are rather regular. Check all woodpeckers, and watch the sky. East (100 yards) from where your car is parked, the trees give way to exposed granite on the right (south) side of the road. Each spring since 1982, a pair of Black-backed Woodpeckers have nested on this slope in a live or dead lodgepole pine.

Williamson's Sapsuckers are also to be found. Listen and look for Mountain Quail on ledges and Clark's Nutcrackers flying high above.

Go back to your car, drive less than a mile (I think), and turn left 1.1 miles to White Wolf Lodge. If it is early in the season, there may be no sign and a locked gate, but the area is worth the walk in. If the horse concession (behind the tent cabins) is operating, the stable attracts finches — mostly Cassin's or Pine Siskins but sometimes Red Crossbills or Pine Grosbeaks. A small meadow 100 yards northeast through the woods is also good for grosbeaks and a late spring riot of wildflowers.

Grouse Hunt

Drive east again on the Tioga road about 12 miles to Olmsted Point, and park — no matter how many Winnebagos are present. On the way you pass several scenic turnouts, most of which have interpretive signs about granite, glaciers, and junipers and are well worth a look,



but Olmsted is the birdiest. Walk over to where people are feeding the chipmunks next to the Don't Feed the Chipmunks sign. Among the regular animals seen here are yellow-belly marmot (the big one), golden-mantled ground squirrel, alpine and lodgepole chipmunks, pika, Stellar's Jay, nutcracker, and California Gull.

Below you is a fine Blue Grouse area. With binoculars, carefully check the western white pines and red firs on the first granite ridge (grouse hardly ever perch in the many lodgepole pines; maybe the crinkly bark tickles their toepads). Look on large branches and in dense needle clumps for the male chicken. Walk down. Listen with cupped ears for his low pulsing (halfway between a sound and a feeling), like that made by blowing across the mouth of an empty gallon jug. Follow the noise, which sometimes comes from a tarn area about a quarter-mile down to the right, and with persistence you should be able to find him, pumping away, 150 feet up

Townsend's Solitaire, a regular at the 8,000-foot Siesta Lake. The air is thinner here and so are the birds.

a conifer. Returning to the parking lot remember to watch the sky for raptors and Black or White-throated swifts, which sometimes move up this Tenaya Canyon from nests on the walls of Yosemite Valley.

Offer to take a picture for the foreign couple with Yosemite Valley deep in the background (did you notice the antlike people trailing up the rump of Half Dome?), wave "bye" to the marmot, and drive on east. On a still spring day, the reflections from Tenaya Lake are as scenic as the scenes themselves, but there are usually lots of people around and the nearby woods are pretty quiet. Many kinds of waterbirds unique to the park have been recorded here, and you may see a loon or a duck and should see some California Gulls and the Spotted Sandpiper.

Tuolumne Meadows is usually

busting with people, but if you walk one minute in any direction from the road you may well be alone. The meadow is huge, with small grassy lakes and wide streams. With rugged peaks around half the horizon and Lembert Dome beneath your Nikes, the view is hard to beat. Mountain Bluebirds, juncos, and Chipping Sparrows may be found along the meadow's edge, snipe winnow over the marsh, and nutcrackers and jays whine about the food.

Over the Crest

Continuing eastward, exit the park at the Tioga Pass Entrance Station (9,941 feet), go about 100 feet, and park on the wide shoulder. The

large damp drainfield to the south is quite special, and summer is short at this elevation. The extraordinary Yosemite road is not only sexually dimorphic, but the young overwinter as polliwogs, becoming hoppers the following spring — not typical road traits. Unlike their lowland cousins, Wilson's Warblers are polygynous here. The tan short-tailed mammals are Belding's ground squirrels of the Great Basin, and the handsome pink-bellied White-crowned Sparrows (subspecies *oriantha*) nest only in sub-alpine meadows of the Sierra Nevada and Rocky Mountains. Watch the high crags for bighorn sheep and, in autumn, Prairie Falcons.

The next two miles are Rosy Finch habitat; you may see them on snowfields, along the edge of Saddlebag, Tioga, or Ellery lakes, or around the cabins at Tioga Pass Lodge. As the season advances, most Rosy Finches melt upslope with the receding snow to the highest peaks, where they, along

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YA 1990 Donations to the Yosemite Museum

Martha Lee

As Yosemite National Park celebrated its centennial in 1990, the important donation of the Yosemite Park and Curry Co. Archives to the Yosemite Museum received a good deal of publicity. Less publicized, but of equal significance, were the ongoing, yearly donations to the Yosemite Museum and Research Library from the Yosemite Association. Each year YA makes available money for museum and library acquisitions through its Aid-to-NPS program. Over the years, many objects of major importance have been added to the park collections through the use of these funds. 1990 was no exception, and artifacts purchased through the generosity of the Yosemite Association included Indian baskets, Yosemite souvenirs, postcards, historic and contemporary photographs, publications, and fine art.

The Yosemite Museum's ethnographic collection numbers about 4000 pieces, and its major strength is its basket collection, which includes both utilitarian and made-for-sale baskets dating from about 1870 to the present. Among the items purchased in 1990 to complement and fill-in gaps in the park's collection are three baskets. One is a Miwok cooking basket thought to have been secured in 1929 or 1930 in Yosemite by east coast collectors, Mr. and Mrs. Charles Townsend Baisley. It has a complex pattern, and is in excellent condition; it is an important example of Southern Miwok utilitarian baskets, similar to others collected around 1900.

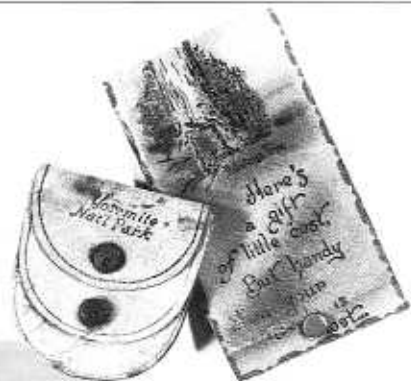
A second Miwok cooking basket dating from the 1920s is quite large (9-1/2" high and 19" in diameter) and has a distinctive net-like pattern. The third basket, ornamented with stylized butterfly motifs, is in the style made in the 1920s by Mono Lake Paiute women for the Yosemite Indian Field Days celebrations and closely resembles baskets made



by Daisy Charlie. Two of these baskets are currently on display in the "Recent Acquisitions" case in the Indian Cultural Exhibit, and one of the cooking baskets will be used in the newly expanded portion of the Indian Cultural Exhibit in a diorama scheduled to open in mid-May.

