

# The Baldy Eagle

The Newsletter of the Mt Baldy Group, Angeles Chapter  
Sierra Club, PO Box 906, Claremont CA 91711

Visit our webpage: <http://angeles.sierraclub.org/mtbaldy/>

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*Mt Baldy Group recycles aluminum cans. Bring them to the meeting. Support our Group!*

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## TUESDAY, SEPTEMBER 28 2004

7:30 pm, Harvey Mudd College — **Fourth Tuesday**

### Ethiopia

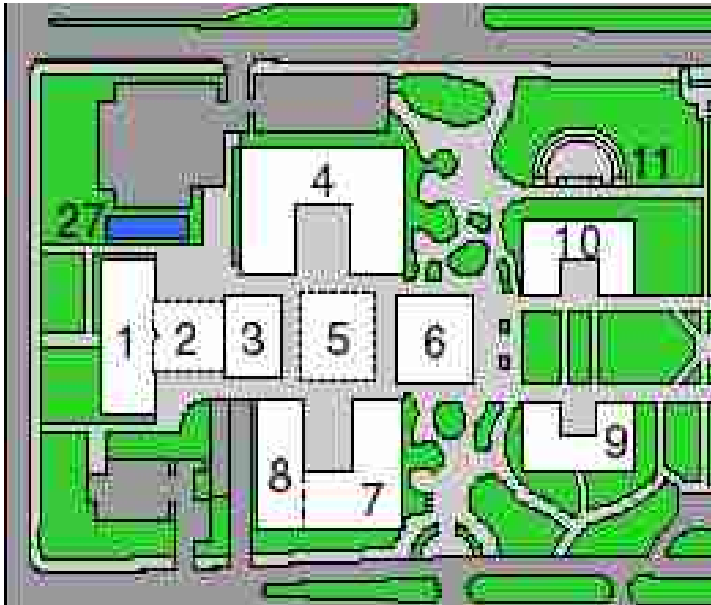
**CARROLL SHIPPLETT** will introduce us to the ancient land of Ethiopia, which has been in the news more for wars and famines than anything else. But in October of 1998 it was relatively peaceful, and in a lull between famines. We visit the historic northern highlands, with reminders of the early Christian civilization which continues to this day. There are also relics from a pre-Christian Judaic era. Finally we travel to the southwestern part of the country and the Omo River Valley, which is at a much lower elevation and is the home to many tribes practicing animist religions.

## TUESDAY, OCTOBER 26, 2004

7:30 pm, Harvey Mudd College — **Fourth Tuesday**

### John Muir's Yosemite

Travel back in time to see Yosemite as John Muir knew it 130 years ago. With vintage photo slides, Sierra Club outings leader **JOE MORRIS** will take us on a tour of the Yosemite as its early Pioneers saw it, visiting such long-lost sights as Hetch Hetchy Valley, the old stage roads, and Hutchings House, where Muir worked as a guide. You will see the scenes and hear the stories of Muir's transformation into a wilderness visionary.



**Directions:** We meet on the HMC campus at 12<sup>th</sup> Street and Foothill Blvd (Building #2, underground). Enter parking lot (north of #27, upper left of map) from Foothill Blvd. Enter center door of building #1 from the patio. Go downstairs and follow signs. People with disabilities should call 909-624-5522 in advance to arrange access to an elevator.

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## Outings Leadership Training

The Mt Baldy Group needs new outings leaders. Come to the Training Seminar on Saturday, October 16 at Griffith Park Ranger Station Auditorium.

Register **BEFORE OCTOBER 2** with  
Steve Botan, LTC Registrar  
8816 Thornwood Circle  
Huntington Beach CA 92646

Include

- \$25 check (made out to Sierra Club)
- your name
- address (including zip)
- home and work phone numbers
- email address.
- a SASE (business size, self addressed, stamped envelope).

A Leadership Reference Manual will be mailed 2 weeks before the Seminar.

# Oh Beautiful for Spacious (and Polluted) Skies...

Ahhh, summer! The season when millions of Americans cast off the shackles of city life and head out to the great outdoors. A time when we yearn for places where the life is sweet, the air is clean, and the views are majestic. A time when we pack up our tents, put on our hiking boots, and enjoy the unpolluted, pristine beauty of America's national parks.

