

THE WILD CASCADES

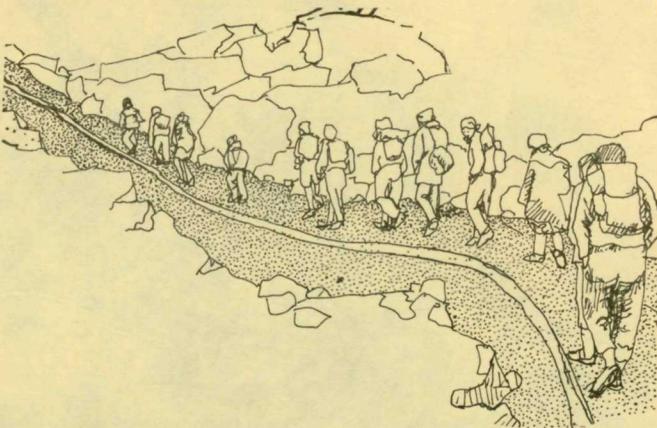
Spring 1978



Little Wenatchee River flows beneath Mason Ridge John Warth photo

IN THIS ISSUE

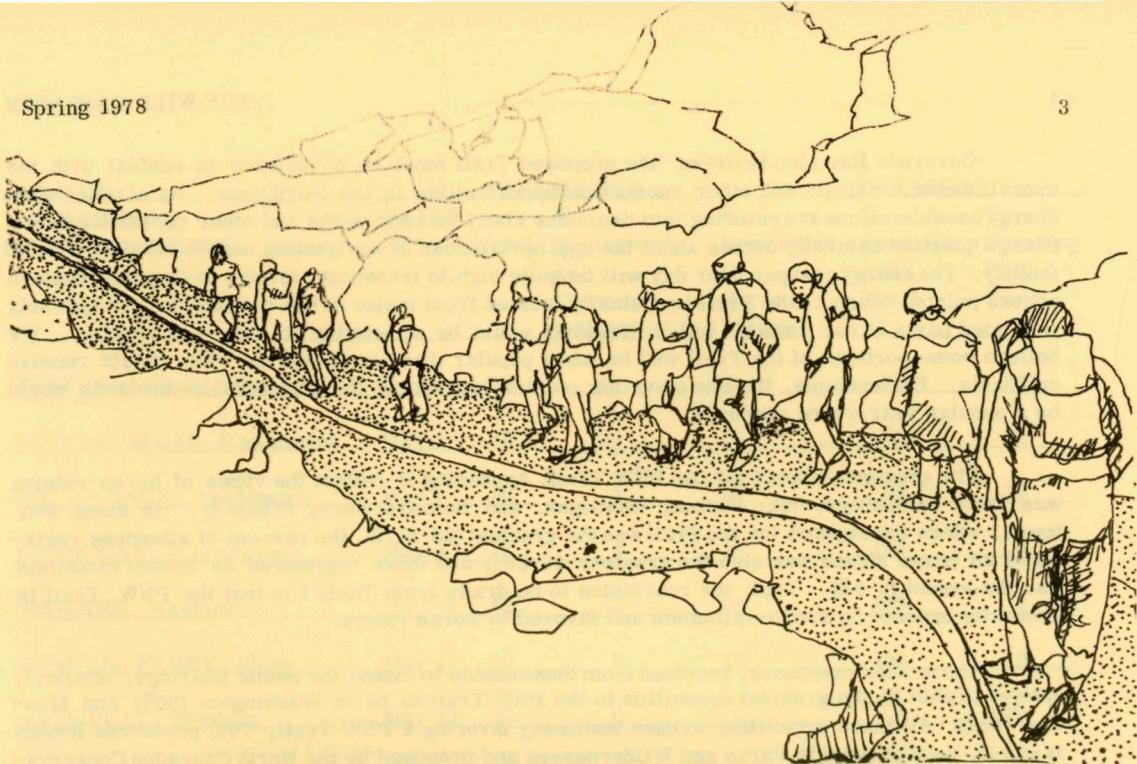
On page 3, testimony given at recent public hearings on the proposed Pacific Northwest Trail is analyzed -- here is an issue at last on which we and Governor Ray are in agreement.



We offer congratulations to Joe and Margaret Miller, who are among the 1978 recipients of the American Motors Conservation Awards. Joe's views appear frequently in the Wild Cascades under several noms des plumes. See page 6.

The N3C Board of Directors' annual meeting is reported on page 8.

Scott Paper-owned land adjacent to Baker Lake in the Mt. Baker-Snoqualmie National Forest is threatened with logging -- or is Scott trying to force an issue ? See page 15.



An Appalachian Trail -- West?

The greatest threat to our fragile Wilderness Areas is overuse by people. A small group of trail enthusiasts is posing just such a threat to the Wildernesses of Washington's Cascade and Olympic Mountains. The Pacific Northwest Trail Association, led by its founder Ronald Strickland, is attempting to thrust an Appalachian-like Trail through these fragile wilderness lands.

With the active support of Congressman Joel Pritchard, Strickland managed in 1974 to engineer an amendment into the National Scenic Trails Act which "directs the Secretaries of the Interior and Agriculture to evaluate the feasibility and desirability of designating a Pacific Northwest National Scenic Trail, extending approximately 1,000 miles from the Continental Divide in Glacier National Park, Montana, to the Pacific Ocean Beach of Olympic National Park, Washington, by way of: Flathead and Kootenai National Forests in Montana; Kaniksu National Forest in Idaho; and Colville, Olympic, and Okanogan National Forests, North Cascades and Olympic National Parks, Pasayten Wilderness, Ross Lake Recreation Area, Mt. Baker, the Skagit River, Deception Pass, and Whidbey Island." Strickland naively believed that everyone would enthusiastically welcome his dream to establish a western counterpart of the well known Appalachian Trail.

This myopic view, however, was severely shaken at the seven public hearings held in Washington, Idaho, and Montana during May. The greatest opposition to the PNW Trail was found in Seattle and Port Angeles (Table I), where the views of conservation organizations were primarily reflected, as well as in Kalispell where unanimous opposition to disturbing the grizzly bear habitat was expressed. In Seattle and Port Angeles, where opposition to the PNW Trail was 80% and 50%, the percentage of those who attended the hearing and registered as conservationists was the greatest (13% and 20%) and the number of national, regional and local conservation organizations testifying was also the largest (8 and 5).

Conservationists were surprised to find that at last there was an issue on which they could agree with Governor Dixy Lee Ray. She stated in Seattle ". . . that we can only support the designation of a hiking route from Glacier National Park to the Pacific Ocean with reservation. While the proposed Trail is consistent with the State Trails Program, which shows a potential foot and horse trail corridor in the same general location, it has relatively low priority. In fact, a network of year-round hiking trails in close proximity to urban populations would better fulfill demand than this single long distance trail. We do feel priorities of federal funding must be carefully considered before embarking on an extensive trail acquisition and development program."

Governor Ray also believes "the proposed Trail must be considered in context with the overall needs for trails and other recreation opportunities in the Northwest. At a time when energy considerations are entering into decisions about locating parks and other recreation facilities, a question naturally arises about the appropriateness of designating such a remotely located facility. The energy cost per user day will be quite high to transport visitors to its more eastern access points. Much of the Trail is distantly located from major urban centers in very sparsely populated parts of our region, which means it would be accessible to very few people. We believe some portions of the Trail will be more popular than others and as such should receive emphasis. For example, the low elevation portion traversing the Puget Sound lowlands would be a popular year-round resource."

The greatest support for the PNW Trail, appearing to reflect the views of horse riders, was found in Spokane, Mt. Vernon, Okanogan, and Bonners Ferry (Table I). In these four towns, where the support for the Trail was the greatest (85-100%), the percent of attendees registered as horse riders was also the greatest (15-28%) and those registered as conservationists was the lowest (0-5%). This, the conclusion to be drawn from Table I is that the PNW Trail is generally opposed by conservationists and favored by horse riders.

The written responses, received from those unable to attend the public hearings, similarly showed (Table II) the greatest opposition to the PNW Trail to be in Washington (30%) and Montana (65%). Of those submitting written testimony favoring a PNW Trail, 76% preferred Routes B and C, located outside Parks and Wildernesses and proposed by the North Cascades Conservation Council and Olympic Park Associates, and only 24% supported Route A, proposed by the Pacific Northwest Trail Association (Table III).

The most frequently expressed concerns submitted by the 70 organizations and 250 individuals attending the public meetings and in the 160 written responses were:

1. A PNW Trail, located generally within a broad corridor across northern Montana, Idaho, and Washington, is acceptable.
2. Fragile areas, where soil and vegetation would be damaged by overuse, should be excluded from the PNW Trail route.
3. The standard of construction of the PNW Trail should be lower than that used to date on the Pacific Crest Trail.
4. Horse riders advocated routing the PNW Trail at lower elevations to permit use for more months of the year.
5. The habitat of the grizzly bear in Montana and caribou in the Salmo-Priest area should not be traversed by the PNW Trail.
6. Excessively large sums of money should not be spent on the PNW Trail.
7. Funding for construction and maintenance of the PNW Trail must not be diverted from where they would normally be used on other trails.

The next stage of the PNW Trail study will be a survey, during July and August, of all the Federal, State, and local land managing agencies administering the lands across which this Trail might be routed. A draft Report will then be prepared for review by the public by mid November 1978. A final Report will be forwarded to the Secretaries of the Interior and Agriculture by mid December. The two Secretaries will then release a Draft EIS in February 1979 which will be finalized for submission to Congress by the end of 1979. We shall keep our readers informed and solicit further comments from them as this review process proceeds. We thank you for the testimony and responses you have already submitted to the Pacific Northwest Trail Study Team.

