



FOUNDED BY  
JAN AND HERB CONN

## NEWS OF THE P.A.T.C. MOUNTAINEERING COMMITTEE

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May 1963

### COMING EVENTS

- May 5 Carderock, Md.
- 11-12 Harpers Ferry, West Va.  
Weekend work trip--contact Ed Worrell RI 4-5114 (Baltimore) or Ed Goodman JE 4-3856 for details. Bring hard hats, Prusik slings, and comfortable rappel slings or seats. This is your chance to participate in secret mission 66.
- 19 Annapolis Rocks, Md. 2½ miles north of Route 40 (South Mountain) on the Appalachian Trail.
- 20 Dead line for UP ROPE
- 26 Great Falls, Md.
- June 1-2 Seneca Rocks, West Va.  
Contact Ed Worrell or Ed Goodman. No beginners.
- 9 Carderock, Md.

Sunday trips start from Howard Johnson's at Wisconsin and Western Avenues, N.W., at 8:30 a.m. (Come early if you want breakfast.) Wear clothing suitable for the weather. Bring lunch and canteen. Sneakers are suitable for climbing. Latecomers look for note behind drainpipe at Western Ave. side of building.

### SENECA

We are informed that the state of West Virginia has acquired a few acres of land between the highway and Seneca Rocks for use as a camping and picnic area. Work has been started on ground clearing and developing a water supply.

## THE GEORGE WASHINGTON MEMORIAL PARKWAY

This is the first of a series of articles which the P.A.T.C. Conservation Committee has been invited to contribute to UP ROPE. These articles will deal with developments affecting outdoor recreation and conservation of natural resources, particularly in the Potomac Valley.

In 1930 Congress passed the Capper-Cramton Act, landmark legislation which has guided the development of the park system of the Washington Metropolitan Area. It provided for acquisition for park purposes of both shores of the Potomac (and its islands) from Washington up to Great Falls, and down to Fort Washington on the Maryland side and Mount Vernon in Virginia. It also provided for acquisition of park land in the valleys of tributary streams, such as Sligo Creek and Cabin John Creek, on a Federal-local fund-matching basis. A strip of land along the River, varying in width, has now been acquired for most of the authorized distance on both sides and placed under the jurisdiction of the National Park Service. In Maryland the counties have taken advantage of the Federal aid to acquire extensive acreage in a number of stream valleys; in Virginia not so much has been accomplished.

The first provision of the Capper-Cramton Act also authorized construction of a road in the parkway to be established along the Potomac, although no exact route was specified. Aside from the Mount Vernon Memorial Highway, previously begun, little attention was paid to the idea of a road for a number of years. As originally used in the enabling law, the term "George Washington Memorial Parkway" signified the entire project--an elongated river-side park. Later, as the word "parkway" came to be applied to a landscaped, limited-access highway, regional planners began using the name "George Washington Memorial Parkway" to designate new highways to be built through the newly acquired park land and these routes appeared on the planners' maps.

When Interior Department legal officials interpreted the road authorization as mandatory rather than permissive, the National Park Service began pushing plans for construction. No further authorization for the project was deemed necessary, and no specific appropriation was required, since the Park Service could draw on general appropriations made annually for national park roads throughout the country.

By the early 1950's conservationists realized the impact the up-river portion of the Parkway in Maryland would have on the Chesapeake and Ohio Canal. They tried to persuade administrative officials to utilize an improved MacArthur Boulevard for the Parkway between the District Line and Great Falls, or at least to agree to locate the new road 300 feet from the Canal. The first alternative bogged down because the Park Service and the Army Corps of Engineers (who control MacArthur Boulevard) were not interested in getting together and was complicated because of the water supply conduits under MacArthur Boulevard. The second alternative proved impracticable because the right-of-way available for the Parkway was simply too narrow in most places. Appeals to Congressional committees were to no avail, as the latter accepted the Park Service's bland assurances that the Parkway would not harm the Canal.

