



Pacific Crest Trail: Oregon & Washington, 7th Edition 2007 Update (Part 2 of 2)

Information supplied by author Ben Schifrin from field research in 2006. The opinions expressed here are his alone, and not necessarily those of the coauthors or the publisher.

p. 207, Col 2, Line 1: A slip and fall is now unlikely, due to good trail and lush overgrowth.

p. 207, Col 2, Line 4: The road to the cistern is now overgrown and unneeded by hikers—this stretch has a few nice springs, which last well into August.

p. 207, Col 1, Line 6: The new PCT no longer follows the road. The paved road that you will cross later now has a number of homes.

p. 207, Col 2, Par 2, Line 6: This area was recently logged and has large patches of poison oak in the disturbed areas.

p. 207, Col 2, Par 3, Line 7–15: The lower layers, called the Ohnapecosh Formation, have clays so slick and dense that they are effectively waterproof. Ground water percolating down onto them from vertical joints in the overlying Columbia River Basalt acted as a lubricant. This led to massive collapses on the northern banks of the Columbia, such as the 4-mile-wide Bonneville Landslide that you traverse up to Table Mountain. That slide occurred about AD 1200. For a time, it completely blocked the Columbia River, and was certainly witnessed by native tribes. Oral traditions of the local Multnomah people describe a tunnel, or Bridge of the Gods, existing at a later time, while the Columbia River drained through the landslide dam. As is so often the case, they blame the bridge's destruction on a woman: A decrepit old spirit-woman named Loowit lived atop the bridge and kept the only fire in the world. She traded it to the Great Spirit for eternal youth and beauty. To win her honor, two brothers, Klickitat and Wy'East, held a fiery combat. Their volcanic battle led to earthquakes and eventually destroyed the great rock causeway.

p. 210, Par 2, Line 4: Utility road is now graveled.

p. 210, Par 3: Change "Side Route" to "Water Access."

p. 210, Par 4, Line 2: Gillette Lake's inlet creek now has a new log bridge, with a good large camp just to the south.

p. 210, Par 4, Line 3: Firebreak is actually a service road on a natural gas pipeline. Trail is now well-marked and no longer confusing in either direction.

p. 210, Last line: Creeklet has a bridge and a nice camp, under bigleaf and vine maples.

p. 211, Col 1, Par 1, Line 4: Little-used road is now a wide trail. The PCT is marked by emblems.

p. 211, Col 1, Par 5, Line 3: Table Mountain East Way is now a closed trail, still visibly heading up to the summit.

p. 211, Col 1, Par 6, Line 3: Trail here is quite rocky.

p. 211, Col 1, Last sentence: Omit.

p. 211, Col 2, Par 2, Last line: There is a small camp just above the never-failing creek (really a spring).

p. 211, Col 2, Par 3, Last sentence: Omit.

p. 214, Col 1, Par 2, Line 7: Three Corner Rock, formed from the resistant core of an ancient volcano, now has a conspicuous microwave tower.

p. 214, Col 1, Par 2, Line 2 from end: Seep (3370–0.3) usually does last year-round.

p. 214, Col 1, Par 3, Line 3 from end: Spur Trail (3320–2.0) is the Crest Tie Trail, which is signed, westbound, to Stebbins Creek and Washougal River, via the summit of Three Corner Rock. There is poor but sufficient camping in the logged-over forest regrowth around the metal horse trough. Its inlet hose has consistently good flow.

p. 214, Col 1, Par 4, Line 8-13: Omit.

p. 214, Col 2, Line 11: Road 2000 should be, Road CG 2000.

p. 214, Col 2, Par 1, Last sentence: Omit. All evidence of the clearcut is gone.

p. 214, Col 2, Par 2, Line 2: Road CG 2000 isn't just useful for emergencies; it is the best access for dayhikes over Table Mountain or Sedum Ridge.

p. 214, Col 2, Line 5 from bottom: Spur trail should be Crest Tie Trail.

p. 214, Col 2, Par 3, Line 2: Rock Creek has an excellent camp, shaded by maples and hemlocks, just before the bridge.

p. 215, Col 1, Line 7: Clear-cut area is now mature and much less brushy.

p. 215, Col 2, Line 2 from end: Substitute “traverses” for “enters and leaves.”

p. 216, Col 2, Line 1: Change sentence to read: You climb a short half mile southeast, obtaining poor views . . .

p. 216, Col 2, Line 3 from bottom: Sedum Ridge Trail is now well-maintained and signed. Road 2000 is now Road CG 2000.

p. 219, Col 1, Line 3: Road 41 is Sunset-Hemlock Road 41.

p. 219, Col 1, Par 3, Line 9: Gullies usually have water into late summer but no good camping.

p. 219, Col 1, Par 3, Line 11: Splashing tributary has small, poor camps to east.

p. 219, Col 1, Line 2 from bottom: Camp at Trout Creek has a very small table.

p. 219, Col 1, Last line: Road 43 is paved.

p. 219, Col 2, Line 2: Trout Creek Picnic Ground is now Hemlock Lake Recreation Area.

p. 219, Col 2, Par 2, Line 1: From the road, hike easterly 280 yards.

p. 219, Col 2, Par 2, Line 6: Road 417 heads north 0.2 mile to Whistle Punk Trailhead, with toilets. A whistle punk was the safety lookout on a logging crew, who blew a whistle to signal danger from falling timber. Appropriately, then, at the roadend you find interpretive Trail 59, which winds 1.5 miles north through Douglas fir and western hemlock flats once harvested by Wind River Logging Company. Exhibits along the easy path teach about logging history and the ecology of old-growth forest. Here too, is the 245-foot high Wind River Canopy Crane, and the only research facility in North America dedicated to study of forest canopy ecology.

p. 219, Col 2, Par 2, Line 11: Change names to Wind River Work Center and Hemlock Lake Recreation Area.

p. 219, col 2, par 2, Line 2 from end: Tree farm was part of Wind River Nursery, a U.S. Forest Service research facility from 1903 to 1997. At one time, over 2 million Douglas fir seedlings were produced here every year, for replanting throughout the Northwest.

p. 219, Col 2, Par 3, Line 4: Bunker Hill Trail is #145.

p. 219, Col 2, Line 3 from bottom: The seemingly illogical route of the PCT around the base of Bunker Hill was an attempt by planners to keep the trail on public lands.

p. 220, Col 1, Line 3: Trail traverses east, just south of a dirt road, on private property. Please stay on trail, and do not camp here.

p. 220, Col 1, Line 4: Wind River is a state-designated Wild Steelhead River. Along with Trout Creek and Panther Creek, it has special angling regulations. The riverside is public land, unlike the flats to your west.

p. 220, Col 1, Par 2, Line 1: Wind River Road is paved and designated #60. Add new paragraph: Side route: Walk almost one mile south to snacks and convenient, friendly resupply at Stabler Country Store, as noted in Supplies, p. 206.

p. 220, Col 1, Par 2, Line 2 from end, and Par 3: Omit alternate route: It is boring, not scenic, and somewhat dangerous. The actual PCT route is better in every way.

p. 220, Col 2, Par 2: Panther Creek Campground has full equestrian facilities, water, toilets, and tables.

p. 220, Col 2, Par 3, Line 14: Good dirt road is #020. It makes a northeast descent but also continues southeast, tracing the hillside below the one you have just ascended. Instead, you continue southeast, up into the head of a brushy wash, the initial 300 yards on an old vegetated road that is now too overgrown to recognize as such. Quickly arcing southwest, you then turn back east.

p. 220, Col 2, Par 3, Last line: Road 68 is now wide and graveled.

p. 221, Col 1, Par 2, Line 1: Steep trail is Cedar Creek Trail 148. Beyond Cedar Creek, it continues 0.6 mile to Road 68.

p. 221, Col 2, Par 3, Line 3: Saddle is too gorgeous for just an emergency camp, but it is waterless. Stay here, enjoy the breeze and the vistas, and avoid the constant mosquitoes at Gayle's Brook Camp.

p. 222, Col 1, Line 1: Spring is year-round reliable.

p. 222, Col 1, Line 2: Change "Side route" to "Water Access." Spring is called Gayle's Brook Camp, with the name carved into a log table. These are a handful of slightly sloping campsites. The camp is almost always mosquito-plagued.

p. 222, Col 1, Par 3, Line 3: Spur road is #027.

p. 222, Col 1, Par 5, Line 2: First spring has a campsite and log table.

p. 222, Col 1, Par 5, Line 4: The sharpei-folded and pudding-puddled geologically recent Big Lava Bed basalts have been dated as about 9000 years old.

p. 222, Col 1, Par 5 Line 9: Now named, Crest Horse Camp, it has tables and toilets but no water.

p. 222, Col 1, Line 2 from bottom: Indian Heaven Wilderness is made heavenly by its prodigious growth of huckleberries. Historically, native peoples from throughout southern Washington came here in late summer and fall to harvest the blue-to-purple fruit. Called, olallie, by local tribes, we know them also as blueberries or bilberries. They are closely related to cranberries and lingonberries. Berries were eaten fresh or dried, and often used in winter soups. Today, many hikers will find their pace slowed by the urge to pluck the sweet plump tidbits from the waist-high bushes lining the trailside. Keep an eye out for black bears, who avidly graze the berry patches, as well. Speaking of large, furry carnivores, Indian Heaven is also prime Bigfoot country—numerous encounters with the legendary seven-foot-tall Sasquatch have occurred in the surrounding region. Note that a Skamania County ordinance levies a \$10,000 fine or five-year jail term for anyone who kills one of the beasts—but photographs are encouraged!

p. 222, Col 2, Line 1: Green Lake is really (4250–1.1). It is the smaller, eastern lake on Map H8.

p. 222, Col 2, Par 2, Line 2: Next good, reliable water north of Green Lake is at Blue Lake, in 4.0 miles.

p. 222, Col 2, Par 2, Line 6: Racetrack is Indian Race Track, a wide 2000-foot oval meadow path. Until very recently, Yakima peoples and other tribes used it for horse races during huckleberry-picking season.

p. 223, Col 1, Line 6: Saddle (4730–2.9) is at south shoulder of Gifford Peak.

p. 223, Col 2, Par 1, End: From the same point, Trail 55 leads southeast 0.2 mile down to small, shallow Tombstone Lake, which also has good, uncrowded camping.

p. 223, Col 2, Line 2 from bottom: Feature is a cinder cone.

p. 227, Col 1, Par 2, Line 7: Omit lower.

p. 227, Col 1, Par 3, Line 1: Substitute “lower” for “upper.”

p. 227, Col 1, Par 3, Line 5: Lemei Lake Creek is really named Rush Creek.

p. 227, Col 1, Par 5, First sentence: Change to read: Onward, you traverse above Bear Lake and then over to a slope above the east end of Deer Lake (4830–0.4), whose . . .

p. 227, Col 2, Par 2: Change “Side route” to “Water access.”

p. 227, Col 2, Par 5, Line 7: Insert: . . . descend to a crest saddle (4850–1.2).

p. 227, Col 2, Par 7, Line 2: Substitute part of first sentence: From the 4850-foot crest saddle south of Sawtooth Mountain, a 1.7-mile-long footpath . . .

p. 228, Col 1, First sentence: Insert: At the northern base of Sawtooth Mountain . . .

p. 228, Col 1, Line 6: Road 24 is graveled. Here is designated Sawtooth Trailhead.

p. 228, Col 1, Par 2, Line 1: Substitute new first sentences: The trail now descends gently east-northeast, with some stunning glimpses of Mt. Adams. In 0.1 mile, you angle across a small dirt road and then quickly reach the same road where it curves north at Middle Trailhead (4275–0.2). A few yards southeast on the road lies little-developed Surprise Lakes Campground, with water from two small ponds. Like Cold Spring and Meadow Creek campgrounds south of it, the camping here is for native tribes only. In addition, all huckleberry fields east of Road 24 are reserved, by treaty, for native harvesting only. Continuing northeast . . .

p. 228, Col 2, Line 4: Change: Saddle (4070–1.4) to (4070–1.2).

p. 228, Col 2, Line 12: Road 8851 is paved, with designated Mosquito Lake Trailhead. This is one of three good choices for hitchhikers bound for Trout Lake via Big Tire Junction: The Mosquito Lake area to your west has a lot of car campers.

p. 228, Col 2, Line 14: Little Mosquito Lake Road is now closed.

p. 228, Col 2, Line 3 from bottom: Outlet creek is crossed by a wooden bridge; it is too swampy to camp nearby.

p. 229, Col 1, Par 2, Line 1: Substitute new prose for first two sentences: The PCT leaves the creek, soon passing a narrow jeep spur road that heads south, back down to Road 8851. You now climb gently east along the upper margin of a sheep-inhabited clearing, finding many step-across springs in the next mile. There is suboptimal, sloping camping nearby. Cross a descending jeep road before rounding a spur and circling above a wet meadow. Shortly, you cross dirt Road 714 (4090–2.5) that snakes northwest 130 yards up to Road 8854. Continue northeast, descend to a small gully with a seasonal creek and there meet a spur trail (3980–0.4) to Steamboat Lake.

p. 229, Col 1, Line 2 from bottom: Omit last sentence.

p. 229, Col 2, Par 2, Line 7: Change “alternate route” to a “side-trail.”

p. 229, Col 2, Par 3: Change “Alternate route” to “Side route.”

p. 231, Col 1, Par 2, Line 4: Paved Road 88 is probably not quite as high-traffic a road, as Road 8851 to the west, or Road 23 to the east. Either of those are probably better choices, if you are going to hitchhike to Trout Lake.

p. 231, Col 1, Par 3, Line 7: Grand Meadows Creek has a new log bridge as of 2003.

p. 231, Col 1, Par 3, Line 9: Road 071 has been obliterated by piles of gravel.

p. 231, Col 1, Par 3, Line 13: Insert and substitute new prose: . . . crest (4570–0.6) and then make a brief 150-foot descent east. Turn north above a small creek-bottom, and then climb a pair of small new switchbacks to a low saddle, named Dry Meadows. Now you begin a descending route north-northeast, west of the ridgeline in deep forest. Cross minor east-heading Road 120, now obliterated by gravel piles. Two-thirds of a mile later, you reach a trailhead at gravel Road 8810 (3854–2.7). Walk east 50 yards to this road’s junction with wide, paved, busy Road 23. Many local residents think that this is the best point from which to hitchhike south to Trout Lake. Provisions and lodging there are 13.5 miles away.

p. 231, Col 2, Line 2: Road 521 now has popular Williams Mine Trailhead. Here, you might find some hikers heading home, most likely via Trout Lake, where you could resupply.

p. 231, Col 2, Line 4: Permanent creek is named Swampy Creek. You will hop over it again in about ½ mile.

- p. 231, Col 2, Par 2, Line 4:** Often dry creek is better-described as sometimes dry (it is usually running).
- p. 231, Col 2, Par 2, Line 6:** spring has a short spur trail; there is no good camping close by.
- p. 233, Col 1, Par 2, Line 2:** Dry Lake Camp is very nice, with good water and great views.
- p. 233, Col 1, Par 4:** Note that, all along the PCT around Mt. Adams, all wood fires are prohibited in campsites uphill of the trail.
- p. 233, Col 1, Par 4, Line 1: Insert:** Next on the menu, find little-used, unmarked Riley Trail 64, which leads down $\frac{1}{4}$ mile to pleasant, secluded camps and farther to Riley Camp, a large horse camp. Beyond that side-route, you approach Mutton Creek . . .
- p. 233, Col 2, Line 3:** Divide Camp Trail is named West Fork Trail. It drops 1 mile to pretty Divide Camp.
- p. 233, Col 1, Last Par, Line 4:** Diagonal quite a distance up, eventually hopping across the pretty stream.
- p. 233, Col 2, Par 2, Line 1:** Good trail-side camps in groves of subalpine firs before the difficult, intricate afternoon ford-and-hop across Middle Fork Adams Creek.
- p. 233, Col 2, Par 2, Line 7: Killen Creek Trail:** This area is named, Adams Creek Meadows. There are delightful camps and terrific vistas throughout the next mile. From the Killen Creek Trail junction, signed HIGH TRAIL continues straight up-canyon, eventually reaching treeline High Camp at 6920'. This morainal bivouac is a jumping-off point for mountaineers intent on climbing the tumultuous Adams Glacier.
- p. 233, Col 2, Par 2, Line 12:** Killen Creek has a use-trail up along its east bank. It eventually reaches High Camp but has a number of scenic camps along the way.
- p. 233, Col 2, Par 3, Line 3 from end:** Omit: . . . upon which you may find footprints . . .
- p. 233, Col 2, Par 5:** Change to "Water access."
- p. 233, Col 2, last line:** Change "packers" to "horses."
- p. 234, Col 1, Par 1, Line 6:** Trail (5231–2.0) is Muddy Meadows Trail 13, which reaches Highline Trail in 1.6 miles. It also heads left, west, 2 $\frac{1}{2}$ miles down to Road 2329.
- p. 234, Col 1, Par 2, Line 11:** Recent lava flow near Lava Spring is named Muddy Fork Lava Bed.
- p. 234, Col 1, Par 2, Line 13:** Lava Spring has fair camps in open lodgepole and mountain hemlock groves.