LOCATION OF PUBLIC MEETINGS	DATES 1978	ATTENDANCE			SPEAKERS	
		Total	% Registered as Conser- vationists	% Registered as Horse Riders	% Favoring PNW Trail	% Opposing PNW Trail
SEATTLE, Washington	May 1	75	13	3	20	80
PORT ANGELES, Washington	May 2	35	20	14	50	50
MT. VERNON, Washington	May 3	60	5	25	85	15
OKANOGAN, Washington	May 9	25	4	16	100	0
SPOKANE, Washington	May 10	65	2	28	100	0
BONNERS FERRY, Idaho	May 11	20	0	15	100	0
KALISPELL, Montana	May 13	35	0	8	0	100

TABLE II
TABLE II

STATE	PERCENT OF WRITTEN RESPONSES		
	Favoring	Opposing	Neutral
WASHINGTON	57	30	13
IDAHO	80	10	10
MONTANA	24	65	11
OTHER STATES	81	12	7

TABLE III
TABLE III

Route	A	B	C
Written			
Response	24%	40%	36%
Preferences			

TABLE IV**ORGANIZATIONS, AGENCIES, AND INDUSTRIES ATTENDING PUBLIC HEARINGS****CONSERVATION and OUTDOOR ORGANIZATIONS**

- 1 Federation of Western Outdoor Clubs
- 2 Hobnailers
- 3 Kettle Range Conservation Group
- 4 Klahhane Club
- 5 The Mountaineers
- 6 National Parks and Conservation Association
- 7 North Cascades Conservation Council
- 8 Olympic Conservation Council
- 9 Olympic Peninsula Audubon Society
- 10 Olympic Park Associates
- 11 Sierra Club
- 12 Skagit Environmental Council
- 13 Washington Environmental Council
- 14 Washington Native Plant Society
- 15 Washington Wildlife Study Council

TRAIL ORGANIZATIONS

- 1 Clallam County Trail Advisory Committee
- 2 National Trails Council
- 3 Pacific Northwest Trail Association
- 4 Washington State Trails Council
- 5 Western Trail Builders Association

HORSE RIDING ORGANIZATIONS

- 1 Alger Riding Club
 - 2 Alger Trail Blazers
 - 3 American Horse Council
 - 4 Backcountry Horsemen of Washington
 - 5 Eastern Washington Arabian Horse Asso.
 - 6 Joyce Horsetarians Saddle Club
 - 7 Lost Mountain Ranch
 - 8 Mt. Jo Riders
 - 9 North Idaho Arabian Club
 - 10 Northwest Ladies Trailriders
 - 11 Olympic Saddle Club
 - 12 Omak Ghost Riders Club
 - 13 Prairie Riders Inc.
 - 14 P. O. County Sheriff's Posse
 - 15 Traildusters Riding Club
- WASHINGTON STATE HORSEMEN:
- 16 Northeastern Zone
 - 17 North West Border Zone
 - 18 Olympic Park Zone

SNOWMOBILE ORGANIZTIONS

- 1 Methow Valley Snowmobile Club
- 2 Spokane County Snowmobile Club
- 3 Washington State Snowmobile Association
- 4 Winter Knights Snowmobile Club

INDUSTRY

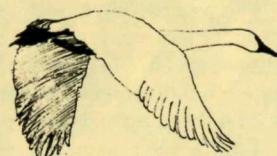
- 1 Burlington Northern
- 2 Industrial Forestry Association
- 3 Light Horse Industry
- 4 Scott Paper Company

PUBLIC AGENCIES

- 1 Governor of Washington, Dixy Lee Ray
- 2 Flathead County Parks and Recreation Department
- 3 Idaho Department of Parks and Recreation
- 4 Island County Planning Department
- 5 Lincoln County Commissioners
- 6 Montana Fish and Game Department
- 7 Skagit County Board of Commissioners
- 8 Skagit County Park Department
- 9 Skagit County Planning Department
- 10 Spokane County Parks Department
- 11 Washington State Parks Department
- 12 U. S. Forest Service
- 13 Bureau of Land Management
- 14 Corps of Engineers
- 15 Office of the Secretary of the Interior

MISCELLANEOUS

- 1 Border Grizzly Project
- 2 Boy Scouts of America
- 3 North Okanogan Sportsman Council
- 4 Olympic Y.A.C.C.
- 5 P.I.E.
- 6 Port Angeles Business and Professional Women
- 7 Y.M.C.A. Wilderness Program



DEDICATED MILLERS RECOGNIZED:

American Motors Conservation Awards Program



Joseph and Margaret Miller conducting vegetation trials at Cascade Pass / September 1976

Joseph W. and Margaret M. Miller are two of eighteen men and four women, representing 16 states, named to receive American Motors Conservation Awards for 1978. Three winners are from Montana, two each from California, Connecticut, Indiana, and Washington (Joe and Margaret), and one each from Florida, Idaho, Kansas, Michigan, Missouri, North Dakota, Oregon, Texas, Virginia, West Virginia, and Wisconsin.

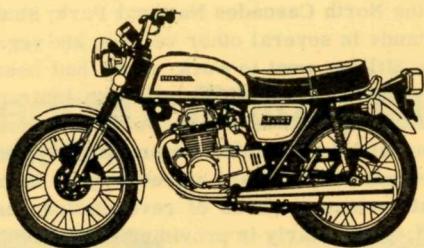
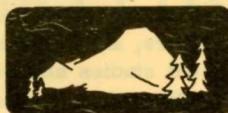
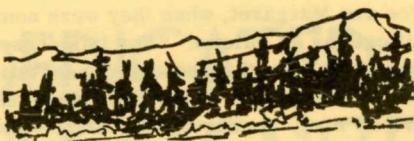
The awards have been presented annually by American Motors, since 1954, to 10 professional and 10 non-professional conservationists for dedicated efforts in the field of renewable natural resources. In addition, awards are presented each year to national and local groups for outstanding achievements in conservation. Since inception of the program 458 individuals and 52 groups have been honored for promoting sound conservation practices.

The American Motors Corporation, in selecting Joe and Margaret, when they were nominated by the National Park Service, described their qualifications as follows: "For this conservation-minded husband and wife team, both Board members of the North Cascades Conservation Council, retirement from active careers in 1970 was only a beginning. Since then they have become virtually full-time volunteers, active and effective on many conservation fronts. Most notably, they have undertaken field studies and work for which funds were not available, and which could not have been done without their volunteer effort. Projects include a revegetation program in damaged alpine areas and campsites in the North Cascades National Park; studies of the ecology of Big Beaver Valley and of red cedar stands in several other valleys; and vegetation programs at Thunder and Silver Creeks. Before the Millers went to work, much had been said about blighted alpine areas, but little done to restore them. The Millers had been instrumental in creation of the North Cascades National Park as founding members of the North Cascades Conservation Council and the North Cascades Foundation, and they decided the problem of vegetative blight should be solved. The Park Service gladly accepted their offer, and every year for almost a decade, they have gone into the high country to test various methods of revegetation, using a variety of plants. The painstaking work has paid off, particularly in providing invaluable information for the future. In connection with this, the Millers have prepared a slide presentation for showing to clubs, schools and other groups. One message highlights camping practices that minimize damage to alpine vegetation. They are founding members of the Washington Native Plant Society and the Puget Sound Group of the Sierra Club, served on the Board of the Pacific Northwest Chapter of the Sierra Club, and are charter members of Friends of the Earth. They contribute also to a variety of other conservation organizations, including the Wilderness Society, Olympic Park Associates, the Audubon Society and the Nature Conservancy.

Joe and Margaret Miller are learners and teachers in the best and broadest senses of the words. Learners, because of their openness to knowledge and their delight in the lessons of the natural world and everyday life. Their research, most recently in revegetation of damaged alpine areas, follows naturally from their habitual participation with the natural world. They would be incapable of not learning, continually, wherever they were. Their research will be of great importance in the growing area of wilderness management for some time to come. They are also teachers, sharing what they have learned with legions of us who have been fortunate to know them and work with them. They do not hoard information, but instead take pains to pass on whatever they know.

In addition, they are diligent and responsible sharers of the chores of a concerned citizen. In the furtherance of their goals for the wise use and preservation of the natural world, they have participated at every level of citizen work. This includes official testimony one day and licking stamps and addressing envelopes the next. The Millers have never sought headlines or praise, but without them the conservation movement would not be the same -- not so well-informed, so balanced, and not half so successful. They are precisely the sort of people who richly deserve the recognition bestowed upon them by the American Motors Award.





N3C ANNUAL BOARD MEETING

On March 25, 1978, the Board of Directors of the North Cascades Conservation Council held its annual meeting on the University of Washington campus. The following are the principal subjects discussed and actions taken by the N3C board.

OFFICERS ELECTED FOR 1978 - 1979:

President: Patrick D. Goldsworthy
 1st Vice President: Philip H. Zalesky
 2nd Vice President: Karyl Winn
 Treasurer: Joseph W. Miller
 Corresponding Secretary: Thomas H. S. Brucker
 Recording Secretary: Eliza Anderson

NOMINATION COMMITTEE for 1978-1979 BOARD ELECTIONS: Frank C. Fickeisen (Chairman), Margaret M. Miller, and Thomas H. S. Brucker.

WASHINGTON ENVIRONMENTAL COUNCIL: The N3C renewed its membership for 1978.

ALPINE LAKES COMPREHENSIVE MANAGEMENT PLAN: The U. S. Forest Service appears to be moving very slowly with very little public involvement in studying how to manage the non-wilderness lands surrounding the new Alpine Lakes Wilderness. Since it appears that the Forest Service will have to seek an extension of the time to complete its study, the N3C Board shall ask the Forest Service to (1) study private lands, as well as public lands, within the management unit boundaries, (2) declare a moratorium on logging, road extensions, and improvements of existing roads, and (3) expand and update possible land exchanges within the management unit, as proposed additions to the Wilderness Area.

