

# YoseNite

A JOURNAL FOR MEMBERS OF THE  
YOSEMITE ASSOCIATION

Summer 1998 Volume 60 Number 3

## Old World Bridges in a New World Frame



## THE BRIDGES OF YOSEMITE VALLEY

# OLD WORLD BRIDGES IN A NEW WORLD FRAME: THE BRIDGES OF YOSEMITE VALLEY

BY ELIZABETH STONE O'NEILL

*Author's note: As I read the Draft Yosemite Valley Implementation Plan released last fall, I noted with sadness the proposal in Alternative 2 (the preferred NPS plan) that the historic Sugarpine, Ahwahnee, and Stoneman Bridges be removed. Although the goal of reducing traffic has merit, each of these beautiful structures is a preeminent example of the fast disappearing stonemasons' art. As the discussion on the VIP continues, I thought YA members might appreciate some background on the bridges of Yosemite Valley and the history they represent.*

Yosemite: valley of shining cliffs and thundering falls! Every year millions of visitors come to enjoy its wonders. Captivated by such spectacular sights as Half Dome, El Capitan, Yosemite and Bridalveil Falls, many will overlook the quieter charms: bypaths where leaves and branches meet overhead, a flower strewn glacial moraine, the rainbow-like arc of a bridge over golden water.

And, there is much water. The Merced River moves along and casts about the valley as though never quite sure which way to turn. As long as humans have inhabited the valley, there must have been river crossings. Native Americans used fallen logs over side-streams, and probably over the main river itself, and so did those who followed them. A surviving sketch from 1859 shows a log spanning the Merced River where Sentinel Bridge is now. Gustavus Adolphus Hite, for whom Hite's Cove is named, installed this "bridge".

By 1865, James Mason Hutchings (second settler, informal innkeeper, and worldwide press agent for the

Wonders of the West) had already built a better log bridge in the same place. Hutchings's bridge was washed away in a flood on December 23, 1867. It lay on the bank downstream for some time, but Hutchings had a new and more ambitious bridge built, this time of finished lumber. In 1872 he reported that it was the only bridge left in the valley, all of the others (presumably as primitive as Hite's) having been washed away.

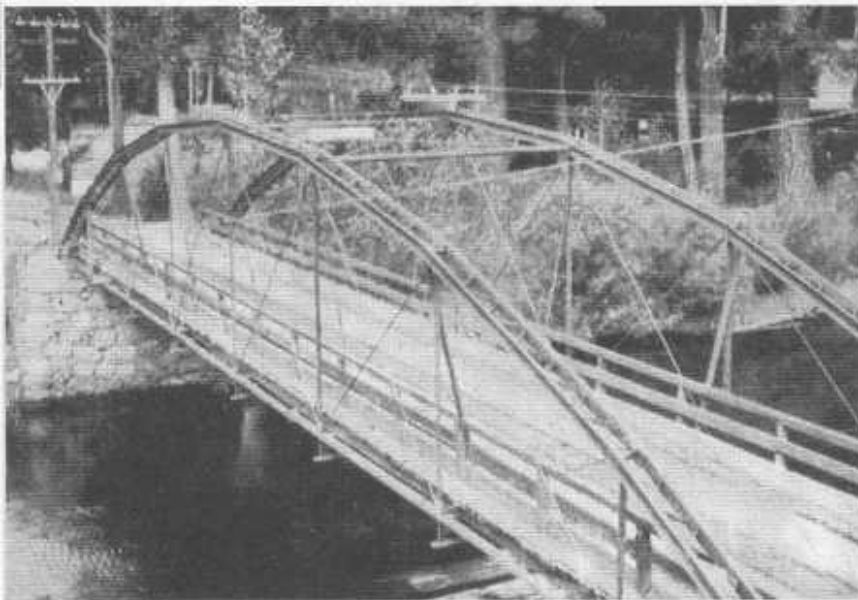
During this early period, the park was steadily subjected to many "improvements": vegetable gardens, orchards, stores, hotels, blacksmith's shop, hay barns, a dairy industry, and even a slaughterhouse. As more visitors came, both business people and park administrators struggled to maintain roads, build and repair bridges, and provide services. Many of the early bridge constructions had the ramshackle look of people in a hurry.

In those days the water table was higher, and the meadows flooded annually at the time of spring runoff. Just moving around the valley called for both bridges and raised walkways. But each year, there was the continual work of shoring up and filling in the structures and repairing the rotting logs. And each year, there were complaints to the government (first to the state, then to the federal). Funding was always a problem. And there was constant fear on the part of the early entrepreneurs that if valley transportation did not improve, there would be no visitors to patronize the fledgling enterprises. In 1879, Commissioner Galen Clark supervised the dynamiting of the El Capitan recessional moraine at the lower end of the valley, thus lowering the water table and reducing the annual floods. After the dynamiting, the rivers kept to their beds most of the time, but tended to spill over and damage structures when snowmelt was at its height.

Bridges were built and rebuilt. The early versions were all of wood. But in 1878, Hutchings's lumber bridge was replaced with an all-iron bridge with a bowstring arch or truss, so called because it had a curved top like a bow. At first it was called Upper Iron Bridge, then, after the con-

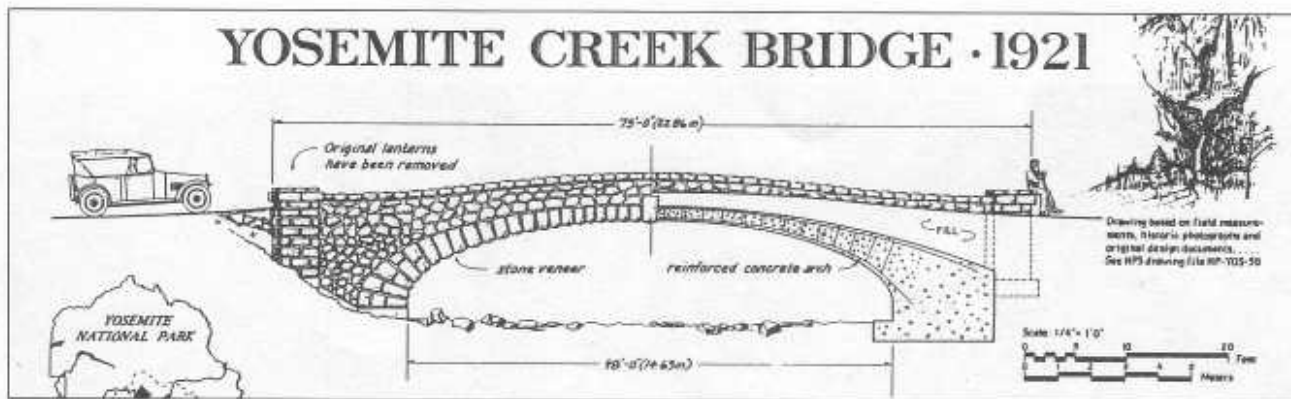


Cover:  
Ahwahnee Bridge



Iron Sentinel Bridge, 1878-1892

# YOSEMITE CREEK BRIDGE · 1921



*Yosemite Creek Bridge Plan*

struction of the Sentinel Hotel, the Sentinel Hotel Bridge, finally shortened to Sentinel Bridge. In the flurry to modernize, El Capitan and Folsom (located near Yellow Pine Beach) Bridges were also built of iron in 1878. However, metal structures were not all they were cracked up to be. El Capitan, for example, was destroyed during the heavy winter of 1889–90, and for many years its twisted wreckage lay in the riverbed, alongside an inferior wooden bridge built to replace it. Folsom Bridge was swept away, probably in 1890 or 91.

In 1882, the State Engineer, William Ham Hall, wrote movingly: "Of all places in the world the Yosemite Valley is that one where light or cheap structures look out of place. All architectural works in this region should ultimately be of the most solid and massive character, in appearance at least, yet how much better if in fact; and there are none of which this may be said with greater truth than of the bridges. For these works, as a general thing, stone is to be preferred, more especially if the span be across a stream with rocky bed and banks; yet timber—in the rough and massive in detail—is suitable if the crossing be amid a forest growth and over a stream of quiet-flowing water, with sandy or alluvial banks and bed." Of eleven major bridges and one extensive series of culverts (at Bridalveil Fall) still in use today, at least seven and probably as many as all eleven, were in existence in some form by 1882. But many years were to pass before Mr. Hall's vision would be realized, and in the meantime bridges would rise and bridges would fall.

In 1888, Moraine Bridge (a wooden truss affair) was built on an old ford near the present-day stables. In about 1910 it was renamed Clark's Bridge in honor of Galen Clark.

In 1917, the Clark's Bridge collapsed under snow. Laurence Degnan (son of an early settler) recalled, "To guard against the destruction of bridges by heavy snow loads, it was the practice for some years to rip up the plank flooring of some of the bridges just before the snow fell, and leave the floor timbers open until spring. If I remember correctly, the Pohono, El Capitan, Happy Isles, and the Clark Bridges were so treated; also the Tenaya



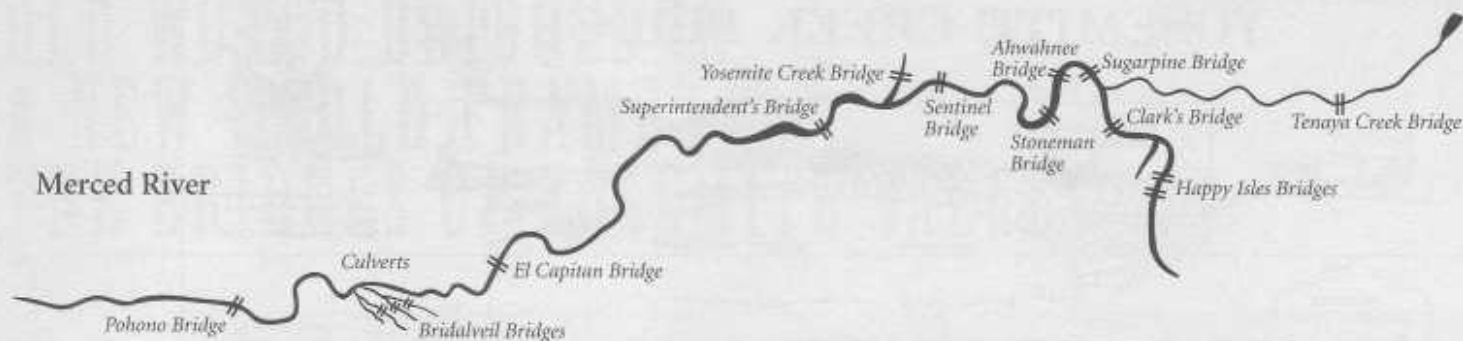
*Yosemite Creek Bridge*

Creek Bridge just above the Lamon Orchard. The Yosemite winter traffic, except for the mail carrier and ice hauling, was practically zero, and the one or two lanes that remained served by bridges sufficed until spring."

In the meantime, in 1909, 1st Lieutenant A. R. Ehrnbeck of the Corps of Engineers of the Yosemite National Park, seconded Mr. Hall's vision: "It is recommended that stone arch bridges be put in place of the existing structures. A stone bridge would be practically indestructible and would be both appropriate and beautiful, and would also be an adequate monument to represent the American Government in architectural work in its national park. Perhaps 50% of all the visitors here are strangers and no doubt they remark on the existing poor roads and bridges, so different from those seen in foreign parks. Stone arch bridges should not cost more than \$18,000 for one hundred foot span."

