



By Mike Maloney

Tow trucks and trucks carrying sandbags were busy helping storm victims in Milpitas yesterday

AVALANCHE KILLS 3 AT SKI RESORT

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snowmobiles and snow tractors were brought in.

Margy Barrett, manager of the nearby River Ranch resort, said the avalanche knocked out electricity at 3:44 p.m. She said the blizzard was so intense at the time that she could "hardly see out the window."

The massive search and rescue effort was called off for the night by the sheriff's office because of the continuing slide danger.

"Conditions are terrible," said Deputy Jim Webber. "There are minor avalanches and heavy snow."

Officials went door to door last night in the Alpine Meadows area, warning occupants of roughly 100 cabins, condominiums and homes to leave because more slides were likely.

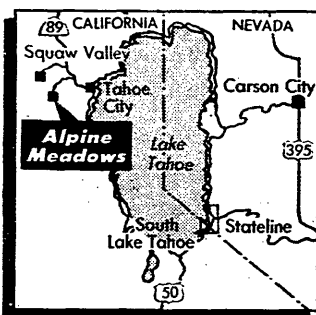
Only hours earlier, an avalanche buried two houses at Squaw Valley. Five people were rescued uninjured, and Squaw Valley area residents were told to leave the area because of the avalanche danger.

The killer storm has paralyzed the Sierra, blocking every road into and out of the popular resort area with at least six feet of snow, and another storm was expected to smash the mountains today.

Hundreds of residents and weekend visitors were snowbound. More than 800 truckers were stranded on the Nevada side of the mountains.

The winds made it impossible to see on Interstate 80, which was completely shut down since Monday — the longest closure since it became a freeway in the 1960s, officials reported.

Highways 50, 89 and 70 were



also closed intermittently because of avalanches, said Caltrans spokesman Norma Kelly. She reported that 150 maintenance men were working around the clock, and that Interstate 80 could be opened within four hours after the winds died down.

Meanwhile in the Bay Area, flooding in the South Bay and East Bay forced dozens of people from their homes in Milpitas, Pittsburg and other low-lying communities.

In Sonoma County, 6.4 inches

More about the storm on Pages 2 and 3

fell in 24 hours ending yesterday afternoon. Other rainfall figures included Kentfield, 3.9 inches; San Rafael, 3.46 inches; Oakland, 2.87 inches; Concord, 2.67 inches; Livermore, 1.93 inches; Redwood City, 1.79 inches, and San Jose, 1.7 inches.

At the radar station on the west peak of Mount Tamalpais, authorities recorded 16 inches of rainfall from Sunday through yesterday and a scattering of hailstones "as big as golf balls." But the latest downpour did not approach the January 4 deluge, when 24 inches fell in 18 hours.

Weather forecaster Thornton Jeffries said the Bay Area could get a pause from the deluge from "Thursday night through Saturday morning, but there's a new storm coming in later Saturday and continuing into Monday."

The rain set off a few small mudslides in San Mateo and Marin counties, and officials in Pacifica and Sausalito feared more severe slides similar to those that damaged or destroyed hundreds of homes and claimed more than 35 lives in the big January storm.

Another storm-related death occurred in Solano County, where an unidentified woman drowned when her car slid off a Suisun City street into a rain-swollen creek early yesterday.

And five people lost in a small boat since Saturday were listed as storm deaths yesterday when the battered wreckage of their boat was found on the jagged rocks of the Farallones.

The heavy rains caused other problems throughout the Bay Area.

In Milpitas, a dozen residents were forced to flee their homes when Penitencia Creek overflowed onto 20 city streets and transformed them into torrents three feet deep.

In Pittsburg, 11 families on Carpino Road and another five families on Willow Pass Road in west Pittsburg prepared for evacuation, and the Antioch-Pittsburg Highway north of Love Ridge Road was closed due to flooding, authorities said. Floods were also reported in north Richmond between First and Third streets, and in eastern Contra Costa County in the Brentwood-Oakley areas.

Downtown Martinez also was flooded when the Alhambra Creek overflowed its banks.

At the Hayward Municipal Airport, a twister that employees likened to a small tornado tore two single-engine planes from their moorings and flipped them upside-down.

Storm drains in all of the bayside cities in the East Bay were backed up, and water squirted up like geysers through manhole covers along Lakeshore Avenue in Oakland.

In Sausalito, authorities feared the big gouge in the hillside above Bridgeway on the north end of town would slip again, threatening houses above on Bulkley Avenue and below on Bridgeway.

In the early hours yesterday, "a big bunch of stumps slipped down the hill and knocked down the back door of an empty three-story building at 513 Bridgeway and raced right out the front door," said Sausalito Public Works Chief Norm Wohlschlaeger.

Pacifica, which experienced deadly slides in January, appeared to be holding up.

Tens of thousands of PG&E customers — especially those in snowbound areas above the 3000 foot level — found themselves without power for varying lengths of time, said PG&E spokesman George Ruge.

Other areas temporarily without power were Chico, Quincy, Lake Almanor, Greenville, St. Helena, Angwin and the Montclair District in Oakland, Ruge said.

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S.F. Rainfall

(In inches)

30 hours to 10 p.m.	2.77
Season to date	27.47
Normal to date	18.32
To date last year	16.38
Seasonal normal	20.66

(Season: July 1 to June 30)

I.P. & A.P.

AMTRAK 'BULLET TRAIN'

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runs will begin in about three years.

The train will make the 130-mile trip in 59 minutes — less than half the time it takes to travel by car or conventional train, but about the time it takes to fly. The fare will be about \$35, approximately the cost of an airline flight.

For most of the trip, the train will travel on elevated tracks built on the median strip of the San Diego Freeway, a six- to eight-lane superhighway.

High Speed Rail, with initial help from Amtrak and a Japanese philanthropist, plans to form a syndicate to seek the investments needed to acquire right-of-way and build the line.

Gilson said construction of the line would cost \$2 billion, of which \$500 million will come from Japanese investors. Japanese equipment will be used and Japanese engineers will serve as consultants.

Amtrak has lent the new venture \$750,000 for feasibility studies. Further studies are to be financed by a \$5 million grant from a foundation headed by Japanese financier Ryoichi Sasagawa.

Of the \$2 billion, \$1.5 billion would be spent in the United States, Gilson said, much of it for land acquisition and construction. The rest of the money would go to buy equipment in Japan.

Wall Street analysts said they doubted that the venture's potential for profits would be enough to attract such a large amount of money.

Eva Davis Holman, an analyst for Donaldson, Lufkin & Jenrette, said, "Two billion dollars is a lot of money, an awful lot of money."

Eliot Fried Jr., an airline analyst for Shearson-American Express, called the proposal "far-fetched."

But Gilson said yesterday that a high-speed train operating in densely populated Southern California could make a profit. He said the company was also considering bullet-train lines in three other locations — Miami, Orlando, Disney World and Tampa; Dallas-Fort Worth and Houston; and the Chicago hub. Eventually, he said, a line could connect New York and Washington.

Bullet trains have been running in Japan since 1964 and in France since last year. The Japanese bullet trains began showing a profit in 1966, two years after their introduction, Gilson said.

He said the Amtrak group expected high-speed train service to attract 30 percent of the 12 million to 15 million riders who travel between Los Angeles and San Diego each year by plane, train, bus and car.

THE LOCKHORNS/Bill Hoest



PHOTO BY AP/WIDEWORLD