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* First Aid and Those Beach "Bummers"
* Earthquakes
* Students New "Pad" in Poly Canyon
* A Weekend With Southern Pacific

Vol. II Issue 11 May 31, 1973
From the Editor

In every editor's life there comes a time when he must step down and turn the reins over to a new rider.

It's a strange feeling. There is, perhaps, elation at the flinging off of responsibility. But along with that is the knowledge that when the horse bucks in the future, you will have no control over it. No longer will you be able to nudge him gently back in line or knock him a stiff one in the head.

That foreboding thought is somewhat compensated for by the knowledge that the new rider is firm and knows what he's doing.

In the case of Outpost the new editor, Bill Mattos, knows what he is doing. He isn't new to the magazine. Bill has acted as managing editor for the past two quarters. He's chosen a competent staff to help him next quarter. Kay Ready will be associate editor, and Ellen Pensky, a frequent Outpost byliner, will step into the managing editor's shoes. Duties of the advertising manager will be assumed by Joan Potter. Sandy Whitcomb, as layout editor, and John Calderon, as photo editor, executive staff. Scattered throughout this issue are their pictures and plans for next year's Outpost, which will, incidentally, be entirely separate from the campus newspaper.

Most of the actual copy that appears in this magazine is produced by the staff enrolled in JOUR 241.01. If you're interested, pull the card at Fall Quarter registration. However, we do accept manuscripts from guest writers, so you don't have to be a member of the class to contribute.

In this issue you'll find the greatest variety of stories Outpost has carried all year. Subjects range from Poly Canyon to Europe. Are you about to graduate? Got those old Job-Hunting Utens? You're not alone. Outpost takes a look at the songs many seniors are crying on page 5.

If you're not graduating (or even if you are), and if you're not going to school this summer, and you're not one of the summer-job-bummer people, there is an alternative. Outpost suggests you go to Europe and gives some good facts and figures for your consideration. See pages 6 & 7.

It used to be only hoboes rode the freights, but now...even three Poly students learn that skill by doing. Check out page 4, in case you get the urge to join them.

We've also got a story on earthquakes, and quick first-aid tips for this summer and a real, live hermit (not exactly) who inhabits Poly Canyon. It's all in the next few pages. Read on.

Jeanne A. Wiles
Editor-in-Chief
A DIPLOMA... Where From There?

by ELLEN PENSKY and MARY ANN SHEPARDSON

After five long years of reading, writing and cramming, graduation should be a happy event. BUT for Marilyn, it has meant only worry and frustration. Just four months ago—she was an eager young bride with high hopes for the future. Now—worry lines and replaced the sparkle in her eyes. She tossed her long brown hair over one shoulder and itching on a pencil, she remembered her ambition to become a high school home ec teacher.

At that time—marriage wasn’t a part of her plans. she was willing to take a teaching job anywhere they’d have her. With three plans to work for her future. Marilyn was forced to look for work in the San Luis area.

“A teaching job here is almost non-existent. I needed my brains for five years and the only thing I’ve gotten is a job as a clerk in a department store. I wonder if it’s all worth it,” she said bitterly.

Marilyn is not alone in her unsuccessful attempt to find a job that suits her abilities. According to a recent article in Business Week Magazine, as many as one in five young graduates will not be doing the type of thing they thought they’d be doing. By 1980, the article predicts, the surplus of college graduates including the jobless and those working at jobs below their education levels could reach staggering 1.5 million.

The best solution seems to be a reorientation towards vocational and technical schooling. The United States is short of skilled and semi-skilled workers—auto mechanics, appliance repairmen, paramedical workers, and secretaries. According to the magazine. There must be far more stress on job retraining and on vocational, as opposed to academic, education.

Phil was one of the fortunate few who foresaw the change in the job market. A former English major, he traded his former English major, he traded his completed senior project and lined up a respectable job for the future, graphic design. Wayne hung his head respectfully admired his reluctance leave. He and his roommate have sat thinking up schemes to stay an extra semester in school. “We really have to leave. The teachers are getting mad at us. I’ve been here five years and they tell me I’m taking up space in the department,” he said.

There’ll be a big demand in July because the fiscal budgets will be set. There’ll be hiring the managers then. I’m not at all worried about getting a Job. My biggest anxiety right now is my June wedding.”

So, job placement isn’t the only worry for graduating seniors. Another of the senior’s major concerns is the completion of that seemingly insurmountable task—senior project.

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When We Hopped

"Hey, Mer, what's happening this weekend?"
"Who knows? Maybe my roommate and I will hop a train or something."