Of course the Yosemite Museum is much more than baskets! The collection contains a wealth of significant historic resources, ranging from the California gold rush era to the recent past. Interestingly, souvenir items important for interpreting the history of concessions and tourism in the park, once so commonplace in Yosemite, are under-represented in the park's collections and difficult to find.

Several tourist souvenirs were added to the park collection in 1990 with YA acquisition funds. Among them are two items found at the Sonora Antique Show which probably date from the 1940s-1950s: a leather change



The coin purse and sewing kit shown here are typical of souvenirs popular with Yosemite visitors between 1920 and 1950.

purse emblazoned with the words "Yosemite National Park" and a needle case printed with the words "Wawona Tree." Thirty five historic postcards, dating from about 1910 to 1940, were also purchased for the museum by YA. All the images are new additions to the museum's sizable postcard collection; they include views of the old Yosemite Village, the Firefall over Camp Curry, exterior and interior views of the Ahwahnee, visitor activities, and scenic views.

The Miwok cooking basket incorporated in this diorama at the Indian Cultural Exhibit was purchased with funds donated by the Yosemite Association.

In the same vein, two framed, hand-colored photographs of Yosemite, sold as souvenirs at the park in the 1920s, were purchased by museum staff members at the Marin City Flea Market with YA funds.

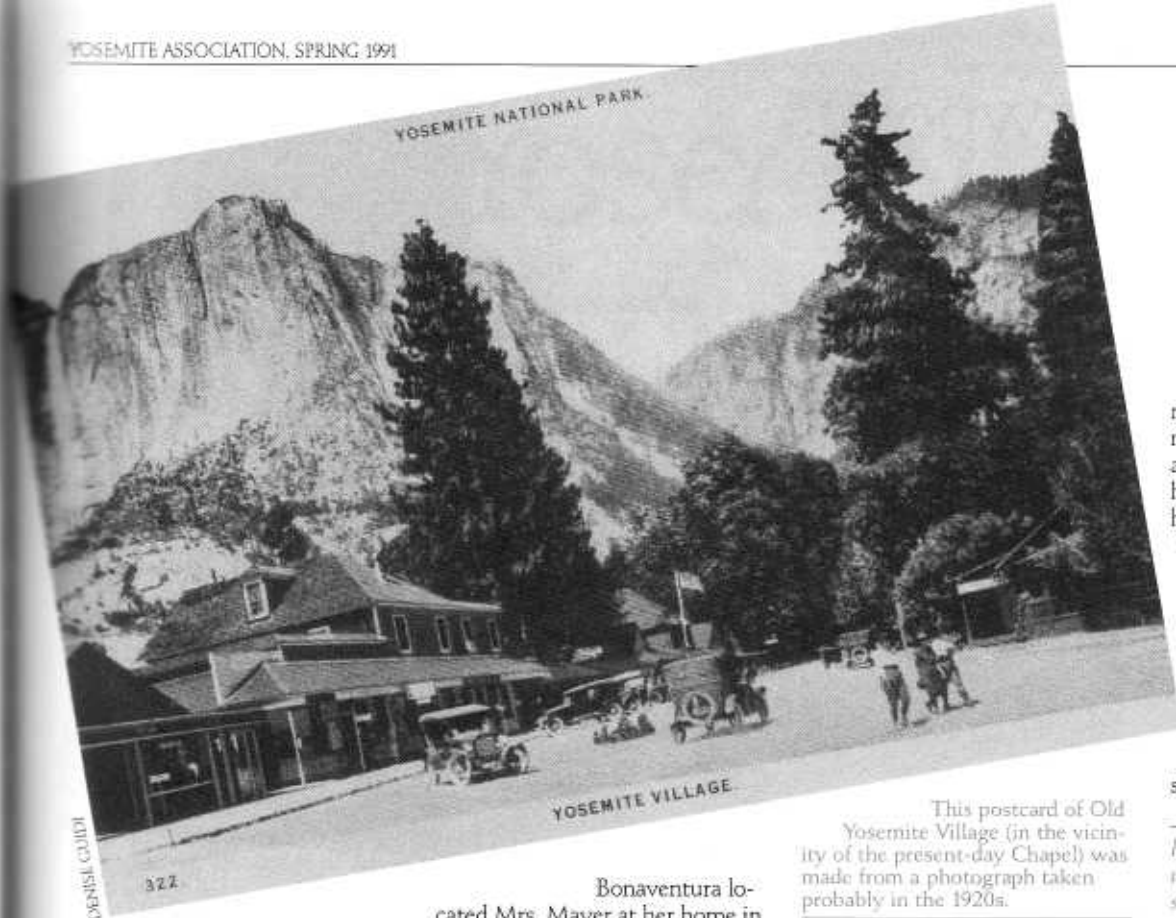
The museum's collection of

photographs is strong and now contains more than 20,000 images, ranging from some of the earliest photographs taken of Yosemite to the work of contemporary photographers. In 1990 the museum acquired an album of historic 19th-century albumen photographs containing Yosemite views by photographers George Fiske and Carleton Watkins. The album appears to have been assembled by a visitor to Yosemite just before 1900, using commercially available photographs.

The park was also able to purchase a large-format black and white cibachrome print titled "Yosemite 1889" by Tom Millea. The photograph was produced as a result of Millea's participation in the Yosemite Artist-in-Residence Program. A number of publications were acquired in 1990 through YA-donated funds. The scarce *Yosemite Almanac*, published by J. M. Hutchings in 1867, includes the usual almanac information (phases of the moon, stars, etc.) as well as information on the routes to Yosemite, travel advice, and advertisements for Yosemite businesses.

The library also acquired the children's book *Michael and Anne in the Yosemite Valley*, by Virginia and Ansel Adams (New York and London: The Studio Publishers, Inc., 1941). The book's production was a family affair: the text was written by Virginia, the Adams kids acted it out, and Ansel photographed it. One of the highlights of the book is "Uncle Don" (Don Tresidder) riding by on his horse, Don Juan, and taking the children for a ride.

Of scientific interest are a run of the first four volumes of *Zoe: A Biological Journal* published in San Francisco in 1890-1893, which



This postcard of Old Yosemite Village (in the vicinity of the present-day Chapel) was made from a photograph taken probably in the 1920s.

includes a number of Yosemite and Sierra-related articles, and some offprints of Francois Matthes articles on geology (ca. 1939-1946).