SCOTT PAPER COMPANY LOGGING at BAKER LAKE: (See article elsewhere in this issue of The Wild Cascades.) The N3C Board resolved "The North Cascades Conservation Council strongly supports protection of the integrity of the Roadless Area between Baker Lake and the

boundary of the North Cascades National Park. Proposals for logging on lands owned by the Scott Paper Company in the vicinity of Noisy Creek, and for road construction to the site, pose a severe threat to the wilderness values of these lands. The N3C supports land exchanges or purchase to acquire the 629 acres of private land in question. Under no circumstances should any road construction be allowed on the south and east side of Baker Lake.

COUGAR LAKES WILDERNESS: The N3C Board was strongly opposed to the possibility that the Cougar Lakes area, now being studied separately for its Wilderness potential, might, under industry pressure on the Forest Service, be studied under the RARE II process as just one more of many other Roadless Areas. The N3C would view this action as a delaying, anti-wilderness move of such seriousness as to gravely threaten the credibility of the Wenatchee National Forest to properly and adequately study and recommend the future management of the Northern and Southern Units of the Cougar Lakes Area.

ORV TRAIL PROJECTS: Due to the damage to very dry fragile soils and the impact upon wildlife that would result if Wenatchee National Forest obtains its requested Interagency Committee funds for ORV trails in such areas, the N3C Board resolved "The N3C opposes funding of ORV trail projects by the Wenatchee National Forest for the Mission Creek, Devils Gulch, and Devils Backbone areas."

INTERNATIONAL BOUNDARY CLEARING: The U. S. Department of State proposes to move the Pasayten Wilderness boundary south 60 feet from the U. S.-Canadian border to permit the clearing of a 20-foot wide swath through the forest along the international boundary. The N3C Board resolved "The N3C opposes the marking of the U. S.-Canadian Boundary by removal of vegetation or any practice that would violate the Wilderness."

BIG BEAVER, THUNDER CREEK: In anticipation of the eventual decision that Ross Dam will not be raised or Thunder Creek Dam built, the N3C Board resolved "The N3C shall recommend to Congress that the Big Beaver Valley and Thunder Creek area (now both located in the Ross Lake National Recreation Area) be included in the North Cascades National Park and further that these two areas be included in the Wilderness Unit of the North Cascades National Park."

PACIFIC NORTHWEST TRAIL: (See elsewhere in this issue of The Wild Cascades.) Pat Goldsworthy has agreed to serve on the Advisory Steering Committee for the National Park Service Pacific Northwest Trail Study as a representative of the Wilderness-supporting constituency. He will work with the National Park Service to alter the B.O.R. public brochure (on coming public meetings on this proposed trail) so that it will be much more general with an emphasis on alternatives rather than only on the proposal of the Pacific Northwest Trail Association.

MT. RAINIER NATIONAL PARK: New backcountry administrative regulations of the National Park Service which dealt with visitor limitations were discussed.

SKAGIT WILD AND SCENIC RIVER PROPOSAL: The N3C Board agreed that the Skagit River classification as a National Recreational and Scenic River should not be held up pending resolution of the decision as to whether or not to construct the Skagit nuclear generating plant. The N3C Board is also clearly opposed to the construction of any dam on the Sauk River. Rather there should be a non-structural solution to the Skagit flooding with the provision of additional storage in Baker Lake.

COPPER CREEK DAM PROJECT: The environmental impact of Seattle City Light's newest dam proposal on the Skagit is being studied by a consultant firm, CH₂M Hill. While the obvious detrimental impacts of this project were of considerable concern to the N3C Board, it was also acknowledged that CH₂M Hill's Final Environmental Assessment should permit the N3C Board to reach a more objective and informed stand regarding the project than it can now.

LEGACY OF THE "DIRTY MINERS"

by
joe
miller

The patented mining claims and mill sites in the North Cascades National Park have represented a slumbering threat ever since the 1968 legislation established the park. The possibility was always there that the fourteen owners of the 88 claims totalling 1502.76 acres could at any time attempt to put them to uses incompatible with the purposes for which North Cascades National Park was established.

We reported in the Spring 1977 issue of The Wild Cascades on one such threat from Glenn A. Widing, owner of the Skagit Queen claims. Mr. Widing applied for a permit to build a road twelve miles up Thunder Creek, ostensibly for the purpose of bringing out logs which he planned to cut on his 644 acres at the foot of the Boston Glacier. The Park Service denied the permit, Widing appealed, and the National Park Service filed a condemnation complaint action with the Department of Justice.

The threat to the park is really not from the possiblitiy of mining, horrible as such a prospect would be. Nowhere in the North Cascades National Park do minerals exist in sufficient quantities to justify the cost of exploitation and extraction. The three thousand unpatented mining claims in the park have been examined and invalidated on the basis of lacking minerals of commercial value. Appraisals of the patented mining claims also indicate that the mineral interests do not enhance the values of the land.

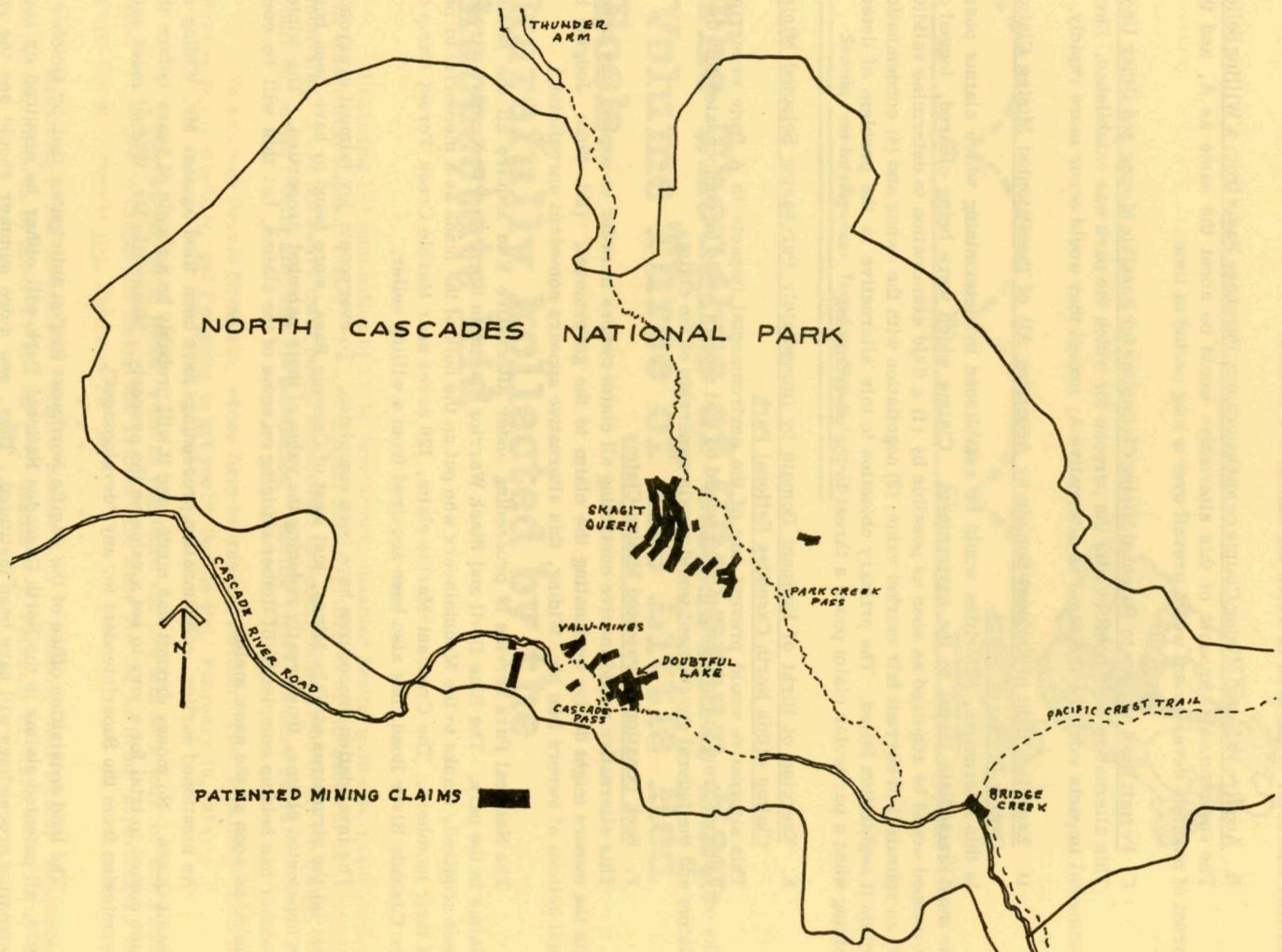
There are some pretty drastic things that could occur on some of these properties though. For example, some 25 acres of patented land in three ownerships lie astride the Stehekin Road at Bridge Creek Campground. How about a motel or a bunch of summer homes there? And a group of heirs of Roma Pritchard own 272.55 acres completely surrounding Doubtful Lake. The representative of these heirs, a Mrs. Margaret Brewster, periodically comes to spend her vacation camping at Doubtful Lake (where the Park Service allows no camping) accompanied by her large dog (where no other dogs are allowed). How does a recreation homesite development at Doubtful Lake grab you?

The Pacific Northwest Regional Office of the National Park Service reports that steady progress is being made to relieve these threats to the integrity of the North Cascades. In PL 94-578, Congress amended the 1968 North Cascades Park Act by raising the ceiling on land acquisition expenditures from \$3.5 to \$4.5 million. The original sum had already been spent in acquiring inholdings. Then the "Burton Bill" in the 95th Congress amended the Land and Water Conservation Act to raise ceilings on land acquisition by the greater of 10% or \$1 million in any given fiscal year, in effect giving the North Cascades another million.

With these funds available for acquiring inholdings, the Pacific Northwest Region in March 1978 prepared an environmental assessment covering management options for the patented mining claims in the North Cascades National Park. The assessment lists the following six alternatives open to the Park Service:

A. No Action Alternative

The Government would take no action, and the present situation would continue to exist with the possibility of some development occurring at any time. It seems logical to assume that



requests would be received at some time in the future for permits to cut trees and construct roads and houses. Such activities would impose unacceptable environmental impacts on the wilderness character of the area in which the claims are located.