Think again.

Americans visiting national parks this summer are in for a big surprise—many of our national parks suffer from some of the dirtiest air in the nation, rivaling (and sometimes exceeding) the air quality in America's dirtiest cities, such as New York City, Los Angeles, and Washington DC. According to a recent report released by the National Parks Conservation Association:

- ▶ The five parks in America with the worst air pollution are the Great Smokey Mountains National Park in TN and NC; Mammoth Cave National Park in KY; Shenandoah National Park in VA; Acadia National Park in ME; and Sequoia-Kings Canyon National Park in CA.
- ▶ Sequoia-Kings Canyon—the nation's second oldest national park—suffered 370 unhealthy air days between 1999 and 2003.
- ▶ In April, when the Bush administration released the list of cities and counties that were in compliance with the U.S. Environmental Protection Agency's ozone standards, it included eight national parks: Great Smokey Mountains, Sequoia-Kings Canyon, Acadia, Shenandoah, Rocky Mountain, and Joshua Tree National Parks, as well as the Cape Cod National Seashore. All of these parks exceed the EPA's ozone standards that were created to protect human health (*Air Pollution Veils US National Parks*, ENS, 06/28/04).
- ▶ Where is this pollution coming from? From power plants, industrial facilities and automobiles located outside of park

boundaries. And when we say “outside of the park boundaries,” we are talking about facilities located as far as hundreds of miles away.

What can be done? The parks have no control over the pollution affecting them. Only state and national actions can hopefully reduce the air pollution endangering our parks. In 1977, Congress added several provisions to the Clean Air Act in order to keep the “clean air” in national parks from deteriorating. These provisions mandated action that would prevent “any future, and the remedying of any existing, impairment of visibility” in 156 national parks, wilderness areas and national wildlife refuges. How successful has this been? Not very—according to the EPA's own data, from 1993 to 2002, 18 out of the 28 national parks that monitor for smog have experienced an increase in ozone levels.

The Bush administration, reformulating a Clinton era rule that was challenged by industry in court, released a plan to deal with air pollution in national parks. Thanks to the Bush administration, the industrial sources whose pollution affects the air quality of national parks would not have to install modern pollution controls until 2018. In the meantime, air quality improvements would be “averaged” among national parks, through a “pollution trading” system.

In a nutshell, the Bush administration's policies would allow many of America's oldest and dirtiest factories, including power plants, to continue polluting for the next 14 years— and almost nothing would be done to protect our nation's most treasured places.

So when you are packing for your summer trip to one of America's national parks, don't forget to bring a gas-mask—you may need it.

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## Broad Beach Access Maps Excite Public, Anger Homeowners

This month—July—the California Coastal Commission published a sophisticated set of maps and photos designed to assist the public in accessing Malibu's Broad Beach, where for decades celebrity homeowners have employed signs, fences and armed security guards to attempt to intimidate and exhaust would be beach goers. Now, for the first time, the public can respond to and resist the efforts of Broad Beach homeowners and their private security forces. Beach goers are advised to download the maps and carry them while enjoying their beach. You can get copies of the maps at [www.californiacoastline.org](http://www.californiacoastline.org) or at [www.coastal.ca.gov](http://www.coastal.ca.gov).

Read the news accounts at <http://www.oaklandtribune.com/Stories/0,1413,82~1865~2266242,00.html> and <http://www.malibutimes.com/articles/2004/07/14/news/news5.txt>. Better yet, visit the website of the Center for Law in the Public Interest (CLPI) and support their Free The Beach campaign at <http://www.clipi.org/>. And for a good example of a town that just can't get it right, the tiny City of Malibu went ahead and authorized spending a whopping \$250,000 this year (nearly \$25 for every man, woman and child in the town) on lobbyists to undermine state coastal resource and protection standards. Read about that at <http://www.malibutimes.com/articles/2004/06/30/news/news8.txt>.

*Coastwatcher, July 2004*

# A Major Step Forward

The Claremont Wildlands Conservancy is delighted to announce that the state's Wildlife Conservation Board has approved a \$1.4 million grant to the City of Claremont to purchase two key properties in the San Gabriel Mountain foothills above the city. The two parcels total 233 acres, and will soon be added to the city's Wilderness Park.