In 1917, the collapsed Clark's Bridge was replaced by a reinforced concrete girder structure. The appearance of this construction fell far below the visions of Mr. Hall and Lt. Ehrnbeck. The iron Sentinel Bridge had been rehabilitated in 1898, repaired by army troops in 1908, and refloored in 1913. It was too light a structure, however, and in 1918–19 was replaced with reinforced concrete, with concrete lanterns at each corner. Although it commanded one of the most famous valley views, this bridge, too, would have disappointed the above gentlemen.

The first bridge to meet the hopes of Hall and Ehrnbeck was Yosemite Creek Bridge that was completed



## YOSEMITE VALLEY

in 1921. The oldest of the arch bridges, it was constructed with reinforced concrete and then faced with granite to create a "rustic style" designed to blend in with its surroundings. Its poetic curve shows the loving care of a true (but unknown) artist. With age and moss this bridge only grows more beautiful, and yet it continues to serve its original function of bearing heavy loads since every vehicle leaving the valley crosses its span.

By the late twenties, the fiscal situation of the park had improved. The prosperity of the time was expressed in the construction of many bridges. In the summer of 1928, the firm of Rocca and Caletti, under the supervision of the State Bureau of Public Roads, completed four bridges and, the following summer, a fifth. These are now known as Tenaya Creek, Ahwahnee, Clark's, Pohono, and Sugarpine Bridges. Architect George D. Whittle designed these five bridges, all of reinforced concrete. They are faced with dioritic granite quarried from a site below Pohono Bridge. These masterpieces of the stonemason's art suggest European work of earlier centuries, and all are on the National Register of Historic Places.

Helen Caletti, Carlo W. Caletti's widow, when asked about the workmen who faced these bridges, replied, "It was a very difficult job to cut the granite from the Valley. It was not a hard granite and there were three or four crews of masons that came from San Francisco. Finally a crew of Yugoslavians cut most of the stones in the quarry on the Valley floor. At that time Rocca and Caletti had a camp near Bridal Veil Falls. It was an early cold winter that year so the job was not completed until the summer of 1928."

Sugarpine Bridge seems to have had no early antecedent. It was started in the winter of 1925–26 and completed in September, 1928. Its abutments were damaged in the November flood of 1937, and it was closed to cars in 1970. Pohono Bridge started as "Tisaack Bridge" in 1868 and was washed away by spring floods. A bridge of Douglas fir followed it in 1882, which washed away in 1894. It was replaced in 1895 and again in 1908, this time

as a steel truss bridge, and finally built in its present form by Rocca and Caletti in 1928. Pohono Bridge was especially demanding for bridge builders, as the swiftness of the current required high and massive abutments with strong supporting walls.

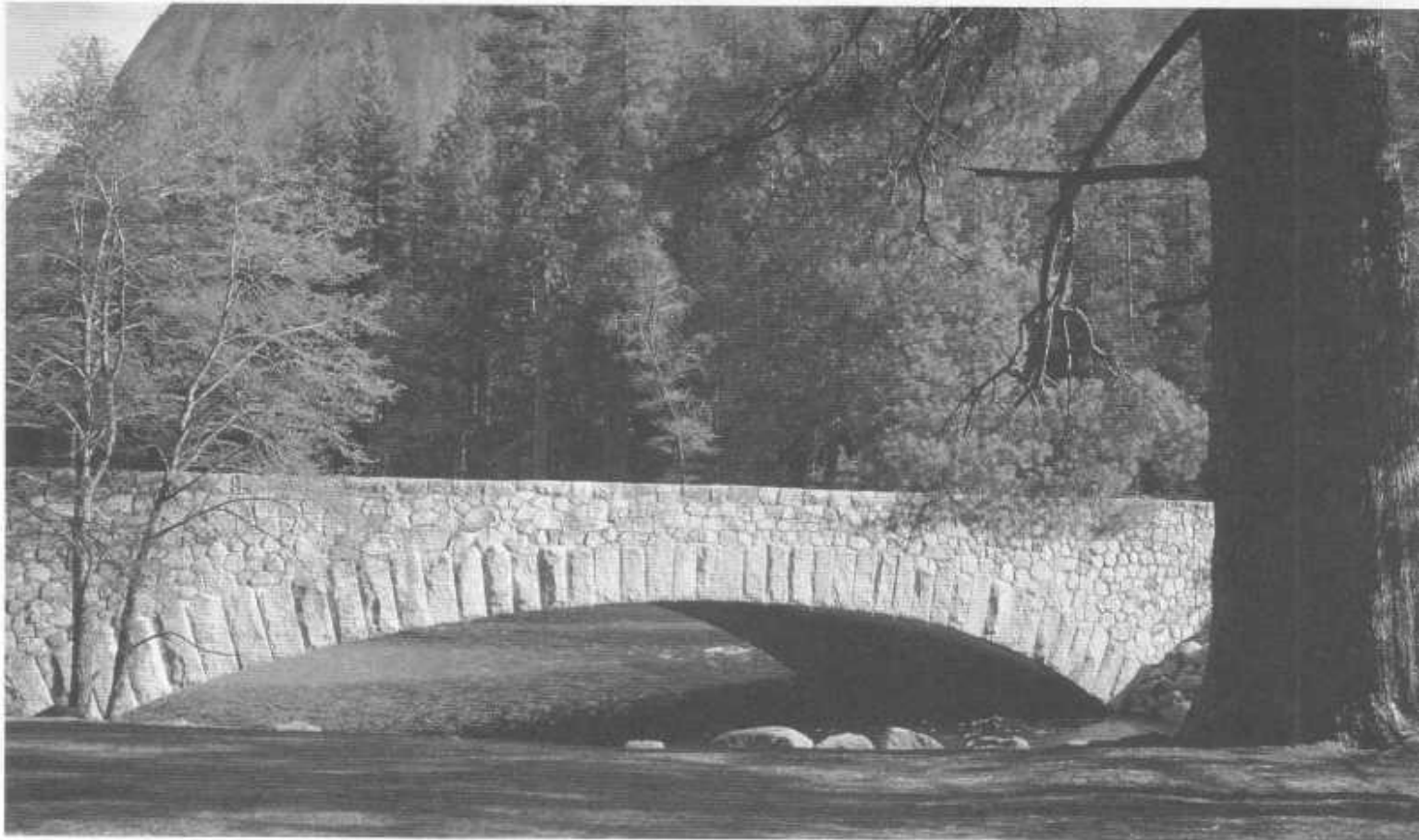
Sugarpine, Pohono, and Tenaya Creek Bridges all have single-arch spans, but the arch is very shallow in Sugarpine, and higher and deeper in the other two to conform to the setting. Each seems perfectly suited to its location. Clark's Bridge also has a long shallow span, but at each side there is an arched passageway for the footpath that follows the river.

Ahwahnee Bridge was at first called Kenneyville Bridge, after the property on which the Ahwahnee Hotel was built. The bridge is a graceful triple-arch span at the bend of the river, vaguely suggesting the arches on the River Loire at Chenonceaux in France. From any angle, this last is probably the finest bridge in the valley—perhaps one of the finest in California or, indeed, the entire west.

The year that most of the stone bridges were built, fourteen wooden footbridges were constructed as well. Although they have had to be repaired over the years, they seem to have grown into the stream banks, unobtrusive yet beautiful. Each is exactly suited to its rustic scene.

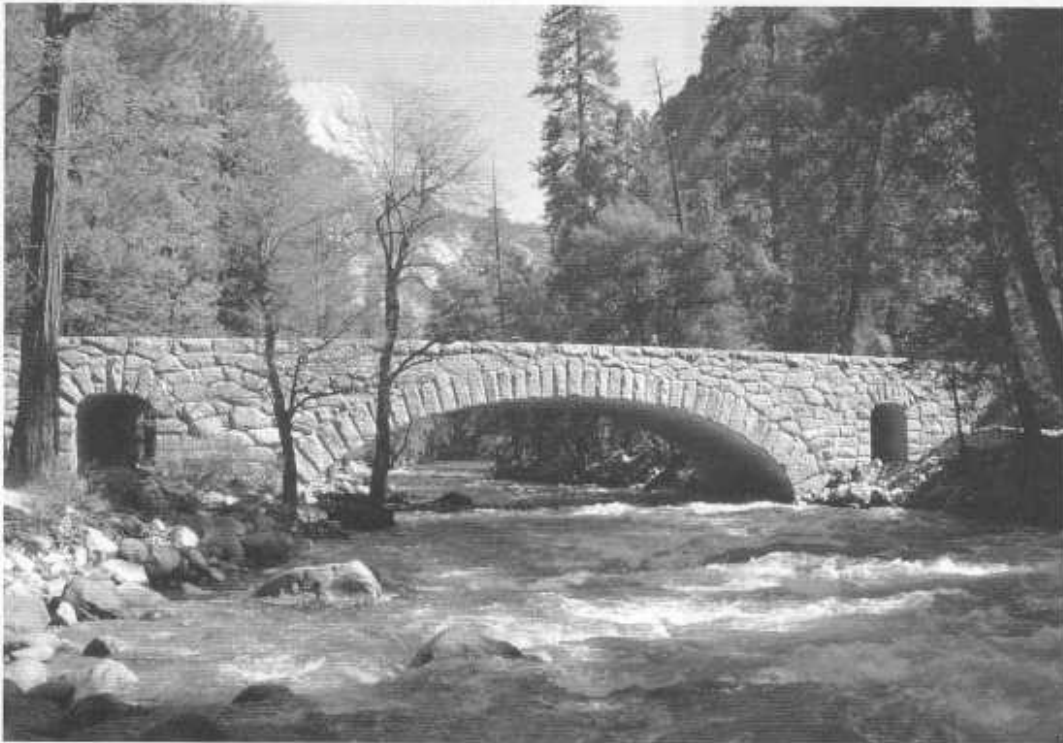
At Happy Isles, there was a bridge across the river previous to 1901, at which time the old one was taken out and a new one constructed. In addition, several footbridges along the trail were repaired and replaced over the years. In 1921, the old Happy Isles Bridge was razed and rebuilt. In 1932, the firm of Schuler and McDonald completed a replacement of reinforced concrete faced with angular rough-cut stone in the style of the Rocca and Caletti bridges and even used that firm's old traveling crane in the construction. Stones from Rocky Point and Arch Rock were used. It is an arch bridge with spandrels (triangular corner areas that reinforce the arch) and has equestrian tunnels at the side, similar to Clark's Bridge  $\frac{3}{4}$  mile downstream.

