

THE POTOMAC  
APPALACHIAN TRAIL CLUB  
AND ITS TRAILS

(Fourth Edition)



THE POTOMAC APPALACHIAN TRAIL CLUB

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## FOREWORD

The purpose of this booklet is to answer inquiries about the Potomac Appalachian Trail Club. This Club is primarily a "trail" club, organized for the development and maintenance of a section of The Appalachian Trail and of side trails connecting with the main Trail. The Club also promotes recreational and educational activities consistent with its primary object. This booklet tells of the Club's activities, The Appalachian Trail, and other trails maintained by the Club. Additional information as to the Club's activities is contained in the quarterly bulletins, issued free to members.

Complete information as to The Appalachian Trail, between the Susquehanna River and the Virginia-Tennessee Line, has been made available in *GUIDE TO PATHS IN THE BLUE RIDGE*\* published by the Potomac Appalachian Trail Club. This guide contains concise path-finding directions for a continuous 622-mile section of The Appalachian Trail with a further detailed description of 273 miles of side trails. Large-scale maps of the route described accompany the book. The automobile approaches to the Trail, regular transportation routes, and directions for non-camping hikes are given together with a detailed account of the shelters, their approaches, facilities and environment. There are also special articles on the geology, flowers and trees of the region, two articles on emergencies in the woods and a bibliography.

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\*Edition exhausted. Pending the publication of the third edition, obtain the Supplement to "Guide to Paths in the Blue Ridge" (June, 1937; \$1.00) from The Potomac Appalachian Trail Club, 901 Union Trust Building, Washington, D. C. See "List of Publications of the Potomac Appalachian Trail Club," printed in this booklet.

# THE POTOMAC APPALACHIAN TRAIL CLUB

(Incorporated April 16, 1930)

The Potomac Appalachian Trail Club was organized in Washington, D. C., in November, 1927, by a group of eight people for the dual purpose of developing The Appalachian Trail along the crest-line of the Blue Ridge Mountains in Virginia and fostering an appreciation of the recreational and scenic attractions of the proposed Shenandoah National Park. By reason of the fact that the organization of the Club was particularly due to the Appalachia Trail project, its activities are very closely related to it. As a "Trail" Club, its primary objective has been the creation and maintenance of a section of The Appalachian Trail extending along the Blue Ridge Mountains west of Washington. The Club's other activities are directly connected with this primary objective and have grown out of it. All of the trail maintenance and trips conducted by the Club are in the Appalachian Mountain Range. It does not maintain trails nor conduct hikes in the vicinity of Washington.

Trail development was begun immediately. At the end of the first season 44 miles of continuous Trail from Harpers Ferry to Chester Gap, at the northern end of the proposed Shenandoah National Park, had been completed. During the next year the Trail was pushed 43 miles farther south to Fishers Gap, 87 miles from Harpers Ferry. It was extended 17 miles farther to Swift Run Gap during the third season. In the summer of 1930 the remaining 39 miles were completed to the southern terminus of the Club's section at Rockfish Gap, 143 miles from Harpers Ferry. Northward from Harpers Ferry the 39 miles of the Trail across Maryland were developed during 1932.

With the cooperation of the Foresters of the Mont Alto and Michaux State Forests, the Trail was extended in 1930-1 from the Maryland-Pennsylvania boundary 78 miles north to the Susquehanna River. From Pennsylvania Highway 94, north and east to the Susquehanna River, the Trail is now maintained by the Mountain Club of Maryland.

In the Shenandoah National Park the Trail from Chester Gap to Parman Gap has been maintained by the National Park Service subsequent to the construction of the graded trail which replaced the original Appalachian Trail in this section.

The organization's program contemplates the existence of shelters along its section of The Appalachian Trail at intervals of a moderate day's walk. Its first shelter, the gift of Dr. Roy Lyman Sexton and Thomas P. Hickman, was condemned by the State of Virginia in the acquisition of the Park land, and by reason of possible contamination of the source of water supply used for the Sexton Knoll Picnic Grounds, is no longer used; the proceeds received from this shelter have been devoted to the construction of a new Sexton Shelter located in the Ramseys Draft area of the George Washington National Forest.

Two other structures originally built by the Club, one the Meadow Spring Shelter, a locked log cabin 2.6 miles south of the Lee Highway, the gift of Mr. H. C. Anderson and Dr. J. F. Schairer, and the Range View Shelter, a stone structure 9.6 miles north of the Lee Highway at Panorama, are operated by the Club as concessionaire from the National Park Service. Other closed structures built by the National Park Service in the Shenandoah National Park, including the Rock Spring, Doyle River, and Pocosin Shelters, are operated by the Club under a similar arrangement.

In Pennsylvania the Club has the Pine Grove Furnace and Miles-burn Shelters, two-story log structures leased from the Pennsylvania Department of Forests and Waters in the Michaux State Forest, 1.6 and 12 miles, respectively, from Pine Grove Furnace, Pennsylvania.

In the George Washington National Forest the Club has the frame Wolf Gap Shelter and the small stone Kennedys Peak and Sugar Knob Shelters, acquired in 1938.

This chain has been further supplemented by a series of five sets of lean-tos (2 each) built along the Trail in the Michaux State Forest, three lean-tos built in the Mont Alto State Forest, all in Pennsylvania, and a series of closed shelters and open lean-tos in the Shenandoah National Park in Virginia. For a detailed account of the approaches to these shelters and their facilities, see chapter entitled *Shelters*.

For the convenience of its members and of others interested, the Club issues at intervals a LIST OF HIKING, CAMPING, WINTER SPORTS, AND TRAIL CLEARING EQUIPMENT, with prices, weights and descriptions, with special emphasis on light-weight camping equipment, copies of which may be obtained from the General Secretary at 25 cents each. TRAIL CONSTRUCTION AND MAINTENANCE, a Club pamphlet now out of print, has been expanded (1931) by The Appalachian Trail Conference into its TRAIL MANUAL FOR THE APPALACHIAN TRAIL, 54 pages, copies of which may be secured (25 cents) from The Appalachian Trail Conference, 901 Union Trust Building, Washington, D. C. A number of articles by Club members on The Appalachian Trail project, and related hiking subjects are listed in the *Bibliography* in GUIDE TO PATHS IN THE BLUE RIDGE. Printed bulletins are issued quarterly to the membership, announcing Club trips, reporting activities, discussing projects and recording progress on other sections of the Trail. The Club owns several reels of motion-picture film showing trail cutting, as well as an extensive collection of lantern slides and photographs. It also acts as custodian of The Appalachian Trail Conference's lantern slide and photographic collection.

