

UPDATES FOR “THE 4000-FOOTERS OF THE WHITE MOUNTAINS”

March 2015

Mount Adams

p. 29 (Geography), p. 32 (Nomenclature) and p. 43 (Lowe’s Path): Adams 4 has been renamed by the U.S. Board on Geographic Names as Mt. Abigail Adams, after the wife of President John Adams.

Mount Eisenhower

p. 55: Round-trip elevation gain via Crawford Path and Mount Eisenhower Loop is 3300 ft.

pp. 56-58: After being closed for several years due to damage from Tropical Storm Irene, the trails in the Dry River valley were reopened in fall 2014. The Dry River Trail has been relocated away from washed-out areas; follow with care as the footway is primitive and markings are minimal.

Mount Isolation

p. 68: In fall 2014, the approach via Dry River Trail and Isolation Trail from US 302 was reopened; in relocated sections the footway is primitive and markings are minimal – follow with care. The Rocky Branch Trail from Stairs Col Trail to Isolation Trail east remains closed due to severe damage from Tropical Storm Irene. Repairs are scheduled for 2015. For updates, contact the WMNF Saco Ranger District at 603-447-5448.

Mount Jackson

pp. 73-75: Round-trip elevation gains are changed as follows. Mt. Jackson via Webster-Jackson Trail, 2250 ft.; Mt. Jackson & Mt. Webster, 2550 ft.; Mt. Jackson & Mizpah Spring Hut, 2450 ft.; approach via Webster Cliff Trail, 3500 ft.

Mount Jefferson

p. 88: In the last line of the first paragraph, the ascent of the Link from the Castle Ravine Trail to the Castle Trail is 700 ft.

p. 88: In the first sentence of the second paragraph, on two of the brook crossings the trail crosses debris from a 2010 avalanche; caution is advised.

Mount Monroe

p. 118: Hiker parking is available for a fee at the Cog Railway lower lot; the 0.3 mi. connector to Ammonoosuc Ravine Trail begins up to the right above the Base Station buildings. There is no fee for winter parking at the Cog.

pp. 120-121: In fall 2014, the ascent route via Dry River Trail was reopened. The Dry River Trail has been relocated away from washed-out areas; follow with care as the footway is primitive and markings are minimal.

Mount Pierce

pp. 130-131: In fall 2014 the ascent route via Dry River Trail and Mount Clinton Trail was reopened. The Dry River Trail has been relocated away from washed-out areas; follow with care as the footway is primitive and markings are minimal. The Mount Clinton Trail requires great care to follow.

Mount Washington

p. 140: The rocky hump between Nelson Crag and Ball Crag has been named “Agiochook Crag” by the U.S. Board on Geographic Names.

p. 151: Hiker parking is available for a fee at the Cog Railway lower lot; the 0.3 mi. connector to Ammonoosuc Ravine Trail begins up to the right above the Base Station buildings. There is no fee for winter parking at the Cog. Before reaching Gem Pool, Ammonoosuc Ravine Trail passes through an area of damage from a 2010 avalanche and from Tropical Storm Irene.

p. 152: The 0.4 mi. connector from the Cog Railway Base Station to Jewell Trail begins behind the ticket office, crosses the tracks and a bridge over the Ammonoosuc River, then ascends to the main trail.

p. 163: The Great Gulf Trail requires much care to follow on the headwall, especially in an area where a rock slide occurred during Tropical Storm Irene.

Carter Dome

p. 179: A bridge on the lower part of the Nineteen Mile Brook Trail was washed out by Tropical Storm Irene; replacement is planned.

p. 181: The trailhead for Bog Brook Trail has been moved to a new parking area 0.1 mi. to the west, at the start of FR 233. A new connecting path leads from here to Bog Brook Trail.