As an afterthought, a second functional, but dull, con-



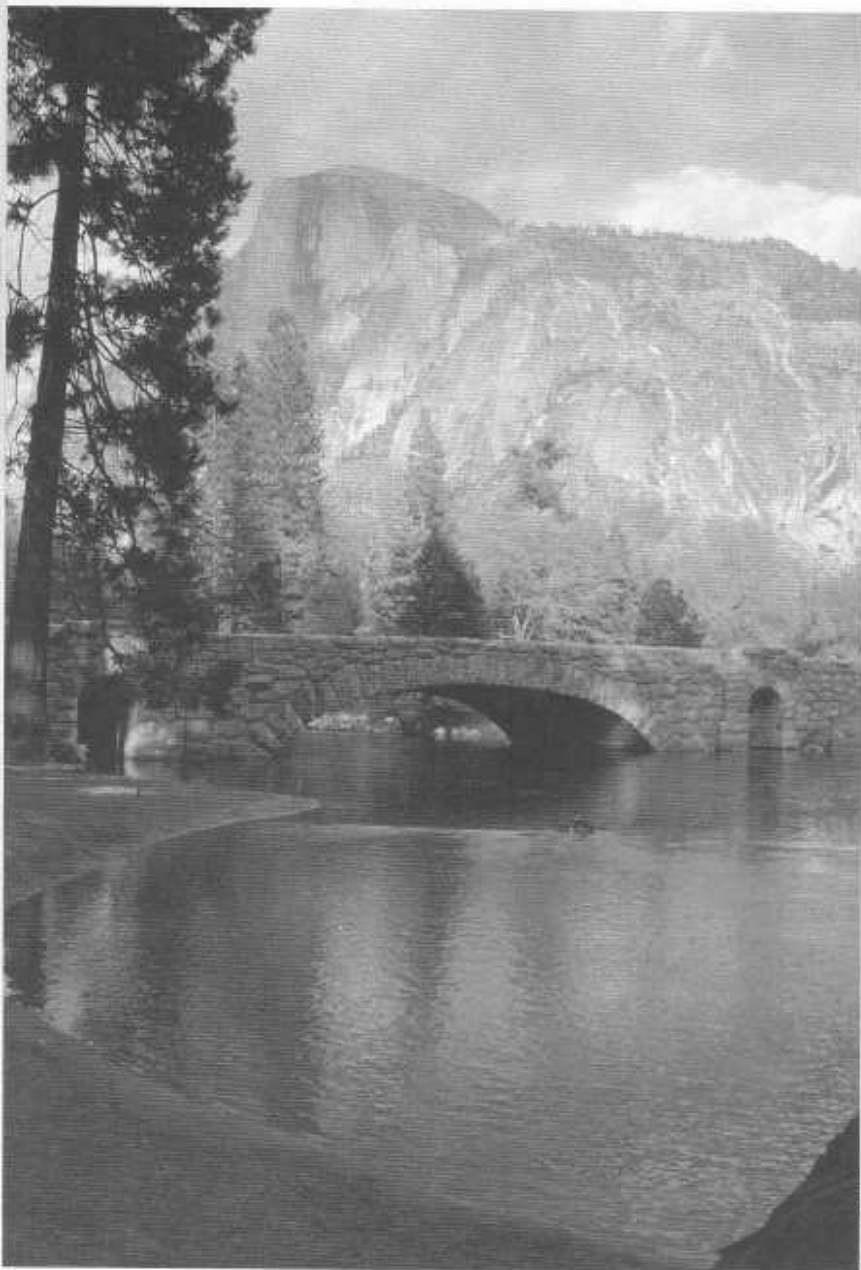
*Sugarpine Bridge*

J. Carroll O'Neill



*Happy Isles Bridge*

J. Carroll O'Neill



© Carroll O'Neill

### *Stoneman Bridge*

crete bridge was built upstream from the Happy Isles Bridge; this now receives the most traffic. Compensation for its lack of glamour is its view of the earlier and more graceful structure down-river and of North Dome beyond.

Bridalveil Creek constantly overran its banks and washed out its bridges, but in the early thirties, three fine stone-faced arched culverts were built to replace the former wooden bridges. These culverts cannot be seen from the road, but they are worth stopping the car and walking down the bank to admire.

In 1933, the El Capitan and Stoneman Bridges that we see today were completed. Although a single firm built both, they differ in design. Stoneman echoes Rocca and

Caletti's classic granite arches. El Capitan has boulder-filled supporting piers and log construction which would satisfy Mr. Hall's long-ago prescription for timber: "in the rough and massive in detail."

Stoneman (at first called Kenneyville Bridge #2), erected on untreated Douglas fir pilings sunk forty feet deep, was the last of the seven stone-faced reinforced concrete spandrel arch bridges to be built. It had been preceded by a reinforced concrete, granite-faced structure with concrete piers topped with lanterns, similar to the old Sentinel Bridge of the same vintage. In 1930, the Stoneman Bridge was found to be structurally unsound, and a contract was given to the firm of Kuckenbergl and Wittman, who completed it that same year. It has a semi-elliptical main span with the underside of the arch carved to resemble cut stone, and, like Clark's Bridge and Happy Isles, equestrian tunnels on either side.

Stone and concrete pylons, and stone lanterns at each end redeemed the 1918 Sentinel Bridge. It was reconstructed and widened in the fall of 1960 and the pylons and lanterns removed, leaving a shorn and plebian structure. In 1994, the entire bridge was torn down after a new one was constructed a short distance upstream. An effort was made to keep the design in the Yosemite tradition, and the prestressed, pre-cast concrete beams and aluminum rails were faced with machine-cut granite from the Boyd Granite Quarry in Elberton, Georgia. (There was granite nearby, but quarrying within the park is no longer allowed.) The bridge has a long low arch and is slightly bowed. At each end, the stone facing is carried out in a sweeping curve. Yet the very width of the structure makes it of necessity a somewhat less attractive imitation of the graceful older bridges.

These many bridges, each with its special history and individual charm, span the meandering Merced and its tributaries and enable us to walk or drive around Yosemite. Strolling under the pines, across the meadows, and along the streams, we might well reflect that while much of what humanity has created is without grace, it does not have to be so. Nature created the Alps, but humans built the great cathedrals. And here in California, nature created Yosemite Valley, and people have not always improved it. Yet these bridges, the handiwork of designers now little known and workmen whose names have been forgotten, show that the human touch can, indeed, add a gracious postscript to nature's manuscript.

*Elizabeth O'Neill lives with her husband in Pine Mountain Lake, California, close to Yosemite and its high country. They spend their free time in mountains around the world.*

*“We’ll all be different in a week.”*

ANNE STEINLE

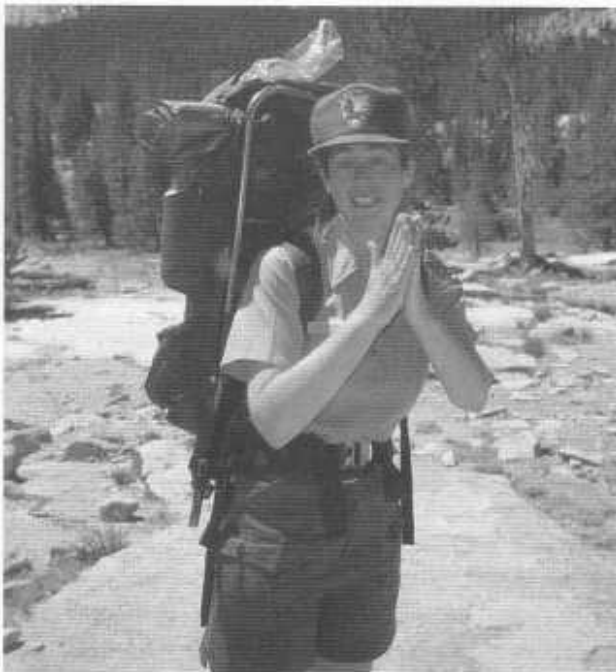
On the seventh day we rested.  
We were back at the beginning.  
Everyone of us said, “How good this has been!”  
All of us thought, “How did we get here?”

*The sun rises and also goes down,  
and runs back to the place it rises.  
The wind blows to the south,  
then turns round to the north;  
round and round goes the wind,  
and returns in a circle.  
All rivers run to the sea,  
but the sea does not fill up;  
the place where the rivers begin,  
there they go again.  
(ECCLESIASTES 1: 5-7)*

This is the story of how we got there.

On the first day we had to take off our work clothes. Our leader, Sarina Lambert, National Park Service Ranger, commanded, “On this loop do not talk about what you do for a living.” “Then what are we going to talk about?” we asked. Sarina grinned.

We sat on large rocks in front of Parsons Lodge on the



David Robertson

Sarina Lambert

edge of Tuolumne Meadows in Yosemite National Park, exposed to the bright sun. We were just high enough above the meadow to see the Tuolumne River meandering by. The ground was colored ever so slightly purple by the near approach of high sierra autumn. In the southern distance the peaks of the Cathedral range pointed jagged fingers at a cloudless blue sky.

“Why did you come on this loop trip of the High Sierra Camps?” Sarina asked.

I wanted to see Yosemite stuff I haven’t seen before.  
I wanted to do some hiking where you don’t have to haul all your stuff.  
I needed a trip already organized, so that I didn’t need to think about planning.  
I wanted to go with a group.

It was the men speaking. Here is what the women said:

I wanted to get away.  
I wanted to take lots of good pictures.  
I’m here for the challenge.  
I wanted the sense of accomplishment that this kind of walk gives you.  
I wanted to get to the top of Mt. Hoffman.  
I look at this trip as a sort of purge.

These true confessions exposed our stereotypes. Women said what we expected men might say. Men spoke what we thought was the syntax of women.

In the beginning was the High Sierra. It was a jumble of aretes and boulders and crevasses. It was a chaos of rivers and tributaries to rivers. An almighty wind blew confusion over the face of the land. Up and down. Around and about. Then came some order and a little ease. “Let there be three High Sierra Camps,” the concessionaire said to the National Park Service. By 1916 it was done. One at Tenaya Lake and one at Tuolumne Meadows, both accessible by automobile on the Old Tioga Road, plus one at Merced Lake attainable only by trail. Some subtraction and a little addition between 1916 and 1961 yielded the present sum of six camps.

Doing a seven-day loop of all camps led by a ranger-naturalist is now a Yosemite tradition. After an evening campfire program at Tuolumne Meadows, the trip proper begins the next morning and proceeds counterclockwise





David Robertson

*Tuolumne, High Sierra Camp inside cabin*

through the High Sierra Camps at Glen Aulin, May Lake, Sunrise, Merced Lake, and Vogelsang before returning to Tuolumne. A layover day at Merced Lake means six nights and seven days to complete the loop.

Each camp has kitchen, dining hall, showers, restrooms, and tent cabins complete with beds and blankets. All except Vogelsang have showers so that Americans can keep clean in the midst of so much godliness. All three meals are provided. A picnic lunch prepared by the staff is eaten on the trail. We saw that the food was good to eat, and we ate plenty of it.

We got up from our rock seats, stretched a bit, hoisted on packs made light by the food and bedding we didn't have to haul, and left Tuolumne Meadows for Glen Aulin. It was downhill all the way, across vast plains of granite exposed by tectonic uplift. We took photos of fallen lodgepoles, waded bare foot where the river made a thin sheet over a bed of granite, talked some geology, talked some botany, and talked around the edges of each other.

Dave brought along a Global Positioning System locator. It takes signals from satellites passing by, coordinates them, and gives location horizontally and vertically. Halfway to Glen Aulin he pulled it out. Oh good, we thought, we are going to find out where we are and how to get to where we are going. He punched some buttons. We looked at it eagerly. Vertically, we were over 8,000 feet, +/- a few hundred feet. Horizontally, we were near the Tuolumne River, +/- a creek or two. An arrow indicated the way to Glen Aulin, straight cross-country, up slope, down hill, through underbrush. No way! We followed the curving trail instead.