The Club's activities rest entirely upon a volunteer basis. The only reimbursement or compensation to participating Club members is the expense of material used in the work, such as postage, etc. The time devoted to the carrying out of the Club's program, including transportation and other expenses, represents a contribution from interested members. By reason of the number of committees, a considerable part of the Club membership participate directly in its activities.

The affairs of the Club are governed by council meetings held the first Tuesday of each month. These meetings are attended by the Club officers and chairmen of the various committees. In addition, there are occasional meetings of an informal nature primarily devoted to some Club activity. For the use of its Headquarters and mailing address, without expense to it, the Club is indebted to the courtesy of the American Planning and Civic Association.

Monthly trips are scheduled over sections of the Trail or to places of attraction in the mountains. The 1930 Club Camp was held at Apple Orchard Mountain in the then Natural Bridge National Forest. The 1931 and 1937 camps were held in the Great Smokies. The 1935 camp was a two-weeks' hike over the Appalachian Trail in Maine. The second, fourth, and seventh Appalachian Trail Conferences were held under the Club's auspices. It devotes special effort to the organization of other groups to develop The Appalachian Trail in Virginia and adjoining states.

The Club is incorporated under the laws of the District of Columbia. Its annual meeting is held in January. On January 1, 1938, its membership was 366. Admission to membership requires nomination in writing by a member having personal knowledge of the nominee, with submission of essential information, and election by the Council. The Club dues are \$3.00 per year for a regular membership and \$5.00 per year for sustaining membership. Club privileges include the free use of Club shelters, receipt of the Bulletins and various publications.

None of the trails constructed by the Club is on land owned by it. While it aims to maintain them in standard condition, any may be relocated or discontinued without notice and the Club expressly disclaims responsibility for the condition of any trail, or for occurrences on it, at any time whatsoever. Further information as to the Club's activities may be obtained by addressing the General Secretary, Potomac Appalachian Trail Club, 901 Union Trust Building, Washington, D. C.

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## THE APPALACHIAN TRAIL

The background of the Club's activities is The Appalachian Trail, of which it developed a 267-mile section. The Trail in the Shenandoah National Park has been relocated by the National Park Service, which constructed the new Trail and is maintaining it.

The Appalachian Trail is a wilderness foot trail. It is a footway, as distinguished from a motorway. Its route is, in the main, along the crest of ridges of the mountain system generally known as the Appalachian, extending through fourteen eastern states from Katahdin in the central Maine wilderness to Mount Oglethorpe in northern Georgia.

Originally estimated as a 1,200-mile trail, its construction and measurement have shown the route to be some 2,050 miles in length. At the present time—17 years after the completion of its first section—the project has been completed. The National Park Service has rebuilt the former route through the eastern Great Smoky Mountains National Park and through the Shenandoah National Park.

The Appalachian Trail project is in every sense a mammoth amateur recreational project, almost entirely the result of voluntary efforts of outdoor organizations and interested individuals. As a route for foot travel only, it is the longest marked path in the world.

Undoubtedly the stimulus which carried The Appalachian Trail project so close to completion within the short span of sixteen years' labor has been a reawakening of the dormant pioneer spirit. A driving force has been the inspiration drawn from the very nature of the project—the urge for a trail of such magnitude that for the purpose of the ordinary traveler it should be without end. Of almost equal importance has been the lure of exploration far from the more frequented regions—particularly into the little-known and seldom-visited southern Appalachians. Benton MacKaye, the originator of the Trail project, has written of its purpose thus:

"The old pioneer opened through a forest a path for the spread of civilization. His work was nobly done and the life of the town and city is in consequence well upon the map throughout the country. Now comes the great task of holding this life in check—for it is just as bad to have too much urbanization as too little. America needs her forests and her wild open spaces quite as much as her cities and her settled places."

Publication No. 5 of The Appalachian Trail Conference (901 Union Trust Building, Washington, D. C.), entitled **THE APPALACHIAN TRAIL** (25 cents), contains a history of the development of the Trail, a condensed description of its route, a double-page map, list of guidebook data and bibliography.

The northern terminus of The Appalachian Trail is Katahdin in Maine. The route leads in a general southwesterly direction for 266 miles across Grafton Notch, to the New Hampshire Line, where it utilizes the existing trail system of the Appalachian Mountain Club through the White Mountains and outlying ranges to Kinsman Notch, where it follows the trails of the Dartmouth Outing Club. It crosses the Connecticut River at Hanover, and reaches the Long Trail of the Green Mountain Club at Sherburne Pass near Rutland. It there turns south on the Long Trail along the crest of the Green Mountains to the Massachusetts Line. It then follows the highlands in western Massachusetts, has a rather circuitous course in western Connecticut and reaches the New York Line at Schaghticoke Mountain. It cross-

es the Hudson River at Bear Mountain Bridge and follows close to the New York-New Jersey Line to the base of the Kittatinny Range, which is followed to Delaware Water Gap. West of the Water Gap it follows the crest of Blue Mountain to the Susquehanna River, 5 miles above Harrisburg. Here the river is crossed by the highway bridges at Harrisburg, which may be reached by trolley or bus.

From the west bank of the Susquehanna River to Pa. Highway 34, the Trail, originally constructed by the Potomac Appalachian Trail Club, is now maintained by the Mountain Club of Maryland, with headquarters at Baltimore. Beyond to Rockfish Gap at U. S. Route 250, except in the Shenandoah National Park, the Trail is maintained by the Potomac Appalachian Trail Club of Washington, D. C. From the Susquehanna River south, the Trail follows North Mountain, the continuation of Blue Mountain, 6.3 miles from Overview to Lambs Gap, then crosses the Cumberland Valley by secondary roads to the northern base of South Mountain\* near Brandtsville. It then traverses South Mountain through the Michaux and Mont Alto Forests in Pennsylvania to Pen Mar and leads across Maryland for 39 miles to the Potomac River at Weverton. The abandoned tow-path of the Chesapeake and Ohio Canal is followed west for 3 miles to Harpers Ferry, W. Va. From Harpers Ferry the Trail in general follows the crest of the Blue Ridge.