- p. 234, Col 2, Line 3:** Road 5603 is Potato Hill Road, with signed POTATO HILL TRAILHEAD.
- p. 234, Col 2, Line 5:** Insert: . . . veer left, north-northeast . . .
- p. 234, Col 2, Line 6:** Potato Hill, and obvious cinder cone, erupted about 110,000 years ago along the same fault that spawned Mt. Adams.
- p. 234, Col 2, Line 14:** Insert: . . . north-northwest gently down past huckleberries . . .
- p. 234, Col 2, Line 15:** Road 115 is wide dirt.
- p. 234, Col 2, Line 16:** Road is dirt and is officially closed.
- p. 234, Col 2, Par 2, Line 2:** Midway Creek: Across the stream from the campsite is another trail, which descends back to Road 2329.
- p. 236, Col 1, Line 8:** Trail 121 descends 3 miles to Walupt Lake.
- p. 236, Col 1, Line 11:** Two small ponds on the left have a fair campsite.
- p. 236, Col 1, Par 2, Line 5:** Trickling creek (5140–1.4) is South Fork Walupt Creek.
- p. 236, Col 2, Par 2, End:** Unmaintained trail also continues southeast up over a broad pass to end at Howard Lake Road, in Yakima Indian Reservation.
- p. 236, Col 2, Par 3, Line 7:** The generally ascending trail doesn't contour—it undulates up and down 50–100 feet at a time.
- p. 236, Col 2, Par 3, Line 10:** Campsites at Walupt Creek: There is a small site just north of the creek, with larger sites about 200 yards before the stream and above the trail.
- p. 236, Col 2, Par 3, Line 3 from end:** Best camps at Sheep Lake are along Nannie Ridge Trail, on a viewful knoll south of the lake.
- p. 237, Col 1, Par 1, Line 9:** Traverse north encounters a usually reliable spring just below the path. Note the columnar basalt outcrop, above. The open glacial trough of Klickitat River lies far below, with the brown Klickton Divide extending southeast behind it. Near the valley's head sits craggy Gilbert Peak, the southern anchor of the Goat Rocks.
- p. 237, Col 1, Par 1, Line 2 from end:** Cispus Pass: On a clear day, although Mt. Adams dominates the southern horizon, you can see as far as Mt. Hood.
- p. 237, Col 1, Par 2, Line 6:** Open campsite is above the trail. When you stop here, be sure to scan the cliffs above for the shaggy white-maned mountain goats that give these peaks their name.

p. 237, Col 1, Par 2, Second to last line: Winding contour, with two sets of spectacular camps on ridge noses below the trail.

p. 237, Col 1, Par 2, Last line: Trail 86 is really Trail 97.

p. 237, Col 1, Par 3, Line 7: Trail 86 should be Trail 97.

p. 237, Col 1, Par 3, Line 8: Substitute last sentence: Southwestward, Trail 96 goes about 3 miles to a fork from which the south branch goes over to nearby Snowgrass Hikers Trailhead on spur road 045. The north branch goes 0.4 mile farther to end at equestrian's Berry Patch Trailhead near the end of Road 2150.

p. 237, Col 1, Par 4, Line 1: Trail 86 should be Trail 97.

p. 237, Col 1, Par 4, Line 3: The basin surrounding Snowgrass Flat, below the PCT, is now closed to camping and grazing, due to extensive trampling of the delicate alpine meadows. As you arc above that overly loved spot, you will see a very large spring just below the PCT at 6160', giving water for many superb camps (still legal) in little clusters of subalpine fire both below and above the "split rock" noted later in the paragraph. That rock is now less obvious to hikers, since the trail has been rerouted to its opposite side.

p. 237, Col 2, Line 1: Nearby ridge has small, open windy camping.

p. 237, Col 2, Line 10: Dana Yelverton Shelter is now only a set of chest-high stone walls. You could cover the space with a tarp, but there are better sites in nearby trees. Water is 200 vertical feet downhill. Omit next two sentences.

p. 237, Col 2, Par 2, Line 1: Change to shelter site.

p. 237, Col 2, Par 2, Line 6: Insert: Upper Lake Creek Canyon (7080–0.3).

p. 237, Col 2, Par 2, Line 12: Change "At this brink . . ." to "From this brink, the PCT route traverses northeast across the gentle, upper slopes of the Packwood Glacier. This is the only portion of the tri-state PCT whose tread is, in places, permanently snowbound."

p. 238, Col 2, Par 1, End: Generations of Native Americans used Elk Pass to cross the Cascades.

p. 238, Col 2, Par 2, Line 9: Alpine campsites are actually quite pretty, though windy. There is good water nearby. Better, more-sheltered sites are farther down in clusters of trees at 6220'.

p. 238, Col 2, Par 3, Line 7: Small pond has small camps in trees.

p. 238, Col 2, Par 3, Line 3 from end: Below the emergency camp is a quite good one at 5500'.

p. 238, Col 2, Par 4, Line 2: Cascade Crest Trail turns hard right, southwest. Below McCall Basin, unmaintained Old Army Trail descends to Tieton Meadows and Road 1207.

p. 238, Col 2, Par 5, Line 2: Change to Lutz Lake (5100–0.6) and several small campsites.

p. 239, Col 1, Par 1, End: Water can usually also be found at a spring, less than ¼ mile west of Tieton Pass.

p. 239, Col 1, Par 3, Line 1: Gentle descent, then ascent northwest

p. 239, Col 1, Par 4, Line 1: Change to read: This first goes about 280 yards east to the southern segment of the Shoe Lake Trail.

p. 239, Col 1, Par 4, Line 6: Omit: One or two

p. 239, Col 1, Par 5, Line 2: Substitute: . . . and where signed Trail 1119 (6040–0.9) bends northeast to Shoe Lake (no camping or fires allowed), you bend southwest on a newer PCT segment.

p. 239, Col 1, Par 4, Line 6: Omit: One or more

p. 239, Col 1, Second line from bottom: Shoe Lake is far below.

p. 239, Col 1, Last line: Shoe Lake segment of PCT is now Trail 1119.

p. 239, Col 2, Line 3: Again, no camping or fires are allowed in Shoe Lake basin.

p. 239, Col 2, Par 2, Line 7: Miriam Lake is far below and not worth the effort needed to reach it.

p. 239, Col 2, Par 2, Line 9: Hogback Mountain is the heavily eroded core of a shield volcano, roughly 500,000 years old. Descending the northeast ridge of Hogback Mountain, the PCT skirts the edge of Hogback Basin. A controversial expansion of White Pass Ski Area into this broad, open cirque is in the planning stages as of 2007. That plan would double the ski area's size and add ski lifts almost to 6200'. The PCT would be relocated from its current route. Many outdoor users think that the public would be better-served by adding the basin to Goat Rocks Wilderness. Hikers may comment on the proposal to Gifford Pinchot National Forest.

p. 239, Col 2, Par 2, Last line: Trail 1112 may tempt the northbound hiker anxious for provisions at White Pass, since it is shorter than the PCT. Don't take it—this shortcut traverses to the top of ski lifts on low Pigtail Peak and then makes an overgrown, slippery, willy-nilly fall to the pass. You're sure to be at least a little damaged for your attempt.

p. 239, Col 2, Par 3, Line 3: This end of Trail 1144, actually named Three Peaks Trail, is used often.

p. 239, Col 2, Par 3, Line 7: Although there are small campsites, Ginnette Lake has little to recommend it for the night.

p. 239, Col 2, Par 3, Line 11: Trailhead is designated White Pass South.

p. 239, Col 2, Par 3, Line 12: Omit: (old State Highway 14).

p. 239, Col 2, Line 2 from bottom: Walk shoulder 0.7 mile to the ski resort. Packwood is 19 miles farther west—see, Supplies, at the start of Section H.

p. 241, Introduction, Line 4: Two wilderness areas are William O. Douglas and Norse Peak.

p. 241, Par 3, Line 4: Plum Creek Timber Company was previously the landholdings subsidiary of Burlington Northern Railroad. Since 1989, it has been an independent company. With over 8 million acres, is the largest private landowner in the U.S.

p. 241, Introduction, End: Although logging continues, in recent years a number of significant land purchases have been made in Section I by a coalition of conservation groups, including the PCT Association. They deserve your support.

p. 241, Points On Route:

Highway 12 near White Pass	0.0	99.1
		5.9
Buesch Lake	5.9	93.2
		8.7
Bumping River at Fish Lake	14.6	84.5
		11.7
Dewey Lake	26.3	72.8
		3.2
Highway 410 at Chinook Pass	29.5	69.6
		2.2
Sheep Lake	31.7	67.4
		3.3
Bear Gap: trail to Crystal Mtn Ski Area	35.0	64.1
		5.2
Big Crow Basin spring at Norse Peak Trail	40.2	58.9
		7.1
Arch Rock spring	47.3	51.8
		5.0
Camp Ulrich at Government Meadow	52.3	46.8
		4.8
Unnamed spring 2.1 miles NE of Windy Gap	57.1	42.0
		6.0
Granite Creek Trail to Blowout Mtn spring	63.1	36.0
		6.6
Tacoma Pass	69.7	29.4
		10.7
Stampede Pass and Lizard Lake	80.4	18.7
		5.1
Stirrup Creek	85.5	13.6
		4.4

Mirror Lake	89.9	9.2
		6.9
Lodge Lake	96.9	2.3
		2.3
Interstate 90 at Snoqualmie Pass	99.1	0.0

p. 242, Supplies: White Pass: Kracker Barrel Store is steadily improving its selection of foods for hikers, but most would still judge it as inadequate for complete resupply. They do stock some camping items, including hats, gloves, white gas, and Heet. They host a PCT register and a large hiker box of unused items, sometimes with a large amount of food and fuel. They have an ATM and a pay phone. There is a fried-chicken-and-chimichanga hot service, but scant other freshly prepared food to eat. There is no restaurant on White Pass. Village Inn, next door, is quite accommodating to through-hikers, with reasonable rates on kitchenette units with VCRs, pay phones, and a pleasantly warm swimming pool.

p. 242, Supplies: Packwood can be reached from Chinook Pass, at the 29.5 mile point in Section I. Few hikers use Packwood for resupply, since it is well off-route. However, Packwood's services are fairly complete. In autumn, through-hikers who are faced with early-season snows could get winter clothing and equipment in Packwood. Packwood is usually an easy hitchhike from Chinook Pass since much westbound traffic passes through the town. Returning to the PCT could be more difficult: Eastbound drivers might choose either pass or Highway 706 to Paradise, on the south flanks of Mt. Rainier. In November 2006, severe flooding damaged many parts of southern Mt. Rainier National Park, including Highway 123, which connects Packwood's Highway 12 with Highway 410 on Chinook Pass. Hence, resupply at Packwood will not be an option until that highway is repaired.

Packwood is almost 27 miles west of Chinook Pass. To reach it, follow Highway 410 as it drops west 3.5 miles to Cayuse Pass. There, branch south 16 miles down Highway 123, through Mt. Rainier National Park, to Highway 12 (which leads east back to White Pass). Packwood is 7 miles down-canyon.

The heart of Packwood is about four square blocks, centered on Main Street and Highway 12. Barely a block west of Route 12 is the post office (with a zip code of 98361). Close by is Timberland Packwood Library, in an old log building. It has Internet access. One block east of the highway is Ace Hardware, with repair supplies, alcohol, other fuels, and Heet. Two blocks north on Highway 12 is Blanton's Market, the complete grocery store, with a nice deli, bakery, and an ATM. A bit farther north is Tatoosh Food Mart & Shell Station—an oversized minimart with an ATM, Heet, many camping items, and a Subway sandwich shop. Best bets for a hot meal include Cruiser's Pizza, next to Blanton's Market, and Blue Spruce Saloon and Diner, just a few yards closer to town center. Dooby's Italian Restaurant is just south of town. In the morning, get revved up at Butter Butte Coffee Company or Cowboy Coffee, both downtown. White Pass Sports Hut, downtown, is the place for winter clothing and equipment.

Hikers have a choice of four convenient, inexpensive places to spend the night: Small, rustic Hotel Packwood is right next to the library on Main Street, with very inexpensive rooms. For more information, call (360) 494-5431 or email hotelpackwood@yahoo.com. Inn of Packwood is a more modern motel, just north of Blanton's Market on Highway 12. They offer rooms and kitchenettes, a swimming pool, hot tub, and continental breakfast. For more information, call (360) 494-5500 or (877) 496-9666 or visit them online at www.innofpackwood.com. About ¼ mile farther north on Route 12 is Cowlitz River Lodge, with pleasant rooms, laundry facilities, and a hot tub. For more

information, call (360) 494-4444 or (888) 305-2185 or visit them online at www.escapetothemountains.com. Mountain View Lodge is virtually across the street, with kitchenettes, cabins, a pool, hot tub, and Internet access. For more information, call (360) 494-5555 or (877) 277-7192 or visit them online at www.mtvlodge.com.

Crystal Mountain Ski Area is the next possible locus of resupply in Section I. Located in the head of Silver Creek valley, it sits 1600–1800 feet below the traversing PCT. It is easiest to reach via Silver Creek Trail 1192, which descends from the PCT at Bear Gap (mile 35.0) or, only slightly less easily, via Bullion Basin Trail 1156 at mile 37.6. Both end on Road 410, just above the eastern fringe of the resort. You can easily follow cat tracks down along Gold Hills Lift, or take a fainter continuation of Trail 1156. Both lead about ¼ mile down to Crystal Mountain Village, where all services are found within an easy walk.

Crystal Mountain does not have a post office. So, if you are planning to resupply, contact one of the lodges directly and arrange for them to hold your package. There is only one small store, The Market, in the main ski lodge. It has sundries and snack items, but no fuel, and not enough selection for reprovisioning. There is also a small sport shop in the main lodge, which has hats and gloves, and mountain biking items in summer. More complete gear lies in Tacoma, 64 miles west. The entire resort has wireless Internet access and phones.

Lodging and restaurants are all clustered tightly around the village center. Hotels and condominiums have convenient central reservation services. The entire village offers discounted summer rates. Crystal Mountain Hotels includes three slopeside hotels, with laundry facilities, a phone, and VCRs. For more information, call (888) 754-6400 or (360) 663-2262 or visit them online at www.crystalhotels.com. Crystal Mountain Lodging Suites handles four condo chalets, totaling about 100 1–2 bedroom units. All have a phone, a kitchen, a VCR, and laundry facilities. One lodge has a heated swimming pool. For more information, call central reservations at (888) 668-4368 or (360) 663-2558 or email them at info@crystalmtlodging-wa.com.

Dining at Crystal Mountain is quite good, although not as extensive in the off-season as it is in winter. Alpine Inn Restaurant is the best, with elegant lunches and dinner, wines, and microbrews. More casual is Snorting Elk Cellar and its adjacent deli; it has soups, salads, pizza, sandwiches, Mexican food, and 18 local beers. As far as author Ben Schifrin knows, there is no restaurant open for breakfast during summer.