Middle and South Carter

p. 194: The summit signs on Middle and South Carter have been removed. There is now a SE view from South Carter, reached by an unmarked, 15-yd. spur path on the E side of the trail, 10 yds. S of the summit spur path. The view includes the Royces, Speckled Mtn., Streaked Mtn. on the horizon, Mt. Meader, the Baldfaces and Pleasant Mtn. over the E ridge of Mt. Hight, Mt. Hight and Carter Dome.

p. 195: Most of the road walk between the Imp and Nineteen Mile Brook trailheads can be avoided by using a logging road that connects the south branch of Imp Trail (2.1 mi. down from the junction with North Carter Trail, where it makes a prominent bend from NW to N, descending), with the AMC's Camp Dodge on NH 16. Turn left (west) onto the road, which leads 0.2 mi. to the upper field at Camp Dodge. From there the Camp Dodge access road is followed another 0.2 mi. to NH 16. Turn left and walk 0.4 mi. S on NH 16 to the Nineteen Mile Brook trailhead. If using this option park at Nineteen Mile Brook Trail. With this option, the total loop over South and Middle Carter is 10.6 mi. with 3550-ft. elevation gain.

Mount Moriah

p. 203: Additional parking for the Carter-Moriah Trail is available where the powerline crosses Bangor St. 0.1 mi. N of the trailhead.

Wildcat Mountain (A Peak) and Wildcat D

p. 217: A bridge on the lower part of the Nineteen Mile Brook Trail was washed out by Tropical Storm Irene; replacement is planned.

pp. 217-218: The trailhead for Bog Brook Trail has been moved to a new parking area 0.1 mi. to the west, at the start of FR 233. A new connecting path leads from here to Bog Brook Trail.

p. 218: Hikers ascending or descending via the ski trails during the ski season must purchase a pass at Wildcat Skier Services and follow a designated route, only during operating hours; for details see www.skiwildcat.com.

Mount Tom

p. 238, p. 241, pp. 243-244: New tree growth continues to obscure the western and southern view from the blowdown area near the summit, though it is still good in winter.

Mount Carrigain

p. 288: The trailhead elevation for the Signal Ridge Trail is 1380 ft. With this change, and the relocation described below, the round trip from Sawyer River Rd. to Mt. Carrigain via Signal Ridge Trail is now 10.6 mi. with 3500 ft. of elevation gain. The loop hike using the Carrigain Notch, Desolation and Signal Ridge Trails is now 13.9 mi. with 3900 ft. of elevation gain.

Several relocations were made on the Signal Ridge Trail in 2012. The first 0.25 mi. of the trail now follows a new route on the south side of Whiteface Brook, avoiding a potentially difficult brook crossing. At 0.6 mi. the trail turns L onto a relocation along the bank above the old route on the edge of Whiteface Brook, which was washed out by Tropical Storm Irene; it rejoins the older route in 0.2 mi. There has been a major relocation at the junction with the Carrigain Notch Trail. The Signal Ridge Trail now follows the route of the Carrigain Notch Trail north for 0.25 mi., crossing Carrigain Brook in a short distance, and skirting the shore of a beaver pond/meadow. At a new trail intersection, the Signal Ridge Trail turns L onto a new section of trail 0.3 mi. long that runs level for 90 yd., then turns L and climbs up over a small ridge. It dips to cross a small brook, and meanders SW back

to the older route of the Signal Ridge Trail, about 0.25 mi. NW of the former junction with Carrigain Notch Trail. This relocation adds 0.3 mi. and 50 ft. of elevation gain in each direction for the Signal Ridge Trail.

p. 289: The observation tower was refurbished in 2013. The USFS plans to install a small radio repeater and antenna on the summit in the near future.

Galehead Mountain

p. 298: Round-trip distance for north approach via Gale River Trail is 10.4 mi. and elevation gain is 2550 ft.

p. 298: A major relocation of the Gale River Trail was completed in 2011, avoiding two potentially difficult crossings of the North Branch of the Gale River. The relocation leaves on the right 1.7 mi. from the parking area, climbs easily southward high above the river, dips to cross Garfield Stream at 2.2 mi., climbs again, then descends gradually to rejoin the older route at 2.8 mi.

Mount Garfield

p. 304: Round-trip elevation gain for Garfield Trail approach is 3100 ft.