Interesting ephemera includes a small brochure announcing the "Seventh Annual Outing of the Sierra Club" to Yosemite in the summer of 1907, a Southern Pacific RR brochure titled "Outdoor Life in the Sierra" (1923), a Burlington and Great Northern RR Tour booklet called "The National Parks" (1931), and an advertising booklet (ca. 1910) put out by the California Fig Syrup Co. extolling the virtues of their elixir and using illustrations of Yosemite.

In addition to works by artists such as Thomas Hill and Chris Jorgensen, the museum collects a limited number of works by amateur artists. Some paintings by Dorothy Mayer acquired in 1990 provide insights to the interesting life of one Yosemite resident: Dorothy Mayer and her husband were the winter caretakers of the Glacier Point Hotel from the late 1940s to the early 1960s. The hotel was often isolated from the outside world by deep snow, and in those long months Mrs. Mayer made a number of oil and watercolor paintings of her environment.

Long-time YP&CCo employee and YA member Frank

Bonaventura located Mrs. Mayer at her home in Mexico, and arranged for the acquisition and shipment of the paintings. Three watercolors and one oil painting, now part of the museum collection, include a view of a man in the snow preparing to push the firefall off Glacier Point.

These acquisitions are only a sampling of the new additions made to the Yosemite Museum

Springtime is "Bird Time"

Continued from page 11

with the introduced White-tailed Ptarmigan, the sparsely breeding American Pipit, and ravens are the only birds. Pikas will screech warnings of terror about the Ghost of Wolverine. Ermine hears and moves toward the sound.

Past Ellery Lake, the Tioga Road drops rapidly (Rosy Finches havenested at the Green Bridge) through Lee Vining canyon into the Great Basin at Mono Lake. An astounding engineering feat, a strand of the road cuts across a talus slope, but you may not want to look at that or anything else for awhile...it's not good to drop faster than the road. When you get to the bottom, turn right twice into the campground area. There are usually two pairs of

and Research Library collections in 1990, courtesy of the Yosemite Association. The availability of these funds has enabled museum and library staff to augment the current collections and strengthen the Yosemite Museum and Research Library for the future.

Martha Lee is an Assistant Curator for the Yosemite Museum.

dippers along the stream, and for many years there has been a nest in the crack of a spray-misted, predator-proof boulder at the waterfall across the creek from the uppermost campsite. It is just before the main road crosses the creek just past a gravel quarry on the right. Above the quarry, Green-tailed Towhees trill from mountain mahogany or single-needle pinyon pine, and Brewer's Sparrows flit through the sage. In the groves of quaking aspen are many nesting birds like Calliope Hummingbirds, robins, House Wrens, Tree Swallows, flickers, and Warbling Vireos. Broad-tailed Hummingbirds, Virginia's Warblers, and solitary Vireos (*plumbeus*) are rare but regular.

Drive east again to Highway 395. The small town of Lee Vining and the Mono Lake Information Center (with friendly hosts and a superb nature book store) is one-half mile to the left. To the

right, after following 395 for 4.7 miles to the south, Highway 120 again heads east. The Tioga Road has now become a Great Basin highway. Nearby excellent birding stops include: the turn-off for South Tufa and Navy Beach; the Mono lakeshore there; and a grove of Jeffrey pines about one mile further east.

Now turn around and do the Tioga Road westward to look again for anything you may have missed. The scenery is different, too.

Rich Stallcup is a noted birder, naturalist and outdoor instructor who serves on the Board of Directors of the Point Reyes Bird Observatory. This article first appeared in the PRBO Observer and is used with permission.

Yosemite Loss

Continued from page 5

He was also an energetic back-packer, who hiked throughout the backcountry to increase the number of photo subjects available to him. In his later years, he developed an interest in historic photography, amassing perhaps the best collection anywhere of Yosemite stereographs and other historic images. An active member of the National Stereoscopic Association, he served as its President for a number of years.

Mr. Smaus also contributed several articles to this journal, and participated in several YA activities. He also worked several weeks each year as a volunteer in the Yosemite Museum. Not only did he donate many stereos and other items to the collection, he worked extensively to document and identify the museum's stereograph collection.

Both Lou and Jewel Smaus will be missed for the warmth, generosity, and genuine love they manifested toward Yosemite and those around them.

Donations to the Yosemite Association in memory of Lou and Jewel Smaus are welcomed.

Yosemite Viewpoints

Letters to the Editor

Restoration Trust Comments on YP&CCo Sale

As Executive Director of the Yosemite Restoration Trust, I would like to provide information and comment on the issues raised [in the Winter Journal, Vol 53, No 1]. The Trust was organized last year as a not for profit corporation; our goal is to see that the next concessions contract calls for implementation of the 1980 General Management Plan to the maximum extent feasible.

1 Will the sale result in fewer commercial activities in Yosemite?

The proposed terms of sale of the Yosemite Park and Curry Company call for no change in the existing scope of services through the remainder of the current contract, September 30, 1993. We would like the YP&CCo to eliminate activities that have been added since the General Management Plan was approved and to begin cutting back in the areas called for in the GMP.

2 Will the new contract require GMP implementation?

Answers to National questions concerning the next concession contract will not be known until the Park Service presents the Statement of Requirements (SOR) for bid in 1992. The SOR will define the facilities and services which must be provided by the next concessioner. It is a crucial document. It is important for the public to know what the key choices are and to present their views to the Park Service while the SOR is still being formed.

The SOR will address three areas of the GMP: relocation of facilities; provision of expanded transportation services; and the scope of commercial activities.

Facilities Relocation: The Park



NPS PHOTO

Service has indicated that they have recently completed an internal study on where to relocate the headquarters and housing of the Park Service and concessioner as called for in the GMP. They have examined sites at Foresta, El Portal and Wawona. They expect to complete an environmental impact report by September. At that time, the public will be invited to comment on the report. The Park Service will then decide whether the SOR will require the concessioner to relocate his housing and administrative headquarters, and if so, when.

Transportation Services: The GMP called for eliminating 1,000 parking spaces and eliminating all auto traffic in the Valley. The Park Service, environmental groups and concerned agencies are participating in a study to review options for solving the transportation problem. That study will be made public in July. When the SOR is announced next year, the Park Service will specify what actions, if any, will be required by the next concessioner for additional public transportation to and within the Park, and the location of parking facilities to reduce parking in the Valley.