Construction of the Parkway on the Virginia side of the Potomac began first. It was completed to Spout Run, with a spur up to Lorcom Lane; then to the Central Intelligence Agency building at Langley; and recently to the Capital Beltway at the new Cabin John Bridge. Beyond this point its future is in doubt, as considerable private land remains to be acquired for the right-of-way and there is strong opposition from property holders to a riverside route. The project may utilize Route 193, further inland, instead.

On the Maryland side grading has been completed from near Chain Bridge to just above Carderock but no paving has been done. A bridge is under construction over Cabin John Creek. At Carderock a tunnel has been built under the C & O Canal and a spur road will run through this to two large parking and picnicking areas between the Canal and the River. Beyond Carderock the Parkway route is expected to follow pretty close to the Canal past the Anglers' Club and Widewater to Great Falls, but no grading has been done in this section. A proposed bridge across the Potomac just above Great Falls, connecting the Maryland and Virginia portions of the Parkway, does not appear on present planners' maps.

Below Washington, on the Maryland side, land acquisition has been slow and has met local opposition, but it now appears that a right-of-way for the route will be acquired and the Parkway will eventually go through to Fort Washington.

In summary, the laudable object of the Capper-Cramton Act to acquire and preserve the shores of the Potomac in park land has largely been attained. But construction of highways through these elongated parks, while contributing to the enjoyment of motorists, is also seriously damaging the scenic, natural and recreational values of the lands so "preserved."

Philip J. Stone  
Chairman, P.A.P.C. Conservation Committee

### Ups and Downs

17 March 1963

Spitzbergen, Maryland

Ed Worrell	Adams family	Joe Nolte
Joe Faint	Chuck Wettling	Mike & Joan Nicholson
Al Klovdahl	Hal Kramer	Marty Maricle
Mary Turk	Kelley Kelliher	Ed Goodman
Larry Buck	John Howell	Al Barbour
Eileen Daily	Pat Fitzgerald	Richard Curtin
Stewart Williams	Edna Wratten	

This fine spring day really brought out the climbers and a number of sun-worshippers as myself. The morning was spent at the Spitzbergen area. Many of the climbers did several of the climbs here, warming up their muscles for the more challenging climbs in the afternoon. If there had been any doubt about this one particular climb, R.A. saw to it that the route was colorfully marked in red. Was that type AB or O?

There were a number of new faces in the group being introduced to the rocks by the experienced members of the group. At times I'm sure they thought it was going to be quite a wet adventure as they happened to glance at the swirling Potomac below.

Aye, there was a wee bit of the Irish in the air this Sunday since it was St. Patrick's day. Our culinary genius, Kate Adams, came through again with her chocolate cake only this time it was iced in a brilliant green! Irish or not, it didn't take our hungry bunch long to consume this delicacy!

Following the suggestion of Mike Nicholson and Joe Faint, the afternoon was spent at a new area located further up stream. One of the most popular of the climbs was labeled the George Washington finger-hole climb. It seems that G.W. had been drilling some holes in preparation of a canal system. Many thanks to old G.W. since he very conveniently placed these holes not realizing they would be useful to climbers.

The end of this enjoyable day came about when we heard cries from our thirsty bunch indicating that it was time to head in the direction of Touhey's.

J. Nicholson

## PRELIMINARY ACCIDENT REPORT \*

On Sunday, April 28, 1963, eight of the local members of the climbing club undertook an unscheduled, informal trip to Annapolis Rocks, Md. Participants were Mary Turk, Joe Nolte, Bill Allnutt, Larry Griffin, Larry Pease, Bill Faulhaber, Steve Barber, and Al Klovdahl, and most of the day was spent in uneventful climbing.

Toward the end of the day, we decided to rig as a practice climb an overhanging face at the extreme north end of the climbing area. The climb was rigged from above so that it could be belayed from below and the rigging was as follows: a sling of one-inch nylon around a large rock, three karabiners attached to the sling, and a 3/8 inch nylon climbing rope threaded through the karabiners with both ends of the rope extending to the ground approximately fifty feet below. The rigging was tested from below, while being observed from the top, and it appeared to be satisfactory. Following this the face was ascended by four climbers in succession; each climber tested (the rope and the respective belayers simultaneously) before attempting the climb, and each climber completed the climb to the summit without falling into the rope.