North and South Hancock

p. 315: The bypass of the first two crossings of the North Fork is now the official route of the trail.

Owl's Head Mountain

p. 325: There are now well-beaten but braided herd paths between the “old summit” and the “new summit.”

p. 326: Most winter peakbaggers now use the Black Pond and Brutus bushwhack routes; both of these vary slightly from year-to-year depending on how they are initially broken out.

North and South Twin Mountain

p. 332-333: For northwest approach via Gale River Trail, round-trip distances and elevation gains are changed as follows: South Twin only, 11.0 mi., 3500 ft.; South and North Twin, out and back, 13.6 mi., 4250 ft.; South and North Twin, loop with carspot, 11.1 mi., 3700 ft.

p. 333: A major relocation of the Gale River Trail was completed in 2011, avoiding two potentially difficult crossings of the North Branch of the Gale River. The relocation leaves on the right 1.7 mi. from the parking area, climbs easily southward high above the river, dips to cross Garfield Stream at 2.2 mi., climbs again, then descends gradually to rejoin the older route at 2.8 mi.

p. 334: Parking is no longer available at the Seven Dwarves Motel. However, hiker parking is available at the end of Little River Rd., except during snowfall (snowplow turnaround); do not block gates or driveways. Cross the bridge and immediately turn L and follow old railroad grade about 1 mi. to end of Haystack Rd. and summer trailhead.

Mount Lafayette

p. 360: A section of the Old Bridle Path a short distance from the parking lot has been relocated to bypass damage from Tropical Storm Irene.

p. 361: Round-trip elevation gain for the Greenleaf Trail approach is 3500 ft.

p. 362: Round-trip elevation gain for the Skookumchuck Trail approach is 3650 ft.

Mount Liberty

p. 373: Under “Other Options,” walking distance from Liberty Spring Trail/Whitehouse Trail junction back to Lafayette Place is 2.5 mi. Distance for Lafayette, Lincoln and Liberty is 14.3 mi. With addition of Mt. Flume, distance is 16.5 mi.

Mount Lincoln

p. 381: A section of the Old Bridle Path/Falling Waters Trail a short distance from the parking lot has been relocated to bypass damage from Tropical Storm Irene.

North and South Kinsman

p. 409: The trailhead for the Mt. Kinsman Trail has been relocated 0.3 mi. south of the former trailhead (which was at the Franconia/Easton town line), and just south of the Tamarack Tennis Camp. This is 4.7 mi. south of NH 18 in Franconia and 1.7 mi. north of the Easton town hall. A short driveway leads into a large dirt parking area. A new (2009) section of trail, 0.5 mi. long, ascends eastward to join the original route of the trail. It turns R onto a woods road where it joins the old route; descending, turn L off the woods road at an arrow. Distances and elevation gains for the Kinsmans are the same as for the older route. This parking area is sometimes, but not always, partly plowed in winter.

Mount Moosilauke

pp. 435-436: Tunnel Brook Rd. was badly washed out by Tropical Storm Irene in 2011. Though it has been restored, it is no longer open to vehicle traffic beyond a gate at the jct. 1.4 mi. from NH 112 (elevation 1410 ft.). Hikers must proceed on foot from this point, following the road for 1.5 mi. to the start of the Benton Trail on the L. Round-trip to the summit is now 10.2 mi. with 3400-ft. elevation gain.

pp. 438-440: A section of the Gorge Brook Trail has been relocated due to damage from Tropical Storm Irene. After crossing the bridge over Gorge Brook at 0.6 mi., the Gorge Brook Trail coincides with the Snapper Trail for 0.15 mi., then diverges R (sign for Carter-Wales Connection) onto a relocated section that climbs gradually for 0.3 mi. before rejoining the older route 0.15 mi. below the second crossing of Gorge Brook. Distances and elevation gains are the same as for the original route.

p. 440: The lower 0.5 mi. of the Asquam-Ridge Trail, from its junction with the Gorge Brook Trail to the bridge over the Baker River from the extension of Ravine Lodge Rd., has been closed due to a washout from Tropical Storm Irene. The Asquam-Ridge Trail now follows the old logging road ahead from the end of Ravine Lodge Rd.