At Glen Aulin we stood where two great geological movements inexactly crossed paths. In Tertiary time colliding plates created the Merced suite of granite. The direction was generally north-south. Ten million years later, +/- a few years, more colliding plates made the Tuolumne suite. This time the direction was more or less east-west. The two suites squeezed between them some metamorphic rock that is much older than both. We saw the boundary between granitic and metamorphic com-

positions, where the hot granite picked up and "included" the cooler, darker rock. Later, much later, in Quaternary time, came the grinding noise of the Tuolumne glacier heading west.

*Vanity of vanities, say Qoheleth,  
Vanity of vanities! All is vanity.  
What do humans gain from all the work  
they work at under the sun?  
A generation comes and a generation goes  
but the planet lasts a very long time. (1:2-4)*

The staff at Glen Aulin included us in a great meal they had created. We ate firsts then seconds and listened to ice-age echoes played by the river the glacier left behind as it fell between two of Yosemite's 55 plutons, +/- a few. Then we ate dessert of "crumble cake" by Betty Crocker and chocolate icing by head chef Todd. I leaned back in my chair, full of the knowledge of food and geology, and tempted a stranger at my table, "You should see the Global Positioning Device in action." She listened for a moment as I explained what it did and then looked me straight in the eye, "What are you positioning yourself for?"

*I said to myself, "I have gotten great wisdom, more than all who ruled over Jerusalem before me. My mind is full of great wisdom and knowledge. " I thought about applying my mind to know more, but I saw that this too was but a chasing of the wind. " (1:16-17)*

Morning departure songs are a loop tradition, so the next day we sang to the assembled staff before heading ambitiously up to May Lake.

*Old John Muir gave us such a sendoff  
Into the Range of Light  
That we reached Glen Aulin campsite  
Long before it was night.  
'Twas a long way through crumbling granite  
To eat a crumble cake.  
Let us thank staff one and all  
And our cook Todd who the cake did bake.*

And up it was to May Lake, all the way, so a break for lunch by a small lake was welcome. We hung legs over boulders of lakeside granite. We gave sore feet a bath of cool mud. We leaned back on the green grass and gazed unfocused into a hazy Sierra sky of blue until a slithery snake swam near. We watched it wave through the shallow water, but it was too clever to pay us any mind. Soon it was out of sight.



That night, after dinner, we positioned ourselves on a high ridge above camp for moonrise and sunset. The yellow glow of Mt. Hoffman enlightened the western sky. All other directions were blue, pale blue to almost purple. Smoke from the Mt. Ackerson fire occupied the valleys to the east, with Cathedral Peak and Matthes Crest rising dark above the white fill. It was dead still, except for the jets and Cassiopeia going by, fast and slow. We marveled. We praised. We could hear the muttering of other voices in camp below and the closing of cabin doors.

From May Lake it was down and then up to Sunrise. From Sunrise it was down to Merced Lake. On the layover day was a comfortable walk to Washburn Lake. Then up, way up, to Vogelsang.

Life was like the morning at May Lake. On this the third day we knew we were carrying too much baggage, things we really didn't need. So, when the offer came from one of the May Lake staff to pack out extra poundage and leave it for us at Tuolumne, we chose to unburden our backs.

Life was like the switchbacks from Tenaya Lake to Sunrise, which elicited a litany of advice:

- "Take your time."
- "Don't get winded."
- "Rest often."
- "Exhale deliberately."
- "Don't feel pressured."
- "Do the pokey pokey."
- "Reassemble at the junction."

Life was like my expensive headlamp at Sunrise. It was designed to work high in mountain crevasses and deep in earthy caves, in dreary conditions of rain and weary conditions of cold. But it refused to shine when darkness came to moderate altitudes and comfortable temperatures. I inspected it. I checked the bulb. I tested the batteries. I tugged on the wires. It still gave forth no light. In desperation I squeezed it and poked at it all over the soft case that held its everready power. On it came! "Who designed this thing, anyway?"

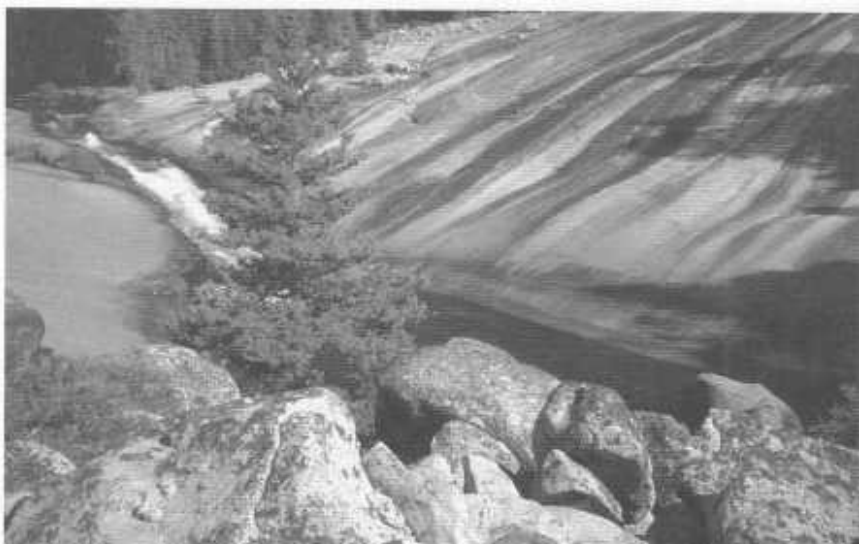
Life was not like the evening meal at Sunrise. It began with minestrone soup. Then a salad of tomatoes, cucumbers, and carrot strips over lettuce, followed by a main course of steak and baked potatoes with brown mushroom sauce and cheese bread on the side. And the best came last: chocolate cake with chocolate icing, topped with walnuts and strawberries.

On day four life was like the Basque tree carving we saw beside the trail down to Merced Lake: we couldn't figure it out. It was older than we were, one of 1690 carvings documented by Park Historian Jim Snyder. We gathered round it, each one of us put to a Rorschach Test. It was a female figure, no, a male figure, no, some sort of animal.



*Tenaya Canyon*

David Robertson



*Merced River below Merced Lake*

David Robertson

Sarina said she had the answer from Snyder himself. It was a man smoking a pipe. "No way," I said. "Not for the life of me," exclaimed another. Finally we gave up, put our packs on, and headed on down the trail.

That night, at the Merced Lake campfire circle, life was like the story Sarina told:

The Basque were sheepherders in a foreign country. They did not know the language. They were lonely. Carving figures in living wood was an alternative form of communication for them. A language without words. In that way they could speak to each other over distances of time and space. They could even address the trees.

At Washburn Lake on day five life was like me. I positioned my back against a lodgepole. I propped my journal



David Robertson

*Trail to Washburn lake*

on one thigh. I brushed away ants crawling up my hairy legs. A yellow-rumped warbler lit in the lodgepole. It sang. Two human National Park Service interns came by. They spoke. In the ruffled lake water, silent mergansers swam.

Back at Merced Lake that night around the campfire life was full of opinions. Sarina asked if we were in wilderness yet.

"Merced Lake is the farthest in of all the camps, so more wilderness is here."

"But the High Sierra camps are not wilderness, technically."

"Wilderness should be pristine."

"But if you take the camps away, not as many people can enjoy wilderness."

"For people to reach wilderness, we need trails."

"But trails need trail crews, and trail crews need pack animals."

"If no work crews, then no us here."

"Yosemite is 95% wilderness."

"Yosemite is not wilderness, it's a museum."

The next morning, on the sixth day, we began the journey out. We said we were going to leave early, and we did. Everyone was nervous about the climb over Vogelsang Pass. When we stopped for lunch at 1:00, we still had a long way to go. We had canyon fever. "Get us up and out of the trees to a place that has perspective." Eventually we made it out of the woods and crossed a high alpine meadow slushy even in late August. Switchbacks up a boulder-inhabited slope took us to a plateau just under the pass. From there we could overlook basins and canyons below. To the east a ring of dark peaks embraced a small, treeless lake and were themselves encircled by



David Robertson

*Washburn lake*

puffy, white clouds. Blessed elation swept over us like the blowing wind.

At Vogelsang Pass two golden eagles appeared in our binoculars, off in the eastern distance. They soared and cavorted with one another. Then one flew up above the rim of our basin and caught the wind in our direction. We lowered binoculars to see with our eyes only. "Look, its shadow is coming our way." We looked down just as the western sun moved a dark spot with wings right over us. That night at Vogelsang camp we ate filet mignon for dinner and celebrated Sarina's birthday and the anniversary of Syd and Linda.

Before we could rest on the seventh day we had to go many dusty miles down Rafferty Creek to the confluence of the Lyell and Dana forks of the Tuolumne River in Tuolumne Meadows. Once there, we shed our packs and shoes, and sat down on the shore with feet in clean, cold liquid. We were still, while the water moved by. We had hiked a circumference of 50 miles in 7 days through a now familiar litany of places: Tuolumne, Glen Aulin, May Lake, Sunrise, Merced Lake, Vogelsang, and back to Tuolumne.

Where were we? We were at the end of the loop. We had positioned ourselves in nature. To be exact, in Yosemite medium high country, above the valley, below the peaks. We had taken a position in history, repeating what many others had done before us. We had placed ourselves among our fellow human beings, among friends and among strangers. Humans, history, nature—all had included us, and we felt included. Yes, Anne, we were different.

Where were we? Back where we started. No, Anne, we were not different.



David Robertson

*Vogelsang, High Sierra Camp*



David Robertson

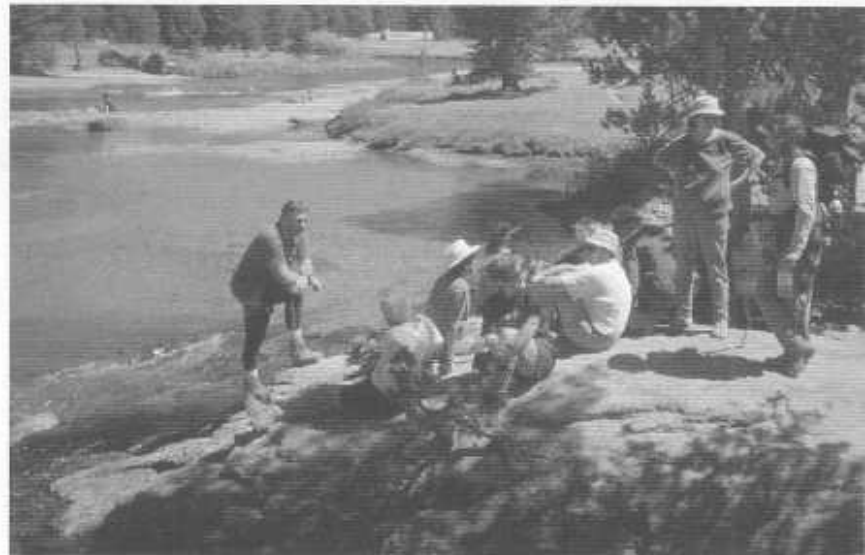
*Loopers on Vogelsang Pass*

*All things are full of weariness,  
no man can utter it.  
The eye is not satisfied with seeing,  
nor the ear filled with hearing.  
What has been is what will be,  
and what has been done is what will be done,  
and there is nothing new under the sun. (1:8-9)*

How to understand these words? They sounded dreary. Qoheleth sounded weary, an old man, probably not. Looking back on the years that turned him from young optimist to grey pessimist. He concluded that he has gotten nowhere, nor had anyone else, including us, gotten somewhere. And yet, perhaps, his message was the most encouraging words we could ever hear. If departure and destination are the same, then what counts is where and how we position ourselves on the journey. Another old Hebrew sage put it this way:

*Naked we came from the womb,  
Naked we go back to dust.  
(JOB 1:21)*

And those words took us back to our beginning, beside the Tuolumne River, at Parsons Lodge, where we took off working for gain and put on looping with the sun.