Commercial Services: The GMP

Will the sale result in fewer commercial activities in Yosemite?

called for a reduction in visitor lodging in the Valley, elimination of the gas station, garage and skating rink, and the consolidation of activities in fewer buildings. The Park Service has indicated they expect to reduce lodging in the Valley by 17% during the period of the next concession contract. The Park Service will specify in the SOR the levels of lodgings and other commercial activities to be required and the schedule for planned reductions, if any.

3 Can the next concessioner afford to pay an assumed 11% franchise fee and service the debt?

The Secretary of Interior has stated his intention to raise the concession franchise fees throughout the National Park System. In Yellowstone the fee was introduced at 22% through a bidding process in 1988. The level of the franchise fee for Yosemite will be set by the Park Service in the SOR. Potential concessioners may be allowed to bid a higher fee if they choose, depending on their plans for growth in sales.

The annual amount planned

for repayment of MCA debt would begin at \$9.3 million in 1994 and be reduced gradually over 15 years to \$4.5 million in 2008. We have requested the Park Service to arrange lower amounts for repayment in the early years so the money could be used for GMP implementation.

MCA and the YP&CCo have not allowed public disclosure of the financial results of their Yosemite operations. The Trust has done its own financial analysis of concession operations at the general levels called for by the GMP. Based on available information, the Trust believes the next concessioner could service the debt and pay an 11% franchise fee. The trust plans to make our analysis public prior to issuance of the SOR.

4 Will Yosemite receive the proceeds from a higher fee?

Whether Yosemite will receive the proceeds from a higher fee will be worked out between the Park Service, the Office of Management and Budget, and the Congress. In Yellowstone the 22% fee is retained by the Park for improvements and other purposes. For Yosemite the split of fees for use in Yosemite, use elsewhere in the National Park System, and use as a general receipt by the Treasury will be determined by the time the SOR is announced. The Trust is in favor of retaining the full fee for use in implementing the Yosemite General Management Plan.

Yosemite Restoration Trust as the potential operator: The Trust itself may bid on the next concession contract. If successful in its bid, the Trust, as a not for profit corporation, would have as its principal objective to operate the concession contract in compliance with the GMP.

The guiding principle for the Trust is that the Park Service should require the next concessioner to implement the GMP to

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Yosemite

CATALOG

ANSSEL

THE AMERICAN



WILDERNESS

ADAMS



A *The Complete Guidebook to Yosemite National Park* by Steven P. Medley. Yosemite Association President, Steve Medley, has written a new guidebook which covers almost every aspect of the park. Not only is there standard coverage of things to see and do, reservation information, etc., but the offbeat and humorous are included, too. There's a list of works of fiction with Yosemite as a setting, "The Ten Best Named Climbing Routes on an Animal Theme," "best bets" for every area of the park, and trivia questions sprinkled throughout. For newcomers to Yosemite and for veterans as well, this guidebook is both informative and entertaining. It may even provoke a laugh or two. The 112 page volume is filled with maps and illustrations. Yosemite Association, 1991.

#360 (paper): #10.95.

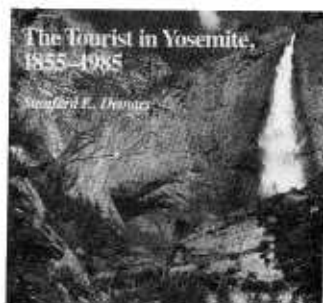
B *The Tourist in Yosemite, 1855-1985* by Stanford E. Demars. In this academic work, Yosemite National Park, as a symbol for all national parks, is used to illustrate the ways in which Americans have perceived and utilized their national park heritage. Demars' premises are that natural values are those assigned by man, and that wilderness is as much a human conceit as are its exploitation and development. The book closely examines the balance between preservation and use of the Yosemite resource and the multiple interpretations of this concept. There's also plenty of vintage

Yosemite history and almost 80 black and white photographs to support the text. 168 pages. University of Utah Press, 1991.

#22535 (clothbound): \$19.95.

C *Yosemite's Yesterdays - Volume II* by Hank Johnston. This is a sequel to Johnston's earlier work with the same title. The greatest value of both books is that they reproduce historic photographs that have been little or never published, and explore aspects of Yosemite's history that have been neglected. Here the author investigates three new topics: Lafayette Bunnell and his discovery of Yosemite Valley, the world of James Mason Hutchings, and the race to complete the first wagon road to Yosemite. The 64 page paperback has copious black and white photographs and maps, and enough new historic tidbits to satisfy every Yosemite history buff. Flying Spur Press, 1991.

#27001 (paper): \$6.95.



D *National Park Service - The First 75 Years* by Barry MacKintosh and others. Editor Bill Sontag describes this work as "a primer about the rich and colorful evolution of the Service, the organization that safeguards the system, which some have boldly claimed is 'the best idea America has ever had.'" Written for the 75th anniversary of the NPS, it features a skeletal history of the organization along with 36 "biographical vignettes" of key persons who made significant contributions to that history. Included are John Muir, Frederick Law Olmsted, Ansel Hall, Harold Bryant, and Lemuel Garrison, all of Yosemite fame. Eastern National Park & Monument Association, 1990.

#18083 (paper): \$5.95.

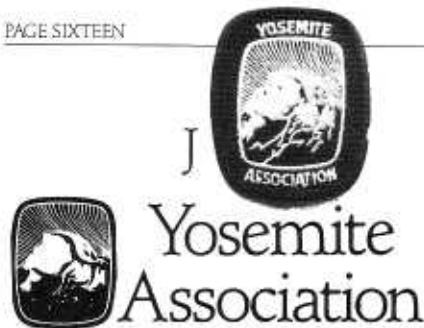
E *Vintage Songs of Yosemite* collected and performed by Thomas Bopp. Wawona Hotel pianist and vocalist Tom Bopp has put together a cassette full of classic Yosemite tunes like

"I'm Strong for Camp Curry" (1914), "Yosemite March & Two Step" (1903), and "The Yosemite Fire Fall Song" (1928). The arrangements are authentic, the lyrics range from cute to profound to ridiculous, and Bopp's playing and singing are terrific. This is novelty music that every Yosemite lover will appreciate. One cassette, twelve songs. Thomas Bopp, 1990.

#05188: \$8.98.

