



FOUNDED BY
JAN AND HERB CONN

NEWS OF THE P.A.T.C. MOUNTAINEERING COMMITTEE
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COMING EVENTS

- August 31 Seneca Rocks, West Va.
- September 1 - 2
- September 8 Carderock, Md.
- September 15 Cupids Bower, Md.
- September 21-22 Little Stony Man, Va.
Leaders: Ed Worrell, RI4-5114 (Balto)
Joe Nolte, MA2-0912
- September 29 Great Falls, Va., Birds Nest Area
Monthly meeting at Clubhouse (1916 Sunderland Pl. NW) after climbing. If anyone has slides to show at this time, please bring them.
- October 6 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.) New climbers are welcome. Bring lunch and canteen. Sneakers are suitable for climbing. Latecomers look for note behind drainpipe at Western Avenue side of building.

THE PROPOSED CHESAPEAKE AND OHIO CANAL NATIONAL HISTORICAL PARK

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

Most of us have some familiarity with the history of the C. & O. Canal and its significance in the annals of American transportation. Begun at Georgetown in 1828 and completed to Cumberland (185 miles) in 1850, the canal never achieved its objective of connecting tide-water with the Ohio Valley. But it did provide a dependable and economical, if slow, route between Washington and upper Potomac Basin points for the movement of heavy or bulky freight. During the C. & O.'s hey-day in the 1870's there were some 540 mule-drawn barges in service. But finally competition from the parallel Baltimore and Ohio Railroad, and later the Western Maryland Railway, plus recurring flood damage, forced abandonment in 1924.

Meanwhile the B. & O. Railroad had acquired financial control of the canal company. During the depression of the 1930's the B. & O. had borrowed money from the Reconstruction Finance Corporation; and when it settled accounts with the Government in 1938 the R.F.C. accepted the C. & O. Canal property (valued at \$2,000,000) in part payment and turned it over to the National Park Service. Between 1938 and the advent of World War II the Park Service restored the 22-mile portion between Georgetown and Seneca, with the help of Civilian Conservation Corps labor. But there were no firm plans for the remainder of the canal.

Into this vacuum, after the war, stepped the highway-building interests with pressure for a road along the canal right-of-way to attract more tourists to the upper Potomac Valley and give the economy a shot in the arm. Their hand was strengthened by a joint report of the Park Service and the Bureau of Public Roads in 1950 setting forth proposals for a scenic highway from Great Falls to Cumberland which would obliterate most of the canal but retain a few stretches for recreational use.

Opposition developed from two sources: (1) conservationists in Washington and throughout the country who believed the historical significance, scenic and natural values, and recreational potential justified preservation of the whole canal as a national historical park, and (2) Maryland interests who advocated transfer of the property to the state for piece-meal recreational development, public and private.

At this juncture, in March 1954, Justice William O. Douglas conducted his famous hike from Cumberland to Washington to dramatize the importance of canal preservation. (P.A.T.C. President Grant Conway and Member Constant Southworth were among the nine who hiked the entire distance.) The impact of this hike and the resulting publicity on public opinion was terrific. Soon the National Park Service reconsidered its views and came out in favor of the national historical park. Gradually local Maryland interests dropped their demands for the highway and for state control, especially when Senator J. Glenn Beall introduced legislation for the park which included authorization for a short, high-level parkway on the bluffs west of Hancock.

The road builders had been put to flight--but park proponents had reckoned without the dam builders. In 1956 Congress initiated a study of the water resources of the Potomac Basin by the Army Corps of Engineers, and as we all know, such surveys always end up with

recommendations for big dams. From the beginning Army Engineer officers kept saying that a big dam on the main stem of the Potomac near Seneca would probably be necessary and Washington water supply officials concurred. Furthermore, electric power interests (particularly the rural electric cooperatives in the Washington region who would be entitled to preferential treatment if public power were generated), began beating the drums for at least one high dam with hydro-electric capacity built in.

These dam advocates saw the preservation of the C. & O. Canal as a threat to dams which would flood out part of it, and took their stand against the national historical park. The rural electric coops have worked through their national organization to bring pressure on western Congressmen who are public power advocates, and have effectively kept the park legislation bottled up in committee, year after year. It is a sorry spectacle to see the will of the majority thwarted by a small minority--but it is a fact of American political life that this sometimes happens.

As one of his last official acts President Eisenhower issued a proclamation establishing the C. & O. Canal National Monument in January 1961. The Park Service has established Monument Headquarters in Hagerstown, has made some recreational improvements, and is patrolling and protecting the area. The towpath is clear for hikers, cyclists, and equestrians all the way, campsites for which annual permits are issued have been designated in several places, and the Paw Paw Tunnel has been restored.

But monument status is not enough. National historical park status, with its mandate from Congress and greater permanence, would furnish a basis for restoring additional canal structures and providing recreational developments and interpretive services. The legislation presently pending omits authority for the high-level parkway mentioned above but does authorize some land acquisition for access roads, campgrounds, picnic areas, etc.

Although the great majority of interested persons favor a C. & O. Canal National Historical Park, its establishment probably awaits resolution of the dam controversy. If conservationists succeed in blocking a big dam on the main stem of the Potomac, then the park proposal should go through in its entirety. If a dam is authorized, then a smaller park will probably be established to include the portion of the canal which would not be flooded out--perhaps from Harper's Ferry to Cumberland. Those of us who believe a high dam is not necessary can do our utmost to oppose it, and in the meantime keep alive the vision of a national historical park which will preserve the entire length of the C. & O. Canal.