Snoqualmie Pass is a small settlement next to busy Interstate 90, serving venerable Summit and Alpental ski areas. Since the PCT traverses the pass, most travelers will use it for resupply. All services are found on West Summit Road (Highway 906), which is the first paved road that northbound hikers reach on descent. Walking southeast on that road's shoulder, you will first pass a day lodge for three-part Summit Ski Area, and a small adjacent U.S. Forest Service Information Center (which this author has never seen open). A minute later, east of the road, is “downtown” Snoqualmie Pass—five buildings, all of interest to resupplying wanderers.

The first building is the Chevron gas station, also home to the small post office (with a zip code of 98068). In 2006, it was open only 10 a.m.–2 p.m. Monday–Saturday. Some hikers have been successful picking up parcels at other hours but haven't been able to send outgoing mail. The station itself is open 8 a.m.–10 p.m. Inside is a very well-stocked convenience store with many camping items, including Heet, Coleman fuel, and propane. They also have the PCT register, phones, an ATM, and full selections of batteries and paperback books. Bob's Summit Deli, in the premises, serves deli sandwiches and fried chicken. If you are uncertain about your ability to get a supply box during off-hours, contact them to hold your package. Their address is the following: Summit Deli & Gas, 521 State Route 906, Snoqualmie Pass, WA 98068. Their phone number is (425) 434-6688.

Right next door is large, red-roofed Summit Lodge, a very hiker-friendly hotel that offers a room discount to PCT hikers. Rates are quite reasonable. Rooms are large, with cable TVs, Internet access, and phones; some have microwaves or kitchenettes. They offer laundry facilities and a hot tub, sauna, and heated swimming pool—a great treat, after your first September snowstorm! Many hikers who stay at the lodge also mail their parcels directly there. For more information, contact: Summit Lodge, POB 163, 603 State Route 906, Snoqualmie Pass, WA 98068. Call (800) 557-7829 or (425) 434-6300 or fax (425) 434-6396. You may also visit their Website at www.snoqualmiesummitlodge.com.

Located under the hotel roof are also Family Pancake House and Summit Lounge. The only place for complete dining, the restaurant serves a complete menu of American and Italian foods, steaks, prime rib, and a wide-ranging early breakfast. Summit Lounge offers a full bar and video games.

Just south of Summit Lodge is Lee's Summit Grocery. Supplies here are similar to Chevron's. There, you'll find an ATM and a small fried food deli, including tasty breakfast sandwiches and burritos. Beer and wine assortments are extensive. Open 7 a.m.–10 p.m. daily, they also carry batteries and Heet.

In front of Lee's is Bob's Espresso Drive-Thru, a small trailer that sells Tully's coffee, ice cream, milkshakes, and corn dogs.

Last on the agenda is Traveler's Rest, which old PCT hands will recognize as the previous home of the post office. Today, half of the WPA-style log and stone building is a Department of Transportation public restroom, while the southern part is now delightful Red Mountain Coffee. This cozy bistro serves up coffees, pastries, tasty soups, salads, sandwiches, pizza by the slice, and wine from 7 a.m. until 7 p.m.

Unfortunately, as of early 2007, there is no longer any scheduled Greyhound bus service that stops at Snoqualmie Pass, although they do serve North Bend, to the west, and Cle Elum, farther east. Getting to Snoqualmie Pass from the Seattle-Tacoma area shouldn't be difficult—Airporter Shuttle, which serves Cle Elum, is one option. For more information, call (866) 235-5247.

Hitchhiking from Snoqualmie Pass is easy—lots of traffic pulls off the interstate here. Consider heading west ½ hour to the wonderful town of North Bend, which has all types of resupply, including one of the best mountain shops in Washington and a large outlet mall. It also has the closest full-service post office (with a zip code of 98045) to Snoqualmie Pass.

p. 242, Col 1, Line 4: Trailhead parking is signed WHITE PASS NORTH TRAILHEAD.

p. 242, Col 1, Last line: Switchbacking climb meets signed, blue-diamond-marked nordic ski trails in cross-directions.

p. 244, Col 1, Line 2: Deer Lake has good fishing for brook and cutthroat trout.

p. 244, Col 1, Par 2, Line 5: Omit Sand Lake shelter.

p. 244, Col 2, Par 2, Line 9: Cowlitz Pass was used as summer pasture by cattlemen and shepherds over 100 years ago.

p. 244, Col 2, Par 4, Line 1: Snow Lake's outlet now crossed by broken logs.

p. 244, Col 2, Par 4, Line 11: Water and momentum is because this is headwaters of South Fork Bumping River.

p. 244, Col 2, Par 4, Line 2 from end: Creek bridge is logs. There are many big fine camps and great water.

p. 245, Col 1, Par 1, Line 4: Above Buck Lake: There is a trail down to the southwest side of the lake, where there is fair camping.

p. 245, Col 1, Par 1, Line 5: Crossing of outlet stream of Crag Lake at 4860' has a great campsite.

p. 245, Col 1, Par 2, Line 6: Laughingwater Trail: Not marked on Map I3.

p. 245, Col 1, Par 3, Line 2: One Lake now has Trail 990 down to it, and continuing north along the rim of a bench to Two Lakes.

p. 245, Col 1, Par 3, Line 3: Trail 380 descends south.

p. 245, Col 2, Line 1: Cougar Lakes Trail: Not shown on Map I4; it climbs steeply east over a narrow gap.

p. 245, Col 2, Par 1, Line 9: Water is actually closer: It is usually found in a small meadow 80' below the trail to the east. The American Ridge Trail has a sign pointing east to water at American Creek, in 0.5 mile, as well.

p. 245, Col 2, Par 2, Line 12: Change sentence to read: Just beyond the junction, Dewey Lake's expansive waters (5112–1.8) and numerous campsites along the shore-hugging PCT invite a pause.

p. 246, Col 1, Line 6: Tipsoo Lake Trail is Naches Trail, reaching Tipsoo Lake in 1.5 miles.

p. 246, Col 1, Line 5 from bottom: Tipsoo Lake is a very photogenic and popular roadside picnic area—it could be just the spot to hitchhike west to Packwood or Paradise. Alternatively, the large parking area at Chinook Pass, with toilets, could serve you well.

p. 246, Col 2, Par 2, Line 2: Initially, the old roadbed is a gentle descent. The nearby bench has waterless, windy, noisy camping.

p. 246, Col 2, Par 2, Line 9: Gradual ascent finds a good spring but without any campsites.

p. 247, Col 1, Line 3: Gold prospectors: From 1885 to the 1920s, the upper valleys of Morse Creek, Silver Creek, and Crow Creek were the Summit Mining District, home to more than 50 placer claims. Although a few gold nuggets were found after extensive hydraulic mining in upper Morse Creek, no fortunes were discovered. White gold—powder snow—was found more reliably, and now Crystal Mountain Ski Area, in the head of Silver Creek, is the largest ski resort in Washington.

p. 247, Col 1, Line 4: Change and insert: Just after the gap, you will find an unmaintained but clear trail climbing northwest. It eventually drops steeply west into Crystal Lakes basin.

p. 247, Col 2, Line 3 from bottom: Beautiful and popular Silver Creek Trail, about 2.2 miles in length, is the best way to get out for resupply, a good meal and a warm bed at Crystal Mountain Village. It is well-graded and entails only 1600 feet elevation loss. See p. 242, Supplies, for details.

p. 248, Col 1, Par 2, Line 2: Trail is #967A, which, like the previous one, is bound for the end of Morse Creek Road 462.

p. 248, Col 2, Line 6: Bullion Basin Trail can also be used to easily reach Crystal Mountain Ski Area. It is steeper than Silver Creek Trail, being along an old four-wheel-drive road to a mining prospect. It reaches a trailhead on Road 410 in about 2.2 miles. Turn south down the access road for about 100 yards and then pick up a continuation of Trail 1156 which drops behind some cabins to end behind the ski school, about ¼ mile below the trailhead. In the next few years, the ski resort is planning to expand into Bullion Basin, with new lifts and a lodge. Implications for the PCT are unknown.

p. 248, Col 2, Par 2, Last line: Designated trail is #987.

p. 248, Col 2, Par 3, Side route: Lake Basin and Basin Lake are very pretty but loved to death. Wilderness rangers ask that you camp somewhere else.

p. 248, Col 2, Par 4, Line 1: Norse Peak, at 6856', the tallest in the area, gives its name to the surrounding wilderness. In the early 1900s, a fire lookout sat atop it.

p. 249, Col 1, Line 1: Norse Peak Trail 1191 also continues west 5.2 miles down to Road 7190/Highway 33 in Silver Creek, about 2 miles down-canyon from Crystal Mountain Ski Area.

p. 249, Col 1, Line 2: Omit mention of shelter.

p. 249, Col 1, Line 4: Big Crow Basin has many springs and heavily used campsites. The U.S. Forest Service asks you to camp elsewhere, if possible.

p. 249, Col 1, Last Line: Unsigned track drops west toward Reese Lake and the headwaters of Goat Creek.

p. 249, Col 2, Last line: Little Crow Basin has many springs but no longer has a sign.

p. 250, Col 1, Line 1: Omit mention of sign.

p. 250, Col 2, Line 3: Martinson Gap has a few small, dry campsites. You could drop northwest a few minutes to a meadow in the headwaters of Greenwater River, if you are desperate for water.

p. 250, Col 2, Par 1, Last line: Arch Rock Way is signed AIRPLANE MEADOWS.

p. 250, Col 2, Last line: Trail is #951. Trail is signed RAVEN ROOST TRAIL and extends 5.5 miles to the end of road 1902.

p. 251, Col 1, Par 2, Line 5: Unsigned trail junction: now defunct and overgrown. Omit (5920–0.5).

p. 251, Col 1, Par 2, Line 2 from end: Change: Spur trail (5760–1.3) to a flat at the old site of Arch Rock shelter, which has been torn down.

p. 251, Col 1, Par 4, Line 3: Seasonal branch of South Fork Little Naches usually has some water throughout the season. There are small campsites a few yards after you step across the creeklet.

p. 251, Col 2, Par 2, Line 5: David Longmire’s party comprised more than 30 wagons. Naches Pass was previously well-traveled by natives and had been crossed by Lt. Robert Johnson of the U.S. Exploring Expedition. Longmire went on to assist the first ascent of Mt. Rainier in 1870, and his sons became famous mountain guides there.

p. 251, Col 2, Par 2, Line 11: Parking area is signed PCT trailhead.

p. 251, Col 2, Par 2, Last line: Naches Trail, like all trails in the area, including the PCT, is heavily rutted by OHVs.

p. 251, Col 2, Par 3, Line 1: Minor gap is on the crest.

p. 252, Par 2, Line 2: Leaving Windy Gap, trail traverses below still-seen closed dirt Road 7036.

p. 252, Par 2, Line 16: Noisy spring: This is the only water source between Camp Ulrich and the off-route spring at Blowout Mountain, a distance of 10.8 miles. If you don’t detour to that spring, the next certain on-trail water is at Lizard Lake, in 23.3 miles. Water is excellent, but the two campsites are a little sloping. Note that the spring’s location is mismarked on Map I10; it is actually $\frac{1}{4}$ mile farther west.

p. 252, Par 2, Line 21: Old crest road is gravel Road 7038.

p. 252, Par 3, Line 3: Spur road is signed GREEN PASS. Lands along the PCT here in Section 15, owned by Plum Creek Timber Company, were purchased by the U.S. Forest Service in 2003 with the assistance of the PCT Association and Cascades Conservation Partnership. This parcel was one of eight, totaling 4700 acres, obtained to protect about 6 miles of the pathway and scenic values of the PCT in the historically abused Northern Pacific Railroad corridor.

p. 252, Line 6 from bottom: Change to read: . . . which the West Fork Bear Creek Trail 943 (5340–1.5) drops off to the south.

p. 252, Last line: Change to: Granite Creek Trail 1326 (5600–0.5).

p. 255, Col 1, Line 4: Change “oasis” to “spring.”

p. 255, Col 1, Par 2, Line 9: Aforementioned pond is now just a patch of swamp emanating from a spring, but there are good camps in the trees and permanent water.

p. 255, Col 2, Par 2: Change “Alternate route” to “Water access.”

p. 256, Col 1, Line 8: To rejoin the PCT, drop north for a moment, then climb steeply north on eroding Trail 1388 . . .

p. 256, Col 2, Line 4 from bottom: Insert: North from the junction with Blowout Mountain Trail, a steep . . .

p. 257, Col 2, Par 1, Last Line: Major saddle has a spring 80’ down its northwest side. Headwaters of branch of Tacoma Creek in Section 35 has extensive logging roads.

p. 259, Col 1, Line 1: Tacoma Pass: Is often the site of a trail angel’s water stash during late season. There is a good camp just west of the trail’s intersection with the road. Water can always be found within ¼ mile walk in either direction, even in late season—just look out for devil’s club!

p. 259, Col 1, Par 2, Line 1: Insert: . . . You cruise down to and across Sheets Pass . . .

p. 259, Col 1, Par 2, Line 4: Seasonal creek is less reliable than Tacoma Pass and usually dry by August. Late-season hikers shouldn’t count on it.

p. 259, Col 2, Line 1: Snowshoe Butte is another area where, in 2003, a parcel of logging lands was obtained from Plum Creek Timber by the U.S. Forest Service, for permanent protection of the PCT.

p. 259, Col 2, Par 2, Line 5: Continue east up adjacent ravine, finding a strong spring at 4500’, approximately 30 feet below the trail in a small hillside meadow. It lasts into September. You could walk a couple minutes in either direction to find flats for the night.

p. 262, Col 1, Line 4: Overgrown 4WD track is now gone.

p. 262, Col 1, Par 1, Line 8: Next knob had a logging road.

p. 262, Col 1, Par 2, Line 4: Weather station has a sign welcoming hikers to come up for water. The green-metal-roofed clapboard structure has been a site for water since early days of PCT travel—Eric Ryback mentioned a stop here on his epic 1970 hike. Although the station is now boarded-up and unmanned (replaced by a telemetered instrument array), water is still available from a faucet behind the quarters. A few minutes later, a parking area with an incongruous grey U.S. Forest Service toilet sits above the trail; the site is quite exposed, but you could camp here.

p. 262, Col 1, Par 2, Line 3 from end: Stampede Pass: Now has a signed PCT trailhead and parking. The Northern Pacific Railroad once crossed Stampede Pass, via an intricate set of switchbacks. In 1888, a 1.8-mile tunnel was blasted underneath the Cascade crest; it was second longest in America. The ensuing freight traffic ensured the economic dominance of Seattle.

p. 262, Col 2, Line 1-3: Omit.

p. 262, Col 2, Par 2, Line 9: Dandy Creek: Will usually be dry for through-hikers.

p. 262, Col 2, Par 2, Line 16: Hairpin with rill: The water supply actually improves as you move lower along it; it is probably a permanent source. There is no camping immediately along the stream, but there is a reasonable spot at the upcoming logging road, about 0.1 mile below the good water.

p. 262, Col 2, Par 3, Line 4: Mile-long arc: Halfway along it, a gully holds a small spring below the trail. It usually runs until summer's end. There is no camping.

p. 262, Col 2, Last line: Creek (3600–1.9) is a southern branch of Meadow Creek.

p. 263, Col 1, Par 3, Line 2: Well-graded logging road is gravel Road 5483.

p. 263, Col 1, Par 3, Line 6: U.S. Forest Service has purchased timber lands on the northeastern slopes of Meadow Mountain, to ensure the PCT's passage.

p. 263, Col 1, Line 7 from bottom: Forlorn island: The aesthetics of Twilight Lake's amphitheater should improve over the coming years since, with the help of PCTA and northwestern conservation groups, Wenatchee National Forest has purchased the logging lands there. Many more similar purchases are needed to preserve the Cascade crest along the Interstate 90 corridor.

p. 263, Col 1, Line 3 from bottom: Twilight Lake has an unusual dual drainage: westward towards Puget Sound via North Fork Cedar River and eastward into Yakima River.

p. 263, Col 2, Line 1: Yakima Pass might look quite different today had railroad builders heeded the advice of Captain George B McClellan, who scouted this notch for the historic Northern Pacific Railroad Survey of 1854. Led by Isaac Stevens, the first governor of Washington Territory, the team mapped transcontinental routes between the 47th and 49th parallels, from St. Paul, Minnesota, to Puget Sound. McClellan's explorations were timid and inadequate—he recommended Yakima Pass for the tracks' passage, after barely visiting it—and he failed to discover any of the three major Cascade passes that are now used by highways and railroads. His insubordination to superiors on the expedition was also notable, presaging his later squabbles with President Abraham Lincoln during the Civil War's Peninsula Campaign, when he briefly served as commander of the Union Army.

p. 265, Col 1, Par 2, Line 4: Insert and substitute: . . . River valley. Angling down across Windy Pass, you immediately cross dirt Road 9070 (3850–0.3), with a popular U.S. Forest Service trailhead. Next, the trail gently descends across a feeder of Ollalie Creek and eventually hops across to the east bank of Ollalie Creek itself (3620–0.6). Camping here is poor.

p. 265, Col 2, Par 2, Line 1: PCT trail tread around Lodge Lake is heavily used, and in poor repair.

p. 265, Col 2, Par 2, Line 4: Beaver Lake has a few small camps. Although the surroundings are less wilderness-like than at Lodge Lake, they are also less damp and mosquitoey.

p. 265, Col 2, Par 2, Line 5: Now Summit West Ski Area.

p. 265, Col 2, Par 2, Line 8: Trail curves far to the north and then briefly west.

p. 265, Col 2, Par 2, Line 14: Trailhead is signed for the PCT.

p. 265, Col 2, Line 6 from bottom: Highway 906 is West Summit Road.

p. 265, Col 2, End: Omit reference to Time Wise Grocery. See Section I, Supplies, for specifics.

p. 267, Supplies: Snoqualmie Pass: Substitute this newer information: Snoqualmie Pass is a small settlement next to busy Interstate 90, serving venerable Summit and Alpental ski areas. Since the PCT traverses the pass, most travelers will use it for resupply. All services are found on West Summit Road (Highway 906), which is the first paved road that northbound hikers reach on descent. Walking southeast on that road's shoulder, you will first pass a day lodge for three-part Summit Ski Area, and a small adjacent U.S. Forest Service Information Center (which this author has never seen open). A minute later, east of the road, is "downtown" Snoqualmie Pass—five buildings, all of interest to resupplying wanderers.