F *The American Wilderness* by Ansel Adams. This beautiful large format book was a project envisioned by Ansel Adams before his death. It includes some of his best photographic images, some published for the first time, of subjects ranging from the coast of Maine to the remotest peaks of Alaska. The photographs are matched with eloquent selections of Adams' writing; his words were particularly passionate when he came to the defense of the land he loved. This volume is unquestionably a monument to his life and art. Bullfinch Press, 1990.

#06627 (clothbound): \$100.00.



G *Yosemite Association Mug.* This distinctive and functional heavy ceramic mug feels good with your hand wrapped around it. Available in two colors (green and maroon), it's imprinted with our logo and name in black and white. Holds 12 ounces of your favorite beverage. #03310, \$6.50.



H *Yosemite Enamel Pin.* Designed especially for the Association, our enameled metal pin is a work of art. Each of the 10 different glazes is hand placed and separately fired. The result, from William Spear Design, is an eye-catching and colorful piece. The metal enamel pins are relief engraved in a 7/8" x 2" size. #03380, \$11.95.

I *Pelican Pouch, Wilderness Belt Bag.* The Pelican Pouch is not only perfect for carrying field guides, but also offers instant access to all the small items that are usually buried in your pack — pocket camera, lenses, maps, or your favorite trail mix! The pouch is designed with front snap fasteners on the straps. This allows comfortable positioning on your



belt — even between belt loops; no need to take your belt off first. The material is high quality Cordura pack cloth with a water-proof coating on one side. Beige with the dark brown and white Yosemite Association patch, the Pelican Pouch measures 8 x 5 x 2 1/2 inches. #03370, \$11.95.

J *Yosemite Association Decals and Patches.* Our Association logo depicting Half Dome is offered to our members in these two useful forms. Help announce your affiliation with our organization to others by purchasing and using Yosemite Association patches and decals. Patch #03315, \$1.50; Decal #03317, \$1.00.

- Mike Finley
- Fred Fisher
- Fischer Family
- Roger Folk
- Janis Fogt
- Tom Fong
- Dave Fongang
- Billy Fouts
- Barbara Fox
- Don Fox
- Ed Franzen
- Glenn Freedy
- Robert Fry
- Michael Frye
- Henry Fukuhara
- Paul Gallez
- Terry Gamble
- Bill Germany
- Joann Gill
- Dean Glenn
- Jon Goodchild
- Greenwich Workshop
- Clarence Gregory
- Jim Grimes
- Helen Groenekamp
- Brian Grogan
- Barbara Gunn
- Jack & Jane Gyer
- Roland Haas
- Nancy Hagerman
- Joyce Halley
- Eldora & Ted Halliday
- Bob Hansen
- Jack Harman
- Larry Harris
- Helen & Everett Harwell
- Be Herrera
- Merrie Hinson
- Shirley Hoaglin
- Bob Howard
- N King Huber
- Don Hukari
- Huntington Library
- Milt Irvine
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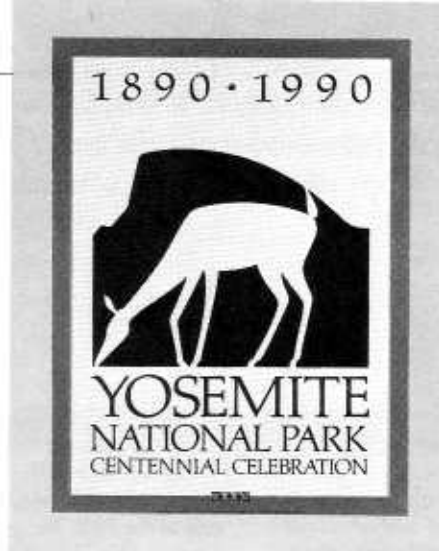
Item #	Qty	Size	Description	Price Each	Total
1					
2					
3					
4					
5					
6					
7					
8					
9					
Subtotal					
Less 15% Member's Discount:					
Subtotal A:					
6% Sales Tax (CA customers only)					
Shipping charge					\$3.00
Total enclosed					

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 Name: _____
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 City: _____ CA: _____ Zip: _____
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 Yosemite Association, P.O. Box 230, El Portal, CA 95318

Friends of the Association, 1990

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- Jeannie & Michael Adams
- Ben Alexander
- Barbara Allen
- Kat Anderson
- Ansel Adams Gallery
- Connie Archer
- Paula Artac
- Sue Austin
- Art Baggett
- Cindy Baker
- David Balogh
- Ruben Balzar
- Don & Rita Banta
- Kris Bardsley
- Craig Bates
- Karen Batten
- Barbara Berozza
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- Fred Elchlepp
- Jon Else
- Brian Empie
- Judy Ernest
- Steve Esson
- Evergreen Lodge
- Dick Ewart
- Don Fay
- Frank Fimbree

Continued on page 23



The Association celebrated the park's Centennial with continued success in practically every one of its programs. Sales reached their highest level ever, YA publications received awards for quality and excellent reviews, the membership program thrived, and the outdoor field classes were as popular as ever. Thousands of park visitors

had their visits enriched by YA, and our contributions to the park and the National Park Service were never more substantial. Our many friends, members and supporters were as effective as ever in making our organization meaningful and strong. They have our thanks and appreciation.



Annual Review, 1990

January

Comments on the controversial GMP Examination Report were due. Over 4,250 letters were received by the NPS.

March

The park fishing season was limited to April 1 through November 15. Year-round angling is no longer permitted.

A rockslide on March 6 closed Highway 140 for five hours.

April

The 20th anniversary of Earth Day was celebrated along with John Muir's birthday party.

May

The Glacier Point Road opened for the season on May 11.

The Tioga Road opened on May 17, only to be closed by snow on two later occasions.

The new Marriott's Tenaya Lodge opened with 242 rooms in Fish Camp, just outside Yosemite's south boundary.

June

An 85 acre controlled burn was ignited in the Mariposa Grove.

The park's hang-gliding program was suspended indefinitely for liability and safety reasons.

LeConte Memorial Lodge was designated a National Historic Landmark on June 29.

July

An inch and a half of rain fell in Yosemite Valley on July 13, and flood warnings were issued by the National Weather Service.

August

Major fires occurred throughout the park from August 7 to August 21. Over 24,000 acres burned. More than 60 homes in the community of Foresta were destroyed.

September

The formation of the Yosemite Restoration Trust was announced. One of the group's stated goals is to pursue non-profit concession alternatives.