The purchase is part of an ongoing cooperative effort among the Trust for Public Land (TPL), the City of Claremont, and the Claremont Wildlands Conservancy, which submitted the Conceptual Area Protection Plan (CAPP) to the Department of Fish and Game and the WCB board to examine. The WCB's meeting was held August 12.

"We're extremely excited and pleased to see this happen," stated CWC charter board member Suzanne Thompson. "Jim Lewis from the city and Brady Moss from TPL have worked exceedingly hard on this and deserve a lot of credit. Our conservancy has played an important role, as well."

Founded in January 2000, the Claremont Wildlands Conservancy has been working closely with the Trust for Public Land and the City of Claremont over the past four years in an attempt to preserve undeveloped hillside land in Claremont.

"The strong support in Claremont for saving the hillsides is paying off," Thompson continued. "So many people in Claremont have stepped forward to help save Claremont's hillsides by donating money, helping at our events, and attending meetings. People who have hiked or biked in the foothills realize what an enormous loss it would be for Claremont if the hillsides were developed. It is heartening to see these efforts make a difference."

The two properties just approved for purchase include a 104-acre property which is adjacent to Sycamore Canyon and the Thompson Creek Trail, and a 129-acre property which abuts the southwest corner of the current Wilderness Park.

The TPL, which assists local groups nationwide in gathering money to purchase and save land, secured options to purchase the properties for fair market value over a year ago. The money that the WCB allocated last week comes from the state's Proposition 50, which was approved by voters in March 2002 and made \$750 million available to acquire and restore watershed areas adjacent to urban areas in California.

The larger of the two properties is just north of Johnson's Pasture, which the CWC considers the crown jewel of Claremont's hillsides. The area is popular with nature lovers, hikers, bike riders, and equestrian riders. The hillsides are filled with a wide variety of plant life, plus the area is prime habitat for deer, bobcats, mountain lions, rabbits, and many varieties of birds.

"While we're delighted that these two beautiful properties will now be owned by the city, our work isn't complete," continued Thompson, "We are still working to save numerous other hillside properties from development. Our efforts to preserve the hillsides will continue."

# Governor's California Performance Review

The California Performance Review (CPR) was prepared with hardly any input from the environmental community. The Sierra Club was asked to give input on a one-time basis in a 2-hour session last April. We made some specific suggestions about the organization of CalEPA. A few other environmental groups were represented and also made suggestions about CalEPA and Resources Agency issues. We were not consulted after that and were certainly never asked about how we would feel about eliminating State boards and commissions we rely upon, such as the Regional Water Quality Control Board, the Air Resources Board, and the State Lands Commission. We know that one of our recommendations (about pesticides) made it into the report. Past that, nothing we suggested jumps out.

The press has reported that industry/business had access to this process the last few months and therefore their side is disproportionately represented in the report. The process was secretive in that those working on it had to sign confidentiality agreements. Were industry guys getting to talk to the report preparers on the side without anyone knowing? We don't know. However, simply looking at the sources cited in the report and the recommendations themselves, one might conclude that industry had an advantage in providing input. See for example, the forestry recommendations where Dave Bischel of the industry's California Forestry Association is cited several times; you don't see any Sierra Club (or other enviro sources) citations. And, it turns out we are not happy with the thrust of the forestry recommendations.

The largest red flag in the report is the elimination of so many boards and commissions. This is of concern because this means the public process becomes much more difficult or possibly even nonexistent. While some boards are stacked with solely gubernatorial appointments, they still must meet in public, make their decisions in public, and allow public testimony. If decisions on important pollution control permits are made by staff in an office in Sacramento, industry may have the upper hand because of their ability to pay for professional representatives who follow the issue closely, are familiar with the staff, and are available to go to the agency.

There may be parts of this report we embrace. Efficiency or saving money (either taxpayer or the permittee's) is not inherently bad. In fact, it can mean a more efficient process for protecting or restoring the environment. We should have an open mind about the recommendations and praise suggestions that benefit the things we care about.