At Rockfish Gap ends the section maintained by the Potomac Appalachian Trail Club. Beyond the route leads through the Pedlar Ranger District of the George Washington National Forest, west of Roanoke and then along the rim of the Blue Ridge to Fishers Peak on the Virginia-Tennessee Line. Here it turns west and follows the Iron Mountain through the Holston District of the Jefferson National Forest to Damascus, Va., and then the Holston Range to the Tennessee-North Carolina Line at Unaka Mountain, continuing through the Cherokee and Pisgah National Forests and the Great Smoky Mountains National Park. From its westernmost point, near the Little Tennessee River, it follows the Nantahala Mountains through the Nantahala National Forest back to the Blue Ridge at the North Carolina-Georgia Line and, in Georgia, traverses the Chatahoochee National Forest to Mt. Oglethorpe, the southern terminus of the Appalachian Range.

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\*South Mountain, which is a range and not a single mountain, is often referred to as the Blue Ridge.



## SPECIAL FEATURES ALONG THE APPALACHIAN TRAIL ROUTE

The accessibility of the Trail, via the numerous highways which cross it, renders possible a great variety of trips to its points of special interest. On the following pages are listed the distances along the Trail and special features from the Susquehanna River to the southern end of the Shenandoah National Park. The appropriate sections of *GUIDE TO PATHS IN THE BLUE RIDGE* should be consulted for detailed information.

The shelters referred to in this section are operated by the Potomac Appalachian Trail Club; see chapter *Shelters*.

Between the Susquehanna River and Rockfish Gap, Va., the Trail is crossed by 18 hard-surfaced roads and many dirt roads. From Washington, D. C., it is 119 miles to Overview on the west bank of the Susquehanna River and 92 miles to the Trail at Caledonia Park on U. S. Route 30. The distance gradually decreases to 56 miles at Turners Gap on U. S. Route 40. From this point it gradually increases to 82 miles at Thornton Gap on U. S. Route 211 and 148 miles at Rockfish Gap on U. S. Route 250. Automobile routes to all the points listed in the following pages are given in *GUIDE TO PATHS IN THE BLUE RIDGE*, which also describes the regular rail and bus lines which reach the Trail at Caledonia Park, Pen Mar, Turners Gap, Weverton, Harpers Ferry, Snickers Gap, Ashby Gap, Manassas Gap, Chester Gap and Thornton Gap. By use of the regular transportation routes (bus or railroad service) easy one-day trips may be made along the Trail between the following points:

Maryland: Turners Gap and gap on the Dual Highway; Turners Gap south to Weverton.

Virginia: Harpers Ferry and Snickers Gap; Snickers Gap and Ashby Gap; Ashby Gap and Manassas Gap; Chester Gap and Manassas Gap. (Trips may also be made in either direction from Thornton Gap.)

If a car is driven around from one terminus of a section to the other end, it is possible for the other members of the party to make a one-day trip without returning over the same route. As appears from *LIST OF SECTIONS*, with few exceptions, practically all of the Trail is divided by highways into sections which may be traversed in one day.

The availability of accommodations along the Trail is also indicated in a separate chapter. A trip from the Susquehanna River to Linden, Va., a distance of 157 miles, may be made in 13 days, utilizing the available accommodations, without camping equipment, the longest day's hike being 19 miles and all others under 15 miles. This itinerary can be extended from Linden 66.2 miles south to Rockfish Gap at U. S. Route 250 in an eight days' journey by use of closed, equipped shelters and public accommodations, making a total distance of 223 miles.

In connection with trail trips over the various sections of Trail, the following articles, obtainable from the Potomac Appalachian Trail Club, will be of considerable interest:

THE APPALACHIAN TRAIL, by Myron H. Avery, 4 pages (reprint from *American Forests*, March, 1934). A generalized account of The Appalachian Trail project. 10 cents.

THE APPALACHIAN TRAIL IN PENNSYLVANIA'S SOUTH MOUNTAIN, by Myron H. Avery, *Supplement to Bulletin*, October, 1936, 12 pp.

- A descriptive account of the Trail features in southern Pennsylvania. 10 cents.
- ALONG THE APPALACHIAN TRAIL IN MARYLAND, by H. C. Anderson, *Supplement to Bulletin*, July, 1934 (with *Supplement*, January, 1936), 9 pp. The story of a three-day non-camping hike across Maryland. 10 cents.
- IN THE BLUE RIDGE MOUNTAINS OF VIRGINIA, by Myron H. Avery, *Supplement to Bulletin*, January, 1936, 22 pp. A descriptive account of The Appalachian Trail from Harpers Ferry to the southern end of the Shenandoah National Park. 15 cents.

## PENNSYLVANIA

*North Mountain-Susquehanna River to Brandtsville (21.04 miles).* The outstanding feature of this section is the view over the Susquehanna River and Harrisburg from the east end of North Mountain, immediately above the river. It is particularly striking at night. The walk along the ridge crest west of Lambs Gap involves little exertion and, for the most part, is through a pleasing forest growth. At Lambs Gap the Trail leaves North Mountain, the front range of the Alleghenies, and crosses the Cumberland Valley by secondary roads, a distance of 13.4 m. to Brandtsville, where commences South Mountain, the northern portion of the Blue Ridge, which the Trail follows south through southern Pennsylvania, Maryland and Virginia.

*Brandtsville to Pa. Highway 34 (10 miles).* This section of Trail is maintained by the Mountain Club of Maryland, which is developing an extensive side trail system. Here, marked by a stone monument, is Center Point Knob, equidistant from Katahdin and Mt. Oglethorpe. The Mountain Club of Maryland has developed two very interesting side trails, the White Rocks Trail (5 m.) and the Dogwood Run Trail (2.25 m.), affording a circuit hike of 11.1 m. from Beavertown, which is .9 m. via West Harrisburg St. from Dillsburg at junction of U. S. Route 15 and Penna. Highway 74. Another interesting circuit trip, 6.6 m. from Brandtsville, is to follow The Appalachian Trail to Center Point Knob and thence via the White Rocks Trail, with its spectacular quartzite formations and many views, and the Brandtsville Link back to Brandtsville. Other features of this section are Dark Hollow, Pipe Line Hill and the Forest Service Firetower on Long Mountain. The topography in this region is decidedly irregular but the section affords many interesting views and side trips.

There are no accommodations obtainable along this section; however, by use of side trails and dividing the traverse of the section and its side trails into a two-day trip, accommodations can be obtained at Dillsburg at tourist houses: C. H. Lehner, G. R. Coulson and S. S. Shaeffer. The Mountain Club of Maryland has an open shelter midway this section, reached by a side trail from the Appalachian Trail in Dark Hollow.