The Yosemite Park & Curry Co. donated its archives, including many historic documents and photographs, to the National Park Service.

October

Yosemite celebrated its 100th anniversary as a national park on October 1. A special ceremony was held in the Chapel meadow.

Because of federal budget uncertainties, campgrounds and visitor centers in the park were closed for two days.

A major centennial symposium was held in Yosemite and Concord from October 13-19.

An earthquake centered in Lee Vining caused rockslides in Yosemite which closed several park roads.

November

The Modesto-Turlock Irrigation District cloud-seeded the entire Tuolumne River drainage for 2.7 hours on November 25.

The Japanese company, Matsushita, purchased entertainment giant and owner of the Yosemite Park & Curry Co., MCA, Inc. MCA announced that the Curry Co. would not be part of the deal.

The Tioga Road closed November 26, followed by the Glacier Point Road four days later.

December

Efforts to find a buyer for the Yosemite Park & Curry Co. proved fruitless. Future ownership of the concession remained in limbo.

YA's membership climbed to 5,600, and the Spring Open House experienced a record turnout of 425 people!

1990 REVIEW

Board of Trustees

Board Members Lennie Roberts and Jean H. Watt were declared re-elected without a vote to new six-year terms in 1990. When no nominations by petition for board vacancies are received at the Members' Meeting, the board bylaws provide that the candidates nominated by the board are deemed elected without the requirement of an election.

Lennie Roberts is a veteran of the YA board, and has one of the longest tenures of all its members. She has served as Vice-Chair for several years, and has been an active member of several committees, most notably the Publications Committee. She was a key member of the group that established the Yosemite Fund in the early 1980s, and continues to work as a board member of that now-independent organization. Lennie and her husband Mike reside in Portola Valley, CA, where she works as a "professional environmentalist."

Jean Watt is the newest member of the board, named in 1990 to fill a vacancy that arose. She has been active in local environmental matters in the Newport Beach area of Southern California, and characterizes herself as an urban environmentalist. With the Association Jean has worked as a member of the Grants and Aid Committee as well as the Personnel Committee. She was also instrumental in arranging YA's first members' event in Southern California in September.

The hang-gliding program was suspended in the Park, indefinitely.

1990 REVIEW

Membership

Yosemite Association joined the celebration of Yosemite's Centennial with a record number of members. YA's membership total climbed to 5,600, and revenues increased dramatically as members expressed their care for the Park with generous gifts. Along with healthy gains in all the membership levels, over 350 people honored 1990 by joining us as Centennial Members at the \$100 level, and more than 50 longtime Life Members gave additional substantial donations.

The Spring Open House for members on April 21, 1990 experienced a record turnout of 425 people! Members enjoyed a good collection of slide shows and talks on a range of topics and a wine & cheese reception, along with a number of Earth Day activities.

At the Fall Members' Meeting in Wawona, Al Runte, author of "Yosemite: The Embattled Wilderness," spoke to approximately 350 people on the lawn of the Pioneer History Center. Members also took part in naturalist led walks, a barbecue dinner, and an

old time barn dance to round out the weekend.

In a new move, the Association hosted its first member event outside of the Park. The gorgeous setting of the Huntington Library and Gardens in southern California provided the backdrop. More than 300 members and their guests attended a private viewing of a special Centennial exhibit, listened to President Steve Medley, and visited over wine, fruit and cheese on the garden terrace.

YA members returned valuable time and energy to Yosemite in an ever expanding volunteer program. In the Valley, from April to October, enthusiastic and knowledgeable members staffed both the Museum Gallery and the membership booth. Over 600 new members joined as a result of their contact with the volunteers. Last summer, a membership booth was also set up in Tuolumne Meadows where the volunteers both gave out Association materials and answered visitor questions. In addition, two YA member work trips were based in Tuolumne Meadows and assisted the NPS in a revegetation project. The work trips are a joint effort of YA, Yosemite Institute, the Yosemite Park & Curry Co., and the NPS.



JAY MATHER, FROM YOSEMITE, A LANDSCAPE OF LIFE

1990 REVIEW

Sales and Publications

The Centennial year for Yosemite National Park was a good one for the sales department of the Yosemite Association. Gross sales topped \$1,437,000 — an increase of 12% from 1989. This was an impressive figure considering the eleven visitation days lost to the fire closures of August (the busiest sales month of the year), and the budget closures of October. We are proud of the quality of the publications we are able to offer the park visitor, and of the level of interpretive service we provide.

During 1990, four new publications projects were completed. *Yosemite As We Saw It*, by David Robertson assisted by Henry Berrey, was released in July. Mr. Robertson signed copies of the book at the annual member's meeting in September. *Yosemite A Landscape of Life*, by Jay Mather and Dale Maharidge, was co-published with the *Sacramento Bee* in late September, and has been very well-received. The *Map and Guide to Yosemite Valley*, a co-publication with Reineck & Reineck, was completed in October, and sold 10,000 copies by the end of the year. A new set of note cards featuring color photographs of wildflowers by Howard Weamer was also developed.

Eleven titles were reprinted during the year as we continued to sell a high volume of our own publications. The most impressive gain was experienced in wholesale sales which posted a 30% increase.

At the National Park Service Publications Competition in October, three YA publications were awarded first place prizes for "Excellence in Publishing." *Yosemite As We Saw It* was the best scholarly book, *Yosemite: The Fate of Heaven* was best video, and the Yosemite Field Seminars Catalog was recognized in the miscellaneous category.

Despite the summer fires that required the cancellation of several courses, the field seminars were attended by 1,020 people (1,070 in 1989).

1990 REVIEW

Seminars

Despite drought, fires and unseasonable summer high country snows, the Yosemite Field Seminar Program was a great success. Among new seminars for the park's Centennial celebration was *Past and Present Among The Sequoias* taught by Dean Shenk and Stan Hutchinson. The natural and human history of Yosemite's Big Trees were taught and vintage photographs were compared with trees standing today in the Mariposa and Nelder Groves.

Course participant numbers paralleled the previous year's totals. There were a total of 1,020 people who took part in seminars in 1990 (1,070 in 1989) — 306 during the winter/spring season, and 714 for summer/fall classes. The August fires required the cancellation of several courses, and fees were refunded to 101 people.