I found out through the grapevine, about these two guys who were jumping freight trains on weekends to Wasoxxville. So I looked them up, asked them if I could ride with them on their next trip. They said yes — and we made plans for the coming weekend.

On Saturday afternoon, John Paul and I packed a small lunch, put on some old warm clothes and drove to the train yard at the end of Santa Rosa Street. We went into the station and found out that the next train to Wasoxxville would leave at 12:35 p.m. We parked the car and waited.

As the train came to a dead stop to allow the changing of crews, which took about three minutes, we started running towards the caboose looking for an empty boxcar. We hopped on the first one we found. It was already occupied by a young couple. Deciding to give them some privacy, we jumped out and continued running down the track searching for another vacant boxcar.

By the time we found the next empty car the train was already moving. Paul and John, being experienced at hopping trains, got on first, grabbed my hand, and lifted me onto the car. One gets a different view while riding on a train. You get a new angle on familiar sights — like when we passed the Men's Colony. I had seen it about thirty times driving on Highway 1, but I had never been in or around it. From the train, which travels on the hills along the Colony's backside, I could see all of the walls, towers, and some of the prisoners working in the yard.

As we started up the grade, the train stopped on a siding to let a passenger train coming south go through. That's also where the helper (an extra engine on the back to help push the train over the grade) is placed.

While waiting for the helper, we decided to switch to a flat car carrying three small repair engines. Our box car only had one door open — the other door was jammed shut. We were missing the scenery on the other side. And of course, that's the whole idea of the trip.

As Paul said, "There's nothing in Wasoxxville. All we do there is kill time waiting for a train heading back to Nan Luis. The fun comes in actually hopping the trains and getting from here to there."

Now that we were on the flat car the train was moving once again. We were on our way to Wasoxxville. We enjoyed the panoramas of the countryside and saw the "backyards" of the small towns.

We arrived in Wasoxxville at about five p.m. It was cool outside. If we took the train back to Nan Luis we would have to find a box car or wait for the next. Fearing that there might not be any empty cars, we decided to walk to the box station. Once we were there, we found that we didn't have enough money to pay for three box fares. That idea was out.

We were forced to ride the 10:35 p.m. train back to Nan Luis, Oceano. Our trains were realizing. There were no empty cars. All we found were cars loaded with sugar beets, tons of sugar beets. We had to decide whether to ride on top of the boxes or on the back of the floor-grill of an empty caboose. We choose the caboose.

As we huddled ourselves on the back grill, John turned the doorknob to the caboose and found to our surprise of all that it was open! Scrambling inside we helped ourselves to the facilities, chairs, beds, drinking water, and even a bathroom.

There was an added feature. Paul and John found a radio and the power patch to it. In addition to riding in comfort, we listened to conversations between the engineer, the helper engineer, and various stations along the track. Our engineer's name was Phil. Thanks Phil.

Story and Photos by JOHN CALDERON
BEACH “BUMMERS” by PAULA QUALLS

The turn-of-the-season crowds will soon be flocking to the beach, with summer quickly approaching. Barbeques, bodies and bicycles will engulf the beach on a regular basis. Everyone anticipates a pleasurable summer, so disasters or calamities are foreseen. So, why brush up on the rules of fire aid or safety? This viewpoint is shared by numerous individuals, usually those most likely to be faced with that one-in-a-million problem.

 Gunnar has examined four of the most common accidents occurring on Mother Nature’s shores and compiled some helpful hints of safety and first aid to pull you through both crisis and the summer.

It’s a warm day on the beach — perfect for sun bathing. It seems so simple to just lay there and let that fantastic tan develop on its own. Unfortunately, tans don’t just happen. Those individuals who arrive at 10 a.m. and book until 3 p.m. come to a rude awakening, ending with a body the color of a ripe, red tomato.

First-time-this-season bathers and pale people should exercise extreme caution. Exposure should build up gradually. The maximum time limit first should be about 43 minutes. At this rate, burning will be kept to a minimum.

Soaking ... in a cool bath helps relieve the pain which invariably accompanies the burn. If only a small area Is burned, loe packs may be applied instead. “Salves don’t work miracles,” explains Nurse Connie Velivet of the Student Health Center. “They merely keep the skin from drying or cracking.”

Another common beach accident centers around the foot. Administrative Ranger, Craig Engel of the State Parks and Recreation Department explains how cuts are received by stepping on disposable cans. A few neurotics think it’s funny to break a beer bottle in half, someone to step on it. This prank is repeated successfully summer after summer, Ranger Engel said. Beachgoers are advised to watch their steps, especially in rough, rocky areas.