*Piney Mountain (8 miles).* From Penna. Highway 34 west to Pine Grove Furnace, the Trail follows the southern of the two parallel ridges of South Mountain. Somewhat down from the crest of the ridge, the route has splendid outlooks over Mountain Creek Valley to the northern range. The feature of this section is the quartzite cliffs, known as Pole Steeple, reached by a short blue-blazed side trail. This section is accessible from either Penna. Highway 34 or Pine Grove Furnace. The twin Tagg Run Leantos are located in this section.

*Pine Grove Furnace to Caledonia Park (19.12 miles).* Pine Grove Furnace is one of the best developed and most attractive recreational

areas along the entire Trail. It is situated in a valley between the two ranges of South Mountain in the Michaux State Forest and is of great natural and historic interest. The reservation abounds in wild life, particularly deer. There are two lakes, with good swimming and an excellent campground. The iron furnace here, remains of which are still standing, was built in 1760 and was in continuous operation for 150 years. It supplied iron for cannon used in the Revolution. For a detailed history of this region, see the October, 1934, P. A. T. C. *Bulletin*.

Four closed cabins for two persons each, with cots and mattresses, but no blankets, may each be rented for \$2.00 a day; they may be reserved by sending the money to Michaux Forest Ranger, Pine Grove Furnace, Pa. There are three sets of lean-tos along this section of Trail; see *Shelters*. Lodging may be obtained at Pine Grove Furnace Inn.

The Club's Pine Grove Furnace Shelter, a two-story log structure on The Appalachian Trail, 1.5 m. northwest of Pine Grove Furnace, affords an excellent base for trips in this region. The blue-blazed Sunset Rock Trail is an interesting short climb from the shelter.

Farther west, 12 m. from Pine Grove Furnace and 7.15 m. from Caledonia Park, is the P. A. T. C. Milesburn Shelter, a two-story log cabin.

Many interesting walks can be taken from Pine Grove Furnace. Along The Appalachian Trail, to the east, it is 2.5 m. to Pole Steeple, a sheer quartzite cliff affording a splendid view of Mountain Creek Valley. To the west The Appalachian Trail leads 19.1 m. along the crest of the range to Caledonia Park. Big Flat Firetower, 8.77 m. from Pine Grove Furnace, affords a splendid panorama. Short hikes along the Pine Grove-Caledonia Park section of the Trail are possible by utilizing Ridge Road and the four roads, passable by automobile, which cross this section. These are the High Mountain, Tumbling Run, Arendtsville-Shippensburg (to Big Flat Firetower) and Milesburn Roads, respectively 1.6 m., 4.7 m., 6.6 m. and 12.3 m. on the Pine Grove-Caledonia Forest Service Road from the Ranger's headquarters at Pine Grove Furnace.

*Caledonia Park to Pen Mar (16.7 miles)*. The attractions of Caledonia Park include a bathing pool, 18-hole public golf course, 12 shelters and 15 open fireplaces. Here was located a charcoal iron furnace built in 1837, operated during the Civil War by Thaddeus Stevens and destroyed by Early's cavalry in the Gettysburg Campaign of 1863. The main highway through Caledonia Park (U. S. Route 30) was the route of Lee's army in that campaign.

Lodging at Caledonia Park may be obtained at Piney Mountain Inn, The Log Cabin and Graeffenburg Inn (P. O. Fayetteville, Penna.). Five miles from Caledonia Park and ten miles from Penna. Highway 16,\* accommodations are obtainable all the year at Coltners Inn, P. O. South Mountain, Penna.; the Inn is a short distance east of the Trail, close to the Sanatorium power house. Accommodations are also obtainable at tourist cabins and house of Mrs. Harvey Fitz, 7 m. east from Trail on Penna. Highway 16.\* The Raccoon Run lean-tos are 1.9 m. southwest on the Trail from U. S. Route 30.

The walk from Caledonia Park to South Mountain Sanatorium Road (4.75 m.) is over a splendid trail with pleasing forest growth; the ascent is very moderate. Cars may be driven from Caledonia

\*The original route of Penna. Highway 16.

Park over the paved Forest Service road to the point where the Trail crosses the Sanatorium-Mont Alto Road. Accommodations are available at Coltners's Inn near the Sanatorium.

See also last paragraph on *Pine Grove Furnace to Caledonia Park* for hikes east from Caledonia Park.

Accessible either from Caledonia Park or the Sanatorium are two most attractive points, Snowy Mountain Firetower and Chimney Rocks, 1.4 m. and 3.39 m. south of the South Mountain Sanatorium-Mont Alto Road. Snowy Mountain Firetower may be reached by a good dirt road, leaving the paved road near South Mountain Sanatorium. Snowy Mountain is 6.15 m. and Chimney Rocks 8.14 m. from Caledonia Park (U. S. Route 30) on The Appalachian Trail. The view from Snowy Mountain Firetower is most extensive; Chimney Rocks afford a fine view of the valley of Little Antietam Creek and the surrounding mountains.

Mont Alto is picturesquely located at the western base of the range. Numerous roads and trails lead to it from The Appalachian Trail. A paved road to Mont Alto crosses the Trail near the Sanatorium. At Mont Alto are the Forester's headquarters and the buildings of the Research Institute and the Pennsylvania School of Forestry. It has extensive forestry exhibits and plantations. It was formerly the site of Mont Alto Park and of an extensive iron industry. The Forest is very well developed; botanically it is of much interest. There are many miles of trails and roads. Lean-tos were built on this section of Trail in 1936 by the CCC at Tumbling Run. Little Antietam Creek and Mackie Run, 9.3 m., 10.4 m., and 14.74 m., respectively, from U. S. Route 30.

Interesting climbs may be made from Mont Alto. Accommodations are available at the hotel in the village. For a further account of this most attractive region, see *A GUIDE TO FORESTRY STUDIES AND DEMONSTRATIONS ON THE MONT ALTO AND MICHAUX STATE FORESTS*, *Research Bulletin No. 1*, Department of Forests and Waters, Harrisburg, Pa.

## MARYLAND

*Pen Mar to Raven Rock Hollow (5.45 miles) and to Warner Gap Hollow (6.15 miles).* The Trail passes through Pen Mar at the highway bridge over the Western Maryland Railroad near the station. The Trail and the road south from Pen Mar pass High Rock, from which an extensive westward view of the Cumberland Valley may be had. A side trail leads to the tower on Mount Quirauk, which offers a wide panorama in all directions. Mount Quirauk may also be reached by automobile. At Pen Mar, lodging may be obtained at the Waldheim House and the Rosemont House; in summer numerous hotels and boarding houses are open.