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p. 268, Supplies: Skykomish: Despite its distance from Stevens Pass, this town is not hard to reach—Highway 2 is very busy. Skykomish has a small, dedicated team of trail angels (ask at the post office). They sometimes drive hikers back to the trailhead—be sure to offer money to your driver for gas and other assistance. If you need to arrange pick-up, you can call from a phone on the north side of the pass. At the entrance to this sleepy town sits a Chevron Food Mart, which has a much smaller selection than most others but does offer Heet. Just across from it is Sky Deli and Liquor, with espresso, ice cream, sandwiches, and a limited section of hiking food.

Now walk south on 5th Street, bridging the Skykomish River. On your left you'll find the nicest motel in town: Sky River Inn. It sits right next to the river, with an expansive, restful lawn. All the inexpensive rooms have a phone, TV, microwave, and laundry service. Call (800) 367-8194 or (360) 677-2261 or visit them online at www.skyriverinn.com. Virtually next door is the post office (with a zip code of 98288), with extremely friendly service, a PCT register, and beta on local trail angels. Due to its small size, the post office closes by 3:45 p.m. on weekdays and has only very brief Saturday morning hours. For more information, call (360) 677-2241.

Continue south for a few yards to Railroad Avenue. To your left, east, is Skykomish's hot spot, as it has been for over 100 years: Whistling Post Tavern. Check out its fine old bar and beer selection. In the next short block, find quaint, recently refurbished Cascadia Inn, with very inexpensive rooms (but no phone or TV). Their bunk room is the cheapest deal in town. For more information, call (866) 677-2030 or (360) 677-2030 or visit them online at www.historiccascadia.com. The inn also has a small café—currently the only comprehensive sit-down dining around. Westward on Railroad Avenue is the Historical Society and Museum, with interesting vignettes of Skykomish's railroading past.

Across the railroad tracks just a few paces is the small county library. It has Internet access. Beyond it lies a fire station.

p. 268: Supplies: Leavenworth: Surprisingly few hikers detour to Leavenworth for resupply. That's a mistake. Although it is even farther east of Stevens Pass than Skykomish lies to the west, virtually every car heading eastbound over that summit will drive clear to Leavenworth, so hitchhiking is easy. And although some may be put off by Leavenworth's faux-Bavarian-hamlet kitsch, it has everything that a long-distance hiker needs: great food, inexpensive lodging, clothing, equipment and comprehensive groceries, all in convenient walking-distance. In addition, autumn storms that chill

hikers to the bone atop Stevens Pass are reduced to fluffy clouds and warm temperatures in Leavenworth's rainshadow. So, relax and enjoy the polka party!

Leavenworth is spread out along 2 miles of Highway 2, but everything you'll need is near small central Front Street Park, sandwiched between Highway 2 and Front Street. Most of the major restaurants are located in the adjacent three blocks, as are many hotels.

On the north side of Highway 2 hereabouts are the post office (with a zip code of 98826) (call (509) 548-7212), visitor's center (get a town map or call hotels), library with Internet access, banks, U.S. Forest Service headquarters, and Lions Club Park with a large public swimming pool. Two blocks farther east on Highway 2 is bewilderingly popular McDonald's and full-service Dan's Market with a complete supply of all necessary grocery and deli items and fuel. You could go 1 mile farther to the larger Safeway, but it holds no advantage. Be sure to pick up some Aplets and Cotlets candies—they're the local pride. Across the road from Dan's lies a terrific Bavarian pastry shop.

Working back, west along Highway 2 from downtown, you'll encounter a string of large motels and a few restaurants. At the end of the line is author Schiffrin's favorite: Best Western Icicle Village Resort. Its pleasant modern rooms have phones, Internet access, TVs, mini-fridges, and microwaves. Continental breakfast is served each morning. On the grounds are a swimming pool and whirlpool and massage services. Call (800) 558-2438 or (509) 548-7000 or visit them online at www.iciclevillage.com. J J Hills Restaurant and Wine Bar serves terrific steaks and sandwiches, and Black Bear Café, both on-premises, serve fine meals. Right next door is Icicle Junction, with mini golf, a video arcade, pool tables, and a movie theater—perfect for waiting out a day's drizzle!

There are about 25 hotels in Leavenworth, and an equal number of B&Bs and resorts, so I can't mention them all—check out www.leavenworth.com. Some reasonable choices are covered here. Also out on the west end of Highway 2 is Howard Johnson Inn, which, like most large hotels in town, has continental breakfast, refrigerators and microwaves, Internet access, and a spa and pool. For more information, call (800) 423-9380 or (509) 548-4326 or visit them online at www.leavenworthhojo.com. Quality Inn is nearby; for more information, call (800) 693-1225 or (509) 548-7992 or visit them online at www.leavenworthqualityinn.com. Here, too, you will find upper range Bavarian Lodge, with phones, TVs, DVD players, Internet access, a pool, a spa, and a breakfast buffet. For more information, call (888) 717-7878 or (509) 548-7878 or visit them online at www.bavarianlodge.com.

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If you don't want to hear the oompah-accordion bands in the middle of Leavenworth or if hotels there are too rich for your blood, consider Bindlestiff's Riverside Cabins, just seven blocks east of downtown. It sits right on the Wenatchee River, a bit beyond Dan's Market. Stay in small, inexpensive cabins, and watch the kayakers float by. For more information, call (509) 548-1685 or visit them online at www.bindlestiff.com.

To eat, just walk a four-block circle on Front and Commercial streets, and shop the menus. Tumwater Inn has a great breakfast; Café Christa has the author's favorite German food, but you

can't go wrong with a plate of sausage, schnitzel, potato pancakes, cabbage, and a dark beer anywhere in town. Visconti's—uncharacteristically, Italian—is the best meal in Leavenworth. Top it with gelato or a fresh pastry from a handful of shops.

Round out your resupply right downtown. Leavenworth Mountain Sports and Der Sportsmann both have complete arrays of hiking and winter gear and fuel. There is also a pharmacy, ice cream and candymakers, a Starbucks, and sausage and cheese shops.

Throng of tourists are lured to Leavenworth by a calendar full of festivals, variously for music, salmon, wine, and autumn leaves—virtually every weekend. In fall, the protracted Oktoberfest affords great dirndl-watching but probably also warrants advanced reservations—call ahead from Snoqualmie Pass.

p. 268, Col 1, Line 2: West Summit exit is #52.

p. 268, Col 2, Line 1: East Summit exit is #53.

p. 268, Col 2, Line 3: *Snoqualmie* means “moon people” and is derived from a native legend that told of people falling from the moon to inhabit the Cascade highlands.

p. 272, Col 1, Line 6: As the trail traverses, it enters huge Alpine Lakes Wilderness Area.

p. 272, Col 1, Par 4, Line 6: Good camp and water at 4220'.

p. 272, Col 1, Par 5, Line 5: This area of hillside meadows is known as Kendall Gardens.

p. 272, Col 1, Par 5, Line 14: Crest (5440–3.2) is named Kendall Ridge.

p. 272, Col 1, Par 5, Line 2 from end: Actually, these are cliffs of Peak 5675 and Kendall Peak, which obscure Rampart Ridge.

p. 272, Col 1, Last line: This airy section is the Kendall Katwalk, one of the most difficult and expensive sections of the Washington PCT to construct.

p. 272, Col 2, Par 1, End: Camping is now allowed at Ridge Lake in designated sites.

p. 272, Col 2, Par 3, Line 2: Meadowy ravine holds small, permanent Kenny Spring hidden in boulders about 20 yards below the trail.

p. 272, Col 2, Par 3, End: There is a nice camp spot in a tree grove on the north lip of the saddle.

p. 272, Bottom: Change, See maps J1, to, See maps J1, J2.

p. 273, Col 1, Par 2, Line 1: Highest peaks on Chikamin Ridge, above, are named, Four Brothers.

p. 273, Col 1, Par 2, Line 12: Mineral Creek Trail actually heads first to the eastern shore of the westernmost Park Lakes, where there is good camping.

- p. 273, Col 1, Line 5:** Northernmost Park Lake has pleasant camps, with terrific views to north.
- p. 273, Col 1, Line 3 from end:** Some ponds have small camps with great views northward.
- p. 273, Col 2, Par 2, Line 7:** Spectacle Lake has the best campsite in Section J. It is found on the rocky, huckleberry-strewn peninsula jutting from the lake's southeastern shore.
- p. 273, Col 2, Par 2, Line 3 from end:** Bottomland forest has an unsigned and unmaintained trail that winds east down to mosquito-plagued camps in Delate Meadows.
- p. 273, Col 2, Second from last line:** Lemah Creek is now crossed by a big wooden bridge.
- p. 274, Col 1, Line 8:** (3240–0.7) should be (3240–0.1). Camps are hidden on a low rise above the trail to the right.
- p. 274, Col 1, Line 10:** Meadows here are named Lemah Meadows.
- p. 274, Col 1, Line 11:** Trail reroutes caused by an enormous avalanche from Chimney Peak have now changed the trail in here. It is now less than 0.5 mile from North Fork Lemah Creek to the start of ascent. The old stream-side camp area has been destroyed under the avalanche. An extra long switchback leg has been added to the climb east. Overall trail length is unchanged.
- p. 274, Col 1, Par 2, Line 2:** Seasonal streams probably last most of the year but have no camping.
- p. 274, Col 1, Par 2, Line 8:** Near the top of the climb, the forest has been burned by a lightning-caused fire. This extends to the basin southeast of Peak 5984.
- p. 274, Col 2, Last line:** Switchbacks reach almost to the stream; it is actually hard to reach, due to brush and clifflets.
- p. 276, Col 1, Line 5:** Waptus River: Good camps on both sides.
- p. 276, Col 1, Par 1, Line 2 from end:** Spade Creek: Crossed by a big wooden bridge.
- p. 276, Col 1, Last line:** Spade Lake Trail has good camps at junction.
- p. 276, Col 1, Par 2, Last line:** Cle Elum River is more like 11 miles away.
- p. 276, Col 2, Line 2 from bottom:** Deep Lake campsite access trail has many camps near junction. The best camps, however, are along the lake's lupine-lined southwest shore. Very popular with both backpackers and horsemen, this beautiful lake boasts a handful of waterfalls that cascade into it from the headwall above.
- p. 277, Col 2, Line 2:** There is a good chance you'll see climbers on the cliffs of Cathedral Rock.

p. 277, Col 2, Line 3 from bottom: Rainier View spur trail heads up to a handful of small, waterless but very scenic bivvy sites. Water is just two minutes downhill, to the east.

p. 279, Line 4: Omit last 3 sentences of paragraph 1.

p. 279, Par 2, Line 9: Two streams: These have very rarely been reported dry, late in the season of drought years.

p. 279, Par 2, Line 3 from end: These are actually yellow cedar.

p. 279, Last line: One creek and a second: Neither has camping.

p. 280, Col 1, Line 4: Usually, the braided stream is crossed on a few small logs.

p. 280, Col 1, Par 2, Line 5: Less vigorous footbath has excellent dark shady camps just past it.

p. 280, Col 1, Par 2, Line 2 from end: Deception Pass has camps beside a small lakelet to the east of the trail.

p. 280, Col 1, Last paragraph: Omit Alternate route.

p. 280, Col 2, Par 2, Line 7: Trail 1059 junction is actually about 100 yards north of the previous junctions.

p. 281, Col 1, Line 2: Straight Creek Fault displacement: More recent investigation puts displacement along the fault at 68 miles, but that doesn't minimize the fundamental importance of the fault to Washington's geology. Straight Creek Fault divides North Cascades rocks in half. To the east, highly-metamorphosed rocks come from seafloor and volcanic islands that jammed on to the North American Plate. West of the fault, rocks originated as seafloor sediments that were stuffed deeply into the subduction trench that formed under the overriding continental plate's edge. They were folded, accordion-style, on impact. Some of those rocks, such as the Shuksan Plate, were thrust over the younger continental margin, as far as 75 miles!

p. 281, Col 2, Par 2, Line 1: At upper Deception Lake, PCT turns from obvious and still well-used, but unsigned Surprise Gap Trail 1063, which can be followed to nice, less-used camps on a north-side bench.

p. 281, Col 2, Par 2, Line 5 from end: I don't believe that Cascade Crest Trail was here—it used to go over Surprise Gap. The spur trail can be followed a few yards to nicer views.

p. 281, Col 2, Line 2 from bottom: Bench with tarn has a tiny potential campsite.

p. 282, Col 1, Line 2: Cirque floor: The old Surprise Gap Trail is still in evidence here.

p. 282, Col 2, Last line: Change “about four miles” to “5.2 miles.”