David Robertson

*Loopers, end of trip, Tuolumne Meadows*

*David Robertson is an Associate Professor of English at the University of California at Davis. Author of West of Eden: A History of the Art and Literature of Yosemite and Yosemite As We Saw It, he also recently completed two six-year terms on the YA Board of Trustees.*

# PRESERVING NATURE IN THE NATIONAL PARKS

BY RICHARD WEST SELLARS

*Editor's note: Richard Sellars will be the featured speaker at The Yosemite Association's Annual Meeting in Wawona on September 12, 1998. The following is an excerpt from the introduction to his book, Preserving Nature in the National Parks: A History, in which he describes the direction of his research and the challenges which face the Park Service as it manages both people and natural resources in the national parks. The photos and accompanying captions containing historical material are also taken from Sellar's book.*

There was a time, through the middle of the twentieth century, when the national parks reigned indisputably as America's grandest summertime pleasuring grounds. Managed by the National Park Service after 1916, the spectacular mountains, canyons, forests, and meadows set aside to provide for the public's enjoyment appealed tremendously to a public increasingly mobile and enamored of sightseeing and automobile touring. To make the parks accessible to millions of vacationers, graceful winding roads were constructed, with romantic names like Going to the Sun Highway or Trail Ridge Road. Huge rustic hotels built of log and stone, such as Yellowstone's Old Faithful Inn and Grand Canyon's El Tovar, welcomed overnight visitors to the parks. In hotel lobbies or in nearby museums, courteous park rangers stood ready to take eager visitors on nature walks—out into the crisp, pine-scented mountain air to enjoy the wonders of trailside forests and streams. In parks such as Sequoia and Yellowstone, visitors fed bears along roadsides or gathered in specially constructed bleachers to watch rangers feed bears; and at dusk each summer a fireball of burning embers cascaded from the heights of Yosemite's Glacier Point.



Richard Sellars

Enjoying immense popularity, the national park system grew to include areas in the East and Midwest while continuing to expand in the West, where it had begun and where the majority of the older and more famous parlors are located. Preserving remnants of the wild landscapes of the frontier, the parks were from the beginning a part of frontier history and romantic western lore. Most national parks were truly isolated, and the nearby lands were little developed and sparsely populated. For many park rangers, working in the vast, majestic parks seemed a kind of lingering frontier experience: long assignments in remote backcountry areas; horse patrols along park boundaries; and primitive, wood-heated log cabins to house the family.

In recent decades the situation has changed. Today many national parks, although still beautiful, are marred by teeming, noisy crowds in campgrounds, visitor centers, grocery stores, and restaurants, and by traffic jams on roads and even on trails. The push and shove of hordes of tourists and the concomitant law-enforcement problems eclipse the unalloyed pleasure that earlier generations surely experienced. Bland, unattractive modern structures have replaced many of the rustic park administrative buildings and tourist facilities of the past. Housing for rangers and other employees frequently is comparable at best to urban tract homes. Spending fewer hours in the backcountry, rangers more and more find themselves encumbered by office work. In addition, the National Park Service has experienced a decline in its discretionary authority, as it must confront powerful, competing special-interest groups that watch every move. With their natural conditions degraded by air and water pollution, accelerated development of adjacent lands, extensive public use, and inappropriate actions taken by the Park Service itself, the national parks have become the focus of angry battles over environmental issues that often result in litigation by batteries of lawyers.

Set within the context of this broad array of national park operations and issues, the environmental and ecological aspects of national park management—principally the treatment of natural resources—form the



NPS Historic Photo Collections/Harpers Ferry

*Glacier National Park's Many Glacier Hotel, an example of chalet-style rustic architecture used by the Great Northern Railway Company as part of promoting Glacier National Park as the "American Alps."*

central theme of this history. This study traces over many decades the interaction of bureaucratic management with the flora, fauna, and other natural elements in parks of scenic grandeur that are intended to be visited and enjoyed by large numbers of people yet in some fashion to be preserved. The book begins in the late nineteenth century, when the earliest parks were established and when management principles were first set in place. It extends almost to the present day, when the regency of issues—many yet unresolved—flattens the perspective from historical to journalistic.

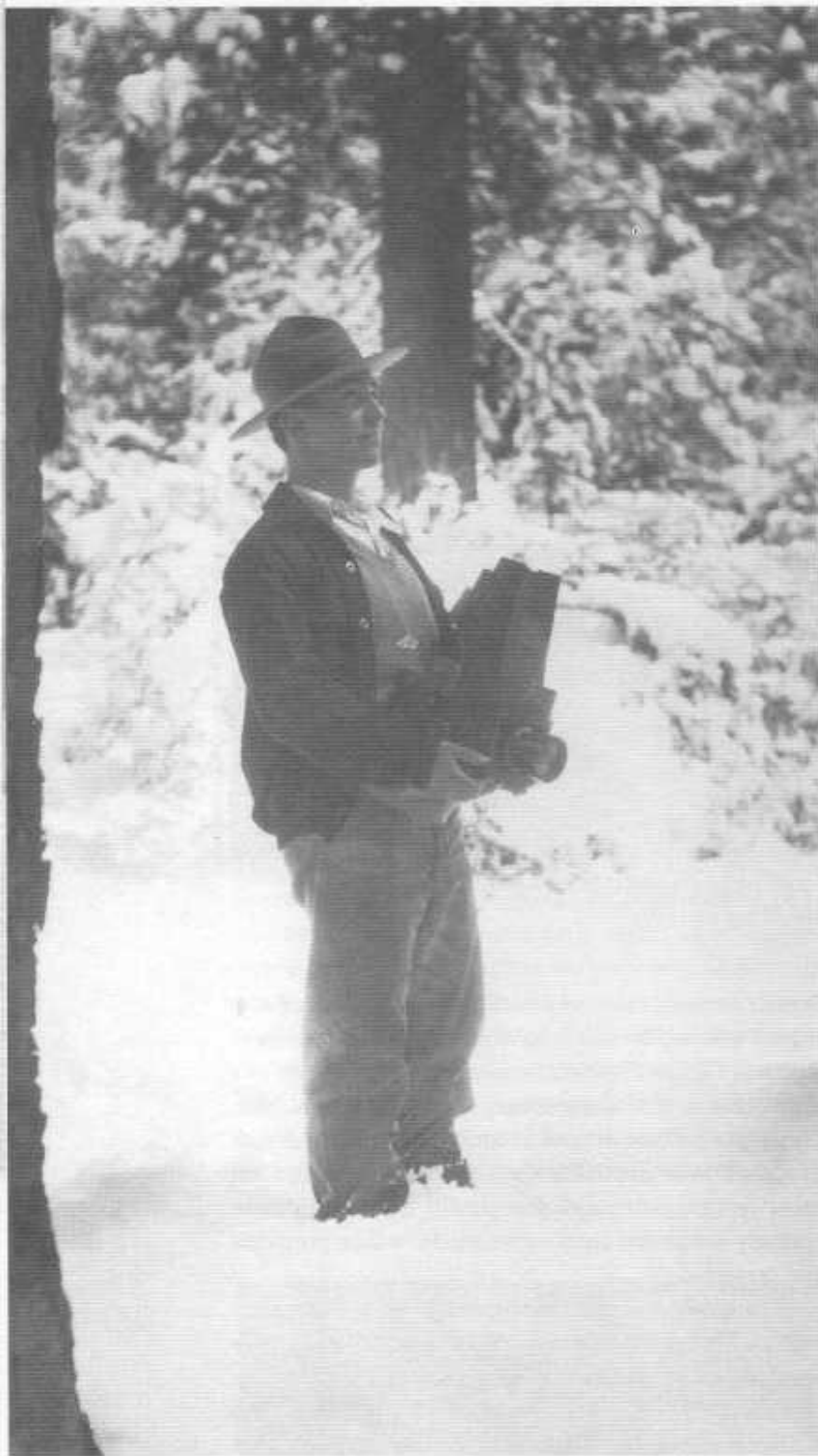
Rather than presenting a broad study of conservation history, this book focuses chiefly on internal Park Service concerns—on how a bureau created to administer the national parks arrived at management policies for natural resources, put them into practice, and in time changed many of them. Especially since its wildlife biology programs gained strength in the 1930s, the Park Service has not been of one mind about how to care for the parks' natural resources; philosophical and political disagreements have been persistent.

Indeed, present-day management of nature in the parks differs substantially from that in the early decades of national park history—the most fundamental difference being the degree to which science now informs the

Service's natural resource practices. And in an age of ecological science, the extent to which the Service manages parks in a scientifically informed way may be seen as a measure of its true commitment to ecological principles. It may also be a measure of its commitment to the ethical purposes always implicit in the national park concept, but more recognized today—principally, that within these specially designated areas native species will be protected and preserved.

It might be assumed that management of national parks with the intent of preserving natural conditions would necessarily require scientific knowledge adequate to understand populations and distributions of native species and their relation to their environment, and that without such information the parks' natural history is fraught with too many questions, too many unknowns. At least from the early 1930s, this argument was voiced within the Park Service's own ranks. Yet it has not been the view of park management throughout most of the Service's history.

Because National Park Service decisionmaking most often has not been scientifically informed, the question arises as to what kind of management has been taking place, and why. Thus, in this study the management of nature in the parks is placed in the larger context of over-



NPS Historic Photo Collection/Harpers Ferry

*NPS biologist George M. Wright (shown here in Yosemite) who in 1929 used his personal fortune to launch the Service's first professional wildlife research. Of all major NPS programs, wildlife biology was the only one initiated with private funds—evidence of its low priority in park management.*

all park operations and bureaucratic behavior—in ecological terms, it is placed within its “bureaucratic habitat.”

The analysis is also expanded to embrace the corporate culture of the National Park Service. Of special interest is the extensive development of the parks for what might be called recreational tourism—pleasure travel focusing on appreciation of nature and enjoyment of the out-of-doors. This overriding emphasis on tourism development fostered the ascendancy of certain professions such as landscape architecture and engineering, and largely determined the Service’s organizational power structure and its perception of what is right and proper for the parks.