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*Everybody needs beauty as well as bread, places to play in and pray in, where nature may heal and give strength to body and soul.*

--John Muir

# 4x4s Whip Up Worldwide Dust Storm

## Winds Carrying 3 Billion Tons A Year Threaten Environment & Health

By Paul Brown, Environment Correspondent, *The Guardian* - UK (8-19-4)

Dust storms emanating from the Sahara have increased tenfold in 50 years, contributing to climate change as well as threatening human health and destroying coral reefs thousands of miles away.

And one major cause is the replacement of the camel by four-wheel drive vehicles as the desert vehicle of choice.

Andrew Goudie, professor of geography at Oxford University, blames the process of Toyotatisation—a coinage reflecting the near-ubiquitous desert use of Toyota Land Cruisers—for destroying a thin crust of lichen and stones that has protected vast areas of the Sahara from the wind for centuries.

Four-wheel drive use, along with overgrazing and deforestation, were the major causes of the world's growing dust storm problem, the scale of which was much bigger than previously realised, Prof Goudie, master of St Cross College, told the International Geographical Congress in Glasgow yesterday.

“I am quite serious, you should look at deserts from the air, scarred all over by wheel tracks, people driving indiscriminately over the surface breaking it up. Toyotatisation is a major cause of dust storms. If I had my way I would ban them from driving off-road.”

The problem has become so serious that an estimated 2-3 billion tons of dust is carried away on the wind each year. Storms in the Sahara transport dust high into the atmosphere and deposit it as far away as Greenland and the US.

Britain was seeing increasing levels of “blood rain” in spring that came direct from the Sahara, Prof Goudie said. From an aircraft over the Alps in summer it was possible to see the telltale colour of red dust on the mountains.

Although the storms are mainly particles of quartz, smaller than grains of sand, they also contain salt and quantities of pesticide and herbicide which can cause serious health problems. Microbe-laden dust from storms is also credited with carrying cattle diseases such as foot and mouth.

The world's largest single dust source is the Bodèlè depression in Chad, between an ever-shrinking Lake Chad (now a twentieth of its size in the 1960s) and the Sahara. The depression releases 1,270 million tons of dust a year, 10 times more than when measurements began in 1947, according to Prof Goudie's research.

Taking the whole Sahara, and the Sahel to the south, dust volumes had increased four to sixfold since the 1960s. Countries worst affected were Niger, Chad, northern Nigeria, Burkina Faso, and Mauritania, the research found.

### Smothering of coral reefs

But the effects went far beyond. In the Caribbean, scientists had directly linked the death of coral reefs to smothering by dust which had travelled 3,000 miles.

African dust had also found its way to Greenland, Prof Goudie said. While white ice reflected sunlight and remains

frozen, the dark dust on top absorbed the sun's heat, causing the ice to melt and accelerating the raising of sea levels.

Prof Goudie said it was as yet uncertain what other effects the dust was having on the climate. The airborne dust both reflected sunlight back into space and blanketed the earth holding the heat in. When it dropped in the sea it fertilised the plankton which absorbed carbon dioxide and cooled the ocean surface, creating fewer clouds and less rain—a vicious circle which made the dust problem worse.

Where the dust source was the dried-up bed of a salt lake or sea, salt deposited from the storms could ruin agricultural land, leading to more deserts and more dust. There might be more serious consequences for human health emerging elsewhere in the world.

The Aral Sea in central Asia had almost dried up, according to the research. Its inflowing rivers were used for irrigating cotton, causing the seabed to be contaminated by pesticide toxins which were now being blown about in the dust. People who have breathed in the dust have serious allergic reactions.

Prof Goudie also warned that climate change might cause dust problems to return to the US prairies. While improved agricultural practices, wind breaks and higher rainfall had cured the Dust Bowl of the 1930s (immortalised in John Steinbeck's novel *The Grapes of Wrath*), the conditions were once again similar. Dust storms were now common in the US and could lead to a disease, Valley Fever, an allergic reaction to pesticides in the dust which caused inflammation of the nose and throat, killing several people a year.