Vehicle accidents are pretty common during the summer months. Two dune buggies approaching from opposite sides of a hill, reach the top only to find that each is not the first to get there ... Untangling eight tires is not an easy or pleasant task.

The general rules of the road apply to the sand dunes. Safety should be observed at all times, and a valid driver’s license must be carried. The dune buggy needs a roll bar, a high antenna with flags for visibility, and seat belts.

Zestful swimmers would be wise to adapt the buddy rule of swimming to their situation. Fork in hand, the dune buggy approaches the surf, bogged down with shovels and rubber boots. He walks alone into the surf, chest deep in water, and suddenly steps into a surf pocket (hollow drop off caused by tides). His chest weighs down and boots fill with water and down he goes ... all alone.

Carry a dime ... it could save the life of a friend or stranger. Telephone booths are usually centrally located in park areas. For additional assistance your best bet is to lose a ranger. He’s trained in first-aid procedures and travels with adequate equipment.

Observing the rules of safety and logic will make your summer a pleasurable experience.
WHO SAID YOU HAD TO BE RICH

Did you ever feel like just taking off and going somewhere? Anywhere. It's a feeling that can reach down and stamp onto you at any time. Especially when in a classroom surrounded by four green walls. It's not that last-week kind of desire to go to San Francisco or Los Angeles for a couple of days. It's not even a feeling that would be satisfied by a trip to Oregon, Colorado, or Mexico, or Canada. How about... Europe?

Europe has been attracting people like a magnet for many years, and the magic it seems to hold finds many American travelers, old and young, making plans to spend all or part of their summers there each year.

But what of the student with green classroom walls and a pocket he wishes was lined with the same color? Europe. For people with money he assumes. Believe it or not, it isn't so.

Capitalizing on the market the students and youth of this country represents, the people who deal with vacations and travel (the airlines in particular) have made it an easy run in to Europe into a budget everything-from-air-fares, so accommodations and transportation has been set up with special student programs and rates. Many young people are finding it just worth their while to take advantage of these.

Of course if you have the money and wish to spend it, the dollar versus riot is still open to you, but the slogan of Trans World Airlines typifies the cost trends of today. "Fly to be young."

Getting There

Probably the biggest expense of a trip to Europe is the round-trip ticket. During the summer months, regular air fares for the 12-hour trip from the West Coast to London run about $775 for coach class. But don't panic, there are other ways.

One such way is youth fare. For persons under the age of 26, the trip can be made for about $400 during the summer and $368 in the non-tourist season. This is not a standby program, where you get a seat if there is room on a flight not completely filled by passengers with reservations. This fare is by reservation & therefore assures you the ticket holder a seat on the flight he is booked on.

For those beyond the magic age of 22, all hopes of reduced fare are not lost. Exclusion rates are available; allowing you to pay less than the normal fare if you get back within a certain time period. For example, if you wish to go on a European ski trip during the winter months, and plan to stay over 22 days, you can get by for a round trip fare of $167 if you return within 45 days.

An alternative to both youth fare and exclusion rates is the charter flight. Worried through charter organizations, you may get a price well below $100. There is a danger in taking this route if your flights will go if they are full. If they are not, there is no flight. Also, according to a spokesmen at San Francisco, most will require payments in advance for a round trip. Some charter companies have been known to then take the student traveler to Europe and leave him there, filling short on the return trip commitments. About 7,500 people fell victim to this scheme last year.

(The best way to check up on the reliability of a company is to speak to a professional travel agent or the airlines on which you are to be booked by the charter company)

There is, however, an easier way to get to Europe—by water. You're probably thinking, "Yeah, the ocean liners that cost a mint carrying all those alcohol well-dressed tourists. Not quite, there is also the smaller way to travel across the Atlantic. Cargo ships and cargo liners, many carry a few passengers in addition to their freight. The catch is, sometimes one is able to find one of these passengers to make a round trip for about $360 or so.

Another added feature is the ride. When loaded down with freight, the cargo ships ride lower in the water, giving a smoother ride. Of course, the departure and return times and days are subject to change and are not fixed. A trip may take anywhere from a week to three months to complete. But this factor adds a bit of adventure to the journey and is a good way to avoid the boredom of traveling tourists.

