In This issue—
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- First Aid and Those Beach "Bummers"
- Earthquakes
- Students New "Pad" in Poly Canyon
- A Weekend With Southern Pacific
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 bucked 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. Key-Ready will be associate editor, and Ellen Pinsky, a frequent OUTPOST byliner, will step into the managing editor's shoes. Outlines 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 as Fall Quarter registration. However, we do accept manuscripts from guest writers, so 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 ever 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 3. 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 5 & 6.

It used to be only hobos rode the freighters, but now--ever 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 have replaced the sparkle in her eyes. She toasted her long brown hair over one shoulder and chewing on a pencil, she remembered her ambition to become a high school home economics teacher.

At that time—marriage wasn't part of her plans. She was willing to take a teaching job anywhere they'd have her. With Dave's plans to work for Mattel, Marilyn was forced to look for work in the San Juan 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 attempts to find a job that suits her ambitions. 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 are needed. There must be 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 conservative clothes for the coverall of a garage mechanic, an occupation which has been his hobby since high school. Tying his long, unruly hair back with a rubber band, he looked happily toward his June graduation.

"With a degree in Industrial Technology I can look forward to a full-time job here at the garage," he said. "I'm working with my hands now instead of my head. But times and the others will always be the same." Flexibility, the key factor in finding employment. Eugene Rittenhouse campus director of placement and financial aid, agrees. "There are job openings if a student is flexible enough," he said. A lot of students have prided themselves out of the job market by demanding a specific career, coming graduates to put off the job market until he has his diploma. "It takes up too much time and the possibility of getting a job with the interviewer usually slip. Interviews are a dime a dozen. Most of the interviewers don't care how much gas or money you put into trying to impress them. I haven't been interviewed at all but when I get married in Long Beach this summer, I know it will be easy to find a job there," he says confidently.

"There'll be a big demand in July because the fiscal budgets will be set. They'll be hiring the managers then. I'm not as 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.

"With both eyes glued to the television set, Industrial Arts major Paul demonstrated a chronic case ofsenioritis. "Senior project is one big hassle, especially at this school. There aren't any big industries near by so it has to be on my own. I don't have any idea what I want to do." He picked up the want ads.

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When We Hopped

"Hey, Marc, 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 Washoeville. 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 Washoeville 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 hands, 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 back side, I could see all of the walls, towers, and some of the prisoners working in the yard.

As we started up a 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) hitched.

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 Washoeville. All we do there is kill time waiting for a train heading back to Napa 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 Washoeville. We enjoyed the panoramas of the countryside and saw the "backyards" of the small towns.

We arrived in Washoeville at about 5 p.m. It was cool outside. If we took the train back to Napa Luis we would have to find a box car or walk. Fearing that there might not be any empty cars, we decided to walk to the station. Once we were there, we found that we didn't have enough money to pay all three box car fares. That idea was out.

We were forced to take the 10:35 p.m. train back to Napa Luis. Our cars were loaded. 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 hoppers or on the back of the floor-grill of an empty caboose. We chose 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, books, drinking water, and even a broom.

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

by PAULA QUALLS

The sun-shine-beach 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, no disasters or calamities are foreseen. So, why brush up on the rules of first aid or safety? This view point is shared by numerous individuals, usually those most likely to be faced with that one-in-a-million problem. 

Out of har-b-ques, bodies and bicyclists will engulf the beach on a regular basis. "What view point is shared by numerous individuals," usually those most likely to be faced with that one-in-a-million problem. 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 flag for visibility, and seat belts.

First-timers or those who arrive at 10 a.m. and park until 3 p.m. develop blue bodies, usually those most likely to be faced with that one-in-a-million problem. 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.

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

First-time-these-season bathers and pale people should exercise extreme caution. Exposure should build up gradually. The maximum time limit first should be about 40 minutes. At this rate, burning will be kept to a minimum. Sunburning -- a cool bath helps relieve the pain which invariably accompanies the burn. If only a small area is burned, ice packs may be applied instead. "Salves don't work miracles," explains Nurse Connie Velvet of the Student Health Center. "They merely keep the skin from drying or cracking."