B. Acquire Patented Mining Claims on an Opportunity Purchase Basis from a Willing Seller

The environmental impacts of this alternative would be about the same as A, and the threat of possible development would prevail over a long period of time.

C. Permit Road Access to Patented Mining ClaimSites for Possible Mining and Other Uses

This alternative is in conflict with the purpose for which the park was established. Environmental impacts would be the same as alternative A, except they would occur more rapidly.

D. Exercise Right of Eminent Domain by Acquiring All of the Patented Mining Claims Over a Period of Years.

In this alternative, priorities would be established by determining which claims posed the most immediate threat to the environment. Claims which were being cleared, logged or developed would be acquired as soon as possible by (1) a field examination to determine validity, (2) an appraisal of current fair market value, (3) negotiation with the owner and (4) condemnation action if negotiation failed. The primary objection to this alternative is the problem of determining when a particular claim poses a threat to the environment.

E. Exercise of Right of Eminent Domain by Immediately Purchasing Selected Mining Claims within North Cascades National Park

This alternative would prevent any of the environmental impacts in A from occurring. The only change from the present situation would be that owners would be compensated for their claims and the federal government would regain ownership of the claims.

F. Seek Donation of Patented Mining Claims

This alternative would involve contacting all claim owners in order to explain any benefits the owners might derive by donating the claim to the government. (Ed. Note: Judging by past actions of owners like Mr. Widing, this alternative appears somewhat unrealistic.)

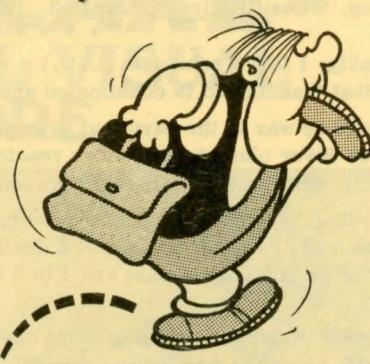
The National Park Service is proceeding under alternative E to acquire all the mining claims in the park. The Blue Devil and Black Warrior claims in Horseshoe Basin have already been acquired, thanks to the Mountaineers who put up the bulk of the funds as a memorial to one of their members. The Crescent-Marble claim, 120 acres near Marble Creek Forest Camp on the Cascade River Road, has also been acquired from a willing seller.

The invalidation procedures have been completed. To everyone's joy (almost everyone, that is) the structures at Valu-Mines, just west of Cascade Pass, were found to have been built on unpatented claims, thus greatly reducing the value of their patented properties. The winter weather has held up completion of timber cruising on some of the claims, but this will be completed as soon as the snow melts.

As mentioned earlier, condemnation proceedings have been filed against Mr. Widing of Skagit Queen. No money deposit was made, and it will probably be a couple of years before the case comes to trial for a jury to set a value on the property. Meanwhile Mr. Widing must seek permission from the Superintendent for any "development".

The land acquisition office of the Pacific Northwest Region anticipates that by October 1, 1978, all patented claims in the North Cascades National Park will either be acquired or condemnation proceedings will have been instituted. Thus, one more summer should see the end of the threat that the archaic 1872 Mining Act has posed to our state's newest national park.

♪ LULU'S BACK IN TOWN ♪



Seattle Post-Intelligencer, Tuesday, March 7, 1978

The Thoughts of Chairman Ray: Volume Three of the Little Red Book

karefully kollected by the kaopectate kid

Regarding her nomination of Eli M. Rodosovich, disabled Seattle police sergeant, to head the Washington National Guard, "I would suspect that it (criticism of Rodosovich) is politically motivated. I was not aware that Colonel Rodosovich had contributed \$1200 to my campaign. The contribution had nothing to do with his nomination." Seattle Times, January 24, 1978.

* * * * *

To attorney Gerald Grinstein, whose firm represents Northern Tier Pipeline, "Your law firm is on my blacklist, and I'm going to get you!" Seattle P-I, February 19, 1978.

* * * * *

To Congressman Norm Dicks, when he suggested she join him on a tour of the Trident base, "I'll come to Kitsap and look at the Trident base when you let me bring supertankers into Puget Sound." Seattle P-I, February 20, 1978.

* * * * *

Regarding press coverage of l'affaire Rodosovich, "Inuendo, half-truths, viciousness' and personal attacks by KING-TV and the P-I. Seattle P-I, February 22, 1978.

* * * * *

"The state of Washington is recognized around the country as a degree-mill state because of the high number of institutions of higher education per capita. The tenure system only protects the mediocre and incompetent." Seattle P-I, February 25, 1978.

* * * * *

"Tenure is a holdover from the olden days and is not needed by any professor who is worth anything." Seattle Times, March 3, 1978.

* * * * *

"Frankly, I find Washington (D. C.) a very artificial place. It isn't real. But then I have always said that Washington is constipated and bounded by the Beltway that leads into it."

"It must be wax in the ears that prevents President Carter from hearing my message that the Clinch River plutonium breeder reactor is safe and needed. I guess he was frightened in his mother's womb and developed a paranoia about breeder reactors."

Regarding opposition to nuclear power, "It's all misunderstanding and hysteria. Civilian use of nuclear energy has never caused a death. Safety practices are so effective the chances of a nuclear disaster in a power plant are 1 in 5 billion. You've got more chance of being squashed by a falling meteor."

"We get a statement on using more coal, but what happens is a strip-mining bill that makes it impossible in many Western states to mine coal."

"I don't believe in using government departments to change society. The Department of Transportation is trying to break up the American love affair with the automobile by getting people to ride trains. They ought to concentrate on the safe operation of the railroads we have left." Seattle Times, February 28, 1978.

* * * * *

"I have an unfortunate habit-- a weakness some say -- of saying whatever comes to mind." Seattle P-I, March 1, 1978.

* * * * *

"There is lying, misunderstanding and ignorance about what radioactivity is. Hysteria and panic. We have much more to fear from chlorine gas -- can you imagine what would have happened if those derailed cars had any kind of nuclear material on them?"

"We have some kind of cancer mania in this country. You take someone who was involved in an atomic weapons maneuver and say it is a matter of life and death, no matter how many cigarettes they have smoked--that is jumping to conclusions." Seattle P-I, March 2, 1978.

* * * * *

"It's impossible for a banker to run for office under the public disclosure law. It's a nuisance for most who must serve under it. The law, established under Initiative 276 with good intentions but too much zeal, must be serviced in some other way. We need to administer it with more flexibility." Seattle P-I, March 30, 1978.

* * * * *

"I believe tenure is an anachronism. I don't particularly approve of it. I don't think it is necessary. On the other hand, I realize it is something that is considered very precious by most people in the system of higher education. I suppose I am one of the very few people in the world who ever resigned a tenured position."

"Yes, I know what it is to enjoy the protection of tenure, and I still think it should go."

"I'm not out to get anybody at the UW or any other campus. Tenure is a sacred cow and sometimes it's good to challenge accepted systems." Seattle P-I, April 9, 1978.

* * * * *

Upon announcing her decision to terminate the State Women's Council, "I strongly believe the women of Washington have made real progress in equal opportunities. Now is the time for other groups, especially at local levels and with dedicated volunteers, to continue this program." Seattle Times, April 21, 1978.

* * * * *

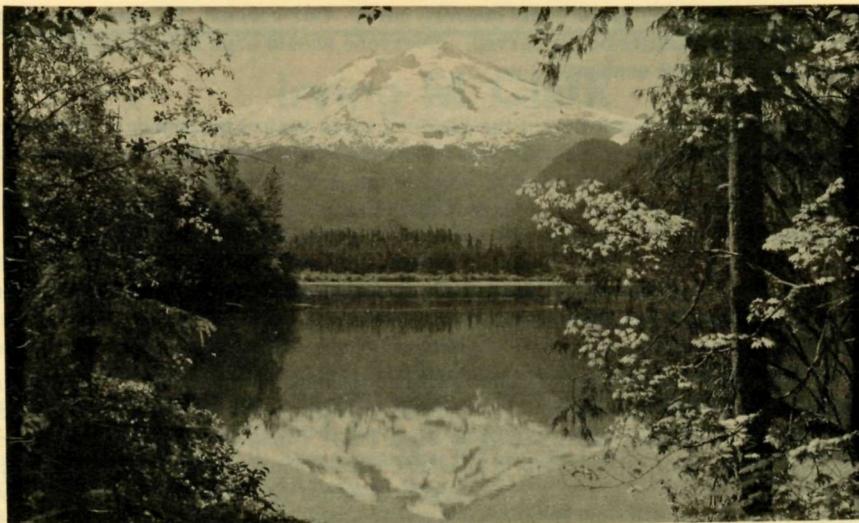
"Government is no place for young people. They do themselves a disservice by taking government jobs immediately after completing their educations." Seattle P-I, April 23, 1978.

* * * * *

"We are not running out of natural resources. The only resource we're running out of is guts to use the knowledge we have."

"We can produce all the power we need, all the energy we need, if we're not afraid to use the knowledge we have." Seattle Times, April 27, 1978.

BAKER LAKE- A POTENTIAL VISUAL EYESORE



Mt. Baker reflected in Baker Lake -- U. S. Forest Service photo

Scott Paper Company of Everett has requested a road right-of-way, across U. S. Forest Service lands, to 629 acres of Scott-owned forested land on the east shore of Baker Lake. Clear-cutting on Scott's tract would be immensely visible to recreationists at Baker Lake. The North Cascades Conservation Council firmly opposes logging and road building in the vicinity of Noisy Creek and supports a land exchange with or purchase by the Forest Service.

The Scott Paper Company tract of land is adjacent to the Baker Lake shoreline and surrounded by Forest Service lands. These federal lands are part of the Roadless Area Review Evaluation (RARE II) for the Baker Lake Basin. In 1976 the Forest Service estimated use of over 125,000 visitor days, with most users leaving cars and campground and dispersing into the area to engage in a variety of recreational pursuits, especially hiking and fishing.