Other new seminars included *Looking at Yosemite Valley — A Geologic View* led by Jim Parker, *Introduction to Watching Birds* taught by Michael Ross, *Alpine Drawing Backpack* instructed by Andie Thrans, an easy photo backpack trip (*Photo Saunter to North Dome*) taught by Jeff Nixon, two *Yosemite Wildlife Photography* seminars taught by Michael Frye, the *North Dome Skywalk* led by Gary Moon, and a new course offered for seniors in Tuolumne Meadows taught by Jim and Lynn Wilson.

1990 REVIEW

Ostrander Lake Ski Hut

1990 marked the 10th year that the Yosemite Association has run the Ostrander Lake Ski Hut at the request of the National Park Service. Howard Weamer has served as hut keeper for seventeen years now, and George Durkee was his relief man this year.

Reservations were handled at the YA office in El Portal. The nightly charge to users of \$10 covers the cost of maintenance, staff, and supplies. During the year approximately 2,000 nordic skiers visited the hut from mid-December through mid-April.

1990 REVIEW

Other Programs

Art Activity Center. The Art Center enjoyed its tenth season in 1990, and over those 10 years has provided instruction to over 25,000 park visitors and residents. The ever-popular watercolor, oil, and drawing classes were expanded with a colored pencil class, poetry, and a special sculpture class. The Art Activity Center operation is jointly sponsored by the Yosemite Association, the Yosemite Park & Curry Co., and the National Park Service.

High Sierra Loop Trips. This year Y.A. sponsored 20 trips with 10 different leaders and 381 participants, and not a single day had to be cancelled because of the Yosemite fires. Expenses for the trips were passed on to the participants, and YA handled the logistics of uniforms, payroll, and accounting. Trip leaders this year were coordinated by Dick Ewart (NPS), and Claire Haley (YA).

Yosemite Theater Program.

For the eighth year Lee Stetson was the program's main attraction with his portrayal of John Muir in his one-man shows, *Conversation with a Tramp* and *Stickeen and Other Fellow Mortals*. For the Centennial year celebration Lee added a new show entitled *The Spirit of John Muir*. Gail Dreifus again offered her original Yosemite By Song family show. Yosemite: *The Fate of Heaven* — YA's award-winning video — continued to be popular with visitors. In the spring, Hazel Stuart saluted America and her national parks with her slide show, *Star Spangled Dream*.

Film Assistance Program.

YA continued to offer support to filmmakers and photographers as the film assistance program continued for the third year. For a fee and a donation in lieu of the traditional location fee, YA provided location scouts and other logistical assistance on a variety of film projects.

Special Trips. In response to requests from individuals and groups for private trips, YA began a special trips program. Hikes and formal presentations were arranged for adults and children. YA received a fee, and in some cases a donation as well.

1990 REVIEW

Research Grant Program

Almost \$27,000 were expended by YA during 1990 in support of a variety of research projects. It was the third straight successful year for the program. Typical research topics included ethnographic research concerning fire-based management of the sequoia-mixed conifer forest, monitoring avian productivity, survivorship and populations in national parks, and the entry of rainstation data into the park's GIS system.

1990 REVIEW

Contributions to the NPS

The Yosemite Association increased its general aid to the National Park Service in 1990 by over 30% from 1989 to almost \$250,000. In addition, grants totalling another \$27,000 were made to individuals for research projects. YA was also responsible for administering \$87,683 in restricted funds to support Search and Rescue operations, High Sierra Loop Trips, the Ostrander Ski Hut, the Museum Gallery volunteers, and volunteer work trips.

Contributions by Category

Interpretive Programs	\$74,200
Intern Programs	44,800
Museum/Library	44,100
Research/Archaeology	36,500
Centennial Support	17,000
Free Publications	12,700
Aid to Superintendent	9,000
Audio-Visual Equipment	6,300
Exhibits	3,000

Total for 1990 **\$247,600**



Statement of Activity, 1990

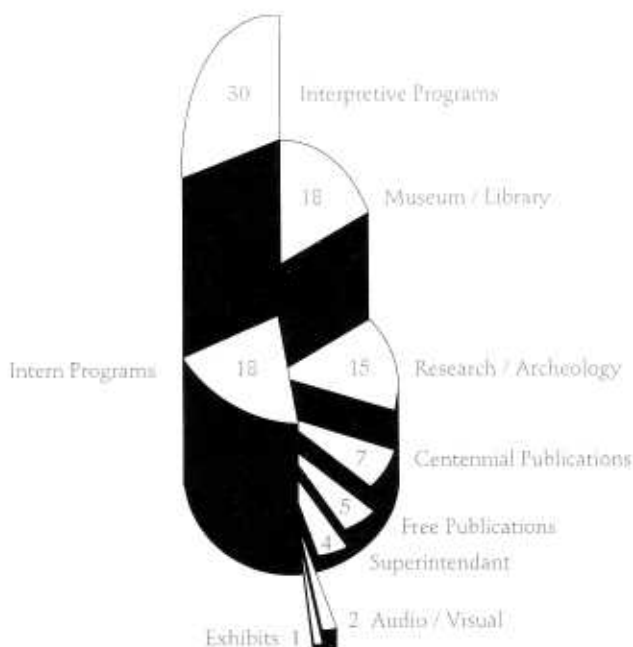
Support and Revenues

	<i>Operating Fund</i>	<i>Restricted Funds</i>	<i>Plant Fund</i>	<i>Total All Funds</i>
Publication Sales	\$1,438,060			\$1,438,060
Seminars	129,470			129,470
Membership	177,975			177,975
Gifts		2,883		2,883
Investment Income	20,857			20,857
Theater	97,961			97,961
Auxiliary Activities	121,185	84,800		205,985
Total Revenues	\$1,985,508	\$87,683		\$2,073,191

Expenses

Support Services:				
Management and General	263,176		12,194	275,370
Membership	91,958		1,114	93,072
Cost of Sales and Auxiliary Activities:				
Publication Costs	938,937		7,530	946,467
Seminars	108,527		334	108,861
Theater	82,093		122	82,215
Auxiliary Activities	95,639		461	96,100
Total Expenses	\$1,580,330		\$21,755	\$1,602,085
Excess of Revenues Over Expenses	\$405,178	\$87,683	(\$21,755)	\$471,106