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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 broken glass or pulling想法 from disposable cans. A few neurotics think it's funny to break a beer bottle in half. .Bury it waged side up, and wait for someone to step on it. This prank is repeated successfully summer after summer, Ranger Engel said. Beachgoers are cautioned 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.

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Zestful swimmers would be wise to adapt the buddy rules of swimming to their situation. Fork in hand, the swimmers approach the surf, hogged down with short weighters 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 weighters 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 locate 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.

HAVE A GOOD SUMMER

the Outpost Staff

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We'll be looking forward to your return.

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WHO SAID YOU HAD TO BE RI

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-teen 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. Sure people with money he assumes. Believe it or not, it isn't so.

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

Of course if you have the money and wish to spend it, the dollar-swaned rate is still open to you. But the slogan of Trans World Airlines typifies the cost trends of today. "It pays 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 fare for the 12-hour trip from the West Coast to London runs about $752 for coach class. But don't panic, there are other ways.

One such way is youth fare. For persons under the age of 33, the trip can be made for about $400 during the summer and $360 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 the ticket holder a seat on the flight he is booked on.

For those beyond the magic age of 33, all hope of reduced fare is not lost. Excursion 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 excursion rates is the charter flight. Working through charter organizations, you may get a price well below $100; but there is a danger in taking this route if better flights will go if they are full. If they are not, there is no flight. Also, according to specifications in Nothaer Travel, 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, flying short on the return trip commitments. About 7,500 people fell victim to this scheme last year.

(One of the best way to check up on the reliability of a company is to speak to a professional travel agent or MS-Line on which you are to be booked by the charter company.

There is, however, another way to get to Europe—by water. You're probably thinking, "Yeah, the ocean liners that cost a mint carrying all those rich, well-dressed tourists." Not quite, there is also another way to travel across the Atlantic. Cruise ships and ferry lines, many carry a few passengers in addition to their freight. The cost is right, sometimes at one-half that of a passenger liner (about $500 one way from the East Coast in opposed to about $500 for the trip).

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 arrival time and date are subject to change and are not fixed. A trip may take anywhere from a week to three months to complete. But the longer such a bit of adventure to the journey and is a good way to avoid the terrors 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 local post office at a cost of about $10 (one year) and $14 (two years). Passport application forms are obtainable at any post office, or by writing the local postmaster.

Once the passport is obtained, the next step is securing a visa. VIsas are required by most countries, some requiring a passport with the visa, some requiring a free visa. For such a trip it is best to apply for a visa.

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

The thought of pre-travel preparations conjures up images of people getting their visas 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 exchanges 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 allows you to turn them as the service charges will be substantially lower. A good idea is to convert enough money at the airport for minor expense and get to a bank for the remainder of your cash exchanging.

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 Dickenson College Associated Student 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 hostels 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 are more lax, some segregate the sexes, some don’t have bed checks, up 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 $3.50 per night.

A step 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 $2.50 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 out during the month of August—the rains come on at nightfall at this time of 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 want to sweat. While on the subject of expensive items, be sure not to buy a lot of expensive equipment that is not necessarily needed. A former traveler in Europe, who is known as the Big Fat, remembered: “a lot of people ran into having 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. Chelsea bags are a good idea. So are sleeping bags made of Dacron.”

Getting Around

Try 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. Where’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-Karte and travel anywhere they wish in 13 European countries for a two-month time period. The card is not good in 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 go for $140; one month, $175; two months, $225; and three months, $275.

Reservations are made without charge for holders of the Eurailpass, while those with Student-Karten can get seats reserved for about 25 cents. For non- 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 50 per cent 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," he said. "Then I drove it down through France and into Spain, where I sold it for 75 dollars."

Hitchhiking is common in Europe, but many travelers are under the impression 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 number 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-organizers take care of it for you.

There are tours of varying lengths and scope in please just about everyone: "72 days in Scandinavia and Russia." "Six weeks in Central Europe." and "11 days in Switzerland, Austria and Poland" are examples.

But no matter how some people travel, they still can’t help feeling like a tourist, a feeling they are not comfortable with. For these people who want to integrate themselves right into a nation’s culture and see what it’s like beyond the airport duty-free shops, there is a whole other approach.