The Forest Service has requested that Scott consider an exchange of lands. Scott officials have written the Forest Service stating "You are respectfully advised that the company has elected to proceed to obtain the right-of-access to its timber rather than engage in a timber exchange."

Though it appears Scott is hurrying to log before Mt. Baker erupts and engulfs the whole Baker Lake Basin with its fiery lava, such is not the case, for Scott and the Forest Service have been trying to reach an exchange agreement on this land since negotiations opened in the early 1940's.

The Forest Service has made several offers of land exchange, all of which have been unacceptable to Scott. The Mt. Baker-Snoqualmie National Forest Supervisor, Don Campbell, has expressed a "preference at this point for a land exchange, but that would require a willing seller and a willing buyer." What is involved would be a variety of trees -- Douglas Fir, Western Red Cedar, Hemlock, Pacific Silver Fir -- valued at the market between \$5 million and \$6.3 million. According to the Supervisor's office, Scott has expressed little interest in a land swap.

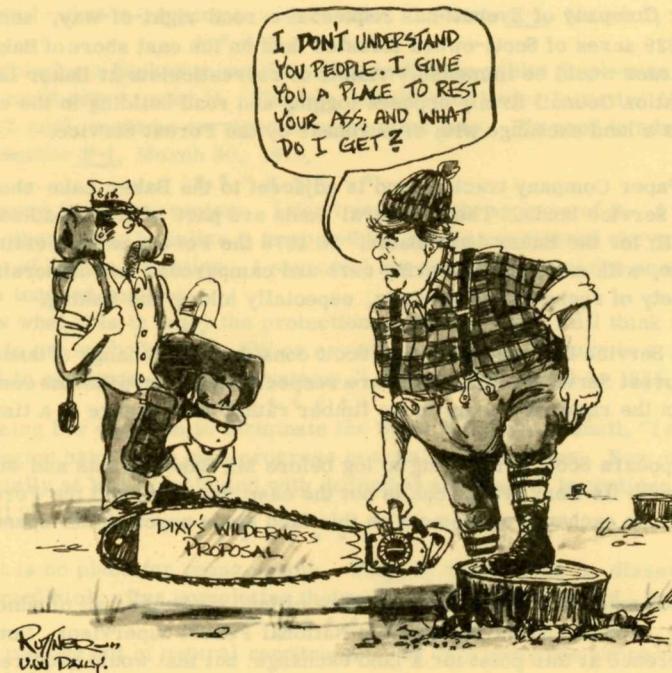
However, when an N3C board member recently discussed the matter with a Scott Paper Company official and asked if an exchange would be possible, his answer was "anything is possible." The impression gained was that Scott has experienced many years of frustration in trying to dicker with the Forest Service. Scott suggested that Mt. Baker-Snoqualmie National Forest officials are so busy working on other pet projects that they have not taken the threat to log on Baker Lake seriously. By their request for right-of-way to the Noisy Creek tract they have forced the issue.

Jurisdictional disputes are not our concern here. Our concern is that the integrity of Baker Lake's recreation quality be preserved. Everyone should urge the two parties to find an equitable agreement for land exchange.

From the road on the west side of the lake one looks toward the boundary of the North Cascades National Park only a few miles off. What one sees -- including the Scott Paper Company inholding -- is a visually even and gradually sloping stand of forest with continuous and uniform texture and color. A visually impacted clearcut from this view would jar the sensibilities of those who seek a quality recreational experience. This must not be allowed to happen.

On March 3, 1978 at the North Cascades Conservation Council annual Board Meeting the following resolution was unanimously adopted:

"The North Cascades Conservation Council strongly supports protection of the integrity of the Roadless Area between Baker Lake and the boundary of the North Cascades National Park. Proposals for logging lands owned by Scott Paper Company in the vicinity of Noisy Creek and for road construction to the site pose a severe threat to the wilderness values of these lands. The North Cascades Conservation Council supports land exchange or purchase by the U. S. Forest Service to acquire the 629 acres of private land in question. Under no circumstances should any road construction be allowed on the south and east sides of Baker Lake."



Irving M. Clark

Irving Clark was personally dedicated to the preservation of a quality environment in which we and all future generations might live. His tireless efforts to achieve this goal were directed along many paths. In the early 1950's, Irving and his father were among the small handful of conservationists who saved the Olympic National Park from being raided by the timber companies. As a Board member of the North Cascades Conservation Council and a Trustee of the North Cascades Foundation, Irving helped to create, and then protect, the North Cascades National Park and a number of Wilderness Areas in the Cascades. His strong commitment to national parks, as an essential amenity in all of our lives, was recognized by his appointment as Secretariat of the First International Congress on National Parks. He was active, most recently, in aiding the Alaska Coalition in its quest for more National Parks and Wildernesses in Alaska. As a Director of Concerned about Trident, he was expressing his objection to the inevitable extensive degrading impact this project will have on the environmental qualities of the Olympic Peninsula, as a whole, and Olympic National Park and its surrounding wild lands, in particular. As a member of the Washington State Highway Commission, he sought to include environmental quality as an essential factor in the design and location of many of the state's highways. Irving, as one of the first environmental lawyers in Washington, long defended the "rights of nature" in court. In one instance, where I-90 crosses the Cascades between Denny Creek and Snoqualmie Pass, there will be less damage to the scenery than originally planned by the Highway Department because of Irving's lawsuit on behalf of conservationists.

Irving had a very special magic of being able to focus on the critical features of an issue and to forcefully articulate the arguments. Those who are constantly struggling with the politics of conservation shall always be grateful for the contribution he has given in the past and will sorely miss his guidance in the future. We shall all be indebted to the effective way in which Irving carried on the struggle for a conservation ethic, a heritage from his father who did the same.

The family suggests contributions in Irving's name to the conservation organization of your choice.

WHATEVER HAPPENED TO HIGHROSS DAM?

queries the kaopectate kid

Ol' Hi Ross, Vickery's albatross, last made these pages in our Summer 1977 issue when your correspondent reported on how our Governess single-handedly changed the state's position 180° and urged the FPC to authorize the dam. In that same issue our counsel, Ric Aramburu, reported on the issuance of the license by the FPC and outlined our future strategy. Board member Ken Farquharson also reported on the ongoing negotiations between the Province of British Columbia and the City of Seattle.

What's happened since? Well, several things of interest. First, we find we neglected to tell you (probably in our fury at Dixy's perfidy) that two important allies have joined our cause. A coalition of affected Indian tribes, the Swinomish Tribal Community, the Sauk-Suiattle Tribe, and the Upper Skagit Tribe, petitioned the FPC for the right to intervene to protect their treaty rights in the Skagit fisheries. Then the Department of Interior also petitioned to intervene in order to file certain proposed conditions to protect the fish resources.

The FPC, by that time reorganized as the Federal Energy Regulatory Commission (FERC), permitted intervention by both groups. Then on September 16, 1977, North Cascades Conservation Council, Run Out Skagit Spoilers (ROSS), David Brousson, The Tribes, and the Department of Interior filed for rehearing, which FERC granted. FERC also granted a stay to permit Interior to file its conditions. These were filed on September 20, 1977, but the Commission has not acted on them.

On March 9, 1978, the Tribes tried a legal ambush of Vickery's boys. They filed a motion to dismiss City Light's application on the basis that since the original license had expired and the dam is now being operated on an annual license, FERC lacks the authority to amend the project license to permit raising. This proposal was greeted with indignation by City Light's attorneys and has not yet been acted upon by FERC.

About the most interesting nugget of news gleaned from a perusal of all this legal paper is an admission by City Light that it has spent \$4 million on the application proceedings through the hearing stage. We've spent \$59,061 and owe some \$2400 more. Looks like we get more mileage from our legal expenditures than does City Light!

One other little goody since our last report. The preliminary City Light budget for 1978 contained an item for an access road from State Highway 20 down to existing Ross Dam. The engineers maintained that the original environmental impact statement covered the effects of this road, and they wanted to start building it in March 1978.

N3C appeared before the City Council and pointed out that the original EIS had all of one paragraph on the impact of such a road and that we'd sue the heck out of them if they tried to go ahead. Meanwhile the National Park Service ruled that a new environmental assessment would be required on any access road. The revised budget eliminated construction of the road but authorized the preparation of the environmental assessment.

Reports from behind the Electric Curtain at 1015 3rd Avenue indicate that negotiations with B.C. are still going on. Keep your fingers crossed!

KATHARINE ANNE GOLDSWORTHY **1956 — 1977**



Only one year ago, in the spring of 1977, Katie died of a sudden unanticipated hemorrhage. A special-education student at Central Washington State College, she had just started the exciting and challenging experience of learning to teach disadvantaged children. This motivation to help others had grown out of her esthetic appreciation of man's and nature's creations of beauty and the inspiration she felt to share this experience with others.

Katie's early awareness of nature's wilderness was recognized by Orville L. Freeman, Secretary of Agriculture, in the 1963 Forest Service booklet "Backpacking in the National Forest Wilderness -- A Family Adventure" when he wrote: "In Washington State, three-year-old Katie hiked four and one half miles into a wilderness in the Wenatchee National Forest where her folks were going to camp for a week. It took her six hours, not because she got tired, but because she found so many fascinating things to examine on the way". This hike to Cooper Lake and an earlier one from Lake Ozette to the Pacific Ocean Wilderness Beach of Olympic National Park were only the first of many. As Katie grew older she made many more backpack trips with her family and friends into wildernesses of the Cascades and Pacific shore-lands, which she came to love and share with others.