Implementing its 1916 congressional mandate as it deemed proper, the Park Service engaged in two basic types of nature management: development for tourism, and what was later termed natural resource management. Both affected natural conditions in the parks. Although not generally perceived as such, tourism development amounted to a kind of de facto management of nature. It often resulted in extensive alterations to natural conditions, especially along road and trail corridors, and in pockets of intensive use (for example, along the south rim of the Grand Canyon or throughout the Yosemite Valley). By contrast, natural resource management involved direct, purposeful manipulation of natural elements—including the nurturing of favored species, such as bison, bears, and game fish; or the reduction of populations of so-called problem species, such as certain predators or tree-killing insects. These two basic types of nature management, factors in park management from the earliest decades, affected plants and animals throughout the parks, to the point of eliminating some species. This alteration of natural conditions created perplexing situations for later generations of managers and scientists.

The central dilemma of national park management has long been the question of exactly what in a park should be preserved. Is it the scenery—the resplendent landscapes of forests, streams, wildflowers, and majestic mammals? Or is it the integrity of each park’s entire natural system, including not just the biological and scenic superstars, but also the vast array of less compelling species, such as grasses, lichens, and mice? The incredible beauty of the national parks has always given the impression that scenery alone is what makes them worthwhile and deserving of protection. Scenery has provided the primary inspiration for national parks and, through tourism, their primary justification. Thus, a kind of “facade” management became the accepted practice in parks: protecting and enhancing the scenic facade of nature for the public’s enjoyment, but with scant scientific knowledge and little concern for biological consequences.



Yellowstone NP



NPS History, Photo Collections/Harpers Ferry

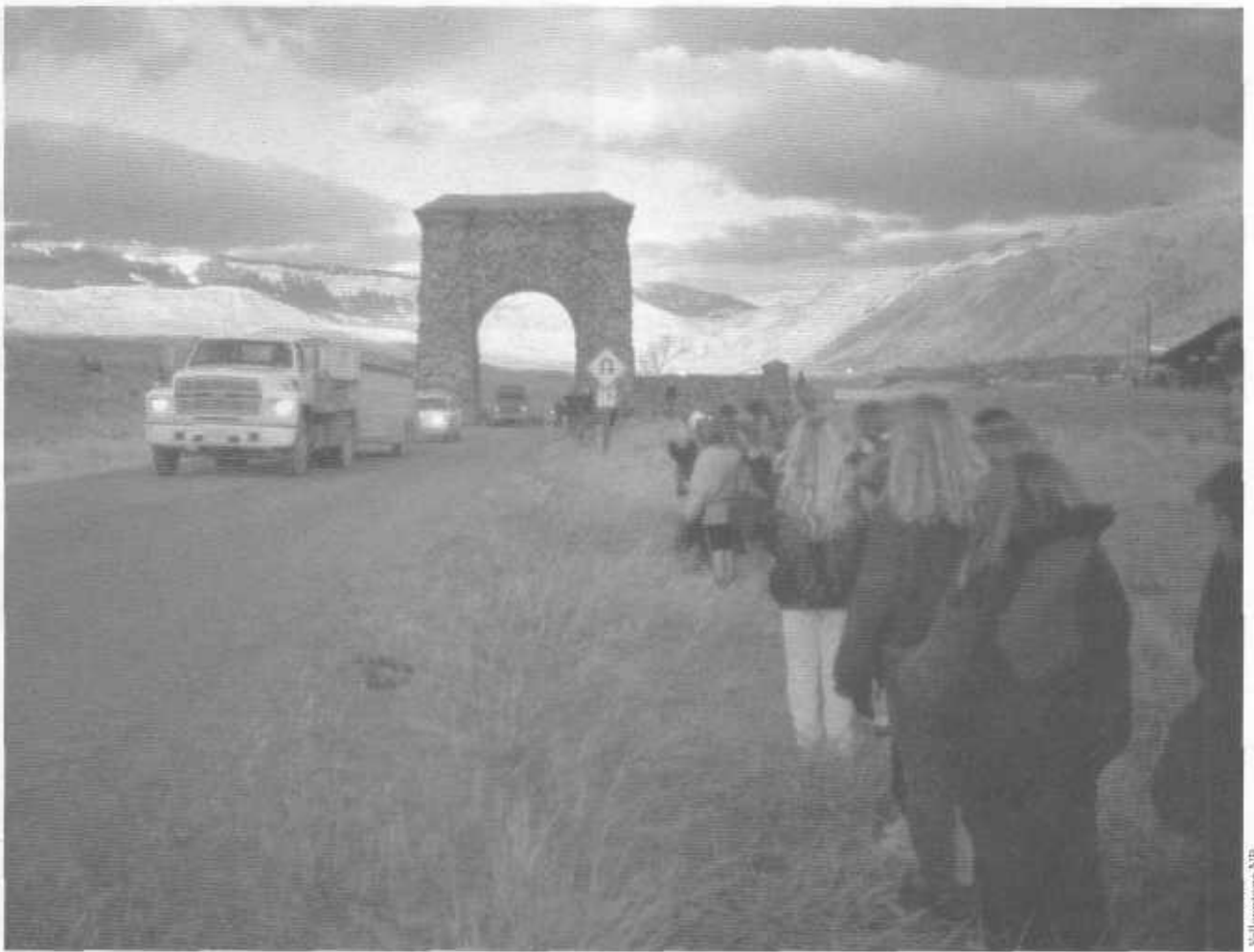
**Above Left:** Park herders prepared to castrate a Yellowstone bison, 1928. Castration, corraling, and winter feeding were among early techniques used to manage the Yellowstone bison herd. Stampedes of bison were staged to thrill park visitors. They were discontinued in the 1920s.

**Above Right:** An NPS survey team at Lake Mead in the 1930's who proposed a new type of park—a "national recreation area" in cooperation with reservoir development in the west, not long after a reservoir had inundated Yosemite's beautiful Hetchy Valley.

**Right:** A coyote caught in a steel trap in Yellowstone National Park, 1929. This animal was one victim among thousands in the widespread effort to rid national parks of certain predator species.



Yellowstone NP



Yellowstone NP

*Gray wolves return to Yellowstone National Park carrying the beginnings of a new wolf population, reversing an earlier policy (early 1900s) of eradicating wolves.*

Criticism of this approach began in the 1930s, increased during the environmental era of the 1960s and 1970s, and is commonly voiced today. Nevertheless, facade management based largely on aesthetic considerations remains quite acceptable to many. Far easier to undertake, and aimed at ensuring public enjoyment of the parks, facade management has long held more appeal for the public, for Congress, and for the National Park Service than has the concept of exacting scientific management.

Yet aesthetics and ecological awareness are not unrelated. Whatever benefit and enjoyment the national parks have contributed to American life, they have undoubtedly intensified the aesthetic response of millions of people to the beauty and the natural history of this continent—a response that could then be pleurably honed in more ordinary surroundings closer to home. Beyond the sheer enjoyment of scenery, a heightened aesthetic sensibility may have inspired in many a deeper understanding of, and concern for, the natural environment. This benefit defies

quantification, but surely it has had consequences of immense value, both for individuals and for the nation.

In this era of heightened environmental concern, it is essential that scientific knowledge form the foundation for any meaningful effort to preserve ecological resources. If the National Park Service is to fully shoulder this complex, challenging responsibility at last, it must conduct scientifically informed management that insists on ecological preservation as the highest of many worthy priorities. This priority must spring not merely from the concerns of specific individuals or groups within the Service, but from an institutionalized ethic that is reflected in full-faith support of all environmental laws, in appropriate natural resource policies and practices, in budget and staffing allocations, and in the organizational structures of parks and central offices. When—and only when—the National Park Service thoroughly attunes its own land management and organizational attitudes to ecological principles can it lay serious claim to leadership in the preservation of the natural environment.



YARTS has come a long way in a very short time.

Yosemite Area Regional Transportation Strategy originally began approximately six years ago over concerns that heavy traffic in the Yosemite region would negatively effect the Yosemite visitor experience; the surrounding Madera, Mariposa, Merced, Mono, and Tuolumne County economies; and the environment.

Planning for this regional transportation alternative for the Yosemite National Park area has included participation from local, state, and federal agencies; the public; private interests; and environmental groups.

The groups came together to work because they recognized that the Yosemite area is a very unique, special region; in which one community affected another and each of the types of groups interested in the project really needed the other to move forward.

Reflecting this, YARTS Management Board consists of representation from each of the five counties surrounding Yosemite, as well as the Park itself. Furthermore, the technical and citizens advisory committees to the board consist of private business owners, chambers of commerce and visitors bureau personnel, private citizens, and representatives from each county's local transportation commission.

YARTS planning has gone from examining all possible transportation modes, to the board accepting the idea of a phased, voluntary, transit-bus system, and then choosing a consultant team to help make that idea reality.

Due to YARTS' dedication to examining all possibilities in the beginning, there have been some misconceptions about planning along the way. As YARTS has progressed in examining all alternatives, and has narrowed the choices down to realistic possibilities, some of those misconceptions have died and some have not.

To clarify, what we do know about YARTS is that YARTS WILL BE:

- \* A VOLUNTARY system
- \* Structured so that riders can count on bus access even when gates are closed to cars
- \* A guaranteed way for riders to access primary centers within the Park
- \* Dedicated to providing a clean, comfortable ride into the Park, with amenities such as space to pack valuables and a restroom

- \* As economically advantageous as driving into the Park

- \* Small in the beginning, with growth dependent on rider satisfaction.

YARTS planning has included the National Park Service, since no system would succeed without its assistance and cooperation. Park personnel have agreed to certain policy changes within the Park to accommodate characteristics of a future YARTS system; however, YARTS does not have any authority to dictate Park policy on access, parking, or any other subject.

Although YARTS planners have outlined specific characteristics for their regional transit system, the specific steps needed to establish a successful system over the next two years have not been completely mapped out yet.

Currently, YARTS Management Board members are considering Short and Long Range Transit plans, which the YARTS consultant team presented at the June 1 board meeting. Board members are scheduled to act upon these plans at their Aug. 3 meeting at Mammoth Lakes, in Mono County.

Throughout June and July, YARTS staff and consultants have attended public information sessions at the Local Transportation Commission (LTC) meetings in each of the five counties in the Yosemite area. They explained to the LTC and members of the public where YARTS began and where it is going, emphasizing the local decisions that each LTC will need to make in regard to the transit system.

Board members will have this input, as well as results from workshops held within each of five counties and outside the area throughout the YARTS planning process, to reflect upon as they look at acting on Short and Long Range transit plans in August.

Approval of these plans would provide further direction for planning of service, which would begin early deployment in the summer of 1999. This transition will mark a milestone for YARTS, as theoretical planning will turn into implementation of a new regional transportation system in the Yosemite Area.

For more information, contact YARTS staff at 209-723-3153 or [www.yosemite.com/YARTS](http://www.yosemite.com/YARTS).



## Park Service Historian to Speak at Annual Meeting

Wawona is the location for this year's Yosemite Association Members' Meeting which will take place on Saturday, September 12, 1998 at the Pioneer History Center. Richard Sellars, author of *Preserving Nature in the National Parks*, will be the featured speaker at the meeting. Sellars is presently a historian for the National Park Service (NPS) and is based in Santa Fe, New Mexico. From 1979 to 1988 he was head of the Southwest Cultural Resource Center in Santa Fe, overseeing programs in history, archeology, and historic architecture for the Southwest Region, as well as all programs

for the NPS in submerged cultural resources (underwater archeology). He has a Ph.D. in history from the University of Missouri-Columbia.