In China, extensive efforts had been made to plant trees to hold back the dust. Increases in rainfall had also helped, the study found. However, large dust storms were still emanating from the vast deserts in the north, which included the Lopnor nuclear test site—raising fears that storms could interfere with the 2008 Olympics in Beijing and might contain radioactive particles. The Chinese have said they were confident this would not happen.

### Choking storms hit far and wide

- ▶ Dust storms are typically 200 km (125 miles) wide and carry 20 to 30 million tons of dust. Some carry up to 100 million tons
- ▶ Worldwide dust in the atmosphere is predicted to be 2bn-3bn tons this year
- ▶ Florida receives more than 50% of the African dust that hits the US, causing increased respiratory problems
- ▶ Mauritania, which had two dust storms a year in the early 1960s, now has 80 a year
- ▶ The worst dust storm to reach Britain was in 1903 when an estimated 10 million tons landed from the Sahara

# Orange County Native American Sacred Sites Task Force

Rhonda Robles

The Orange County Native American Sacred Sites TF was formed last year, after many of us realized we had to take a stand against those who would steal our history and desecrate that which we call sacred without hesitation. The Task Force has similar goals to CCRPA, but has the distinction of being a part of the Sierra Club. Task Force members work with the Spirit of Capistrano, a group of concerned citizens in the Casitas housing adjacent to Putiidhem. My family and I are working to preserve the site through the non-profit Friends of Putiidhem. We have joined together to fight JSerra, a powerful land developer which, despite evidence that the Putiidhem site is rich with rare Native artifacts, as well as burial remains of scores of our people, is determined to unsettle and then wipe away all of that history with a private playfield. The project is a deep insult to everything that we are as Native Americans, as caring Californians. It's also not a sound design plan, in that it proposes to destroy what has become precious natural wildlife habitat and clog the area with enormous congestion.

## Green Corridors to Save Our Wildlife

The Angeles Chapter will present a seminar on Green Corridors to save our Wildlife on Saturday, October 16, 2004 at the Friendship Auditorium in Griffith Park. Call 818-769-1521 (ext 2) to make a reservation and to learn the starting time. Web page <http://www.gmrnet.com/ETSFSignup.html>

A free lunch will be served to those who attend.

The seminar is also sponsored by the Los Angeles Department of Recreation and Parks, the Humane Society of the US, the National Park Service, the San Francisco Zoo, the Center for Biological Diversity, and Cal Trans.

## Run for Change

Carla Toms

A few weeks ago, we started a "Run Against Bush" at the Rose Bowl. After a while, we noticed that other people wanted to run/jog/walk/walk their dogs with us—Kerry supporters, pro-choice people. So we decided to start calling it a "Run for Change." Every Saturday at 8 am we meet in front of the rose bushes at the Rose Bowl and are usually running, jogging, walking, strolling, etc by about 9 or so. It's pretty fun; kind of like a meetup that moves. We've been wearing our political tee shirts ("Run Against Bush," "Kerry for President," "Stand up for Choice,"...) Please feel free to wear your own, too. Maybe a Sierra Club tee shirt, or a tee shirt expressing concern about or love for the environment.

## Santa Clara River Tour

The Sierra Club and SCOPE invite you to an educational air-conditioned bus tour of the Santa Clara River, the last major wild river in Southern California. The \$8 fee provides for the bus rental and a brown bag lunch.

SAVE THE DATE:

Saturday, September 25, 12:30 to about 4 pm

RSVP by September 18 to (661) 255-6899

We will start loading buses at 12:15 from the City of Santa Clarita's annual river celebration festival, the River Rally, which is from 8 am to 12 pm.

For more information on the River Rally, go to <http://www.santa-clarita.com/cityhall/cmo/press/release.asp?ID=327>.

### Background:

The Santa Clara River is home to endangered species, provides drinking water for residents of the Santa Clarita Valley, and is part of only 5% of California's remaining wetlands. It is also a beautiful river that is a treasured part of California's natural heritage. The Santa Clara River is currently threatened by precedent-setting "dumb growth" development projects, mining projects, perchlorate pollution, and over-pumping of groundwater supplies.