Passports, Visas and Stuff

Before making any plans at all, the student's best bet is to apply for a passport. Available through the county clerk, it is a period of about four to five weeks should be allowed for issuance. The requirements for the passport are relatively simple, proof of U.S. citizenship (birth certificate or other documents, two personal photographs, a completed application available from the clerk and $12.

A visa is a stamp authorized by a foreign government allowing you to enter the country. A visa for most European countries are available at the borders and points of entry in advance. Travel agents can tell you exactly which ones are available and which ones don't.

The thought of pre-travel preparation conjures up images of people getting their rear pincushioned at a doctor's office with the variety of required shots. This is not the case for a trip to European countries. If you're planning on going to Great Britain, a smallpox vaccination is unnecessary, not for getting into the United Kingdom, but rather for re-entry into this country.

Perhaps another disturbing thought is that of money exchange in foreign countries. This has also been made easy. Airports, railroad stations and border stations have money exchange counters, but usually require a relatively high fee for conversion. Banks are usually the best bet, when convenient or else you use the service charge will be substantially lower. A good idea is to convert enough money at the airport for minor expenses and get to a bank for the remainder of your cash exchange.

Another thought to remember on money is that you lose a little every time you convert. No, if you have German cash and plan to go into France, with intentions of returning shortly to Germany, hold on to some of the German money. You can always use it later.

Cards

Many institutions in Europe provide discounts to students. But proprietors realize that if someone flashed a Dickinson College Associated Students card at them, they would have a difficult time determining if the card was valid and if the bearer was actually the person whose signature was scratched across the front.

An international standard was needed now takes the form of the international student identification card. Costing $2, the card bears a photo and identifies the holder as a student.

Other cards can be of help, both in getting around the continent of Europe and in finding a place to stay for the night.
Hostels, Hotels and Campgrounds

If you hope to seek out the inexpensive accommodations, one such card to have is the Youth Hostel Card. There are hundreds of hotels in Europe, dormitory-like establishments that cater to traveling young people. Hostels vary in quality, and in style—some provide meals, some don't; some hold to strict curfew restrictions, others don’t have bed checks, so to speak. The Youth Hostel Card costs $10 and allows you to get your money's worth in a real hurry if you like hostels, since the average accommodations rate is between $1 and $1.50 per night.

A step up from the hostel is the student hotel. The accommodations are a little better than the hostels but any difference is paid for. The average rate per night is around $2.20 to $3.75, still a good deal lower than Europe's hotels.

There are some who like to rough it and save some cash at the same time, and campgrounds are plentiful in Europe. Sites run from 50 cents to $1 a night and a tent is advisable if you are going to be sleeping outdoors during the month of August—the rains come due out nowhere at times like this year.

The rest of the time it stays pretty warm, so don’t think you need a down sleeping bag. That is, of course, unless you are to sleep outside while on the subject of equipment, one should note that a lot of expensive equipment is not necessarily needed. A farmer traveler in Europe, who is known as the Big Fat, remembered, “A lot of people I ran into had bought expensive metal-frame backpacks. They thought they needed to spend a lot of money to do it right. What you really need is something durable, something you can throw around and treat roughly. Cheap tents are a good idea. So are sleeping bags made of Dacron.”

Getting Around

Pity the foreign traveler who comes to this country and touches down in a city like Los Angeles. Quickly he learns there are few buses to take him around, fewer trains and really, no rapid transit system at all. When's Avis?

This is not the case in Europe. Trains are the chief mode of transportation and many people use them. Again, the student is remembered by the operators of the rail systems. For $1.50, students under the age of 26 can obtain a Student-Kalpass and travel anywhere they wish in 13 European countries for a two-month time period. The card is not good for Great Britain, Finland and Greece.

The Eurailpass provides some consolation for those who are non-students or are beyond the age of 26. Providing first class travel, the Eurailpass promises unlimited true travel at varying rates depending upon the amount of validation time desired. For example, 21 days goes for $140; one month, $175; two months, $245 and three months, $275.

Reervations are made without charge for holders of the Eurailpass, while those with Student-Kalpasses can get seats reserved for about 25 cents. For non-card-holders the rate is closer to 50 cents.

In addition to train transportation, the traveler in Europe finds a number of other modes available for his use. Flights within Europe through the Student Air Travel Association offer savings of up to 60 percent for students. Bikes can be rented, as well as motorcycles and cars.

Some people like to go through the common practice of buying a car in Europe for a price lower than that paid in the U.S. and then have it shipped back at the conclusion of the vacation. Arrangements for this type of buying plan, rentals and leases can be made through a travel agent.