The fifth climber, Bill Faulhaber, tested and then started up the climb. Part way up the climb he decided that he would not be able to complete the climb. Bill informed his belayer of this, let go of the rock, and swung across the face. The rope broke as Bill (175 lbs.) was being lowered. He fell free about 10 or 15 feet, landed in a sitting position on a rock below at the level of his belayer, and pitched forward down a slope an additional fifteen feet before coming to a halt.

Faulhaber was conscious at all times, and upon examination complained of sharp pains in the area of his right hip. Lacerations of both wrists and a sore thumb were the only other apparent injuries. Within a relatively short time the pain in his hip had diminished to the extent that Bill wanted to try to make the trip back to the car under his own power. After resting a while and gathering up equipment, we hiked to the parking area without incident. (The trail from Annapolis Rocks to the parking area on route 40 is fairly easy: it is 3 miles long and drops less than 600 feet.) From the parking area Bill was driven to a hospital in Bethesda, Md., for further examination.

The rope that broke, as previously stated, was a 3/8 inch nylon climbing rope which had been purchased in Wyoming in August of 1961. The reason the rope broke has not yet been determined. It is hoped that the investigation which is to follow will be able to ascertain the cause or causes of this rope failure.

NOTE: Two broken bones in the right wrist and a bruised hip were the extent of Bill's injuries.

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MARCH MEETING

The March 27 meeting began with a critical discussion of teaching of beginners and belaying.

Arnold Wexler's enjoyable 1962 Wind River slides followed; Joan and Phil Cardon were hosts to the meeting.

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\*It was felt by a number of people that due to the nature of the accident a preliminary report should be made available as soon as possible.

## PATC EQUIPMENT NOTES

Cutter Compact Snake Bite Kits are now available at Club Headquarters for \$2.00 (49 cents below list). The Forester Folding saw recently illustrated by Ed Garvey at the PATC Annual Meeting will be in stock in April. This saw has a folding hardened steel handle and a 24" Swedish steel blade with buck teeth that can be stored in the handle. Total weight, 36 oz. Cost about \$6.95 (\$3.50 below list price). The saw may be ordered from Karl Edler, phone 773-1693.

The Club sales stock of locally hard to find items is maintained at Club headquarters. Where possible, the reduced price from Club bulk purchase are passed on to PATC members. A partial list of items includes dried meats, vegetables and fruit, tropical chocolate bars, orange juice crystals, waterproof food bags, stearine candles, trail club drinking cups, water purifier, salt tablets, glacier cream sunburn preventive, and a variety of climbing pitons, karabiners, and bolts.

H & H Surplus Center, 1104 W. Baltimore Street, Baltimore, has several army mountain tents, double and single entrance in stock in slightly used condition at \$29.95. These must be selected personally, as some are good buys at the price.

Karl Edler

## MAY EQUIPMENT NOTES

Since the Equipment Bulletin is partially completed and about 2/3 of the copy is in the printer's hands, it may not be too long before the Equipment Committee Chairman can spend Sundays on the rocks. In the meantime, Karl Edler has a number of sample items that have been sent for examination and that will be returned about the first week in May. Items include a Finnish 2-man tent with articulated outside aluminum poles, and several Holubar down-filled items. These items may be purchased at the manufacturer's regular prices, but postage will be saved since it has already been paid. Call Karl Edler at 773-1693 if you are interested in possible purchase of equipment samples.

Petus folding saws are now in stock and cost \$6.75. These saws are particularly useful for trail overseers.

## NATIONAL CLIMBING CLASSIFICATION SYSTEM

In the interest of defining a workable system of climb classification applicable to all American climbing (rock, snow and ice, East and West), a system has been proposed by Leigh Ortenberger with Royal Robbins which incorporates the following:

1. Difficulty of the hardest individual pitch of a climb--free climbing (Classes 1-10)
2. Ditto--artificial climbing (Classes A1-A5)
3. Overall route difficulty (Classes 1-VI)

The system is intended as an adjunct to area guidebooks as well as to assist climbers traveling in unfamiliar areas to gauge the difficulties which they can anticipate. Support from climbers is now being solicited and an article detailing the system is to be printed.