Come sit on an air conditioned bus and see firsthand the biological value and beauty of this incredible resource while learning more from the community activists who are working to protect the river for all of California. Topics to be covered include:

- ▶ why do Southern California rivers look dry for most of the year?
- ▶ what is a watershed and why is this river worth saving?
- ▶ what and where are the endangered species that aren't being protected?
- ▶ what does mining do to the river, and how are mining companies using NAFTA to justify their activities?
- ▶ how, where and by what is the river polluted?
- ▶ how does reclaimed water feed the watershed system?
- ▶ what does sprawl look like and what makes it sprawl?
- ▶ what do better housing developments look like and what makes them different from sprawl?
- ▶ how does illegal off road vehicle use impact the watershed?

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*Shortsighted men...in their greed and selfishness will, if permitted, rob our country of half its charm by their reckless extermination of all useful and beautiful wild things.*

--President Theodore Roosevelt

# BUSH ADMINISTRATION MISSES THE TRAIN

By Eric C. Olson

The Bush administration's transit policies are missing the train, and American workers are paying the price. That's the conclusion of a new Sierra Club report, which details how local economic pressures feed a growing demand for rail and other public transit projects and how the administration's bias against transit is out of touch with America's communities and commuters.

The growing popularity of public transportation underscores an important realization that is taking hold in communities across the country: that public transit spurs revitalization and redevelopment and it fights smog and traffic. It does so without feeding sprawl the way haphazard road building does. Regardless of these facts, the Bush administration is trying to shortchange transit and favor highway building in our communities.

## Public Transportation Progress Jeopardized

Among hundreds of public transportation projects that could be significantly stalled due to the Bush administration's transportation proposal, the report highlights a dozen public transportation projects. These include:

- Florida—Tampa Bay Regional Rail System
- Georgia—Atlanta-Athens Commuter Rail
- Indiana—Northeast Indianapolis Corridor Rapid Transit
- Louisiana—Jefferson, Orleans, St. Charles Parishes light rail
- Maryland—Bethesda to New Carrollton Purple Line
- Michigan—Downtown Detroit to Metro Airport Rail Project
- New Hampshire/Massachusetts—Lowell-Nashua Commuter Rail Extension
- Ohio—Cincinnati Interstate 75 Corridor Light Rail
- Oregon—Portland South Corridor Light Rail
- Texas—Houston Light Rail Extension
- Virginia—Williamsburg-Newport News-Hampton Light Rail
- Wisconsin—Kenosha-Racine-Milwaukee Metra Extension

While dozens more projects would likely suffer under the Bush Administration proposal, the projects listed above are a representative sample. Delaying or preventing these from getting built would harm commutes, economic revitalization, better jobs and improving our environment.

## Need for Greater Transit Investment

The Sierra Club report documents the benefits of transit and the costs of the Bush administration policies. The report argues that the United States deserves a balanced transportation plan that is sensible for both the environment and the economy.

In recent years, demand for public transportation has increased significantly, and new transit ridership has greatly exceeded projections. Since the last time Congress took up a

major transportation funding bill in 1998, public transit ridership has increased 21 percent. New transit lines are greatly exceeding projected ridership in Houston, Dallas, Denver, Salt Lake City and elsewhere. New Starts, the federal program that helps promising transit projects get off the ground, has a record backlog of over 200 projects, reflecting the fact that more and more communities are embracing, and clamoring for, public transportation.

The report lays out the economic issues behind this growing support for public transit in America's communities, looking at employee stress levels, the challenges of low wage commuters, redevelopment linked to transit, and jobs directly in the transit sector.

The benefits of transit seem lost on the Bush administration, which proposed, as part of its six-year transportation plan, a radical change to the ratio for federal matching transit funds. Currently, the federal/state funding match for new transportation projects is 80:20, however, the Bush administration would like to dramatically increase the state share to 50 percent for all new transit projects. In doing so, this administration would put hundreds of transit projects across the country in jeopardy, and with them, the jobs and economic benefits those projects bring locally.

And it's not just the Sierra Club that is criticizing the Bush Administration over public transportation. Paul Weyrich, of the conservative Free Congress Foundation, in a recent commentary called the Bush Administration "THE most anti-rail administration in the history of federal involvement in mass transit" and notes "the Bush folks are not pro-transit."