Some ambitious travelers have tried another method. They buy a used car in Europe, pick up some short-term insurance, and drive the car around for as long as they wish. Then, when it comes to go home, they merely sell the car. The Big Fat came out pretty good: “I bought a car in Britain for 95 dollars.”

ABCing is common in Europe, but many travelers are under the impression that the land across the ocean is a great paradise for thumb travel. This is not really true. Cars are not as plentiful in Europe as they are here and the vehicles people do have are usually small...and full. When standing outside Frankfurt with your backpack and sign, going on hour 11, just remember the universal hitchhiking law you will get a ride eventually.

Tours and Study Programs

The problems of how you're going to do everything on a trip to Europe can be taken care of by any one of a variety of tours. The tour-organizations take care of it for you.

There are tours of varying lengths and scope in just about everyone: 9-13 days in Scandinavia and Russia, "Europe of the Old World. But if you are going to do anything, don’t think you have to drop a bundle each night into the county. A little planning time and some looking into the dozens that can be found can net you a good time in Europe and still bring you out smelling like a rose, not a Belgian.

You Don't Have to Be Rich

If you have the money to spend on a trip to Europe, and wish to, you shouldn’t have any trouble having a very complete and enjoyable vacation among the countries of the Old World. But if you are toward the other end of the economic spectrum, don’t think you have to drop a bundle each night into the county. If you are toward the other end of the economic spectrum, don’t think you have to drop a bundle each night into the county. A little planning time and some looking into the dozens that can be found can net you a good time in Europe and still bring you out smelling like a rose, not a Belgian.

—More on page 12

by BRIC NOLAND
Photos by ED LEKO
EARTHQUAKES

by KEITH ELDREDGE

The city was shaking with such force that people ran screaming through the streets. Buildings crumbled to the ground and utter chaos prevailed. The Anderson Hotel was nothing but jagged pieces of concrete and twisted steel. Smoke billowed out of the downtown section of the city as firefighters made their way through the debris-covered streets. Rescue operations were hampered because traffic had come to a standstill, jamming the area.

The man on the radio said that an earthquake of, as yet, unknown magnitude had struck the city without warning. The death and injury reports were scattered and unconfirmed. Officials at Cal Poly said the old clock tower was the first structure to be destroyed in the disaster. Most of the other buildings held their ground; however, the agriculture units were in danger of destruction by panicking livestock.

How could such a disaster hit this town? Sure California is known for its earthquakes, but who would have dreamed it?...

The preceding occurrence was, of course, follicular. But what of its possibility of turning to fact? "Considering all previous statistics, an earthquake of magnitude 6.0 is the maximum that would hit San Luis Obispo," declares Dr. David Chipping, a physics instructor here. "Some walls would crack, and some windows would break, but damage would be moderate." "However, we do not know all there is to know about earthquakes," Chipping continued. "The prediction of an earthquake is still in its infancy.

Two faults, or breaks in the rock strata, directly affect this city. The San Andreas Fault runs from the Imperial Valley in southern California to Cape Mendocino and its nearest point is 50 miles away from San Luis Obispo. The Nacimiento Fault lies just over the Cuesta Grade and its closest point is 30 miles away.

The San Andreas is world famous for causing destruction in the San Francisco earthquake (April 18, 1906) and the San Fernando Valley earthquake (February 28, 1971). "The Nacimiento is thought to be potentially active, but the maximum possible magnitude shake would be 6.0 in the northern part of this San Luis Obispo county," Chipping said. "However, the Nacimiento is most likely to produce aftershocks.

Earthquakes in this area are of major concern to the Pacific Gas and Electric Company with its new nuclear power facility at Diablo Canyon. P & E designed the plant to withstand two-fifths the speed of gravity in ground acceleration... which should be strong enough for any earthquake," said Chipping.

While the plant was in its initial stages in 1969, a seismological study of the building site was carried out by the United States Geological Survey (USGS).

P & E used the survey statistics to design a plant capable of withstanding the maximum possible ground acceleration. The survey is now four years old.

Cal Poly student Bill Gauthrup is about to initiate another survey of the seismic activity in the area with assistance from Chipping and Darrell Wood of the Earthquake Research Center in Menlo Park.

Gauthrup has worked as an assistant for the USGS in Menlo Park and Alaska.

"The reasoning behind the study is September, she will be spending her summer working on the staff of the San Jose Mercury.

Great eating from Taco Bell

What a great way to spend the summer.