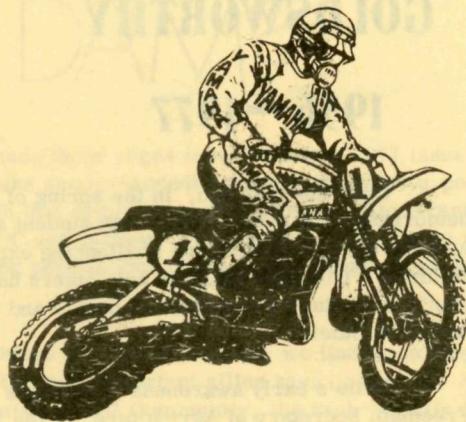
As a young lady, Katie was recognized by her professors at the University of Puget Sound, as a person with a strong environmental heritage when they wrote: "She was a young lady who touched me deeply while a student here at the University. She was involved in my environmental science class and was the type of student who, as an instructor, we just cannot find enough of. Her commitment toward her studies, toward life in general, and to the environment was a model for, not only the students, but for myself alike." -- "She had come to have a good sense about her future. She felt good about the pathway she had chosen for herself, and though I tried hard to make her an English major (because she had a talent for it) she more wisely saw herself as a teacher and counselor to the young and felt comfortable preparing herself for this role . . . She talked to me often about how proud she was of your leadership in environmental issues and of your gentle yet protective role as her father. This was one of her greatest prides and comforts and one of the things I shall always remember about her. What can be sadder than the abortion of a life destined for leadership and accomplishment? We shall all be poorer for Kathy's loss."



In remembrance of Katie's great love and understanding of nature's wilderness beauty and mystery and her dedication to its preservation, contributions may be made to the North Cascades Foundation or North Cascades Conservation Council.

MORE ON ORV'S

by Joe Miller



In the Fall 1977 Wild Cascades I reported on President Carter's Executive Order directing land-management agency heads to close areas and trails to off-road vehicles whenever they find the machines are causing substantial adverse effects. I also reprinted a letter to Okanogan Forest Supervisor detailing ORV damage on the War Creek trail. The following subsequent correspondence should interest readers who share my concern about the effects of trail-bikes on delicate alpine and subalpine lands.



ORDER
SPECIAL CLOSURE
OKANOGAN NATIONAL FOREST

Pursuant to 36 CFR Sec. 261.50(b) the following acts are prohibited on the trails described in this order with the Okanogan National Forest, until further notice.

- (1) Using a motorized vehicle on the Forest development trails or segments listed.
36 CFR 261.55(b)

Pursuant to 36 CFR 261.50(e), the following persons are exempt from this order:

- (1) Persons with a permit.
- (2) Any Federal, State or local Officer, or member of an organized rescue or fire-fighting force in the performance of an official duty.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
OKANOGAN NATIONAL FOREST
TWISP RANGER STATION
TWISP, WASHINGTON 98856
October 27, 1977

Joseph W. Miller
15405 SE 9th
Bellevue, Washington 98007

Dear Mr. Miller:

Your letter sent to Forest Supervisor McLaughlin was referred to me for response to your concerns of motorcycle use along Forest Trail 408, the War Creek Trail. Please except (sic) my appologies (sic) for the delay in responding to your letter. When we received your letter, we had not yet begun to designate and post our trails on the Twisp District relative to President Carter's Executive Order dated May 24, 1977, which you refer to in your letter. However, in July, we began to implement this Executive Order using the Secretary of Agriculture's Code of Federal Regulations designating the trails on the Twisp District which would be closed (or open) at this time to motorized travel.

I am enclosing an information sheet that has been prepared as a handout to trail users which gives some background information on the ORV Plan and its implementation on the Okanogan National Forest. I hope this information will provide you with some perspective on how this Forest has begun to implement Executive Order 11644. Also, it must be realized that such a program will not be fully implemented until we begin to adequately administer such a plan. Therefore, time will be needed to fully assess the effects of these initial closure actions, and we will need to continue to monitor the resource impacts that you have carefully described to us in your letter.

Finally, we must also consider all user needs in our planning process for trail management. While your letter expressed a concern for damage caused by motorcycles, damage may also be caused by hikers and horses either to the trail itself or the surrounding environment. I feel the Twisp District will be able to provide a variety of Trail uses for the public, a "mix" so to speak that is not now available in the nearby wilderness and park areas.

Thanks again for your comments and observations on the War Creek system. Please feel free to check with us any time on specific trail information, and, any additional observations you may have on trail use impacts will certainly be appreciated.

Sincerely,

DAVID M. YATES
District Ranger

Enclosures
DMYates/aam

(Attached was a listing of 27 trails on the Twisp Ranger District, including the War Creek trail, closed to motorized use.)

15405 SE 9th
Bellevue, Washington 98007
October 31, 1977

Mr. David M. Yates, District Ranger
Okanogan National Forest
Twisp, Washington 98856

Dear Mr. Yates:

Thank you very much for your letter of October 27, 1977 and the enclosed listing of those trails on the Twisp District closed to motorized travel under Executive Order 11644. I have plotted these trails on my most recent map of Okanogan Forest and am pleased to note that all trails leading into the Lake Chelan National Recreation Area and the Sawtooth Ridge are now closed to ORVs. My main concern over ORV use has been their effect on the fragile alpine and subalpine areas of our North Cascades, and I feel these closures will substantially protect some of the most easily damaged lands on the eastern slope.

I note that the Foggy Dew Creek Trail No. 417 and Trail No. 431 still give motorized access to the high elevation country above Lake Chelan. I am not personally familiar with this area, but it would appear that the potential for resource damage exists here. It is my opinion that any trail extending above the tree line into open alpine country can bring about unacceptable damage from motorized vehicles. I trust your staff will closely watch ORV impacts on this part of the District.

One part of Supervisor McLaughlin's special closure order is unclear to me. In addition to those persons engaged in the performance of official duties, "persons with a permit" are exempt from the order. I should appreciate knowing under what circumstances a person not engaged in official duties may obtain a permit to operate an ORV on closed trails.

I agree with your comment that damage may also be caused by hikers and horses to trails and the surrounding environment (especially the latter). My wife and I have been engaged for the past eight seasons in attempts to restore through revegetation damage caused to subalpine meadows in North Cascades National Park by back-packers and horse parties, and we recognize that some areas are just too fragile for consumptive uses.

Most sincerely,

Joseph W. Miller

(I have not yet heard from Mr. Yates regarding what one has to do to get a permit to operate an ORV on closed trails.)

While I have been in the past perhaps a bit hypercritical of Okanogan and Wenatchee Forests for their seeming predilection for motorized trail use, I think it only fair to point out that both forests are making strides under Executive Order 11644.

To take the area east of Lake Chelan as an example, there is now no ORV use permitted north of Prince Creek. This has provided substantial protection for the Lake Chelan National Recreation Area. No longer can trail bikers scoot up War Creek trail, over War Creek Pass and Purple Pass down into Stehekin and roar off down lake before the rangers can catch them.



A Border Yes. A Swath No!

Late in 1977 the U. S. Department of Agriculture, under pressure from the U. S. Department of State, proposed an amendment to H. R. 3454, the then-pending "Endangered American Wilderness Act". This amendment would have vitally affected an area of great concern to us in Washington State: our magnificent Pasayten Wilderness in the Okanogan National Forest.

Basically, the State Department is after an amendment to the North Cascades Act (which also designated the Pasayten Wilderness) to move the Wilderness boundary from its present location on the International Boundary between the United States and Canada. The Wilderness boundary would be set sixty feet south of the International Boundary, to permit continuing and extended development of a 20-foot wide cleared swath to "mark" the U. S.-Canadian Border.

At the time this amendment was being prepared last year, the conservation organizations, including the North Cascades Conservation Council, supporting H. R. 3454 made it clear to key Department and congressional staff members that this proposed change in the Pasayten Wilderness boundary was absolutely unacceptable. As a result, the Congress declined to include this basically non-germane amendment in the Endangered American Wilderness Act.

It is our understanding that the State Department, itself under pressure from the International Boundary Commission, is continuing to press for such an amendment. They even take the position that a wilderness boundary set by Congress can be moved around by some kind of "informal" bureaucratic revision of the official wilderness map.

This matter must be put to rest once and for all, so that we need not remain constantly vigilant against the prospect of someone again promoting this amendment to some other legislation.

Although the amendment, as shown below, was put forward by the Department of Agriculture, it is our belief that the Forest Service has no great enthusiasm for this proposal, and basically agrees with us that the marking of the boundary in this way is not justified under modern conditions. The National Park Service is strongly opposed to the amendment as shown in the following letter. The opposition of the North Cascades Conservation Council to any such amendment to the Pasayten Wilderness boundary, as set in 1968, is described elsewhere in this issue of The Wild Cascades.

The State Department and the International Boundary Commission must be dissuaded from pressing this unnecessary action. Our concern not only involves the integrity of the Pasayten Wilderness, but the broader question of such marking of the International Boundary in other locations. Will there be such a cleared strip across the top of the Boundary Waters Canoe Area, which is contiguous with a large wilderness preserve in Canada, and which should not be artificially split in this way? Will the glaciers along the Alaska-Canada boundary be dyed a bright color to mark that boundary (and will the line of dye be moved each year, as the glaciers advance)?

Basically, we believe that if the Department of State or the International Boundary Commission wishes to persist in pushing for such a movement of wilderness boundaries, then what is needed is a basic Congressional oversight investigation of the justification (if any) for this whole practice of clear-cutting the U. S. -Canadian boundary.

Board of Directors, North Cascades Conservation Council

**U. S. DEPARTMENT OF AGRICULTURE PROPOSED AMENDMENT
TO THE ACT OF OCTOBER 2, 1968**

The Act of October 2, 1968 (82 Stat. 930; USC 90e, e-2) designating the Pasayten Wilderness within and as part of the Okanogan National Forest and Mt. Baker National Forest is amended to read as follows:

Sec. 603(a) As soon as practicable after enactment of this Act, the Secretary of Agriculture shall file a revised map and revised legal description of the Pasayten Wilderness with the Energy and Natural Resources Committee of the United States Senate and the Interior and Insular Affairs Committee of the House of Representatives: Provided, That said legal description shall exclude from the wilderness all lands within a distance of sixty feet of the international boundary between the United States and Canada. Such description shall have the same force and effect as if included in sections 101 through 603 of this title: Provided also, That correction of clerical or typographical errors in such legal descriptions and maps may be made: Provided further, That the lands within sixty feet of the international boundary excluded from the Pasayten Wilderness by this Act shall be managed in a manner compatible with the adjacent wilderness except for the activities undertaken by the United States representatives of the International Boundary Commission in the performance of their official duties.