## We Can Do Better

We can enjoy easier commutes, more sensible development, jobs in better locations, and a better environment with a stronger commitment to public transportation. Unfortunately, the Bush administration has chosen to reward its friends in the road lobby rather than promote a balanced transportation policy. What's more, communities across the nation are eager for public transportation, but they will be waiting longer and paying more for transit under the Bush administration's plan.

Please see [www.sierraclub.org/sprawl/report04](http://www.sierraclub.org/sprawl/report04) for a copy of Missing the Train.

To weigh in on these important public transportation issues with your Members of Congress, visit:

<http://whistler.sierraclub.org/action/?alid=280>

*Eric C. Olson works for the Sierra Club's national Challenge to Sprawl Campaign.*

# TO EXPLORE, ENJOY, AND PRESERVE THE NATION'S FORESTS, WATERS, WILDLIFE AND WILDERNESS

## SIERRA CLUB ACTIVITIES

Mt Baldy Group, PO Box 906, Claremont 91711 — 909-621-7148; fax 909-624-7983

<http://angeles.sierraclub.org/mtbaldy/> — [mb@angeles.sierraclub.org](mailto:mb@angeles.sierraclub.org) — Email *Eagle* articles to [<avtrix@earthlink.net>](mailto:avtrix@earthlink.net)

The general public is welcome on almost all outings. Sierra Club membership not required, but is certainly encouraged.

See the Angeles Chapter *Schedule of Activities* for more activities in Los Angeles and Orange Counties. Call leader for info  
mi rt = miles round trip, SASE = self-addressed, stamped (37¢) envelope.

The Sierra Club encourages ridesharing. Participants make their own arrangements and should reimburse driver.

La Canada Rideshare Point: Angeles Crest Hwy (Hwy 2) just north of Foothill Fwy, (I-210). Park on Angeles Crest Hwy only.

Mt Baldy Rideshare Point: Pomona First Federal Bank & Trust parking lot, NE corner Indian Hill and Foothill Blvds.

Take Towne exit from I-210, south to Foothill Blvd east to Indian Hill. Weekends only.

'04 MT BALDY MGMT COMM \*voting

(All 909 unless otherwise indicated)

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Hospitality Connie Layne . . . . . 624-6115

Audio/Visual Ken Horner . . . . . 626-0336

### MANAGEMENT COMMITTEE

7:30 pm, 264 E Green St, Claremont

2ND TUE: EAGLE MAILING

7:30 pm, 264 E Green St, Claremont

odd months: Jan, Mar, May, Jul, Sep, Nov.

4TH TUE: MONTHLY PROGRAM:

See pg 1, 7:30 pm (dark Aug, Dec)

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**Sat, Sep 18 Mt Baldy (10,064') from Manker Flats:** Moderately paced, strenuous 8 mi trip, 3900' gain. Meet 7 am Mt Baldy rideshare pt. Bring 2+ qts water, lunch, lug soles. Ldrs: Norm Stabeck, (818-249-3807), Byron Taylor.

**Sun, Sep 19 Bolsa Chica Ecological Reserve:** Easy paced, 6 mi rt to enjoy the natural beauty of our local wetland. Reasonably flat, with stops for photos. No tigers, please. 3 hr walk. Meet 8 am, Warner Ave parking lot (corner of PCH and Warner next to trailer). Bring, water, sun protection, comfortable shoes, binocs, camera. Rain cancels. Ldrs: Joe Maynard (562-981-9111). Asst: Donna Jean Barker.

**Sun, Sep 26 Moonlight Hike:** Come hike in the foothills for several hours by moonlight. Full harvest moon is Tues, Sep 28. Conversationally paced; 4 to 5 mi rt, 800' elevation gain. Meet 6 pm, Mt Baldy rideshare pt. Bring jacket, flashlight, water, snack to share mid-hike (opt), wear sturdy shoes/boots. Rain cancels. Ldrs: Patty & David Thorne 909-981-5813.