*Raven Rock Hollow and Warner Gap Hollow to gap on Smithsburg-Wolfsville Road (3.7 and 3 miles).* These hollows are on either side of the isolated summit known as Buzzard Knob, which rises about 500 feet above them. The Appalachian Trail passes east of the knob but a blue-blazed trail leads .15 m. to it. The distance between the hollows on the main Trail is .7 m.; including the side trip to Buzzard Knob it is one mile, the knob being almost exactly half way.

These hollows offer a particularly interesting one-day trip, including the fine view from Buzzard Knob. They have waterfalls, virgin hemlock timber, cliffs (Raven Rock) and ferns. A blue-blazed side trail, just west of The Appalachian Trail, leads to Raven Rock in the hollow of that name.

To the east is the Catoctin Recreation Area being developed by the National Park Service.

Accommodations may be obtained at the Hotel Wishard at Smithsburg, 2.7 m. west of the point where the Trail crosses Warner Gap Hollow and 2.8 m. west of the Trail in Raven Rock Hollow.

*Gap on Smithsburg-Wolfsville Road to Black Rock Springs on the Baytown Road (4.4 miles).* Along this stretch of the Trail South Mountain has developed the feature which is characteristic of the greater part of its course through Maryland—a single, straight, rather narrow-crested ridge, broken at points by gaps. To the east is the upper end of the Middletown Valley, flanked by Catoctin Mountain; to the west is the broad Cumberland Valley extending to the Alleghenies. Bagtown is approximately 1.5 m. from Black Rock Springs.

*Black Rock Springs on Bagtown Road to the Dual Highway (former Myersville-Mt. Lena Road) (3.85 miles).* The spectacular feature of this section is the sheer cliff at Black Rock, .7 m. south of the site of the former hotel at Black Rock Springs. On the east side the crest may be reached on the Trail in dry weather by automobile via very steep and rough road at a point .45 m. north of Black Rock Springs, but on the west side cars must be left at Bagtown, 1.5 m. below the Springs. South of Black Rock 1.6 m., a blue-blazed side trail leads west .2 m. to Annapolis Rocks, with a view very similar to that from Black Rocks; from the Rocks a blue-blazed side trail leads down to the trolley line at its crossing at Beaver Creek. At the southern end of this section is the Hagerstown and Frederick Railway, an electric line to Middletown and Frederick on the east and to Boonsboro, Funkstown and Hagerstown on the west.

The gap on the Myersville-Mt. Lena (Smoketown) Road is not named on modern maps, nor does it have any local name. On a map of Maryland published by Fielding Lucas, probably in 1841, this gap is called Braddocks Gap. On Dennis Griffith's map of Maryland, published in 1794, the road through this gap is the road to Hagerstown. Griffith's map shows no road through Turners Gap. It is possible that this road was followed by Braddock's expedition on his march from Frederick to Winchester.

*Gap on the Dual Highway to the Zittlestown Road (3.5 miles).* Near the southern end of this section, one-half mile from the Zittlestown Road, is a stone tower, which was the first completed monument to George Washington. It was erected by the citizens of Boonsboro on July 4, 1827, was rebuilt in 1882, and again restored by the CCC in 1934. The story of the monument is told in an article, THE FIRST MONUMENT TO WASHINGTON, by Harvey S. Bomberger, which appears in the April, 1936, P. A. T. C. *Bulletin*. Cars may also be driven from Turners Gap over the Zittlestown Road to a parking place near the monument.

*Zittlestown Road to Turners Gap (1.5 miles).* South of Monument Knob, South Mountain ceases for a short distance to be a single, well-defined, crested ridge and becomes a broader, irregular mass. After dropping to the Zittlestown Road it rises again to the unnamed knob north of Turners Gap, where it is crossed by the old National Road to the west, now U. S. Route 40. Blue Ridge buses for Frederick and Washington make this a regular stop. Accommodations may be obtained at the White House Tavern on the crest of the ridge at Turners Gap and at Hillcrest Inn, Boonsboro, 1.8 m. west of the Trail on U. S. Route 40.

*Turners Gap to Crampton Gap (6.45 miles).* Turners Gap was the scene of the battle of South Mountain or Boonsboro on September 14, 1862, three days before the battle of Antietam. The line of battle extended from Mt. Tabor Church northeast of the gap to beyond Fox's Gap to the south. For an account of the battle and a map showing the positions of the several units see *BATTLES AND LEADERS OF THE CIVIL WAR* (Century Company, 1887), vol. 2, p. 559. The Trail between Turners Gap and Fox's Gap follows very closely the Confederate line.

Fox's Gap is 1 m. south of Turners Gap, and Lambs Knoll, with a Maryland Forest Service Firetower, the most prominent summit in this area, is 2 m. farther south. White Rock Cliffs on its southern slope, 3.26 m. from Turners Gap, marked by a blue-blazed side trail, afford splendid views. This is a very worthwhile walk.

*Crampton Gap to Weverton (6.35 miles).* From Lambs Knoll to the Potomac at Weverton, South Mountain is again a well-defined, narrow-crested ridge, broken only at Crampton Gap. Here the battle of Crampton Gap was being fought while the Union troops were trying to force their way through Turners Gap. For an account of the battle and a map see *BATTLES AND LEADERS OF THE CIVIL WAR* (Century Company, 1887), vol. 2, p. 591. In Crampton Gap are a Memorial to Civil War newspaper correspondents and the ruins of several buildings, erected by George Alfred Townsend, journalist and author, who wrote under the pen name "Gath." For an account of this section, see *GAPLAND: A GHOST ON THE TRAIL*, by O. W. Crowder, *P. A. T. C. Bulletin*, April, 1934.

Weverton may be reached from Washington by the B. & O. R. R. and by the Blue Ridge Bus Line. Near Crampton Gap accommodations are obtainable at Burkittsville, 1.2 m. east. The Trail reaches the road to Gapland .1 m. from U. S. Route 340 at Weverton.

*Weverton to Chimney Rock, Harpers Ferry (3 miles).* At the Potomac River the Trail follows the towpath of the abandoned Chesapeake and Ohio Canal with a short section along the highway to Harpers Ferry, 3 m. west. The ridge on the Virginia side opposite Weverton is Short Hill; the mountain on the Maryland side opposite Harpers Ferry is Elk Ridge. These ridges extend for only a few miles.