The provisions of this section shall not affect the existing boundaries of the Glacier Park Wilderness as shown on a map and legal description dated December 19, 1968.



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE

Pacific Northwest Region

Fourth and Pike Building

Seattle, Washington 98101

L48(PNR)PCC

March 13, 1978

Memorandum

To: Director, National Park Service

From: Regional Director, Pacific Northwest Region

Subject: North Cascades wilderness and the International Boundary Commission border clearing concern

It appears that the October 2, 1968, establishment of the North Cascades National Park Service Complex, P.L. 90-544, did not recognize the existing legal provisions of the International Boundary Commission and its authority for maintaining a cleared boundary line along the United States/Canadian border.

Recent telephone discussions with the Washington Office and subsequent communications, both written and verbal, pointed out to us similar problems the Forest Service is experiencing concerning this apparent legal oversight. These discussions also indicated attempts the Forest Service believes are needed to amend its act establishing the Pasayten wilderness area to accommodate the earlier established authority for the border clearing.

Presently, the North Cascades/Canadian border has had some clearing accomplished by chain saw crews who were transported on site by helicopter. They have established a cleared corridor 20 feet wide on either side of the border, and we understand the same applies to the Pasayten wilderness area.

This activity and the proposed continued maintenance does present a conflict with our recommended wilderness for the North Cascades as we now have it presented for congressional consideration.

We recognize the fact that the border clearing problem affects several forested areas and is in conflict with a number of recommended wilderness areas or, in the case of the Forest Service, established wilderness areas. We believe, however, that now is the time to request Congress to repeal the earlier treaties and proclamations pertaining to the boundary zone. With the modern technologies now available for sophisticated aerial mapping and highly sensitive observation and recording systems, there is no longer a need for the type of open corridor clearing along the boundary which was believed necessary in 1908 and 1925. Additionally, such a bold, cleared zone would become more of an element tending to distinctly separate the United States and Canada rather than to represent a symbol of unity and peaceful relationships between the two countries.

It is for these reasons that we strongly urge the Secretary of the Interior, with the cooperation of the Secretary of Agriculture, to request Congress to repeal these former border clearing commitments and, wherever possible, stress the benefits of an across-the-border wilderness area.

Russell E. Dickenson

Russell E. Dickenson

CREDIT WHERE IT'S DUE

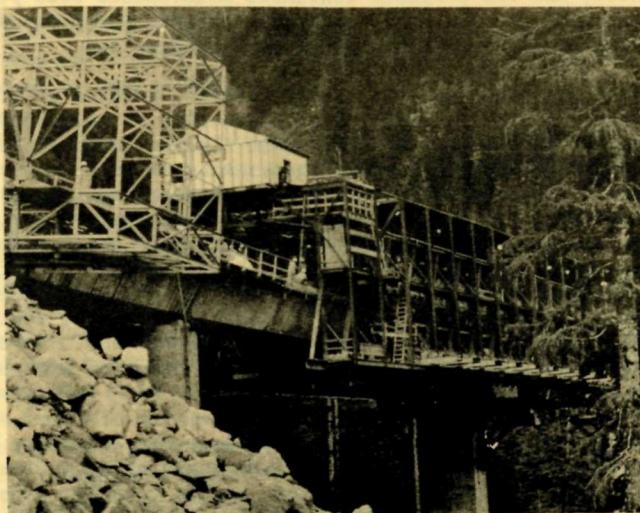
A BATTLE LOST--A POINT PROVEN

The enthusiasm expressed in the accompanying article from Transpo News is rather surprising because it comes from the Washington State Department of Transportation. The article describes in detail the precise method of construction proposed in the opening brief filed in the law suit of the North Cascades Conservation Council and individuals in an effort to improve the I-90 construction project at Snoqualmie Pass in 1970. Five years of legal expense later, and following a court decision that the system proposed by the N3C was not a "viable and prudent" alternative, the Department of Transportation decided that the system was, in fact, a fine solution. Unfortunately, they are applying it to their original route on the north wall of the valley instead of following the existing highway corridor on the south side of the valley, as argued by N3C.

While we lost the main battle on the location due to the ignorance of the courts, we still proved a major point. We suggested a vastly improved method of construction resulting in a structure more attractive and less damaging to the environment than what would have been there, and we acted in good faith. The extended law suit would not have been necessary were it not for the stubbornness of the Department of Transportation, which refused to prepare an Environmental Impact Statement until told to do so by the courts, and which refused to believe that there could be a better way to build highways than the bulldozer methods they had always used. We did our very best to suggest a responsible, more environmentally sensitive procedure already well proven on Brenner Pass Highway in the Swiss Alps.

We regret to say, however, that we are still left with our legal debt only partially paid. A contribution of \$5 from each N3C member (marked I-90) would get this off our backs. Contributions will be welcomed by the NORTH CASCADES FOUNDATION

15405 SE 9th
Bellevue, Washington 98005



The gigantic working platform for men and equipment on the Denny Creek-Franklin Falls project is a steel scaffold weighing 540 tons. The platform, also called a "movable truss" or "launching girder", was developed in Switzerland. In layman's language, it's a "moving scaffold".

Unique Bridge Project Near Snoqualmie Summit Protects Environment

Using a unique "sky scaffold" which inches along atop bridge support piers like a huge steel caterpillar, a Washington State Department of Transportation highway construction project is underway to complete Interstate 90 west of the Snoqualmie Summit while preserving the delicate high mountain environment.

Department bridge and construction engineers have been working with the contractor, Hensel Phelps Construction Company, to assure that the almost mile long project, which includes the \$13 million Denny Creek-Franklin Falls viaduct, will provide a balance between environmental protection and highway design and safety.

Because of the new construction methods and ecological concern, it may be 1980 before the carefully planned work is finished and the three-lane tree top structure begins to carry westbound traffic on the state's major cross-state highway.

Magnitude of Project

No other single project of this magnitude or complexity is scheduled for the foreseeable future across Washington's mountain passes, where weather conditions dictate a short and often difficult construction season each year.

What makes the job especially unique is the first use in the United States of a movable scaffold system developed in Switzerland, enabling the post-tensioned concrete girders and deck of the bridge to be built without the use of ground-supported work structures.

Because of the location of the project and following long established Department guidelines concerning the environment, a different kind of bidding process was used for this contract. Three different alternate plans were prepared and contractors were asked to submit bids on any of the three.

The three alternates represented different types of concrete structures and all three avoided the use of groundwork scaffolding between the piers for reasons of economy, speed of construction and an ability to work in a narrow area to avoid disturbing the natural environment, according to C. S. (Stew) Gloyd, Department Bridge Engineer.

Gloyd said the plan selected by the contractor called for a box girder design. The design concept was prepared by Dyckerhoff and Widman, consulting engineers of New York. The final design was prepared in cooperation with the Department bridge division. Detailed review of the consultants work and the contractor's construction plans has been handled by Henry Erdmann, Senior Associate Bridge Engineer, under the supervision of Umesh Vasisith.

Department Involvement

Willis Horn, now retired, was the Department bridge design engineer. George Markich succeeded Horn in that position. W. M. (Chub) Foster, who has since left the Department, was Highway Development Engineer at the time the unusual design and bidding procedure was approved by the Department.

"The project represents a substantial departure from previous bridge engineering practices in this state and required considerable extra effort on the part of design engineers, construction engineering staff and the contractor," Gloyd said.

As a result, the technique disturbs only a narrow strip of the steep, heavily-forested slopes of the Denny Creek canyon and allows construction within the state and federal environmental guidelines for scenic highway projects.

The 540-ton, 313-foot-long steel scaffold, also referred to as a "movable truss" or "launching girder", was built in Portland and shipped, piecemeal, to



RON SELSTEAD
Project Engineer

the construction site where it was assembled last spring. Its cost was about \$900,000. It supports the concrete forms, and generally acts as a working platform for men and equipment.

How Technique Works

Project Engineer Ron Selstead admitted that describing how the new construction technique works is difficult.

"Basically it works like this," he explained. "The superstructure of the bridge is built in three stages. The first

stage, consisting of a longitudinal U-shaped concrete girder, is formed, using the movable truss, which slides along from pier top to pier top, "under perfect conditions" advancing one span length about every two weeks," Selstead said. "The second stage is pouring and tensioning the central top slab, which covers the open U-shaped girder, forming a box. The third stage is building the cantilevered wing (or outboard) concrete sections," he continued. "These are formed by use of a second moving steel carriage which follows the first, larger one."

All this is complicated by the fact that the bridge deck has both a curve and an uphill aspect. The pushing forward of the movable truss has to follow the contour of this curving line. Six sets of jacks allow for horizontal and vertical adjustment to the curvature.

Environmental considerations which prompted use of this construction system have increased the initial cost of the project, but as Selstead puts it: "It will wind up being a better bridge and highway from several standpoints."

Dovetailing with the decision to use the Swiss technique was a second decision by the Transportation Department to raise the grade of the already-built Franklin Falls bridge and connect it with the Denny Creek structure instead of having a graded section of roadway on the slope between the two bridges.

Avalanche Problems Avoided

In this way, there was no need to disturb the talus slope of natural broken rock just west of Franklin Falls, and the potential avalanche problems were avoided.

Snowslides are now figured to rumble downhill underneath the viaduct, and construction of an expensive and visually unattractive avalanche "catchment wall" system upslope from the roadway was eliminated. In addition, motorist safety was increased and maintenance costs reduced.