His articles on American history and historic preservation have appeared in numerous journals, magazines, and newspapers across the country, including *The Washington Post*, *Wilderness*, and *Journal of Forestry*. Sellars has also lectured on historic preservation at universities and directed NPS training courses on that same topic. In his long career, he has also had a number of special assignments including consultant on the preservation and interpretation of the Texas School Book Depository and vicinity, site of the assassination of President John F. Kennedy. Please see page 12 for

an excerpt from *Preserving Nature in the National Parks*.

YA Members received details on the meeting and lodging in July. In addition to the afternoon meeting, the day will include the usual line-up of naturalist walks in the morning, lunch on the lawn, wine and refreshments later in the day, and a barn dance in the evening. Richard Sellars will be available in the afternoon to sign copies of his book.

There is always a greater demand for accommodations than there is space at the Wawona Hotel, but other lodging is available inside and outside the park. For suggestions and other questions, please call Holly or Connie at 209/379-2317.

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## Take A Seminar!

After the long winter, it's finally spring and summer in the high country. This is an excellent year to enjoy the bounty of flowers, waterfalls, and lush meadows in the Sierra Nevada. Hike and learn with our top-notch instructors on one of the courses listed below.

All seminars include free campground space—just bring your tent and camping gear. Some held in Yosemite Valley offer rooms, at an additional cost. The hikes and backpacks are geared for all levels of expertise.

**Bird Close-Ups—Bird Banding**, Mike Rigney, August 14–16

**Glen Aulin Beginner Backpack**, August 14–16

**Wilderness Ethics**, Tuolumne, Joe & Lynn Medeiros, August 14–16

**Insects of the High Sierra**, Tuolumne, Mike Ross, August 15–16

**Hiking & Drawing**, Tuolumne, Moira Donohoe, August 21–23

**High Country Day Hikes**, Tuolumne, Sue Branch and Noreen McClintock, August 21–23

**At Home In The Wilderness, A Backpack.**, Lisa Strong Aufhauser & Kim Aufhauser, September 3 (eve)—7

**Hawk Movement & Migration**, Tuolumne, Jeff Mauer, September 10 (eve)—13

**Ten Lakes Backpack**, Lisa Strong-Aufhauser, September 10–13

**Yosemite Valley History Walk**, Stan Hutchinson, October 3

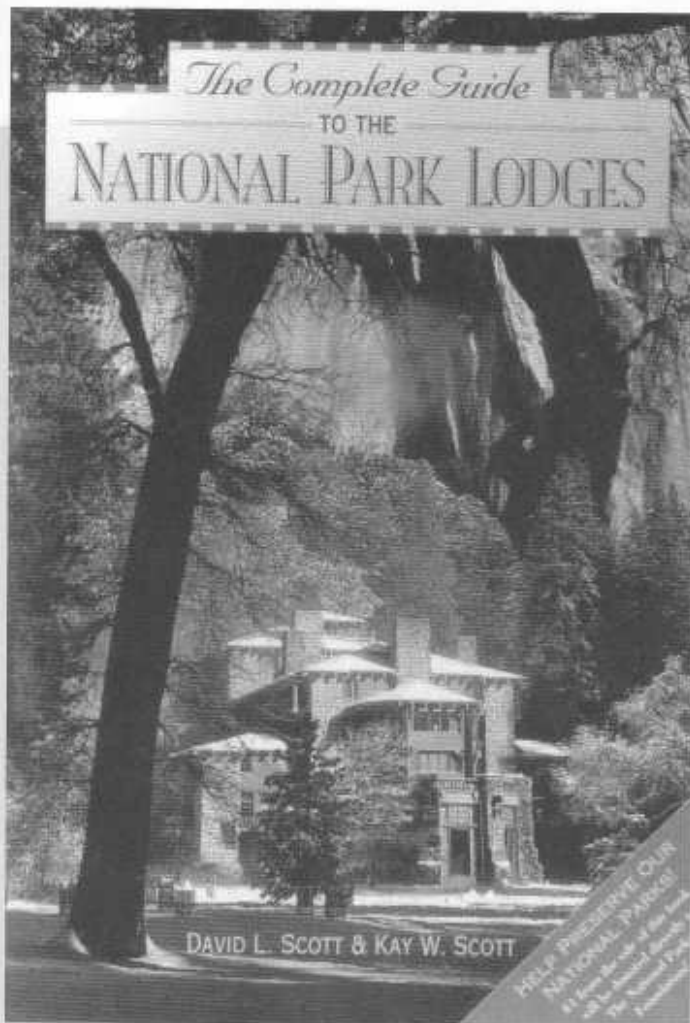
**Fall Botany**, Yosemite Valley, Glenn Keator, October 9–11

**Colors of Yosemite**, Yosemite Valley, Pam McAdoo, October 16–18

**Yosemite Landscape in Pastel**, Yosemite Valley, Moira Donohoe, October 24–25

Call Penny or Lou at 209/379-2321. They are happy to help you find a seminar you'll really enjoy. FAX any requests to 209/379-2486 or E-mail us at [YOSE\\_Yosemite\\_Association@nps.gov](mailto:YOSE_Yosemite_Association@nps.gov)

# YOSEMITE CATALOG



## **The Complete Guide to the National Park Lodges** *by David L. Scott and Kay W. Scott.*

The authors of this specialized guide encourage travelers to take advantage of the lodges within the national parks they visit. The volume provides detailed information about every property managed by the National Park Service, from luxurious inns to rustic cabins. Examples of the accommodations featured are the Ahwahnee Hotel, the Glacier Bay Lodge, Mammoth Cave Hotel, and Rock Harbor Lodge (Isle Royale).

Advice is given about how to choose a lodge that will best suit your tastes and needs, and on how to secure a reservation in these popular spots. Specific data includes facilities, rooms, rates, and policies, and each lodge entry is accompanied by a drawing and a particularized map. In a nice gesture, the publisher is donating \$1 from the sale of each guide to the National Park Foundation.

Illustrated with black-and-white drawings and maps. 240 pages, Globe Pequot Press, 1998. Paperback, \$16.95

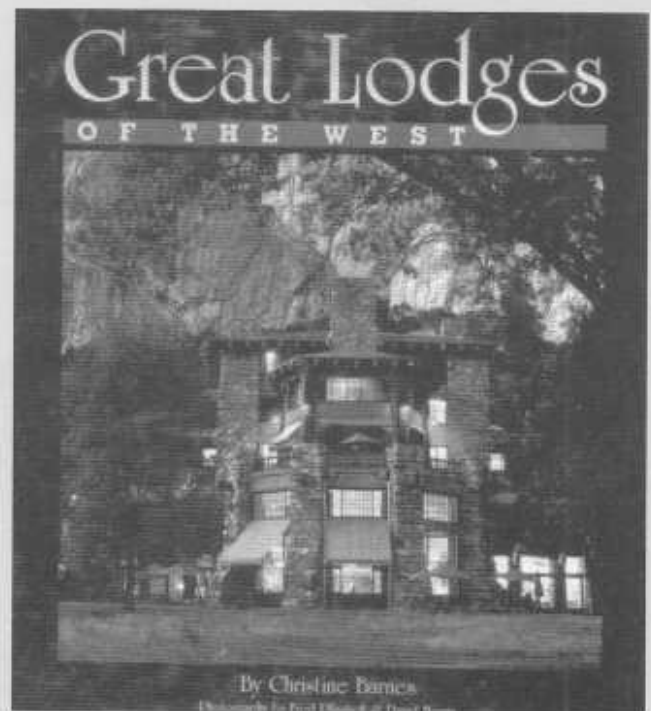
## **Great Lodges of the West**

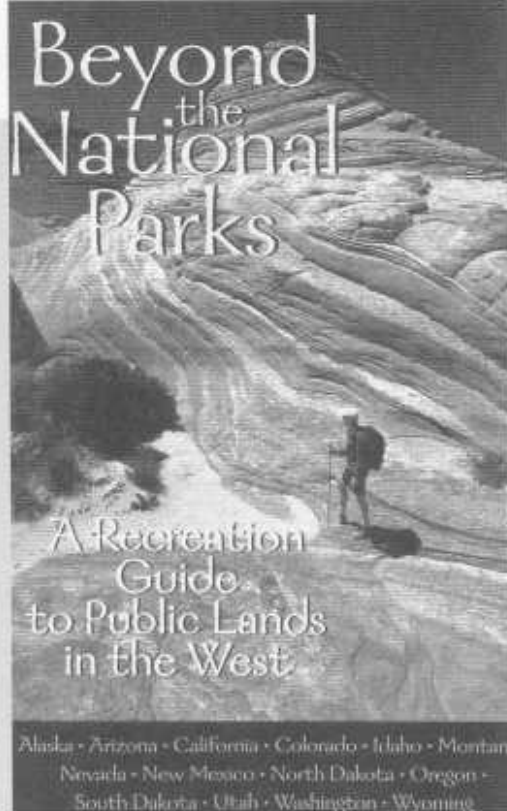
*by Christine Barnes.*

Defining "great lodges" as those "first magnificent lodges" built in the national parks, the author documents the history and architecture of twelve different hotels. Using color photographs, historical pictures, and text, she tells the story of the grand lodges and the men and women who built them.

Beginning with the Old Faithful Inn at Yellowstone and continuing through the Timberline Lodge at Mt. Hood in Oregon, the book treats hotels both big and small, emphasizing the development of the "rustic" architectural style in which many were built. The book is a historical tribute and appreciation of these fine old lodges, not a guidebook.

Illustrated with color and black-and-white photographs, architectural drawings, and maps. 136 pages, W.W. West, 1997. Cloth bound, \$29.95





**Beyond the National Parks—  
A Recreation Guide to the Public Lands of the West**

*edited by Mary E. Tisdale and Bibi Booth.*

Covering destinations in fourteen western and several eastern states, this informative guide covers 264 million acres of wild lands administered by the Bureau of Land Management. A full range of outdoor activities is detailed including fishing, rafting, hiking, horse packing, wildlife viewing, swimming, rock climbing, and even dog mushing.

To better convey the in-depth information about such wide-ranging land, the authors have included 187 color state and site maps, 158 color photos, data on routes, fees, camping lodging, and wheelchair accessibility, icons representing recommended activities at each site, and addresses and phone numbers of BLM state and district offices. A full description of each of the BLM's private sector partners is provided, as well.

Illustrated in full color. 396 pages, Smithsonian Institution Press, 1998. Paperback, \$19.95

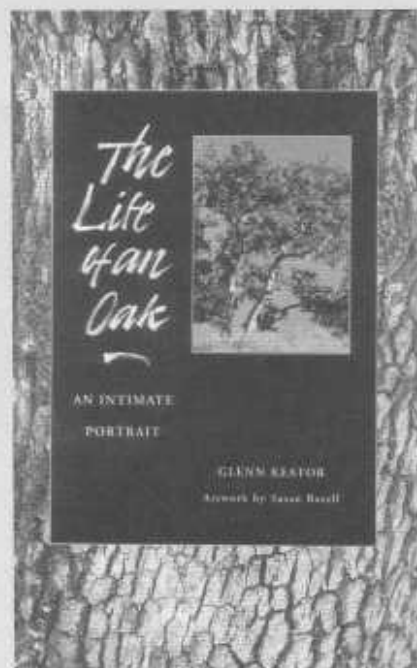
**The Life of an Oak—  
An Intimate Portrait**

*by Glenn Keator.*

This handsome new book takes an intimate look at all aspects of the mighty oak—the tree that reigns as a symbol of strength and endurance, a source of fine wood and valuable food, a provider of shade and beauty, and an inspiration for myths and legends. Topics include flowering and reproductive strategies, architectural structure, the oak life cycle, dispersion, and ecosystems.