- p. 283, Col 1, Par 2, Line 12:** Trap Lake has a few nice camps at its outlet.
- p. 283, Col 1, Par 2, Line 21:** Hope Lake is swampy and mosquito-plagued but has many camps.
- p. 283, Par 3, Line 4:** Mig Lake has many nice big camps but is often crowded.
- p. 283, Col 1, Par 3, Line 9:** Swampy pond is surrounded by huckleberry shrub and has no camps.
- p. 283, Col 1, Last line:** PCT makes tight switchbacks down a ravine.
- p. 283, Col 2, Line 9:** Soon after crossing a tumbling stream, you leave sprawling Alpine Lakes Wilderness Area.
- p. 283, Col 2, Par 2, Line 2:** These slopes are now covered in waist- to head-high brush and huckleberries, and the trail crosses under Jupiter and Southern Cross chairlifts, part of Mill Valley Bowl of Stevens Pass Ski Area. As of 2007, management is proposing expansion of the resort, including more lifts and runs in this drainage. If you have comments on their proposal, contact the U.S. Forest Service.
- p. 283, Col 2, par 2, Line 4:** Chairlift is named Tye Mill, and the lower-angled slopes below are Tye Bowl.
- p. 285, Introduction, Line 4:** Omit: “Unfortunately,”
- p. 285, Introduction, Par 2, Line 3:** Omit third sentence.
- p. 285, Introduction, End:** As of 2007, the permanent PCT route, which rounds west and north of Glacier Peak, is officially closed by U.S. Forest Service recreation managers. Closure began after a series of devastating floods in October 2003 decimated major trail bridges along that trail. For the foreseeable future (U.S. Forest Service still has not even begun repair of the destruction), an officially sanctioned temporary route carries traffic well east of Glacier Peak. It is not nearly as scenic as the permanent route, and much more difficult to navigate in some respects. The detour is also 5.5 miles longer and entails 2500 extra feet of gain and loss compared to the original path. In all, the 2004 Flood Damage Detour route is a terrific challenge. It will be described, along with the permanent route, which, though “closed,” is still used by most through-hikers.
- p. 285, Mileages:** Change as noted:
- | | | |
|---------------------------|------|-------|
| Highway 2 at Stevens Pass | 0.0 | 117.2 |
| | | 5.5 |
| Lake Valhalla | 5.5 | 111.7 |
| | | 4.0 |
| Lake Janus | 9.5 | 107.7 |
| | | 8.4 |
| Pear Lake | 17.9 | 99.3 |
| | | 6.0 |
| Pass Creek | 23.9 | 93.3 |

		4.0	
Lake Sally Ann	27.9		89.3
		4.7	
Indian Pass: start Detour	32.6		84.6
		5.8	
Red Pass	38.4		78.8
		7.3	
White Chuck Trail	45.7		71.5
		8.8	
Fire Creek Pass	54.5		62.7
		4.0	
Milk Creek Trail	58.5		58.7
		5.3	
Dolly Vista campsite	63.8		53.4
		7.5	
Suiattle River Trail	71.3		45.9
		4.4	
Middle Ridge Trail: end Detour	75.7		41.5
		3.0	
Suiattle Pass	78.7		38.5
		7.0	
Hemlock Camp	85.7		31.5
		7.0	
Five Mile Camp	92.7		24.5
		5.0	
Agnes Cr TH: to Stehekin	97.7		19.5
		5.3	
Bridge Creek TH	103.0		14.2
		6.2	
Six Mile Camp	109.2		8.0
		8.0	
Highway 20 at Rainy Pass	117.2		0.0
p. 285, Mileages: Insert 2004 Flood Damage Detour:			
Indian Pass: leave PCT	32.6		93.2
		9.2	
Indian Creek bridge	41.8		84.0
		2.4	
White River Trailhead	44.2		81.6
		4.0	
Boulder Pass Trail	48.2		77.6
		2.5	
Boulder Creek	50.7		75.1
		3.8	
Boulder Pass	54.5		71.3
		2.8	

Napeequa River	57.3	68.5
		3.3
Little Giant Pass	60.6	65.2
		5.2
Chiwawa River Road	65.8	60.0
		3.7
Trinity: Road end	69.5	56.3
		3.3
Chiwawa River bridge	72.8	53.0
		6.9
Buck Creek Pass	79.7	46.1
		4.6
Middle Ridge Tr Jct: Rejoin PCT	84.3	41.5

p. 286, Supplies: Skykomish: Despite its distance from Stevens Pass, this town is not hard to reach—Highway 2 is very busy. Skykomish has a small, dedicated team of trail angels (ask at the post office). They sometimes drive hikers back to the trailhead—be sure to offer your driver money for gas and other assistance. If you need to arrange pick-up from the pass, you can call from a phone on its north side, or at the ski area.

At the entrance to this sleepy town sits a Chevron Food Mart which has a much smaller selection than most others but does offer Heet. Just across from it is Sky Deli and Liquor, with espresso, ice cream, sandwiches, and a limited section of hiking food.

Now walk south on 5th Street, bridging the Skykomish River. On your left you'll find the nicest motel in town: Sky River Inn. It sits right next to the river, with an expansive, restful lawn. All the inexpensive rooms have a phone, a TV, a microwave, and laundry service. For more information, call (800) 367-8194 or (360) 677-2261 or visit them online at www.skyriverinn.com. Virtually next door is the post office (with a zip code of 98288), with extremely friendly service, a PCT register, and beta on local trail angels. Due to its small size, the post office closes by 3:45 p.m. on weekdays and has only very brief Saturday morning hours. For more information, call (360) 677-2241.

Continue south for a few yards to Railroad Avenue. To your left, east, is Skykomish's hot spot, as it has been for over 100 years: Whistling Post Tavern. Check out its fine old bar and beer selection. In the next short block, find quaint, recently refurbished Cascadia Inn, with very inexpensive rooms (but no phone or TV). Their bunk room is the cheapest deal in town. For more information, call (866) 677-2030 or (360) 677-2030 or visit them online at www.historiccascadia.com. The inn also has a small café—currently the only comprehensive sit-down dining around. Westward on Railroad Avenue is the Historical Society and Museum, with interesting vignettes of Skykomish's railroading past.

Across the railroad tracks just a few paces is the small county library, which has Internet access. Beyond it lies a fire station.

p. 286: Supplies: Leavenworth: Surprisingly few hikers detour to Leavenworth for resupply. That's a mistake. Although it is even farther east of Stevens Pass than Skykomish lies to the west, virtually every car heading eastbound over that summit will drive clear to Leavenworth, so hitchhiking is easy. And although some may be put off by Leavenworth's faux-Bavarian-hamlet kitsch, it has everything that a long-distance hiker needs: great food, inexpensive lodging, clothing, equipment, and comprehensive groceries, all in convenient walking distance. In addition, autumn storms that chill

hikers to the bone atop Stevens Pass are reduced to fluffy clouds and warm temperatures in Leavenworth's rainshadow. So, relax and enjoy the polka party!

Leavenworth is spread out along two miles of Highway 2, but everything you'll need is near small central Front Street Park, sandwiched between Highway 2 and Front Street. Most of the major restaurants are located in the adjacent three blocks, as are many hotels.

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p. 286, Supplies: Stehekin: From Agnes Creek Trailhead near High Bridge Campground, it is 11.1 miles down-river via dirt Stehekin Valley Road to “downtown” Stehekin. Floods in 2003 obliterated a 450-foot section of the dirt road at Car-Wash Falls, farther upstream near Dolly Varden Campground. Hence, shuttle access to Bridge Creek Campground, five miles farther north, is now impossible. So, as of 2007, the road remains closed here, at High Bridge Ranger Station, where both northbound and southbound hikers must meet the shuttle bus. Stehekin Adventures Shuttle Bus and National Park Service vans make 3 or 4 daily round-trips from Stehekin Landing up-canyon to High Bridge. Normally, the first up-valley bus leaves Lake Chelan at 7 a.m. Friday–Sunday and 9:15 a.m. on weekdays. However, shuttle service usually cuts back to just two runs daily in mid-September and stops operating entirely around October 1—a good incentive to complete your trip earlier. Expect to pay a \$5–6 to and from High Bridge, and, if the road reopens, double that amount to Bridge Creek. Check with National Park Service or visit them online at www.stehekinchoice.com for an up-to-date bus schedule. To get to the Stehekin Post Office before closing, you will have to meet the 3 p.m. shuttle at High Bridge.

The shuttles' southern terminus is at Stehekin Landing, the dock on Lake Chelan where boat traffic reaches tiny, water-locked Stehekin. Here is Stehekin Lodge, and, just south of it, the Park Service visitor center. A few yards back up the road is cramped, miniscule Stehekin Post Office (with a zip code of 98852). The ever-helpful postmaster is awash in hiker boxes and keeps a trail register. From mid-May, postal hours are roughly 8 a.m.–4:30 p.m. weekdays and 10:45–12:45 Saturdays. After October 1, hours and mail delivery are more limited, with no Saturday hours.

Plan on an overnight stay in Stehekin, if only to retrieve your supply package from the post office. If you're not planning to overnight in a campground, strongly consider making lodging reservations before leaving Skykomish or Leavenworth—rooms in the Valley are limited, and, due to lack of local telephone service, many hoteliers cannot accept credit cards in-person. Remember, too, that many businesses wind down after the first week of October.

North Cascades Stehekin Lodge has large, comfortable but spartan motel-style rooms, some with kitchens. It's the easiest accommodation in Stehekin—find it immediately south of the post office. It also has an adequate but uninspiring three-meal restaurant, coin-operated showers, and a self-service laundry (which are available even if you're staying in a campground). A delightful surprise—they can even arrange a massage! The lodge store, although small, has enough supplies for most hikers to make a few meals. For more information, call (509) 682-4494 or visit them online at www.stehekin.com. No rooms have telephones—there is a single satellite telephone next to the

laundry. (A controversy is currently raging over whether the widespread community of 100 will get a formal telephone system).

The nicer alternative to the Stehekin Lodge, if you are going to stay “downtown”, is waterfront Silver Bay Inn. Located right at the head of Lake Chelan, it is 1.5 miles above the Landing. Cabins and kitchenette rooms there sleep 2–4 people. They’ve got laundry facilities, Internet access, a hot tub, bikes, and canoes. It’s very popular and normally has a two-night minimum. Rates are steeper than at Stehekin Lodge, but they often have cheaper mid-week vacancies. For more information, call (800) 555-7781 or (509) 687-3142 or visit them online at www.silverbayinn.com.

Stehekin Valley Ranch is just 2.5 miles down Stehekin Valley Road from the PCT at High Bridge, or 8.7 miles upcanyon of Stehekin Landing. This guest ranch is, far and away, my top pick for an overnight or a meal in Stehekin. Its owners, the friendly, helpful Courtneys, have lived over 100 years in Stehekin valley. Accommodations consist of a large, rustic pine main lodge, with small, snug cabins and tent cabins scattered among the trees. As elsewhere in the valley, there is no phone. Rates are quite inexpensive and include all-you-can-eat meals and transportation within the valley. The cavernous, warm dining room serves up an enormous breakfast buffet and lunch to ranch patrons and a stupendous, expansive dinner to all valley visitors (but get reservations!) It’s the nicest layover in the entire valley and one of the nicest in all Washington. They also have a small but surprisingly well-stocked outdoor gear shop and sell alcohol for cook stoves. For more information, call (800) 536-0745 or (509) 682-4677 or visit www.courtneycountry.com or www.stehikin.com.

Rainbow Falls Lodge B&B has an in-between location: 2.6 miles upcanyon from the lake, reached by shuttle. They offer one small cabin and a loft, with an easy walk to the Pastry Company. For reservations, email them at reservations@rainbowfallslodge.com.

About 1.9 miles up-canyon from the landing, and usually visited by the shuttle bus, is Stehekin Pastry Company. It’s on the must-do list: a fine bakery (enormous cinnamon rolls!), with ice cream, espresso, small to-go breakfasts and lunches of soup, salad, and pizza. Relax at one of their shady picnic tables. Stehekin Log Cabins are right behind the Pastry Company. They are two inexpensive rental units. For more information, call (509) 682-7742 or email ranch@courtneycountry.com.

Just across from the boat dock is Golden West Visitor Center and the NPS ranger station, open 8:30 a.m.–5 p.m. until October 1. Here you can get permits and view naturalist programs and a large, interesting relief map of North Cascades National Park. They also host a small art gallery. For more information, call (360) 856-5700 or visit them online at www.nps.gov.noca.

Another place to go is Courtney Log Office. It is on the lakeside, 200 yards upstream of the boat landing, past the laundry facilities and showers, just shy of Purple Point Campground. Here, you can make reservations for cabins or dinner at Stehekin Valley Ranch and Stehekin Log Cabins.

If you have to end your hike at Stehekin, your next destination will be Chelan, at the lake’s outlet. It has almost every imaginable service. To get there, you’re in for a view-packed, relaxing ferry boat ride. As far as the speed of your voyage—you get what you pay for. It is about \$35 round trip via Lady of the Lake II, which takes four hours; Lady Express requires 2 hours and \$60; and 50-mile-per-hour Lady Cat takes just one hour for about \$100. There are, in summer, four boats daily. Service is less frequent after October 15. For more information, call Lake Chelan Boat Company at (509) 682-2224 or visit www.ladyofthelake.com.

p. 286, Supplies: Mazama and Winthrop: Your last chance to resupply before Canada is the tiny mountain village of Mazama. It lies 20 minutes east of Rainy Pass on North Cascades Scenic

Highway 20. As it is the first civilization reached on that road, hitchhiking shouldn't be difficult. Alternatively, arrange for a shuttle pick-up from Rainy Pass, or Harts Pass, 30.5 miles farther into Section L. Mountain Transporter, based in Winthrop, offers hiker and bicycle shuttles throughout the Okanogan region. For more information, call (509) 996-8294 or visit www.methownet.com/mountaintransporter.html.

Wild-West-styled Mazama Store with its gas station is the only significant business, but it's all you need. So much more than a quick stop, it has all the standard snack foods, plus a gourmet grocery and tasty deli, a huge variety of Washington beers, and even an espresso bar. You could easily assemble a feast. They also have a surprisingly extensive selection of big name camping gear and outdoor clothing, including shoes. It's at the junctions of Lost River Road and Goat Creek Road, just ¼ mile east of Mazama Junction on Highway 20.

Mazama doesn't have a post office—the closest is Winthrop. If you're planning to resupply here, contact one of the lodgings and advance and ask if you can send yourself a package in their care.

Mazama Country Inn is close beside the general store. A good value, it boasts 18 cozy rooms and cabins with bathrooms. They've got wireless Internet access, a library, videos, and laundry facilities. Outside, there is a pool, sauna, and hot tub. Tour the Methow Valley on one of their rental mountain bikes. Conveniently, the inn has an onsite restaurant with family-style dining. For more information, call (800) 843-7951 or (509) 996-2681 or visit www.mazamacountryinn.com.

North Cascades Base Camp is another lodging option. It lies 2.2 miles up Lost River Road north of Mazama Store. It's a bit out of the way if you're coming from Rainy Pass, but it is directly on your route if you're coming down from Harts Pass in Section L. A summertime bed and breakfast, they have inexpensive lodge rooms and cabins with a hot tub. For more information, call (866) 996-2334 or (509) 996-2334 or visit www.ncbasecamp.com.

Freestone Inn is Mazama's luxury hotel. This spacious log resort has superb hotel rooms as well as detached lodges and cabins. They've got an on-site spa, massage services, and a private lake with fly fishing and swimming. Their opulent dining room serves three meals daily with cuisine that is knock-your-socks-off haute-Northwest. It is easy to get to from Rainy Pass. Find it directly off Highway 20, about 1.5 miles west of Mazama. It's pricey, but you owe yourself the treat! For more information, call (800) 639-3809 or (509) 996-3906 or visit www.freestoneinn.com. While you're there, rent bikes from the small outdoor supply at on-premises Jack's Hut.

Another place to stay is Lodges at Timberline. One mile southeast of Mazama Junction on Highway 20, it has a varied assembly of rooms, kitchenettes, studios, and small cabins, at reasonable rates. They have televisions and laundry facilities. For more information, call (800) 848-7723 or visit www.timberlinemeadows.com.

If you need more than Mazama offers, continue 14 miles southeast down Highway 20 to Winthrop. More complete services there include a post office (with a zip code of 98862), U.S. Forest Service ranger station, a dozen hotels, an ACE hardware, medical clinic, bank, grocery stores, bakery, a handful of restaurants, and a brew pub. Get more beta at www.winthropwashington.com.

p. 286, Problems: Jeffrey Schaffer's comments about bridges were particularly prescient. The floods of October 17, 2003, washed out four minor PCT bridges along the White Chuck River and major bridges at Milk Creek and Suiattle River. The U.S. Forest Service has devised an alternate route, suitable only for hikers, which avoids the potentially dangerous crossings of Milk Creek and Suiattle River. Visit the Website: www.fs.fed.us/r6/wenatchee/pct or call Leavenworth Ranger District at (509) 548-6977. The PCT Association Website has also mirrored the U.S. Forest Service information,

which includes overview maps. In all, the alternate route entails 5.5 miles of extra hiking en-route to Stehekin, and about 2500 feet of extra elevation gain and loss. While I certainly can't recommend against taking the detour, I don't see any reason why strong, experienced through-hikers should not continue along the more beautiful original PCT route. Through-hikers have already forded more dangerous streams during spring floods in the High Sierra. In fact, most through-hikers in 2005 and 2006 walked the original route, since, hiking in late-season, they were able to take advantage of lower stream-flow levels.