Now, the total bridge length, the Denny Creek structure, Franklin Falls bridge and connecting viaduct between the two, is more than four-fifths of a mile. Piers for the 3,620-foot Denny Creek portion of the system are out of the ordinary, too. There are 20 piers in all. Twelve piers are supported on concrete footings and eight have shafts sunk through talus and till (dense soil and gravel) and keyed on anchored into solid bedrock. Maximum depth of shafts below ground level is 80 feet. Shaft diameter is only 12 feet. The upper part of each pier consists of a comparatively narrow 10 by 17 foot hollow column with heights ranging from 35 to 160 feet above ground level.

Piers in the avalanche area have a V-shape on the uphill side to serve as slide deflectors.

To the motorist, the entire bridge design will give a visual impression that the piers are very slim, and spaced far

apart, and the roadway itself a narrow concrete band. This design was planned both to provide fewer obstructions for avalanches and for the scenic blending effect. From a distance, the bridge almost appears as if it is winding in and out among the tall evergreens, offering a minimum indication of man-made intrusion. Removal of trees beneath and adjacent to the bridge line for construction purposes was held to an absolute minimum.

One result of the redesign extending the Denny bridge to the Franklin Falls bridge was the necessity of raising the grade of the latter span to make it fit the overall project grade.

Selstead says: "For two years, we've been beefing up the concrete piers that support the Franklin Falls bridge, because they have to be stronger to support it after it is raised."

Actual jacking of the bridge to the new grade will start next year, raising it an average of 17 feet. The jacking process is not new in bridge construction, but is tricky and must be done a few feet at a time to avoid structural damage.

Selstead's project crew, working out of a field office in Ellensburg but using Hyak as a local seasonal field base, consists of 17 engineers and technicians. "We can figure on about 100 working days per calendar year. Low temperatures are the chief culprit in stealing time from the working schedule," he adds.

Some of the weather problems are overcome because the contractor's method of concrete forming is to use water-reducing additives to get higher strength and to cut the set-and-cure time about in half. These "superplasticizer" additives lubricate the newly mixed concrete, allowing it to flow and be workable with far less water in the mix.

Heat is also applied through wiring in the insulation covering the steel forms. This method permits the crews to keep pouring concrete in the colder fall temperatures at the altitude of almost 3,000 feet. Selstead's estimate for

shutdown time on the work is "from about December 1 to May 1."

The contract calls for completion in 330 working days, and the job could be finished late in 1979 if everything goes right, but more likely will carry over into 1980, the project engineer believes.

Prime contractor is Hensel Phelps Construction Company of Greeley, Colorado. The VSL Corporation of Los Gatos, California, designed the moving truss system and is the major subcontractor for its operation and for post-tensioning the concrete sections.

The bridge and its approach roadway eastward from the uncompleted Asahel Curtis interchange are easily visible from the existing lanes of I-90 which are on the opposite (south) side of the Snoqualmie River's South Fork.

The steel structures that may look to the motorist like a giant erector set are not part of the bridge itself. They're only the means of building the bridge, and will be removed once the structure is completed.

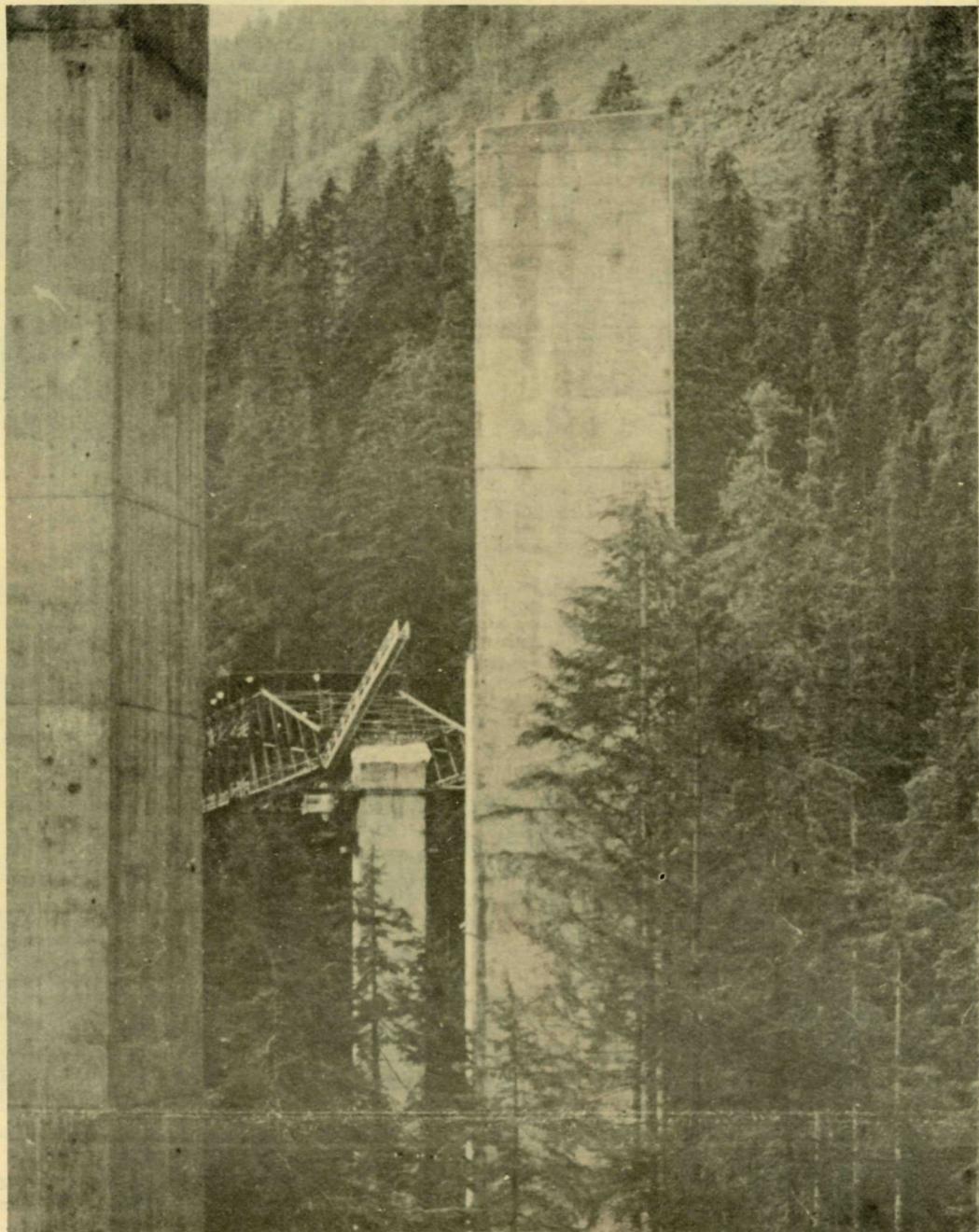
The new section of highway, including the long span, eventually will carry the three westbound lanes of I-90 between the Snoqualmie Summit and the Curtis interchange. However, when it first opens to traffic, four lanes will be placed on the new roadway—two westbound, two eastbound—to allow unobstructed work to proceed on rebuilding the existing highway, which eventually will become a one-way, eastbound facility. It will have three lanes, plus a fourth lane for slow, uphill truck traffic.

Excluding the long-delayed section of I-90 between Seattle and Bellevue, the Denny Creek segment will be the final link in bringing the full length of the interstate route from Seattle to the Idaho border up to current state and federal standards. Sections under major construction currently between Issaquah and the North Bend area will be opened in stages in their final traffic configuration next year, with a few late finishing touches extending into 1979.

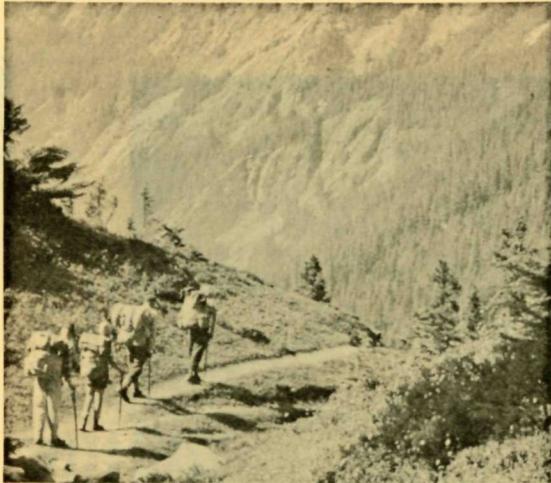
That group of projects includes, of course, the long-awaited North Bend bypass, which will eliminate I-90's only stop light in this state.

Transpo News

Washington State Department of Transportation



PENETRATING THE FOREST VASTNESS—This photo shows the upper part of some of the 160-foot-high piers constructed for the Denny Creek-Franklin Falls Viaduct project just west of Snoqualmie Pass Summit. Extraordinary care was used at all times by the Department of Transportation and the contractors to preserve the beautiful environment of towering timber.



BULK RATE
U.S. POSTAGE
PAID
SEATTLE, WASH.
PERMIT #8602

MOVING?

PLEASE PRINT YOUR NEW ADDRESS BELOW:

address

city state zip

CLIP THIS FORM AND THE ADDRESS LABEL

SEND TO: Helen M. Waterman

4683 41st Avenue Northeast
Seattle, Washington 98105

NORTH CASCADES CONSERVATION COUNCIL

Founded 1957

PRESIDENT: Patrick Goldsworthy

EDITOR: The Wild Cascades

Betsy Lewis

4506 Northeast 94th

Seattle, Washington 98115

Published quarterly

Subscription price: \$5 a year

EDITORIAL BOARD:

Eliza Anderson Joe Miller

Dick Fiddler Phil Zalesky

Harvey H. Manning

STAFF ARTIST: Eliza Anderson

STAFF CARTOGRAPHER: Noel McGary

PRODUCTION: Jo Yount

MEMBERSHIP CHAIRMAN:

Helen M. Waterman

4683 41st Avenue Northeast

Seattle, Washington 98105

Inquiries regarding subscriptions
and payment of dues should be
submitted to the above address.