Study and work programs allow an adventurous student to do some learning his classroom in Cayman probably never even dreamed of. Like learning to speak French in France on a foreign study program, or looking for sunken Phoenician ships on a marine archaeology expedition in Lebanon. Again, the possibilities are numerous and the variety wide.

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 complex 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 bunch of cash into a trip, either. A little planning time and some looking into the inns that can be cut can net you a good time in Europe and still bring you out smelling like a rose, not a Belgian.

— More on page 12

CH TO SEE EUROPE?

by BRIC NOLAND

Photos by ED LEKHO
EARTHQUAKES

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 legged 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 avenues.

The man on the radio said that an earthquake of a 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 panic-stricken stampeding livestock.

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

The preceding occurrence was, of course, fictitious. 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 structure, 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 20 miles away.

The San Andreas is the 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 Darrel 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..."
to determine the seismic activity in the area and to provide this information to the LUNCIS," said Chopping. "Hopefully with this data the LUNCIS will be able to determine whether or not to extend the seismic sensors that report any activity back to the earthquake center. At this time it reaches only to Paso Robles.

The research center in Maricopa Park feels that it has come up with a somewhat reliable prediction of an earthquake to take place near the end of summer. They predict the quake will be centered at Bear Valley near the city of Hollister (approx. 140 mile NE of here) with a magnitude of 4.5. However, Wallace pointed out that "an earthquake of magnitude 4.5 is a non-destructive one and should do no damage. It's very characteristic of quakes that happen in that particular region south-east of Hollister and the general population is used to them, so there is no reason for panic."

The mayor of Hollister, Earl Holt, reveals a nonchalant attitude toward the whole matter: "My wife caused more of a shake when I try to sneak in late at night."

Even though Wallace believes that accurate earthquake prediction will be possible, this does not mean that they are going to be able to predict all earthquakes. With or without an accurate warning system, a major concern of the general population is how well the community is prepared to undergo a disastrous earthquake.

San Luis Obispo has already had the rare experience of witnessing a disaster: the January 1973 flood. Many of the operations that took place then would apply in case of a disastrous earthquake.

The county of San Luis Obispo has a 120-page Civil Defense and Disaster Plan written by Director of Civil Defense, B.D. Conrad, Jr. The purpose of the emergency plan is to insure maximum protection of all residents of the county and of the citizens within the county in time of extreme emergency. Negotiations are being conducted at this time to coordinate a mutual aid program between the different areas of the county. The agreement would allow the emergency services anywhere in the county, authorities learned about a new emergency rescue program being proposed for the county. The system would work under a county-wide mutual aid basis, providing immediate emergency services anywhere in the county. The agreement would allow the nearest agency to respond to a situation without fear of jurisdictional restrictions.

With a detailed emergency plan and county-wide cooperation between rescue agencies, one problem remains... controlling the masses. When disaster strikes, minds are forced to work at their capacity and many are pushed too far by the stress. The result is chaos. What to do? Where to go? What is going to happen?

Effective communication is an integral part in dealing with emergencies. During the January flood, all of the radio stations in the area were doing their best to keep the public informed. Probably the best equipped to handle such a situation is KVEC with its three mobile radio units able to report directly from the field (continued on page 7).
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 Jackson 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.

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POLY CANYON...

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.

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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 habitation measures a scant 16x24, but reaches upwards for three unconstructed levels. The house is steel with huge panels of clear and colored plexiglass. Color from wall to ceiling with big-generallife views of the beauties of the canyon.

“Right now, life is primitive,” Glen 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 born 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.

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A good idea for low cost housing! Not so. Glen states that the relatively small structure would cost almost $30,000 if you had to pay labor costs. “All the work here has been 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. “This work is what 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 grow tired of just looking.”

Peace, quiet, satisfaction. Ah yes, that cold house has finally found it’s home.
Traveling Abroad
—Continued from page 7

The International Student Identification card and Youth Hostel card are obtainable in this area from Richard Warangreg, Student Services West, Inc., representative, 1011 George St., Apt. D, San Luis Obispo. The Student-RAilpass and Eurailpass are obtainable from Warangreg: San Luis Travel, 437 Marsh, San Luis Obispo; and, Rice Travel, 1043 Higuera, San Luis Obispo.

Earthquake...
—Continued from page 9

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.

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