The streams in this area are all subject to increased flow in the afternoon, driven by snowmelt. Conversely, they are at their lowest ebb and safest level for fording, first thing in the morning. Milk Creek is fast and narrow like many Sierra streams. Suiattle River is wide, gravelly and bouldery. Both could be crossed safely at their widest, shallowest parts with the aid of a stick or hiking poles. The choice is yours. Overview narrative of the detour is provided below.

p. 286, Problems: Par 3, Line 3: Mice are the commonest attackers in northern Washington, and stories of chewed-through backpacks are rampant. Consider the same protections that you use for bears.

p. 287, Col 1, Line 4: Maintenance road is actually a portion of the original Great Northern Railroad bed, built over the pass by John F. Stevens in 1893. The most brilliant surveyor of the age (and self-taught!), Stevens devised a switchbacking route over the summit, which was later supplanted by a 7.8-mile tunnel. He went on to greater fame as the chief planner of the Panama Canal and the Trans-Siberian Railroad.

p. 287, Col 1, Par 2, Line 1: Henry M. "Scoop" Jackson was a long-time Washington congressman and senator. He was a strong advocate for Northwest wilderness preservation.

p. 287, Col 1, Par 2, Line 2: Second meadow has good water and campsites.

p. 287, Col 2, Par 2, Line 1: Saddle has a prominent use-trail that climbs northwest to point 5747.

p. 287, Col 2, Par 2, Line 12: Lake Janus has a pit toilet due to its heavy visitation.

p. 287, Col 2, Last line: Gully at 5000' has water to go with the small camps.

p. 289, Col 1, Line 3: The shoulder of Grizzly Peak has one of the most superb vistas of the entire PCT, encompassing Mt. Baker, the Index peaks, Monte Cristo, Glacier Peak, and Mt. Daniel.

p. 289, Col 1, Par 2, Line 7: Shadeless campsite: Has water from the extreme headwaters of Lake Creek, but you might have to walk downhill 100 yards to find it later in the summer.

p. 289, Col 1, Par 2, Line 12: *Wenatchee* means "water pouring out"—an apt description of both the weather and the countryside hereabouts!

p. 289, Col 1, Par 2, Line 14: Top Lake Trail continues about 5 miles to end on Road 6701. It's a good side-trail for dayhikes in the area.

- p. 289, Col 2, Par 1, Line 3 from end:** “Downs-lope” should be “down-slope.”
- p. 289, Col 2, Line 2 from bottom:** Pass Creek Trail’s signed junction is now on the west side of the easy creek crossing.
- p. 290, Col 1, Line 4:** Cady Pass commemorates E. F. Cady, who surveyed a potential railroad route across this divide in 1860.
- p. 290, Col 2, Par 2, Line 4:** Contouring course passes a few small campsites.
- p. 290, Col 2, Last line:** The dry, 6.5-mile Cady Ridge Trail is not recommended.
- p. 292, Col 2, Line 4:** Dishpan Gap is a busy confluence. It has a few small camps, next to a pair of tiny tarns. Water will be iffy in late summer.
- p. 292, Col 2, Line 4:** North Fork Skykomish Trail and Bald Eagle Trail now leave from same point.
- p. 292, Col 2, Last Line:** Halfway across the side of Peak 5892 is a nice spring and camp just below the trail.
- p. 294, Col 1, Line 1:** Campsite (5450–0.5) is named Sauk Pass.
- p. 294, Col 1, Par 2, Line 3:** Little Wenatchee River Trail descends about 1 mile to Meander Meadow—the best grazing area for stock for miles around. Further descent on the trail is not advised—it is very brushy.
- p. 294, Col 2, Line 4:** There is a view-packed dry camp on Kodak Peak’s east ridge.
- p. 294, Photo:** The main summit is Indian Head Peak.
- p. 295, Col 2, Line 1:** Indian Creek Trail: This is the start of the U.S. Forest Service 2004 Flood Damage and Hiker Trail Detour route. It will be described separately at the end of this chapter. Also, see the above web references for U.S. Forest Service descriptions. Note that, as of 2007, no significant work has begun to repair the original PCT route and no brushing or trail maintenance has been undertaken either.
- p. 296, Col 1, Par 2, Line 3 from end:** White River Trail: Inspection of a map makes the White River Trail a tantalizingly shorter choice, compared to Indian Creek, for the Flood Damage Bypass, but *don’t take it!* Its 10.8 miles to Boulder Pass Trail are murderously brushy, and some groups have taken two miserable, leg-slashing days to make the descent.
- p. 296, Col 1, Par 2, Line 2 from end:** Campsite is beside a very small, shallow pond. It will probably be dry in fall.
- p. 296, Col 2, Line 2:** There is a spring on the north side of the basin that lasts until end-of-season.

p. 296, Col 2, Par 2, Line 2: Contouring path has two tiny but permanent streamlets draining the southern slopes of White Mtn.

p. 296, Col 2, Par 2, Last line: Red Pass has camps below it, to the west, about a 500' drop to a meadowed pond and a few low firs.

p. 297, Col 1, Par 2, Line 9: Cairn area has open meadow camps, with water anywhere desired below Red Pass.

p. 297, Col 1, Par 2, Line 12: High slope to the west is the eastern shoulder of White Chuck Cinder Cone.

p. 297, Col 2, Par 2, Line 14: Another campsite has a good creek.

p. 297, Col 1, Line 2 from bottom: Three times via bridges: 2003 floods destroyed all three bridges, but hikers can cross fairly easily by rock-hops and downed trees.

p. 297, Col 2, Line 4: Planked horse bridge is now collapsed in a small waterfall; another victim of 2003 floods. Find a fallen tree across the river about 0.1 mile downstream.

p. 297, Col 2, Line 7: Log crossing of Baekos Creek is now deeply washed out but can be crossed. There is still camping on the south bank.

p. 297, Col 2, Par 2, Line 6: Replace to end of p. 299, Par 2, Line 7: The continuing route northward was made very confusing by the 2003 floods. After a nearly level traverse, you soon reach the channel of an unnamed stream south of Sitkum Creek. Its small bridge and nearby campsite were destroyed, and, as of late 2006, the way across the bouldery swathe and the old junction with the old White Chuck Trail ((3850–0.8) is obliterated. Follow flagging tape to regain a stretch of undamaged tread north of the outwash.

Northbound, a long climb lies ahead. Natives called Glacier Peak, “Da Kobad”—Great White Mother. You will soon agree. You head north, soon coming alongside Sitkum Creek, whose bed has been widened tenfold by mud avalanches. Additionally, the main stream flow has been diverted farther west, while some of it runs in to the unnamed stream to its south. Most camps alongside it are now gone. Continue easily and rockily north, eventually crossing Sitkum Creek via boulders and logs just a minute before reaching a morainal ridge that forms the south wall of Kennedy Creek canyon. Here is the signed junction with relocated Upper White Chuck Trail 643.1 (4225–0.5).

Side route: Upper White Chuck Trail can be followed southwest, down the ridgecrest to Kennedy Hot Spring, but to no purpose. The small, tepid, sulfurous spring, nearby camps and its adjacent historic guard station were all washed away—only an outhouse remains.

Continue north on the PCT toward Kennedy Creek. Enjoying . . .

p. 299, Par 2, Line 13: Kennedy Creek once had good camps on the east side of the frequently difficult ford; most were erased by torrents of mud. Now, low, dense brush lines the trail, but you could still find some flat places to wait for an early morning low water crossing.

p. 299, Par 2, Line 17, Last sentence: Omit. More recent floods have done much greater damage.

- p. 299, Par 3, end:** Omit reference to Alternate route.
- p. 299, Par 5; Alternate route:** Omit, through p. 300, end of Par 1.
- p. 300, Col 1, Par 2, Line 10:** Glacier Creek campsite is so popular that it has a designated toilet.
- p. 300, Col 1, Par 3:** Even nonclimbers should detour a half hour up the well-trod mountaineers' trail which climbs east up to the foot of Kennedy Glacier—it's one of the most spectacular spots on the gorgeous massif, and it gets you close to some yawning blue crevasses. In addition, some of the best camps on Glacier Peak are on the ridgetop about 200 feet above the PCT.
- p. 300, Col 2, Line 3:** Glacier Ridge Trail is unmaintained and now little-used except by climbers.
- p. 300, Col 2, Line 7:** Pumice Creek has pretty camping, from which you can detour east up into a remote hanging valley, for even better camps and views.
- p. 300, Col 2, Par 2:** Omit: Side route designation.
- p. 302, Par 3, Line 6:** Mica Lake has excellent camping, and will likely *not* be frozen when visited by through-hikers.
- p. 302, Col 1, Par 3, Line 9:** Switchbacks aren't unappealing but lengthy and well-built.
- p. 302, Par 3, Line 13:** Open campsite can accommodate dozens of campers.
- p. 302, Col 1, Line 5 from bottom:** Unrelenting descent: A rockslide swept away much of the final set of switchbacks that reach Milk Creek. You can still get down; just be careful in the steep, rocky ravine.
- p. 302, Col 1, Last line:** Milk Creek bridge (3675–1.4) was destroyed in the October 2003 rains and floods. It is broken and covered with large boulders. The southwest edge of its streambed is now a 30-foot high, loose bouldery scarp. Look for fallen trees to make the crossing, or boulder-hop to the old bridge. If you must wade, it will be a fast, deep, bouldery ford, best undertaken first thing in the morning. The small campsites that previously existed here are gone, but you could still scratch out a cold, uncomfortable, unlevel spot, above the east bank.
- p. 302, Col 2, Par 2, Line 2:** Milk Creek Trail junction is now 0.1 mile farther down canyon (3800–0.1) from the creekside, where the PCT makes its first switchback.
- p. 302, Col 2, Par 3, Line 3 from end:** Change ridgecrest to (5750–2.4).
- p. 305, Col 1, Line 3:** Basin has multiple campsites throughout.
- p. 305, Col 1, Line 9:** Short trail is the start of unmaintained Grassy Point Trail 788, which traverses north to a bunch of spectacularly view-packed waterless camps in the next half mile.

- p. 305, Col 1, Line 5 from bottom:** 38 switchbacks: Have some brief washouts and blow-downs along the hillside drop to Vista Creek.
- p. 305, Col 2, Par 2, Line 1:** On approach to Vista Creek, there are many small springs with possible camps, below the trail. Vista Creek will usually be very silty, so these other water sources are preferable.
- p. 305, Col 2, Par 2, Line 2:** Vista Creek bridge was washed away in 2003. Cross on boulders.
- p. 305, Col 2, Par 2, Line 6:** Gamma Creek, when not silty, is often bone-dry in late season.
- p. 305, Col 2, Par 2, Line 4 from end:** Suiattle River bridge was washed away in torrents of October 2003. Now, the 30- to 40-foot-wide, waist-deep river runs through a 50-yard swathe of bouldery moonscape. As of fall 2006, two massive, five-foot diameter logs, remnants of the old bridge, still lay conveniently across the river's channel. But, they could be swept away, too, at any time. If the logs are gone, this will be the longest, deepest ford on the Northwest PCT. Cross the lower flows of early morning, with a pole for balance.
- p. 305, Col 2, Par 3, Side route:** Don't bother: Flooding has erased the camps, shelter, and toilet. Continue up Miners Creek for clear water.
- p. 305, Col 2, Last line:** North slope has many springs and small side creeks, which, unlike Suiattle River, flow clear. Small camps can be made.
- p. 306, Col 1, Line 1:** Change Buck Creek Pass Trail to Middle Ridge Trail 789. Here the original PCT pathway meets the north end of the Flood Damage Detour alternate route, which diverged from Indian Pass.
- p. 306, Col 1, Par 2, end:** Miners Creek has a big, flat bench with a handful of good camps, but there are no good ones at the PCT.
- p. 306, Col 1, Last line:** Miners Creek now has a good horse bridge. Best camps are 100 yards after the bridge, but they're not as good as the ones ½ mile down-canyon.
- p. 306, Col 2, Line 5:** Old PCT route: Don't hurry past this essential side route! Traverse levelly west 1.5 mile across superb hillside meadows to cabins and ruins of the Glacier Peak Mines—worked for gold, silver, and copper off-and-on since the 1890s. Head less than 1 mile farther to stunning Image Lake, for the quintessential panorama over dark forests to Glacier Peak's ice-draped north flank. Camps are divine.
- p. 306, Col 2, Par 1, Line 12:** Tent site usually has a small stream farther east.
- p. 306, Col 2, Par 1, Line 2 from end:** Change to: On the crest of Suiattle Pass (5990–0.3) . .
- p. 306, Col 2, Par 2, Line 4:** Campsite has a good creek.

p. 306, Col 2, Par 2, Line 7: From Holden, a shuttle van will carry you down to Lucerne, on the shores of Lake Chelan. There you can board one of the same ferries that serve Stehekin.

p. 306, Col 2, Par 2, Last sentence: Omit.

p. 307, Col 1, Line 1: Agnes Creek canyon wall is really the lower slopes of brooding, complex Sitting Bull Mountain.

p. 307, Col 2, Par 2, Alternate route: Omit.

p. 307, Photo caption: View is from deck of Stehekin Lodge.

p. 308, Col 2, Line 5: Confusingly, Spruce Creek Camp is called “Cedar Camp” on two signs, while Cedar Camp is back up-canyon at 3350 feet.

p. 310, Col 2, Par 1, End: The magnificent old-growth forest here has a few Douglas fir and cedars with diameters of 15 feet.

p. 310, Col 2, Line 2 from bottom: Side route: Agnes Creek Trailhead is also the branch-point for 2.5 mile-long Agnes Gorge Trail, which ascends to opposite bank as the PCT.

p. 311, Col 1, Line 2: High Bridge Campground is tiny—just two sites. There is also a horse corral.

p. 311, Col 1, Par 2, Line 5: Shuttle busses will travel no farther upriver than High Bridge Ranger Station in 2007, and for the foreseeable future, due to flood damage to the road. Walk down the road to meet the shuttle, which usually runs at least four times daily, in summer. See, Supplies, at the start of this section.

p. 311, Col 1, Par 2, Line 14: One-way shuttle fee to Stehekin was still \$5 in 2006. Omit last sentence.

p. 311, Col 1, Last line: *Stehekin* means “the way through.” Archeologists know that natives used the valley for thousands of years and traveled west over Cascade Pass. The first European explorer to visit here was Alexander Ross, who led a band of Pacific Fur Company explorers to the upper Stehekin River from Fort Okanogan in 1814.

p. 311, Col 2, Par 1, Last sentence: Stehekin is not the best spot to buy specialized hiking supplies—the shop stocks mostly tourist items. Stehekin Valley Ranch has a better selection.

p. 311, Col 2, Par 2, Line 2: Purple Point Campground is quite small, with just seven sites, water and a toilet. Thankfully, the laundry facilities, phone, and shower room are virtually next door. Flick Creek Fire burned right into the campground in summer 2006, but it should reopen in 2007.

p. 312, Col 1, Line 3: Add about 430 for each fare in 2007.

p. 312, Col 1, Par 3, Line 8: Trail (1860–0.4) is Cascade Horse Trail.

p. 312, Col 2, Line 1: The National Park Service is currently considering a plan to relocate washed-out Stehekin Valley Road onto the current PCT route. It was named “Old Wagon Road” because, in their wisdom, early settlers had hauled their carts well away from the frequently raging Stehekin River. In the future, you may find the PCT relocated down closer to the riverside.

p. 312, Col 2, Par 1, Line 5: Buzzard Creek has a log bridge. Shady Fire in 2005 scorched much of the terrain between here and Canim Creek.

p. 312, Line 12: Shelter is off to the right, with a corral. Continue walking north through the campground on the dirt road.

p. 312, Col 2, Par 1, Line 2 from end: Road 3505 is Upper Valley Road.

p. 312, Col 2, Par 2, Line 5: At Berry Creek, on clear mornings, you get a fine northward view of the steep summit of Goode Mountain and flanking Goode Ridge and Memaloose Ridge. Otherwise, vistas in Bridge Creek valley are uncommon.

p. 312, Col 2, Par 2, Line 10: North Fork Camp was closed in 2003 due to problem bears.

p. 312, Col 2, Par 3, Line 11: Maple Creek bridge is now seasonally dismantled each winter to prevent further damage.

p. 313, Col 1, Line 1: Rainbow Lake Trail is called “South Fork Trail 1236” on Map K15.

p. 313, Col 1, Par 4, Last Line: Hide-Away Camp now has a toilet. Be alert for bears.

p. 313, Col 1, Par 5, Line 5: Substitute to end of Col 2, Par 2: Since the early 1990s the PCT has been, once again, repositioned along the west side of Bridge Creek, roughly in the position shown for Trail 419 on Map K 15. The east-side path is now named, Stiletto Spur Trail. From the well-signed junction, you continue ambling uphill and slowly bend north. Occasionally, a few glimpses of Whistler Mountain are framed between canyon walls. In about $\frac{3}{4}$ mile, pass a slowly rotting log cabin. You could camp here. The way now steepens and climbs alternately through deep forest and thickets, with many small intersecting streams. You note the brushy banks of Bridge Creek often, but camping options are few. Pass signed CROCKER CABIN HISTORICAL SITE, with less to see than at the previous cabin, and no good camping. Press on up, then quickly cross slotted Bridge Creek on a sturdy span. One-tenth mile later, ascend to signed COPPER CREEK TRAIL (4400–2.7), the old east-bank PCT route. Thirty seconds down it is dark, spacious Prospect Camp, on the west bank of State Creek. Climbing still, but leveling perceptively, the way parallels Bridge Creek at a closer distance as you arc from north to west to an important junction (4510–0.8).

p. 313, Col 2, Par 3, Line 6: Parking area is named Bridge Creek Trailhead.

p. 313, Col 2, Par 4, Line 5: Rainy Lake’s outlet creek now has a bridge.

p. 313, Col 2, Line 3 from end: This one is named Rainy Pass Trailhead.