Whether probing the most minute detail of a microscopic process or speculating on the largest questions of evolutionary history, the volume expands our knowledge and our sense of wonder—not only at oaks, but at the complexity and beauty of the processes that determine all life.

*The Life of an Oak* is bountifully illustrated with numerous color photographs and delicate, artfully-rendered drawings of detail by artist Susan Bazell. There's also a glossary, charts, and maps. 256 pages, Heyday Books and the California Oaks Foundation, 1998. Paperback, \$17.95



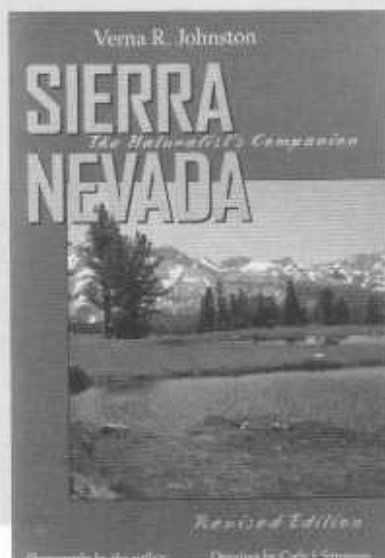
**Sierra Nevada—The Naturalist's Companion  
(revised edition)**

*by Verna R. Johnston.*

This is a new and completely updated edition of a classic work on the Sierra Nevada, originally published in 1970. The author provides a slow-paced natural history trip up and over the Sierra, making intimate observations of rarely recorded events (e.g. the courtship of a salamander and a fight to death between a skink and a scorpion).

There have been many changes in the Sierra since the first edition of the book, including an increase in acid snow, tensions between cougars and people, and a worrying drop in amphibian populations. Johnston documents the changes and updates the ecological research in her rich, evocative writing style. This guide to the Sierra Nevada will serve readers well into the next millennium.

Illustrated with a section of color plates and black-and-white drawings. 208 pages, University of California Press, 1998. Hard cover, \$29.95



## Preserving Nature in Our National Parks—A History

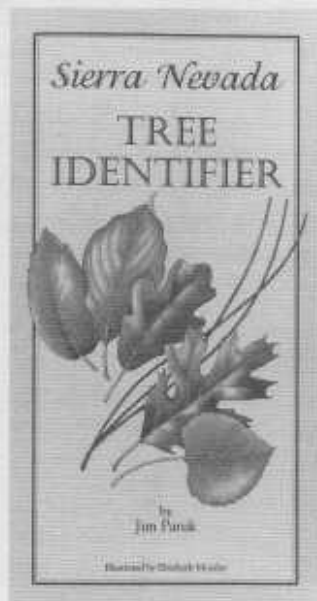
by Richard West Sellars.

Here is the acclaimed new book written by a National Park Service historian who has thoroughly recorded the story of the age-old conflict between managing the parks for visitors and protecting their natural resources. Spanning the period from the creation of Yellowstone National Park in 1872 to the present, this comprehensive history analyzes the management of fires, predators, elk, bear, and other natural phenomena in such parks as Yellowstone, Yosemite, Grand Canyon, and Great Smoky Mountains. Key historical figures such as George M. Wright, Starker Leopold, Adolph Murie, and Joseph Dixon are discussed.

At the heart of the study is the author's contention that in the decades after the Park Service was established in 1916, landscape architects and engineers gained dominance over wildlife biologists and scientists in the new agency and shaped the attitudes and culture of the Service. He further asserts that because of this development, the National Park Service has not responded in full faith to key environmental concerns in the national parks over the years.

Richard Sellars is a historian with the N.P.S. based in Santa Fe, New Mexico. He conducted extensive research in developing the book, consulting many original documents never used before. This is indispensable reading for those interested in a fascinating historical analysis of one of America's most admired federal bureaus.

Illustrated with a small portfolio of black and white photographs.  
380 pages, Yale University Press, 1997. Hard cover, \$35



## Sierra Nevada Tree Identifier

by Jim Paruk, illustrated by Elizabeth Morales.

This is a new guide to the trees of California's great mountain range that's both comprehensive and easy to use. With it, users (both experienced and novice) will be able to identify the trees they encounter in the Sierra Nevada. The easy-to-use key quickly narrows the choices, and accurate line drawings help make positive identification a snap.

Both broad-leaved and cone-bearing trees are included, and over 45 different species are treated. For each the author has provided information about size and shape, bark, needles and cones, leaves and fruit, habitat, range, and similar and related species. To make the guide even more useful, there's an appendix with identification tips, references, a list of elevational belts with related trees, and an index.

The work is thoroughly illustrated with detailed, exact, and beautiful line drawings by Elizabeth Morales, a scientific illustrator. She has added sketches of fruits, cones, and any other distinguishing characteristics to make the process of keying out a tree as painless as possible. Jim Paruk is a naturalist and outdoor educator, who spent many years in the Sierra working for the Yosemite Institute. He is now a Ph.D. candidate in behavioral ecology at Idaho State. This latest publication from the Yosemite Association should prove popular with all Yosemite/Sierra Nevada lovers. 126 pages, 1998.

Paperback (with a sturdily sewn binding and a washable cover), \$9.95

## Pajaro Field Bag

This newly developed waist pack features seven pockets for everything you'll need when you're hiking or enjoying time in the outdoors.

The main pocket is sized to accommodate field guides, travel books, or binoculars. There are smaller pockets (including one with a zipper) for note pads and maps, and specialized pockets for pencils, pens, and sunglasses. Best of all, a secret pocket sealed with Velcro keeps keys, credit cards, and other valuables safe. It's the best such pack we've found.

Made in the U.S.A. of durable Cordura in navy blue, forest green or black by Pajaro. (please specify color) \$29.95





### Yosemite Association Patch

Our Association logo is embroidered on colorful, sturdy fabric for placement on daypacks, shirts, blue jeans, jackets, or wherever! The newly-designed patch is available in three attractive

colors: dark blue, forest green, or maroon.

\$3.00 (please specify color)



### Yosemite Wilderness Pin

Here's a beautiful enamel pin commemorating Yosemite's unparalleled wilderness. It's circular in shape with a high country scene rendered in blues, grays, and greens. A real treasure for collectors.

Approximately 1 inch in diameter. \$4.00

### Yosemite Association Mug

This distinctive and functional heavy ceramic mug feels good with your hand wrapped around it. Available in two colors (green or maroon), it's imprinted with our logo and name in black and white. Holds 12 ounces of your favorite beverage. \$6.50 (please specify color)



### Sierra Nevada Field Card Set

*Illustrated by Elizabeth Morales*

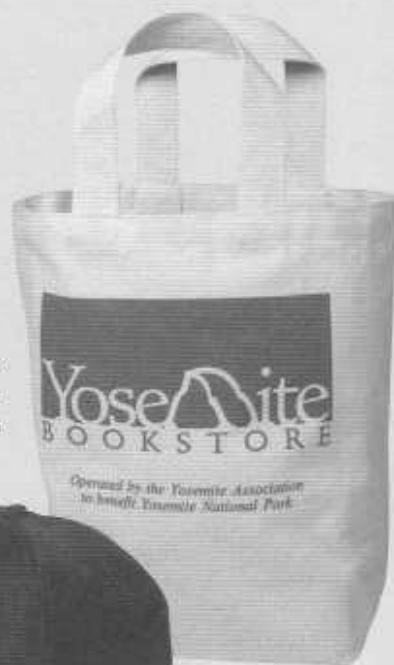
These handy field identification cards depict the most commonly seen birds, mammals, trees, and wildflowers from the Sierra Nevada region. Illustrated with color drawings and including information about the size, habitat, and other field marks of each, the cards are unbreakable, waterproof vinyl plastic and fit conveniently in one's daypack or glove compartment. Particularly helpful for newcomers to the Sierra as regularly observed flora and fauna can be quickly identified. Four plastic cards printed on both sides, Yosemite Association, 1991 and 1995. \$11.00



### Yosemite Bookstore Book Bag

Conserve resources with Y.A.'s handy book bag made from durable 100% cotton fabric with a sturdy web handle. Cream-colored, it's imprinted in blue with the Yosemite Bookstore logo. Fine craftsmanship and generous oversized design make this a bag you'll want to take everywhere.

Approximately 17 x 16 inches. \$8.95



### Yosemite Association Baseball-Style Cap

Our Y.A. caps are made of corduroy with an adjustable strap at the back so that one size fits all. The cap is adorned with a Y.A. logo patch, and comes in dark blue, forest green or maroon. The cap is stylish and comfortable, and wearing it is a good way to demonstrate your support for Yosemite. \$9.95 (please specify color)



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You can help support the work of the Yosemite Association by becoming a member. Revenues generated by the Association's activities are used to fund a variety of National Park Service programs in Yosemite. Not only does the Yosemite Association publish and sell literature and maps, it sponsors field seminars, the park's Art Activity Center, the Wilderness Center, and the Ostrander Lake Ski Hut.

A critical element in the success of the Association is its membership. Individuals and families throughout the country have long supported the Yosemite Association through their personal commitments. Won't you join us in our efforts to make Yosemite an even better place?

### MOVING?

If you are moving or have recently moved, don't forget to notify us. You are a valued member of the Association, and we'd like to keep in touch with you.

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As a member of the Yosemite Association, you will enjoy the following benefits:

- \* *Yosemite*, the Association journal, published on a quarterly basis;
- \* A 15% discount on all books, maps, posters, calendars, publications stocked for sale by the Association;
- \* A 10% discount on most of the field seminars conducted by the Association in Yosemite National Park;
- \* The opportunity to participate in members' meetings and volunteer activities held throughout the year;
- \* A Yosemite Association decal; and

Special membership gifts as follows:

*Supporting Member:* A selection of 8 handsome notecards and envelopes featuring beautiful photographs of Yosemite;

*Contributing Member:* A copy of the award-winning video, *Yosemite: The Fate of Heaven*;

*Centennial Member:* *The Promise of Wildness*, an elegant book of essays and photographs;

*Life Member:* Matted color photograph by Howard Weamer of "Half Dome—Storm Light;" and

*Participating Life Member:* Ansel Adams Special Edition print of "Yosemite Valley—Thunderstorm."

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# YoseMite

is published quarterly for members of the Yosemite Association. It is edited by Holly Warner and produced by Robin Weiss Graphic Design. Copyright © 1998 Yosemite Association. Submission of manuscripts, photographs, and other materials is welcomed. E-mail can be sent to: [YOSE\\_Yosemite\\_Association@nps.gov](mailto:YOSE_Yosemite_Association@nps.gov)  
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Dan Anderson