An attractive short trip from Weverton north along the Trail is to the cliff overlooking the river at the top of the ridge, a distance of .57 m., returning by a blue-blazed side trail on the east side of the mountain. There are numerous points of scenic and historic interest in and around Harpers Ferry, where accommodations may be obtained at Jefferson Rock Inn. See *IN THE HARPERS FERRY REGION*, by Jean Stephenson, *P. A. T. C. Bulletin*, January, 1934. Harpers Ferry may be reached from Washington by the B. & O. R. R. and by the Blue Ridge Bus Line.

## VIRGINIA

*Harpers Ferry to Snickers Gap at Bluemont (17.52 miles).* Two rivers and three states meet at Harpers Ferry. In each state a ridge rises abruptly from the river. On the West Virginia side the town stretches along Bolivar Heights; on the Maryland side are Maryland Heights, up which there is no trail but which may be easily climbed; on the Virginia-West Virginia boundary are Loudoun Heights, Chimney Rock, and the Blue Ridge, which is followed by the Trail.

The trip between Snickers Gap and Harpers Ferry is easier from south to north, as the highway crosses the crest of the ridge at Snick-

ers Gap. Persons using their own cars may save two miles by driving to King's (formerly Moreland's), which is on a good dirt road 2 m. north of where the Trail crosses Virginia Highway 7 in Snickers Gap. Limited accommodations (Pearl's Blue Ridge Inn) are also available at Keys Gap, 5 miles south of Harpers Ferry.

Near King's blue-blazed side trails lead from The Appalachian Trail to the Devils Racecourse (.35 m.) and to Crescent Rocks and the Pulpit (.75 m.). These short trips offer most interesting geological features. The historical old "Shannondale Road" affords access to the middle of this section.

Those having their own cars and a driver may avoid return over a portion of this section by being met by car at Charles Town Road in Keys Gap, 4.96 m. from Harpers Ferry and 10.56 m. from King's. Bluemont may be reached by Washington and Old Dominion Electric Line and by Washington, Virginia and Maryland Coach Company's buses.

*Snickers Gap at Bluemont to Ashby Gap at Paris (11.18 miles).* Accommodations may be obtained at King's on the Trail at end of dirt road 2 m. north of Snickers Gap. Automobiles may be driven to top of Mt. Weather, an abandoned meteorological station, thus shortening the walking distance to Ashby Gap 4.62 m. Beyond Mt. Weather the Trail route is paralleled by a fire-road, constructed by the CCC in 1938-9, but at a considerable distance from the Trail.

Paris may be reached from Washington by Greyhound Bus Line.

*Ashby Gap at Paris to Manassas Gap at Linden (12.3 miles).* The Trail here has been relocated, following the construction of a fire-road in 1936 from Linden to Ashby Gap. The features of this section are the wide-spread view to the north from the open slopes south of Ashby Gap, Signal Knob, so named because of its use as a signal station in the Civil War, the panoramic view from Virginia Forest Service Firetower midway of the section and the views over Manassas Gap. Accommodations may be obtained at Paris, .93 m. east of the Trail, of Mrs. O. T. Adams (next to public garage), Mrs. Lindsay (at post office) and Mrs. E. L. Kendall (brick house on north side of highway). This section of the trail is at its best in the middle of May, when the abundant trillium is in bloom. Manassas Gap may be reached by the Southern Railway at Linden.

*Manassas Gap at Linden to Chester Gap (5.6 miles).* This is one of the easiest sections on the Trail, as the distance is short and the summits not very high. To the east from the saddle is an old copper mine; High Knob is to the west. Accommodations at Linden may be obtained at the home of Miss Nellie Hefflin, southwest corner of Virginia Highway 55 and road to railway station.

### NORTHERN SHENANDOAH NATIONAL PARK

*Chester Gap to Thornton Gap at Panorama (26.05 miles).* This section is easier traveled from south to north. There are no public accommodations on this long section of the Trail; meals, however, may be obtained at the concessionaire's refreshment stand on the Skyline Drive in Elk Wallow Gap, near the Trail. The Club's locked, stone Range View Shelter, 16.57 m. from Chester Gap and 9.6 m. from Thornton Gap, equipped with blankets, obviates the necessity of camping equipment. The Shelter is easily reached from the Skyline Drive at Elk Wallow Gap or Rattlesnake Point and Washington, Va. The most direct approach is by the Skyline Drive. From Thornton Gap (U. S. Route 211), follow Skyline Drive north 9.6 m. or from Front

Royal, follow Skyline Drive south 23.25 m. to crossing of Appalachian Trail at Rattlesnake Point (location of CCC Camp); here follow Appalachian Trail south .77 m.

Another approach, longer but by way of very interesting trails, is from the Piney Branch Road. Leave U. S. Route 211 (Lee Highway) at filling station, 5.1 m. west of Washington, Va., and .8 m. east of intersection of Virginia Highway 16 and U. S. Route 211 in Sperryville. Drive up dirt Piney Branch Road. At 5.3 m. take right fork across Piney Branch at junction of blue-blazed Piney Branch and North Fork Trails. Cars may be left .18 m. farther, where a well-worn dirt road turns sharply uphill to the right. The Piney Ridge and Piney Branch Trails diverge .43 m. from here; two alternative routes to the shelter, the Piney Ridge Trail (4.14 m.) and the Piney Branch Trail (4.33 m.). Because of more gradual climb and water, the Piney Branch Trail affords a very satisfactory approach to the shelter, while the Piney Ridge Trail, with its remarkable views south, is preferable for descent.

The section from Chester Gap to Thornton Gap may be broken by leaving The Appalachian Trail at Gravelly Springs Gap (11.55 m. from Chester Gap) and following the Browntown road 2.52 m. down to the head of Harris Hollow. Automobiles may be driven to the head of Harris Hollow, which is 5.2 m. from Washington, Va., known as "Little Washington." The buses of the Virginia Stage Lines between Washington, D. C., and Luray, Va., pass through Washington, Va. Meals may be obtained at the Cherry Tree and Hatchet (Mrs. Meigs), where arrangements can be made for lodging.

The trail system in this region affords outstanding opportunities for exploration and varied trips; its use is much to be recommended. For a detailed account of these trails, see chapter, *SIDE TRAILS IN THE NORTHERN SHENANDOAH NATIONAL PARK*.

The trails on the east slope are well developed. The Piney Ridge and Piney Branch Trails afford access to the Range View Shelter; the first has wide panoramic views, the second is less steep but traverses an attractive ravine with many cascades. Big and Little Devils Staircases are canyons in the side of the mountain with impressive cliffs, waterfalls and fine virgin timber. The Peak Trail to a little visited outlier of the Blue Ridge involves a steep climb but gives most rewarding views. Use of the Bluff and Appalachian Trails makes possible a most interesting circuit of the Marshalls.