Flood Damage and Hiker Trail Detour

Until the U.S. Forest Service undertakes repair of critical bridges over Upper White Chuck River, Milk Creek and Suiattle River, the above-described northbound PCT around Glacier Peak is officially closed to hikers and equestrians. The following route has been designated by U.S. Forest Service for hikers only; travelers with stock are advised to trailer their animals from Stevens Pass to the end of Chiwawa River Road at Trinity, 14.8 miles from the end of the detour. The detour pathway is much more primitive and steep than the original route and entails about 2400 feet more elevation gain and loss. Additionally, (and ironically) unbridged fords of Boulder Creek, Napeequa River, and Chiwawa River can themselves be difficult.

The detour starts atop pleasant Indian Pass (5020), 32.6 miles into Section K. Diverging right (southeast) signed INDIAN CREEK TRAIL 1502 starts levelly though heather and meadow but soon starts to descend along the incipient headwater stream. In a few minutes, the rutted path swings north to the gully of a feeder creeklet off the south slope of Indian Head Peak. Your steep path parallels the gully down almost 200 feet and then step across it to side-hill east. Quickly, you reach a nice camp on a hemlock-cloaked bench (4450–1.0), just 100 yards before a spring, where you break out onto open hillside. To the east, you see the impressive ridgeline between Mt. David and Mt. Jonathan, and glimpse your next big challenge, the White Mountains, beyond them.

Consistently steep trail continues below, often with small springs muddying the cobbly tread. Mostly, your journey will be through viewless, open forest, but no matter—thick patches of huckleberry shrub, head-high ferns, and thick grasses will keep your attention closer to your feet. In this way, you will descend 1200 feet to the floor of Indian Creek canyon. Surprisingly, your journey will be waterless—four mapped streams that are crossed all disappear under talus—and you are never close to Indian Creek itself.

Leveling off near 3200', the overgrown path winds east in a mosaic of forest and brush. Looking south, a striking red cliff divides the perfect cirques of Papoose Creek and Whittier Peak, while darker cliff bands on Mt. Saul gird the north valley wall. Eventually, you swing briefly close enough to alder-and-willow-lined Indian Creek (3130–5.0) to refill with water, but the surroundings are too choked with brush and avalanche blowdown for a pleasant camp. Keep pushing east, soon enough finding two pleasant campsites in a forested glade where the creek from Airplane Lake (3150–0.7) crosses your trail. Continue east on level track, often frustratingly clogged by thigh-slapping thickets of pink thimbleberry, yellow salmonberry, purple huckleberry, and ferns. Console yourself that they are all tasty, in-season! Soon enough, you come back close to Indian Creek (3090–1.0) at two small camps. Just east of this point, Indian Creek's hanging valley intersects the larger, deeper trough of White River, and Indian Creek begins to tumble down a narrow gorge. Traverse above the gorge and then make two short and then two long switchback legs down to the valley bottom. There, you cross Indian Creek (2390–1.5) on a sturdy 75-foot log bridge. There is a good camp just below the west end of the span. Now the detour route turns levelly south, marching south to bridge White River, only to eventually return via its east bank.

Side route: Here you have to ask yourself: "Do I want to spend the next two hours, looking at both sides of White River?" If your answer is "No", you could spend a much shorter time crossing from here to the east bank. Continue on the trail for 100 yards below Indian Creek bridge. Now veer

left, north, off-trail towards White River. The old-growth forest here is stunning. You may pass an old log cabin on your way, or, you can keep closer to the southeast bank of Indian Creek. After finding some excellent campsites under immense cedars and hemlocks, break through a fringe of alders and vine maple (watch for devil's club!) to the sandy banks of wide White River, just downstream of its confluence with Indian Creek. If you're lucky, you will spy two big fallen hemlocks that span the river. If not, you've got a waist-deep, sandy wade. After you gain the east bank, wend your way east a short distance through vine maples to find White River Trail 1507, and turn north. Your ¼-mile jaunt has saved 4.5 miles from your journey!

If you chose to stick with the Flood Damage Detour, turn south from Indian Creek and continue south on pleasant Indian Creek Trail 1502 in deep forest. Your descent is almost imperceptible. Halfway to the roadend, the canyon narrows a bit and you are pushed closer to the pretty, merrily descending river. A signed trail branching down-canyon to Panther Creek and Mt. David is passed just a moment before you cross White River (2310–2.3) on a steel-girdered bridge. Quickly, strike the White River Trailhead (2300–0.1) at the end of long dirt White River Road 6400. In an emergency, you could exit it to Tall Timber Ranch or Lake Wenatchee Ranger Station.

Here, the Flood Damage Detour turns north on White River Trail 1507. Just a few yards from its beginning, you pass a nice campsite nestled below, right beside the river—it's a lot better than the dusty parking lot. Wind north across gullies and roots of stupendously proportioned Douglas firs and red cedars, usually in deep, dark groves. Eventually, you pull abreast of Indian Creek's side-canyon (2400–2.4), and meet those who've taken the log-crossing shortcut. Further easy walking leads up to Boulder Creek (2515–1.4). The old log bridge was destroyed by flooding, but it is an easy rock-hop to large, cool camps on the west bank. Now turn more westerly for a bit and quickly find a signed junction with Boulder Pass Trail 1562 (2515–0.2), branching right, east. A magnificent camp area surrounds the junction, set under tall, stately hemlocks, close beside a quiet stretch of White River. Warning: Don't try to continue up White River Trail to the PCT. It is seriously overgrown!

After filling your water bottle for the stiff climb ahead, turn east from the bottom-lands and undertake a brisk ascent up the slopes that guard the lower end of Boulder Creek canyon. The first half of the 18 switchbacks are mercifully shaded. Later, the brushy slope allows views southwest to Mt. David, above the end of Indian Creek, and northwest to some tantalizing glimpses of heavily glaciated Tenpeak Mountain. After gaining 1100 feet, you begin traversing east, and the ascent moderates to reach a creekside bench and prominent campsite (3950–2.0) in a stand of hemlocks. Water from Boulder Creek is only about 40 feet below. Now closer to the roaring stream, continue easily up under complex gray cliffs of Peak 6300 to rock-hop across Boulder Creek (4080–0.5). Camping here is a single, poor bivy among the alders. Beyond the ford, two switchback legs lead up to brushy slopes of alder, salmonberry, fireweed, and everlasting, where you get to see the remaining terrain leading up to Boulder Pass. A persistent gradient leads north into the valley's head. Another family of small switchbacks leads up to a traverse across a spring-sodden slope. The contour ends at a small knoll (4960–1.9) with a large campsite, the finest in the canyon. A small creeklet lies just beyond. Now, gear-down for a 1200-foot climb up the final headwall. Wind north, first up along a morainal ridgetop, overlooked by cat-eared Peak 8373, which is the east summit of Clark Mountain. Steep, tiny, deeply-rutted switchbacks lead north and then east to a small bowl where a good marshy spring seeps from deep pumice. Three more hairpins farther, you gain airy Boulder Pass (6310–1.9). You could make an uncomfortable camp here, with terrific vistas as your reward: The deep, raw emerald Napeequa River valley stretches 2000 feet below. Farther east, you can make out your trail's continuation, climbing steeply up enormous Chiwawa Ridge.

An uncompromising descent ensues. Small, cobbly switchbacks lead northeast down into an alpine bowl and then a bit farther to a breezy, exposed promontory campsite (5730–0.7) just at the treeline. Get water in the ravine to the south. Arc clockwise around the nose and then plunge back into head-high brush and steep open forest for a knee-jarring micro-switchback plunge towards the valley floor. Your willy-nilly, heavily eroded descent ends (4480–1.3) still about 200 feet above the stream. Now the path turns northwest, more sedately across a brushy hillside, steps across two small permanent streams, and then finally reaches good camps (4370–0.7) in a deep, dark hemlock stand. A minute later, burst from a heavy screen of alder and willows to reach Napeequa River (4275–0.1). After rains, the cobbly ford here could be 30 feet wide and 2 feet deep, but is usually half that. You could make a cold, damp, rocky camp nearby, but sites are much more appealing before the crossing.

On the northeast banks of the Napeequa, you find a signed trail junction, and are presented with a choice of routes. The designated Flood Damage Detour here turns right, southeast down along the meandering river. If, however, you are a confident navigator, willing to hike cross-country above treeline, and only if you have the fortune of good weather, you might want to consider the following, very strenuous shortcut:

Trail continues gently up along the brushy Napeequa, ending at a side-canyon (4880–2.8). Now, avoiding steep alder brush, climb steeply north on either side of the water-falling creek. (There is a zigzagging use-trail, marked by ducks and flags in places, in the open forest west of the creek, for the first leg of the ascent). After about 600 feet of ascent, the route gains a more-gentle hanging valley. Continue up, soon in meadows above treeline. Look for the trail that leads up and then doglegs east, skirting a small, icy lakelet at the terminal moraine of an unnamed glacier below Peak 7948. Gain spectacular High Pass (7030–2.5) and a sink-to-your-knees panorama across Triad Lake to Glacier Peak—arguably the finest PCT vista in all of Washington. Here, you will find faint use-trails and ducks leading north down a rocky ramp and skirting north back up to a rounded shoulder (7140–0.5) on the broad divide between Triad and Buck creeks. Don't drop too low, and keep well to the west of the spectacularly overhanging north face of Peak 7625. Look for a few cairns. Now the more visible trail descends north on a traverse of the steep eastern slope of Peak 7276, which will likely entail crossing a few more snow fields. The path steadily improves as you proceed north, recross the divide (6835–0.9), and drop to a saddle on the south shoulder (6480–0.5) of Liberty Cap. Now round west around that summit and down switchbacks to find numerous camps at wide, tranquil Buck Creek Pass (5800–1.4). Middle Ridge Trail and the official Flood Damage Detour route is just a minute's climb northeast (5925–0.2–8.8).

If you decide not to take the High Pass cross-country alternate, don't feel unfulfilled—the next leg of the Flood Damage Detour, to Chiwawa Ridge, is a terrific challenge and plenty scenic. Turn south on Little Giant Trail along the east side of Napeequa River, and continue almost levelly down canyon, staying in hip-high fireweed meadows just uphill of brush that surrounds the widely meandering river banks. After a while, you ascend gently and spy a single fair campsite below in a cluster of conifers and then abruptly hit a switchback (4370–1.4). Now you climb—*hard*. The first third of the climb is steep and cobbly, across grassy hillside, but the upper switchbacks are even steeper, and cut precariously into bands of hard red and black cherts. Watch your footing! Abruptly, you top out on slate-covered Little Giant Pass (6408–1.9). Looking back, you get a stunning panorama back over the Napeequa Valley to Clark Mountain and its large glaciers. Glacier Peak, the Great White Mother, hovers above the northwest horizon. In the northeast, drier, complex Seven Fingered Jack and Mt. Maude anchor the northern end of the Entiat Mountains. If you chose to spend the night, walk south on the ridge, up to a small rise, where there is room for two tents beside some subalpine firs, but no water.

Your descent east from Little Giant Pass is the steepest on the entire tri-state PCT. Begin by traversing north across a few yards of wet, slippery, exposed slates and then angling down across a steep hillside of anemone and fabulous huckleberries. Bears commonly graze here. Turn back, south, and then drop even more steeply down a narrow ridgelet, step across a tiny permanent stream, and 30 yards later reach a good, view-packed camp on a low nose (5750–0.7). It's the first level spot so far. Now parallel another small stream down and then arc northeast, crashing through brush to another good, well-watered camp on a grassy knoll (5140–0.5). Now abandoning any pretense as a trail, the route strikes east very steeply down an open ridge of gray gneiss. Three hundred feet lower, look carefully for ducks leading south, carefully off the rock and back into a dense thicket. Plunge another 300 feet through that vegetation. Below it, very steep but more discernable tread leads down through burned forest, finally stopping to step across the south branch of Little Giant Creek (4000–0.8). A nice campsite lies just before the stream. Now, to mirror the insanity of your descent thus far, an insultingly unnecessary route makes you clamber steeply up the next hillside. Then, contour east in deep forest to cross the ridge at a low, dusty knob (4010–0.7). Once again, plunge downhill, now on sandy, dusty tread heavily eroded by horses. Later, your incinerated thighs get a bit of relief, on a baker's dozen switchbacks that lead down to open forest. Here the trail comes near the north banks of Maple Creek and then leads across a small branch of that stream on a gentle alluvial fan. Moments later, you pass through the flooded ruins of a campground, which still affords nice camps in a dry Douglas fir and cottonwood forest. Here you come to the banks of Chiwawa River (2590–2.4). In early season or flood, the ford here could be deep and wide, but it is usually only shin-deep. There is often a log-jam to help you across. Once you gain the east bank, look uphill through a narrow band of brush to a signed parking area, with trail register, on busy dirt Chiwawa Valley Road 6200 (2606–0.1). You could make an ersatz camp above the east bank, but conditions are much better on the west.

The next leg of the Flood Damage Detour turns left (north) on Chiwawa Valley Road, signed for Trinity. You make an undulating, gradual ascent through dense bottom-land forest. Rarely, meadowy openings afford glimpses across the meandering river to parapets on Chiwawa Ridge. Presently, you walk past the entrance of small Alpine Meadows Campground (2660–1.5), with the usual tables, toilets, and water in a cool stand of Douglas fir and Grand fir. A bit later, cross culverted Willow Creek (2679–0.6). Here Chiwawa Valley narrows a bit, and you soon reach dirt Phelps Creek Road 6211 (2760–0.9). Stay left, northwest on Road 6200, passing a dirt spur to Phelps Creek Campground (2745–0.4), which has 13 dark sites on a riverside loop. A short while later, you arrive at sunny Buck Creek Trailhead (2772–0.3) at the end of Chiwawa Valley Road. The large parking area has a toilet.

Walk to the west side of the parking lot to find signed BUCK CREEK TRAIL 1509 (now designated 1513) and a hikers' register. Follow the path levelly west for a moment to a 50-foot steel bridge over Phelps Creek. From this point, you could also walk a couple minutes south to the northernmost part of Phelps Creek Campground, which is much nicer than overnighing at the dusty roadend. Now the trail angles northwest, then north, soon close beside Chiwawa River. Behind a screen of alders, the path climbs across some tailings piles. These came from Red Mountain Mine, on the hillside to your east. Chalcopyrite was discovered here in 1890, and in 1923 the town of Trinity was created on this site to serve the mine that penetrated Phelps Ridge. By 1930, over 200 men worked here, at the mine, a sawmill, power plant, store, office, and boarding house. In all, about 215,000 pounds of copper and 17,000 ounces of silver were recovered. Now, the mine is closed, and the property is off-limits. The huge plank structure that you see was the powerhouse.