Kay Brody, Associate Editor
Kay has written and worked extensively with display advertising for the Monterey Daily. This quarter she wrote for Oarner. Before stepping into her new position in

The Greyhound Ameripass, A great way to see America for all its worth this summer.
EARTHQUAKES

Sandy Whilcomb, Layout Editor

If you’ve ever placed a classified ad with Mustang Daily you may have wondered who was sitting at the desk. None other than Sandy. She and Kay have been roommates and now, Outpost mates.

John Calderon, Photo Editor

John is a senior Journalism major, photographer, and all this and he can jump. He has one quarter left before graduation and will be spending part of it with Newspaper.

Joan Potter, Ad Manager

Joan, one of the youngest members of the new executive staff, is one of the editors and most experienced ad salesmen on the present staff. She will be busy this summer.
There’s a rodeo sale now in progress at

**Sierra Western Shop**
1350 Grand Ave.
Arroyo Grande

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**POLY CANYON...**

**...Population 1**

by VICKI BYLLESBY

Sunlight filters softly through the trees, plays tag with the waving grass, and bounces off the translucent panes of a solitary structure. For almost ten years, this shell-like house stood silent in its expectations. It waited patiently for the sound of laughter and, finally, settled for the gentle ripple of the stream running beside the half-finished walls.

Three months ago, Glen Jackann turned the house into a home. The house has a new life, and Poly Canyon has its first resident.

After convincing officials that Poly Canyon would benefit from a full-time keeper, the tall, lanky senior turned his attention to repairing the long neglected structures left by aspiring architect students. "The decision went through so quietly that almost no one knows I'm here, muses Glen. But far from a hermit existence, he invites hikers into his home to show the improvements being made on "their house."

Glen became interested in moving into the canyon while working on his own Architectural project. His is one of the few completely finished and functioning structures—a free-form concrete outhouse on the far side of the canyon.
Glen's new habitat measures a scant 16x24, but reaches upwards for four unconstructed levels. The house is steel with huge panels of clear and colored plexiglass. Color from wall to ceiling with gigantic views of the beauties of the canyon.

"Right now, life is primitive," Glenn concedes, "but I'm by no means camping out!" The lights and water are in, and a fireplace is in the wings. Furnishings are sparse, but the house has a style of its own.

Glen figures the cost of the house will be approximately $12,000 when finished. However, most of the cost was borne by manufacturers who wanted to test the durability of the products under adverse weather conditions. The giant sheets of plexiglass were in the experimental stages when Glen planned in 1963. Supplies are being contributed by merchants willing to help with the project.

A good idea for low cost housing? Not so, Glenn stresses that the relatively small structure would cost almost $30,000 if you had to pay labor costs. "All the work here has been done, and is still being done, by students. You couldn't afford to do it any other way."

But all is not fun and games in the canyon. Glen acts as watch guard, and vandalism has gone down since he moved in. Many of the other projects in the canyon have been damaged over the years, and Glen's goal is to help patch them up.

He works 50 to 60 hours a week, on top of classes, and helps supervise the students working on the various stages of reconstruction. "I really want to be doing the challenge of putting something together is the greatest I know... it's given me a sense of satisfaction."

Originally, there were plans to use the experimental structures as housing for guest speakers and visitors. As far as Glen knows, these plans have been shelved, but he feels there will always be a student living in the canyon now because "the benefits far outweigh the original fears."

Abandoned projects are taking new life and shape, and a comprehensive plan of development is well under way. The crews try to keep the projects blending in and complementing the natural beauties of the canyon.

Beauty—the true asset of life in the canyon. "Every day it's a different view," Glen says. "Such great sunsets, I never get tired of just looking.

Peace, quiet, satisfaction. Ah yes, that cold house has finally found its home.
Earthquake...
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Communication between the officials and the public is definitely necessary, as is communication between the officials. KVEC is equipped with a generator that would keep the station on the air should the power fail and the telephone company has generators to operate the phones in the same situation.

Even with all of the knowledge of earthquakes; even with all of the emergency preparedness, should an earthquake of damaging magnitude hit this city the outcome is entirely up to the reaction of each individual.

Traveling Abroad
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"The International Student Identification card and Youth Hostel card are obtainable in this area from Richard Waringer, Student Services West, Inc., representative, 1011 George St., Apt. D, San Luis Obispo. The Student-Railpasses and Eurailpasses are obtainable from Waringer; San Luis Travel, 437 Marsh, San Luis Obispo; and, Rice Travel, 1043 Higuera, San Luis Obispo."

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