The trails on the west slope afford access to gorges on that slope of the range and to The Appalachian Trail on the crest. As the west slope is almost an escarpment, these trails involve steep climbing. The trails reaching the highway are Matthews Arm Trail at Bentonville, the Overall Run Trail at Overall, and the Jeremys Run, The Neighbor and Knob Mountain Trails at Vaughn. The Jeremys Run Trail, beside the pools and waterfalls of Jeremys Run, is a favorite route in a beautiful forest setting. The Matthews Arm and Knob Mountain Trails afford wide panoramic views. An interesting but strenuous trip is along the Neighbor Trail to the western end of the Neighbor Spur and thence down across Jeremys Run and up the south slope of Knob Mountain. This trip is a steep climb; from its crest it is then 5 m. north and east via the fire-road along Knob Mountain Ridge to the Skyline Drive at Rattlesnake Point, 9.55 m. from Thornton Gap. The other trails lead past numerous waterfalls, those on Overall Run being particularly picturesque and probably



unequaled in height in the Shenandoah National Park. Most of these trails can also be reached from the Skyline Drive.

### CENTRAL SHENANDOAH NATIONAL PARK

*Thornton Gap at Panorama to Skyland (9.23 miles).* Panorama resort, where good meals and lodging may be obtained, is a focal point for trips entirely afoot or combining tramping and motoring. It is 82 m. from Washington via U. S. Route 211.

Immediately south of Thornton Gap rises Marys Rock, a crest affording extended views in all directions. The distance to the summit is 1.86 m. and the rise is 1,210 feet, on a trail constantly affording panoramic views. A side trail, .81 m. from Thornton Gap, leads down .3 m. to the North and South Portals at the tunnel on the Skyline Drive, .8 m. from Thornton Gap on the Drive.

Farther south .9 m. from side trail to Marys Rock is the P. A. T. C. log Meadow Spring Shelter, completely equipped with cooking utensils, bunks and blankets. From the shelter a side trail, with blazes painted blue, leads east .7 m. to the Skyline Drive (2.1 m. by highway to U. S. Route 211). Beyond, the Trail crosses Pinnacle Mountain and skirts the west slope of the cleared Price Lands with outstanding views. The section of the Trail under the cliffs at the base of Stony Man (Passamaquoddy Trail) is particularly impressive.

The extensive trail system on Stony Man Mountain, with its many points of interest, is described in the chapter, *SIDE TRAILS IN THE SKYLAND REGION*; see also P. A. T. C. Trail Map of Shenandoah National Park (Central Section).

The Appalachian Trail in this sector, located along the western edge of the escarpment, in general parallels the Skyline Drive but in most places, because of the rough terrain and thick forest growth, it is inadvisable to take a short cut from Trail to highway or vice versa. Short cuts should not be taken unless the tramp is absolutely sure of the direction; a supposed short cut may be a very long one and lead to serious difficulties.

*Skyland to Fishers Gap (6.18 miles).* Skyland is a well-developed vacation resort which offers many interesting objectives reached by a great variety of hiking and horseback trails. The Skyline Drive affords an easy automobile route (10.5 m.) to this point from Panorama on U. S. Route 211 (Lee Highway). In the Skyland region there is an extensive network of trails which vary considerably in length and difficulty and appeal to hikers of all tastes. White Oak Canyon, with six waterfalls 50 ft. high, dropping 1500 ft. in a mile, in a towering growth of white oak and poplar, is an outstanding feature of the Shenandoah National Park; trails\* lead down this ravine and the equally picturesque Cedar Run. Old Rag Mountain, 6 miles east from Skyland, the most picturesque single peak of the northern Virginia Blue Ridge, is reached by ungraded blue-blazed side trails. The Stony Man circuit is very rewarding. From Skyland a graded trail leads .26 m. to Bushy Top and then continues .46 m. beyond to the Park Service firetower on Millers Head, a western spur of the Blue Ridge, and affords a very easy short trip from Skyland with most rewarding views.

Side trails lead to Naked Top and Hawksbill Mountains; the latter, covered with a dense growth of spruce and fir, is the highest point in the Shenandoah National Park. A closed shelter, Rock

\*Under construction (1938).

Spring Shelter, has been built here by the National Park Service, 4.47 m. south of Skyland on The Appalachian Trail. The hikes in the Skyland Region are described in detail in the chapter, *SIDE TRAILS IN THE SKYLAND REGION*; see a series of articles commencing in July, 1935, P. A. T. C. *Bulletin* for the history of this region.

*Fishers Gap to Swift Run Gap (18.8 miles).* The Skyline Drive parallels and affords access to The Appalachian Trail in this section. Cleared summits and slopes afford the finest panoramic views in the Shenandoah National Park. The outstanding features of this section are Black Rock, Hazel Top Mountain, the views from Bear Fence Mountain, Fork Mountain, with its lookout tower, and the Hoover Camp on the Rapidan. From Black Rock a graded trail leads across Big Meadows down Rose River. The .85 m. side trail to Lewis Spring Falls from the Lewis Spring Lean-to, 2.6 m. from Fishers Gap, is very scenic.

An interesting circuit hike from The Appalachian Trail at Laurel Gap, .9 m. north on the Trail from Bootens Gap is along the ridge between the Conway and Rapidan Rivers over Cat Knob to the fire-tower on Fork Mountain, thence down through the Rhododendron Swamp and by the Rapidan (Hoover) Camp; see chapter, *SIDE TRAILS BETWEEN FISHERS GAP AND SWIFT RUN GAP*. A very rewarding trail extends along Doubletop Mountain.

A feature of this section is the side trail leading east down the valley of South River to South River Falls, a distance of 1.58 m. from the South River Picnic Grounds. South River Falls consists of two cascades over an encircling rock rim; the total drop is about 70 ft. From the end of this trail the return may be made to the Skyline Drive by the South River Truck Road (2.1 m.). From the end of the truck road, the base of the falls is .14 m. upstream. See chapter, *SIDE TRAILS BETWEEN FISHERS GAP AND SWIFT RUN GAP*.