--- Philip J. Stone
President, P.A.T.C. Conservation
Committee

ASCENT OF MT. _____¹Report of the Arctic Exploration Section of the Mountaineering Committee-at-Large,
PATC

A little south of Vollan, at the head of Balshjord, there is an attractive group of peaks which neither the road map nor the descriptive book "Mountain Holidays in Norway" bothers to name. One remarkably symmetrical pyramid-shaped buttress caught our eye the first time we passed under its foot on Route 50, bound north some 250 miles above the Arctic Circle. Heavy clouds swirled about and we could see little more than a general dark form. On the following day, having visited the island city of Troms, we viewed it again, this time under a cloudless sky. The forbidding pyramid was still impressive to our eyes, but a few kilometers to the south was an even more spectacular peak--one on which we could clearly see a route to the summit not requiring equipment. Our interest aroused, we stopped at a kiosk to ask questions, but got no more enlightenment than we found on the back of a postcard view of peaks partially mist-veiled. Somewhere in the group was "Russetind."

The sky was too blue and the mountain too tempting to let lack of a name and a map deter us. Parking the car and tightening our boots, we set out through a Norwegian hayfield to attain the ridge which promised an easy stroll to the top.

After the field came a long steep slope of boulders blanketed with thick, wet moss, and studded with twisted deciduous trees. Gradually the trees petered out and just above timberline² we emerged on the ridge. We paused to breathe a little more calmly and fortified ourselves with a bit of lunch before climbing out on the crest and turning upward toward the summit.

Then--what a disappointment! Our first view told us of a miscalculation. We were on a ridge separated from the main peak by a deep, U-shaped ravine--almost a small valley. A many-pinnacled, snow-sided knife ridge led across, but that was clearly only for a strong, well-outfitted party to tackle. So we had no choice but to descend a little and make a long circuit of the head of the gulch, finally gaining the true ridge, at the level of the first snow patch. From there on it was obviously a simple, though fairly long, upward hike.

The monotony was unexpectedly relieved by the sight of a small herd of reindeer on a higher bit of snow. A few were belled³ and the frequent clanking and the restless movements of the animals told us that they were terribly bothered by flies. When they saw us the bucks took up defensive positions around the herd and snorted and shook their antlers as we approached. Torn between curiosity and fear, they allowed us to approach quite close before retreating to a more distant snow patch. "Stalking" them led us upward until we were confronted with the final slope--broken-up flakes of a peculiarly shiny, heavy, shale-like rock. Progress forward involved some "backsliding" until the top was gained and a nearly level 150-yard walk brought us to the summit cairn. There was neither register nor indication of the name or height of the mountain. But there were the remains of a large snow cornice and a magnificent view of fjords and peaks to the west, and more peaks--the more distant in Sweden--to the east. This was quite enough for us, and we spent a pleasant half-hour contemplating the scenery and thinking of our poor friends at home in the heat of the Washington summer.

It had taken us 6 hours up (Alan would have done it in $\frac{1}{2}$ the time if Alice hadn't been so awfully short-winded,) --a climb we estimate as between 3500 and 4000 feet, literally from sea-level, as our car was parked by the shore of the fjord. $2\frac{1}{2}$ hours saw us down again, still in broad daylight. Observations at 11, 12, and 1 o'clock at night assured us that we could have safely taken twice as long. The sun didn't go down at all.

UPS AND DOWNS

Bull Run Mountain Trip - July 28

The mountain climbing group under the leadership of Bob Adams met at the Chevy Chase Howard Johnsons on July 28 1963. After breakfast at 8:45 we departed for Bull Run Mountain. With the heat up what followed was a three-mile seemingly endless hike. As often happens, later in the day a member of the group pointed to a two-mile shorter trip out. Needless to say, all were appreciative.

Members of the group made different climbs--some of these were: Charley's Crack, Two Inches More, Bull Run Overhang, Beginners' Crack, Adjacent Crack, and Unknown Climb.

A somewhat pretty view from the top was interrupted by a 15-minute rain followed by a steam bath for all. One soul was lost and 15 minutes later found.

Supper at Howard Johnson's at Fairfax Circle finished off a fine day and trip. Members present at climb were:

Barry Bielsker	George Rawlins	Dick
Bret Blosser	Kate Adams	George Livingston
Richard Curtin	Bob Adams	Mike Nicholson
George Malcoe	Bob Adams, Jr.	Joe Feint
John Ackerman	C. Jennings	Larry Griffin
Nellie Planck	Chuck Witting	(Breakfast only) Mary Turk
		Bob Mole
		Harold
		Kramer

Rocks State Park, Md. - August 11, 1963

At about 11 a.m. I arrived on the east side of Rocks State Park (where the railroad tracks were). Right behind me was Ed--he had just checked in with the Ranger. We walked around and looked over some possible climbs, wondering if anyone else was going to show. It nearly happened that no one else did show. Our weary party at Ho-Jo's had convinced itself of the splendid opportunities that Carderock still offered, and it was only at the jumping-off point on the tow-path that conscience overcame us. Stoically we turned around, and headed back to the cars and Rocks.

Around 11:30 a.m. Mary Turk's '57 Chevy pulled in and a few minutes later Tony rolled in, in his red VW.

Two climbs were set up on this side of the creek to limber all of us up a bit, and build up confidence. I don't think John Ackerman felt that these climbs were very reassuring after he pulled his hand hold down on his own head. With no hard hat on, it did draw a little blood. After a rest and bandage John seemed to be all right but he said he was going to have it looked at.

We ate lunch on this side of the creek and talked about where to go next. It was decided that we would go over to the west side of the creek and try the "Thumb". Two groups went up the "Thumb" with Chris leading the first rope and Ed leading the second. A number of odd climbs were established and a new climb named, in honor of the first