Mount Passaconaway

p. 466: Round-trip distance for north approach from Kancamagus Highway is 10.0 mi., elevation gain is 2900 ft.

p. 468: Elevation gain for loop option via Square Ledge is 3050 ft.

p. 471: In 30 yd. from its junction with the Old Mast Road, the Wonalancet Range Trail turns L onto a relocation, then soon turns L again onto the older route.

Mount Tecumseh

p. 480: A short distance in from the Waterville Valley trailhead, a 0.1 mi. section of the Mt. Tecumseh Trail has been relocated to the L to bypass a washout from Tropical Storm Irene.

p. 480: Trailhead elevation for the Mt. Tecumseh Trail on Tripoli Rd. is 1880 ft. Round-trip elevation gain for the Tripoli Rd. approach is 2500 ft.

p. 481-484: The eastward summit view has been greatly expanded in recent years by (illegal) removal of trees. Trees now restrict much of the eastern view from the Sosman Trail, and the bench is no longer present.

North and Middle Tripyramid

p. 490: elevation gain for Pine Bend Brook Trail route is 2900 ft. for North Tripyramid and 3550 ft. for North and Middle.

p. 492: In 2012 Hurricane Sandy flattened a large area of conifers along the Kate Sleeper Trail on the E side of East Sleeper. These were cleared with hand tools in 2013 by WODC but care is still required to follow the trail.

Mount Whiteface

p. 500: On the Blueberry Ledge Trail, starting about 1.1 mi. from the trailhead, two relocations – one on the R, and then a longer one to the L – have been cut to avoid a wet area.

Mount Cabot

p. 512: The summit sign on Mt. Cabot has been removed. In the near future the USFS will install a small radio repeater near the summit of Mt. Cabot and will construct a wooden helicopter landing platform at the old fire tower site.

p. 515: The Mt. Cabot Trail remains unmaintained and officially closed by the Forest Service, and No Trespassing signs are sometimes posted by the landowner. Its use is not recommended.

Mount Waumbek

p. 522, p. 526, p. 529: The viewpoint at the clearing near the summit of Mt. Starr King was partially cleared and reopened in 2012. The view just east of Waumbek's summit has expanded, with 27 NH 4000-footers visible.

p. 525: The round-trip elevation gain via the Starr King Trail is 2800 ft.

Appendices

p. 533: In late summer 2014, on separate journeys, Taylor Radigan and Arlette Laan became the first known women to complete a Diretissima of the 4000-footers.

As of early 2015 Ed Hawkins had completed 75 rounds and five grids. Tim Muskat of Sandwich, NH had also completed five grids.

p. 534: In July 2014 a new men's 4000-footer speed record was set by Andrew Thompson with a time of 3 days, 14 hours, 59 minutes, breaking Tim Seaver's record of 3:15:51. In September 2014 a new women's 4000-footer speed record was set by Brianna Tidd with a time of 4 days, 19 hours, 40 minutes, breaking Cath Goodwin's record of 4:19:58.

p. 535: The men's winter speed record is currently held by Ryan Welts with a time of 7 days, 17 hours and 7 minutes in January 2009.

The women's winter speed record is currently held by Sue Johnston with a time of 8 days, 4 hours and 2 minutes from March 10-18, 2010.

p. 536: In 2010 George Pullman of Clifton, NJ finished the 4000-footers on Mts. Adams and Madison at the age of 83. In August 2014, on Mt. Jefferson, Stephen Maddock of Randolph, NH completed his goal of climbing all the 4000-footers after reaching the age of 80.

Under “Juggling on the Summits,” “June Gutowski” should be “June Rogier.”

In 2014 J.R. Stockwell of Gilmanton, NH completed his goal of bushwhacking to the summit of each 4000-footer in each of the four seasons, an epic achievement mostly done solo.