1990 Donations to NPS
 Total: \$247,600
 (1989 total: \$187,428)



Balance Sheet, 1990



For year ending December 31, 1990

	<i>Operating Fund</i>	<i>Restricted Funds</i>	<i>Plant Fund</i>	<i>Total All Funds</i>
Cash	\$245,361	\$ 96,281		\$ 341,642
Accounts Receivable	70,019			70,019
Prepaid Expense	5,469			5,469
Inventories at Cost	481,930	5,235		487,165
Equipment			175,479	175,479
Accumulated Depreciation			(77,979)	(77,979)
Total Assets	\$802,806	\$101,516	\$ 97,500	\$1,001,822
Liabilities				
Accounts Payable	\$ 97,811			\$ 97,811
Loan Payable	3,000			3,000
Accrued Taxes	5,413			5,413
Vacation Payable	15,121			15,121
Deferred Restricted Gifts		101,516		101,516
<i>Total Liabilities</i>	<i>121,345</i>	<i>101,516</i>		<i>222,861</i>
Fund Balances				
Invested in Equipment			97,500	97,500
Unappropriated	681,461			681,461
<i>Total Fund Balances</i>	<i>681,461</i>		<i>97,500</i>	<i>778,961</i>
Total Liabilities and Fund Balances	\$802,806	\$101,516	\$ 97,500	\$1,001,822

1990 Board of Trustees

Thomas J. Shephard, *Chairman*

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David Robertson

Anne J. Schneider

Jean H. Watt

Phyllis Weber

Jeffery C. Lapham, *Yosemite Fund*

Elvira Nishkian, *Yosemite Fund*

Richard C. Otter, *Yosemite Fund*



New Members

We would like to welcome to the Yosemite Association the following fine persons who became members within the past three months. Your support is greatly appreciated.

Regular Members

Penny Ablin, Katie Anderson, Anita & Robt Badertscher, Vic Bedoian, Marilyn A Boulanger, Paul & Charlotte Bushue, Cary Cochrell, Sidney Craft, Russell Dates, D Olson & L Dearborn, William Farris, E Jeff Finney, Suzanne Fouty, Patricia Jensen Frost, Vic Galdorisi, Jack R Goddard, Hannah Gosnell, Diane Kenzie Granger, Michael A Grassmuck, Johanna L Hart, L R Henderson-Nigro, M Gilgore & L Hojnacki, W Diaz & D Hollis-Diaz, James Holst, Millie Ignelzi, Robert H Isely, Adrian E Itaya, Marina Jurasek, Nan E Kaeser, David L Knott, Julie Lang, Lisa M Loughridge, Virginia A Lyon, Laura Marsh, Marilee McLean, Duane T McRuer, Marilyn Messier, Hank Miller, Karen G Miller, DP Eagle & C Morgan, Toni Mueller, Tom Murphy, Tom & Marcia Murray, Carl A Nielson, N Brooks & M Ohanian, Joe Orsini, Janet Payne, John Poole, Roger Rasche, Kathleen Redman, Carol A Rincon, Calif St University—Sacramento, Ms Ione Scott, Rita Shlep, Anne C Spencer, J Nord & D Steelsmith, S L Stemple, Ethan Strouf, Emily Umemoto, Charles Varner, Joel B Weber MD, Jim Wesley, Fichett H Willard.

Supporting Members

Cara Callaway, J Brown & T Carter, Chas & Glenda Edwards, Ursula Elshamp, June & Raymond Hails, Joyce Huber, Larry & Jodie Krueger, Mr & Mrs Larry Wright.

Contributing Members

Dorothy L Hulslander, Albert & Helen Lechner, Mrs Donald McNeil, Robert S Smith, Lisa & Hunter Spencer.

Life Members

Kenneth Chan, Keith Walklet & Annette Bottaro Walklet.

Participating Life Members

John Minch, Marie Alberti.

International Members

Professor & Mrs. Michael Rutter, Hecht Brend.

Life Members Who Generously Gave an Additional Donation for Yosemite's Centennial Anniversary

Constance Bean, Barbara Norris Bedayn, Claude & Carol Bendix, Randall T Binkley, Mr & Mrs Stan Burket, John Burgis, Steve Cochran & Lisa Frost, Mary A Coffeen, Alan & Janet Coleman, Hal & Dot Comins, Darryl Compton, Genesa P Dumo, Bob & Nancy Eckart, John Peter Erickson, Cherry Franklin, Larry Funk, Patricia Gosland, Margaret & Harold Granquist, Helen L Harrison, Janet Harvey, Elwyn Heller, Harriet Hungate, Jerrold A Hunt, Donald M Jonte, Austin C Kelley, Kenneth E Kimiecik Jr, Betsy LaNoue, Louis Lanzer, Mary Lytle, Sally Maramonte, Barbara Montgomery, Richard Newhouse & Family, Brian H Nordstrom, Wm & Catherine O'Brien, Barbara Marr Parker, E B Pearson, Leslie F Pistitel, Gloria Raffo, Mrs J Arthur Rodgers, Mr & Mrs Arthur Rosen, Wm J Ryan, Mr & Mrs A J Sargent, Virginia & Edw Schnerberger, James H Schwabacher Jr, Bill Shellorne, Lawrence E Silva, James C Sims, Warren Sinsheimer, James H Slusser, Dr & Mrs Geo Smith, T Louis Sritzer, Sherrill & Martin Spellman, Michael J Sullivan, Neil Tuthill, Stanley Wong.

Centennial Members

Celebrating Yosemite's 100 years, the following members joined or renewed at the centennial level.

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In commemoration of Max Weingarten:

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In memory of Louis Zavatarro:

Frances Smith.

Letters to the Editor

Continued from page 14

the maximum extent feasible, regardless of who bids on and wins the contract. This principle applies to each of the areas which will be included in the next SOR, i.e., facilities relocation, transportation, and commercial activities. For the next year, our plan is to examine and help clarify options for the next concession contract, and to inform the public on the major issues involved.

The National Park Service should

invite public comment on the Statement of Requirements for the next concessions contract: The Trust is urging the Park Service to invite public comment on what to require from the next concessioner. The decisions by the Park Service reflected in the SOR will have a major impact on Yosemite and on the visitor experience for many years. By carefully reviewing options in public, the Park Service, we believe, can plan better for the continually growing numbers of visitors who enjoy the Park.

Those who care about the future of concessions in Yosemite should write to the NPS before a final Statement of Requirements is issued. The address is Director James Ridenour, National Park Service, P.O. Box 37127, Washington, DC 20013-7127.

Donald S. Green

Executive Director,
Yosemite Restoration Trust

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