**Sat, Oct 2 Sycamore Canyon:** Stroll through this beautiful canyon in the Puente Hills in Whittier. Good conservationist and naturalist leaders. Bring binocs to view wildlife. 4 mi rt. Negligible elev gain. Meet 8:30 trailhead (exit 605 Fwy at Beverly Blvd East, go north onto Workman Mill Rd. Park in lot at 5030 Workman Mill Rd). Ldrs: Jo Sarachman 562-698-7152, Bonnie Taylor

**Sat, Oct 9 Santa Rosa Plateau:** 8 mi, 700' gain hike in grasslands and oaklands, including 100-yr-old Englemann Oaks. Meet 9 am, Santa Rosa Preserve Visitors' Center (5 mi west of I-15 on Clinton Keith Rd, Riverside). Bring 2 qts water, lug soles, lunch, \$3 Conservancy fee. Rain cancels. Ldr: Julie Garner 714-335-1579 Asst: Chuck Buck.

**Sun, Oct 10 Sunset Pk (5796'):** Moderately paced, 7 mi, 1300' gain, round trip walk on fire rd near Mt Baldy. Meet 8 am. Call leader for meeting place. Bring layered clothing, sturdy shoes, water, snack, lunch. Cameras, binocs are good also. Ldr: Mary Ann Ruiz ([mary\\_ann\\_ruiz@hotmail.com](mailto:mary_ann_ruiz@hotmail.com)) 909-628-1285. Co-Ldr: Patty or David Thorne.

**Sun, Oct 10 Plant Walk:** Slow paced, 5 hr, 3 mi hike from Chantry Flats to Sturtevant Falls; learn about and identify plants with botanist Bob Muns and naturalist Liana Argento. Meet 9 am upper parking lot (from 210 Fwy in Arcadia, take Santa Anita Ave north [this becomes Santa Anita Cyn Rd] 10 mi to end of road and Chantry Flats parking area. \$5 parking fee or wilderness pass.) Bring lunch, water, hand lens if you have one, opt \$1 for plant list. Co-ldrs: Liana Argento 310-370-2950, Bob Muns.

**Wed, Oct 13 San Joaquin Marsh and Wildlife Sanctuary:** Leisurely stroll through the Irvine Water District Conservation Area. 5 mi, no gain. Plan to stay and browse the new Nature Ctr. Meet 9 am (from I-405, exit west on Jamboree, right on Michelson, follow it to Riparian Way, turn right. Park in first lot on right.) Bring lunch, water, binoc for possible bird watching. Ldr: Keats Hayden 949-760-9399. Asst: Bernie Jaroslow.

**Sat-Sun, Oct 16-17 Black Canyon (carcamp/dayhike):** Come with us to beautiful, remote Black Cyn to enjoy one of the finest displays of ancient Indian rock art on public land in the Mojave Desert. Our easy Sat hike will take us to petroglyphs, indian caves, 19<sup>th</sup> century inscriptions and other desert mysteries. Sat night, potluck/campfire. 2 wheel drive ok. Sign up early. Number of participants strictly limited. Send check for \$5/person made out to "Sierra Club" Also include 2 SASE, email address, home & work phones, rideshare info, to Reservationist/Ldr: Lygeia de Jesus, 1550 N Verdugo Rd #40, Glendale CA 91208, 818-242-7053. Co-ldr: Bill Spring.

**Sat, Oct 30 Whittier Narrows Nature Center & San Gabriel River Talk:** Leisurely paced, 4-5 mi loop walk, from Whittier Narrow Nature Ctr along the San Gabriel River to the 20 acre lake through riparian habitat and return. Tables available upon return for lunch or snacks. Meet 8:30 am Whittier Narrows Nature Center parking lot (exit 60 Fwy at San Anita south, go left [east] on Durfee, right into parking lot at 1000 N Durfee). Serious rain cancels. Co-Ldrs: Jeff Yann 626-968-4572, Jo Sarachman.

**Sun, Nov 14 Chino Hills State Park:** Come see this critical link in the wildlife corridor in the fall. Easy to moderate hike, approx 8 mi rt, 800' elevation gain. Meet 8 am. Call leader for meeting place. Bring layered clothing, sturdy shoes, water/snacks, lunch. Ldr: Mary Ann Ruiz 909-628-1285. Co-Ldr: Patty or David Thorne.

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September 28, 2004 — Carroll Shipplett, *Ethiopia*  
October 26, 2004 — Joe Morris, *John Muir's Yosemite*

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