Finish circling around Trinity, soon climbing to touch a dirt road (2840–0.6) at a log fence. Here the Buck Creek Trail turns left (northwest). From its width, you can tell that it used to be a dirt

road. Continue easily but sandily up-canyon, passing a larged unmapped spur trail back to the riverside in 0.3 mile, making a signed entry of Glacier Peak Wilderness, and eventually finding a hop-across side-stream and very good camps (3065–1.1). Just a few minutes later pass signed right-branching CHIWAHA BASIN TRAIL 1550 (3200–0.3) in a dry flat. Over the next mile, your gently climbing path winds across 11 small streams, none with sufficient camping, before descending briefly to a 30-foot log bridge over Chiwawa River (3110–1.3). Just beyond, a sunny bench holds a handful of large camp sites. Now in the lower canyon of Buck Creek, the detour route marches steadily uphill, mostly in open fir forest. Initially, persistent hordes of black flies urge you to onward. Later, above an octet of small switchbacks, you swing under the immense brooding north face of Buck Mountain. Tantalizing glimpses of Liberty Cap, farther west, lure you on. Above 4200' the valley moderates for a mile, and your path winds past a few nice campsites. Twenty minutes later, a large swathe of avalanche blow-down from overhanging Peak 7625 to the south, signals your proximity to a switchback (4555–4.3) where the trail turns east. A good campsite is found near here. Now zigzag steeply up the canyon wall (4850–0.4) and continue up to step across the multiple headwater streams of Buck Creek (5560–1.7). Here, in a large, open basin below Helmet Butte, a pair of use-trails ascend north, first up to a handful of nice but slightly sloping subalpine campsites and then continue up to Pass No Pass. But, as nice as it is here, don't stop—it gets a lot better. Your trail swings southwest, arcing up across meadowed slopes and soon curves well above Buck Creek Pass to meet High Pass Trail (5925–0.9). Here, the designated Flood Damage Detour meets the end of the cross-country alternate route from the Napeequa River, via High Pass. You have lots of camps nearby: Descend a moment southwest to Buck Creek Pass itself. Many delightful, if heavily used, sites are found in pockets of meadow between stands of subalpine fir. Water is available north of the divide from a branch of Suiattle River or by following an old trail southeast down into meadows under the brown bluffs of Liberty Cap to reach a feeder of Buck Creek.

The views here are simply stunning. The enormous, complex eastern glaciers of Glacier Peak tumble down to the horizon, contrasting dramatically with deep green forests on nearer ridges. As you walk north, however, an even more intimidating terrain heaves into view, farther south—Tenpeak Mountain and its trio of jagged subsidiaries, looming over the low-angled White Chuck and Suiattle glaciers. In a few minutes, you come to a meadowy junction with Flower Dome Trail 799 (5675–0.3). Here, don't pass up the chance to detour west a half mile to a cliché-perfect hillside meadow that frames even better vistas over the upper Suiattle valley. Now, drop steeply down well-engineered switchbacks into a small cirque and then angle across steep hillside below the bluffs of Helmet Butte to jump across Small Creek (5130–0.8). There is a cramped campsite here, but much better camping lies above. Now, you must climb again. Steep, direct, but well-built trail ascends the south flank of mostly forested Middle Ridge. Just about halfway up, step across a usually flowing creeklet and then abruptly crest Middle Ridge (6240–1.4). It is forested here, but Trail 787 leads up-ridge, soon finding waterless open hilltop camps below Fortress Mountain. Alternatively, you can find similar accommodations on Knob 6247 to the west. Northbound, the last leg of the Flood Detour Route, now Trail 789, angles easily down, east, into a flower-lined bowl and then drops more steeply to avoid the sheer 600-foot north face of Peak 6658. Now it turns steeply down a handful of huckleberry brush-lined switchbacks, touching an unnamed, merrily noisy branch of Miners Creek part way down an open bowl. Two hundred feet lower, a small campsite has been scratched out, but it isn't worth using. Soon, shrubbery gives way to dense hemlock stands, while steep, eroded old switchbacks carry you back down to finally rejoin the Pacific Crest Trail (4580–2.1). A broad camping area lies next to Miners Creek, ¼ mile north on the old, bridgeless PCT, while the newer PCT alignment swings farther east to a sturdy footbridge. (See p. 306, Col 1, Line 1)

p. 315: Introduction: Line 4: Change, . . . a turn-of-the-century—19th to 20th . . . to, an 1890-era gold mine.

p. 315, Introduction, Par 3, Line 2 from end: Graywackes are unusual sandstones made of irregular, unweathered rock grains in a matrix of clay. Also called, turbidites, they formed in submarine avalanches off the coast of fast-rising mountains. These developed from the tectonic collisions of the North American and North Pacific Plates.

p. 315, Declination is now about 18° in this area, since the Magnetic Pole is rapidly moving closer to True North.

p. 315, Mileages: Change as follows:

Highway 20 at Rainy Pass	0.0	70.3
		5.1
Cutthroat Pass	5.1	65.2
		5.5
Methow Pass	10.6	59.7
		10.6
Glacier Pass	21.2	49.1
		3.6
Grasshopper Camp	24.8	45.5
		5.7
Harts Pass to Mazama	30.5	39.8
		5.2
Windy Pass	35.7	34.6
		8.6
Holman Pass	44.3	26.0
		6.2
Woody Pass	50.5	19.8
		5.1
Hopkins Pass	55.6	14.7
		6.6
US-Canada Border: Mon 78	62.2	8.1
		8.1
Highway 3: Manning Park	70.3	0.0

Supplies: Mazama and Winthrop: Your last chance to resupply before Canada is the tiny mountain village of Mazama. It lies 18 miles east of Rainy Pass on North Cascades Scenic Highway 20. As it is the first civilization reached on that road, hitchhiking shouldn't be difficult. Alternatively, arrange for a shuttle pick-up from Rainy Pass, or Harts Pass, 30.5 miles farther into Section L. Mountain Transporter, based in Winthrop, offers hiker and bicycle shuttles throughout the Okanogan region. For more information, call (509) 996-8294 or visit www.methownet.com/mountaintransporter.html.

A detour via Harts Pass brings you in to Mazama on paved Lost River Road, which is the extension of Road 5400 as it descends Methow River Valley. This way, you first pass North Cascades Base Camp and then Mazama Country Inn and Mazama Store before reaching Highway 20.

Wild West–styled Mazama Store, with its gas station, is the only significant business. But, it's all you need. So much more than a quick stop, it has all the standard snack foods, plus a gourmet grocery and tasty deli, a huge variety of Washington beers, and even an espresso bar. You could easily assemble a feast. They also have a surprisingly extensive selection of big name camping gear and outdoor clothing, including shoes. It's at the junctions of Lost River Road and Goat Creek Road, just ¼ mile east of Mazama Junction on Highway 20.

Mazama has no post office—the closest is Winthrop. If you're planning resupply here, contact one of the lodgings and advance, and ask if you can send yourself a package in their care.

Mazama Country Inn is close beside the general store. A good value, it boasts 18 cozy rooms and cabins with bath. They've got wireless Internet access, a library, videos, and laundry facilities. Outside, there is a pool, sauna, and hot tub. Tour the Methow Valley on one of their rental mountain bikes. Conveniently, the inn has an onsite restaurant with family-style dining. For more information, call (800) 843-7951 or (509) 996-2681 or visit their Website at www.mazamacountryinn.com.

North Cascades Base Camp is another lodging option. It lies 2.2 miles up Lost River Road north of Mazama Store. It's a bit out of the way if you're coming from Rainy Pass, but it is directly on your route if you're coming down from Harts Pass in Section L. A summertime bed and breakfast, they have inexpensive lodge rooms and cabins with a hot tub. For more information, call (866) 996-2334 or (509) 996-2334 or visit them online at www.ncbasecamp.com.

Freestone Inn is Mazama's luxury hotel. This spacious log resort has superb hotel rooms as well as detached lodges and cabins. They've got an onsite spa, massage services, and a private lake with fly fishing and swimming. Their opulent dining room serves three meals daily with cuisine that is knock-your-socks-off haute-Northwest. It is easy to get to, from Rainy Pass. Find it directly off Highway 20, about 1.5 miles west of Mazama. It's pricey, but you owe yourself the treat! For more information, call (800) 639-3809 or (509) 996-3906 or visit their Website at www.freestoneinn.com. While you're there, rent bikes from the small outdoor supply at on-premises Jack's Hut.

Another place to stay is Lodges at Timberline. One mile southeast of Mazama Junction on Highway 20, it has a varied assembly of rooms, kitchenettes, studios, and small cabins, at reasonable rates. They have televisions and laundry facilities. For more information, call (800) 848-7723 or visit www.timberlinemeadows.com.

If you need more than Mazama offers, continue 14 miles southeast down Highway 20 to Winthrop. More complete services there include a post office (with a zip code of 98862), U.S. Forest Service ranger station, a dozen hotels, an ACE hardware, a medical clinic, a bank, grocery stores, a bakery, a handful of restaurants, and a brew pub. Get more beta at www.winthropwashington.com.

p. 316: Supplies: Manning Park: Manning Park Lodge continues to expand. It's a surprisingly inexpensive and very friendly place to celebrate the end of your journey, and clean up for the almost-five-hour bus ride to Vancouver. Modern, low-key accommodations include lodge rooms, kitchenettes, and various sizes of cabins, all with a phone, television and microwave. They have no public laundry facilities, but you'll probably have luck asking them to clean it, for a steep price (worth it, for the bus rides, next day!) The new Loon Lagoon building has a jacuzzi, a swimming pool, a sauna and exercise equipment. Just north of the hotel, Pinewoods Lodge has Pinewoods Restaurant, serving scrumptious Northwest cuisine and deadly desserts. Next to it, the Bistro has espresso, pastries, soups and sandwiches for a fast breakfast or lunch. Bears Den Pub has a good

range of local beer and noshes. Pool, ping-pong and video games round out the entertainment. A small store here sells mostly T-shirts and souvenirs but also has a good range of energy bars, snacks and batteries. The loading area in front of the lodge is the Greyhound bus stop. You no longer have to prearrange a stop here, if westbound. You can now pay via cash, ATM, or credit card for bus fare.

p. 316, Col 1, Line 1: Off-road rest area is off-highway Rainy Pass Picnic Area.

p. 316, Col 1, Line 3: Ample trailhead parking is signed Rainy Pass PCT Trailhead, on the east side of Highway 20; you won't have to park on the highway shoulder.

p. 316, Col 2, Line 1: Parking lot is Rainy Pass PCT Trailhead. Trail begins beside the stock ramps and hitching posts.

p. 317, Col 1, Line 1: Porcupine Creek bridge has a few adequate camps.

p. 317, Col 1, Line 8: Headwaters bowl has a nice designated camp at 6160'. Above, firs give way to heather and meadows.

p. 317, Col 2, Last line: Lower trail is now essentially defunct.

p. 318, Col 1, Par 3, Line 10: Idyllic park has a large permanent spring somewhat hidden below the campsites, themselves below the pathway. As nice as the camps are, here, you'll like the ones at Snowy Lakes even better, and they're only 10 minutes away.

p. 318, Col 2, Par 2, Line 4: Zigzagging down into the valley.

p. 318, Col 2, Par 2, Line 5: Few infant streams have some good camps at 5900'.

p. 318, Col 2, Par 2, Line 13: West Fork Methow River had a new bridge constructed in fall 2003.

p. 319, Col 1, Par 3, Line 6: Argillites are yet another kind of mudstone. This and all the surrounding sedimentary rocks were shoved up onto the continent by the impact of the North American Plate with the North Pacific Plate.

p. 319, Col 2, Line 3: Brush Creek canyon has gotten brushier over the years, and camps, though present, are small and hard to find. Better to wait until Glacier Pass or, best of all, Grasshopper Camp.

p. 319, Col 2, Line 9: Glacier Pass almost always has enough water to camp, but you'll have to look for it. Head west to the headwaters of Brush Creek or north on a use-trail down the headwaters of South Fork Slate Creek.

p. 319, Col 2, Second to Last line: "Alpine-garden pass" is called "Grasshopper Pass." It has dry camps among scattered larches.

p. 320: Photo: Is actually Tower Mountain above Granite Pass.

- p. 320, Line 3:** Pleasant trailside campsite (6600–1.0) is Grasshopper Camp. The sites actually sit in a bowl just below the trail. It is the prettiest campsite between Rainy Pass and Harts Pass.
- p. 321, Col 2, Line 2 from end:** Argillite is mudstone.
- p. 322, Line 2:** Harts Pass FS Guard Station has a water tap. Use it sparingly.
- p. 322, Par 2, Side route:** See beginning of this section for supplies at Mazama. Slate Peak Road is closed at 6780', where there is a parking area and a short lateral to the northbound PCT. It's the highest place a car can drive in Washington.
- p. 323, Col 1, Par 2, Line 4:** Ascent from Harts Pass finds a good permanent spring crossing the path within 1/3 mile and then a lower side-trail up to the Slate Peak Road parking area and its toilets.
- p. 323, Col 2, Line 1:** Actually the most prominent peak is Mt. Challenger.
- p. 323, Par 2, Line 3:** Benson Creek Camp is large with water below. It lies about 100 yards off-trail.
- p. 323, Col 2, Par 2, Line 6: Buffalo Pass:** Here you look down (west) to the nearly defunct mining complex of Barron in the upper reaches of Indiana and Allen basins. In 1895, mining began here, where an ore lode was discovered by following placer deposits uphill from older, downstream operations. Over 20,000 feet of tunnels were dug here, producing gold, copper, and silver. Some work continues, even today.
- p. 326, Col 1, Line 6:** Shaw Creek always has water, although you might have to follow the streambed downhill for a few yards. There is no nearby camping.
- p. 326, Col 1, Last line:** Outlet stream from Goat Lakes has no camping.
- p. 326, Col 2, Line 2:** Never-failing spring is a very pretty camp spot. Expect to see elk, deer, and bears.
- p. 326, Col 2, Last line:** Switchback briefly up: There are small campsites here, below Woody Pass, with water from Rock Creek.
- p. 327, Col 2, Line 3:** Faint trail down to Mountain Home Camp also leads up to tiny, spectacular bivouac sites atop knife-edge Lakeview Ridge. These, or camps on the ridge top ahead, are the best places to spend your last night before reaching Canada.
- p. 328, Col 1, Line 3:** Unnamed summit doesn't have bivy spots as nice as those farther south on the ridge, but the sunrise views are equally sublime.
- p. 328, Col 2, Line 2 from end:** Switchbacks are named Devils Stairway.

p. 329, Col 1, Par 2, Line 8: Boundary Trail 749: This eastern limb of the trail is now called Frosty Pass Trail 533. The western continuation is still #749 and branches vaguely (sign on a conifer) through a meadowy patch atop Castle Pass.

p. 329, Col 2, Par 1, Last sentence: Omit.

p. 329, Col 2, Par 2, Line 1: The remainder of the PCT's descent to Monument 78 is through heavy brush, now quite overgrown.

p. 329, Col 2, Par 2, Line 5: Stock gate is now gone.

p. 330, Col 1, Par 3, Line 3: There is a large horse camp named "Monument 78 Camp", with corrals, a pit toilet and zillions of black flies, on the south side of Castle Creek. It sees heavy overnight hunter use and, by day, many horse parties.

p. 330, Col 1, Par 3, Line 10: At least one, and probably two, of the creeklets last late into autumn.

p. 330, Col 1, Par 3, Line 12: Campsite is now appropriately named "PCT Camp." It has tent sites, a pit toilet, and a persistent spring.

p. 330, Col 1, Par 3, Line 3 from end: Creek crossing almost always has water but doesn't have any good campsites.

p. 330, Col 2, Line 9: Gentle descent westward: Many areas of deep sand and lots of rip-rap to keep the path out of the mud. Little Muddy Creek is so broad, it is better qualified as a swamp.

p. 330, Col 2, Par 2, End: Be sure to turn right, east, to reach Manning Park Lodge!

p. 330, Col 2, par 3, Line 14: Omit commentary about bus transport. Refer to new material at introduction to Section L.

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