About 1 m. south of Fishers Gap the Trail skirts the extensive Park Service Big Meadows Campground. The side trail to the Skyline Drive from the Lewis Spring Lean-to, affords access to the concessionaire's refreshment stand at Big Meadows, where meals may be obtained. The locked closed Pocoshin Shelter, 12.3 m. south of Fishers Gap, affords a base for exploration in the southern parts of this section. At Swift Run Gap accommodations are available at the Spotswood Tourist Camp.

### SOUTHERN SHENANDOAH NATIONAL PARK

South of Swift Run Gap is a most interesting but little frequented section of The Appalachian Trail. The construction of the graded trail by the CCC under the direction of the Park Service and the building of the Skyline Drive have made this section more accessible since 1936. The outstanding peaks are High Knob, Blackrock and Trayfoot Mountain. High, cleared summits afford extended views. Travel in this region is, however, handicapped by the lack of public accommodations south of Swift Run Gap.

*Swift Run Gap to Smith Roach Gap (4.57 m.).* Both ends of this section are accessible from the Skyline Drive. The outstanding feature of this section is High Knob (3,585 ft.) with its firetower, affording a magnificent view in all directions. This section affords a moderate trip with most rewarding views.

*Smith Roach Gap to Simmons Gap (4.94 m.).* Both ends of this section are available by the Skyline Drive. Much of this section leads along high slopes formerly cleared for grazing. The outstanding

viewpoint is from the cleared dome of Roundtop Mountain, immediately south of Smith Roach Gap (2,940 ft.).

*Simmons Gap to Browns Gap (11.2 m.).* There are no available public accommodations on this section of Trail. The locked Doyle River Shelter is 9.32 m. south from Simmons Gap. Much of this section is along a high cleared ridge crest with outstanding views. The route of the Trail around the circuitous course of Ivy Creek is very interesting. Where the trail crosses Ivy Creek the formation is decidedly picturesque.

*Browns Gap to Blackrock Gap (3.8 m.).* The feature of this short section of Trail is Blackrock (3,092 ft.), the jumbled boulders of which afford outstanding views. A highly spectacular trail of five miles continues to the firetower on Trayfoot Mountain (2,840 ft.) and along the ridge crest down to the Blackrock Road at Paines Run. This section is accessible by dirt roads at Browns and Blackrock Gaps. Blackrock Springs, one mile below the crest to the west of Blackrock Gap, is an abandoned resort with several springs of asserted radium activity; formerly there was an extensive resort here. Blackrock Gap is reached by a fair automobile road from Grottoes on the Norfolk and Western R. R., 8 m. west. Cars also reach Blackrock Gap from the east via Crozet, Whitehall and Moormans River over a bad dirt road. A rough dirt road leads to Browns Gap, 6.3 m. from Va. Highway 230 at Browns Cove.

The Park Service Big Run Lean-to, on the west slope of the ridge, affords a base for extended trips in this area.

*Blackrock Gap to Jarman Gap (11.48 m.).* This inaccessible section of Trail follows close to the crest of the Blue Ridge with a succession of outstanding views. The side trail of 1 m. leading to the quartzite cliffs of Calvary Rocks, is very worthwhile. Beyond, this trail continues to the open Park Service Lean-to in Rip-Rap Hollow.

An alternative return route is the old trail along the forks of Moormans River. See chapter, *SIDE TRAILS IN THE SOUTHERN SHENANDOAH NATIONAL PARK*. The region south of Turk Gap is particularly interesting.

*Jarman Gap to Rockfish Gap (7.24 m.).* This short section of Trail leads over a series of three cleared knobs. The Skyline Drive affords access at both ends and crosses the trail at Beagles and McCormick Gaps. At Rockfish Gap (the southern end of the section maintained by the Potomac Appalachian Trail Club), the Blue Ridge Terrace Inn on U. S. Route 250 (Jefferson Highway), 1 m. east of the crest, affords a base for hikes over the summits immediately north, also south into the Pedlar Ranger District of the George Washington National Forest, particularly to Humpback and Bald Mountains.

## SHELTERS

*This chapter is intended to furnish full and complete information with respect to the shelter system operated by the Potomac Appalachian Trail Club, Inc. Read this chapter carefully; a reprint is furnished to all Shelter registrants.*

*Specific instructions with respect to the care of each Shelter and an Inventory of Equipment and Contents (also posted in each shelter) are also furnished to the party making the shelter reservation.*

*Information as to the management of the Trail Club shelter system and the regulations applicable thereto are contained in the section of this chapter, entitled GENERAL RULES, on the next following page.*

*Description of each shelter, its location, equipment and detailed directions for reaching it by trail and by automobile road are set forth, with respect to each Shelter or Lean-to, in the sections of this chapter designated CLOSED SHELTERS and LEAN-TOS, respectively. (While the terminology with respect to these structures varies in different sections, in this chapter and with the Potomac Appalachian Trail Club, the word "shelter" indicates a closed, equipped, locked structure; a "lean-to" is an unequipped, open front structure.)*

One of the items of the Potomac Appalachian Trail Club's program is the development and maintenance of a shelter system along its section of The Appalachian Trail and in the Alleghany Mountains west of the Shenandoah Valley. This shelter system is comprised of two types; closed and open structures. The closed structures are locked and fully equipped with mattresses, blankets and necessary appurtenances (with the exceptions noted below). The open shelters are of the lean-to, open front type with no equipment other than wire bunks. Use of the closed structures is obtained through reservation made as indicated in GENERAL RULES. No reservations are made for use of lean-tos, which are appropriated by hikers in order of arrival.

At the present time seven of the closed shelters are located on the Trail Club's section of The Appalachian Trail. Four others are in the mountains to the west of The Appalachian Trail. These closed shelters have either been constructed by the Trail Club or leased by it. The lean-tos have been built by various public authorities. The Pennsylvania Department of Forests and Waters has constructed ten lean-tos (five sets of two lean-tos each) in the Michaux State Forest. In the Mont Alto Forest three large single lean-tos were constructed in 1936-7. The National Park Service has begun a chain of shelters along The Appalachian Trail in the Shenandoah National Park. The Club's program contemplates the filling in of the existing gaps along its section of the trail.

These lean-tos are substantially constructed and afford adequate protection. Many are located so as to furnish a base for exploration of interesting localities. Parties equipped with sleeping bags and cooking equipment will find the use of these lean-tos quite satisfactory and approximating camping conditions more than the use of the closed structures. *The Club urges increased use of the existing lean-tos in order to permit utilization of the shelter system by a greater number of people.*

It is the Club's policy to keep its own closed shelters (except Pine Grove Furnace, Milesburn and Wolf Gap) and those operated by it as concessionaire from the National Park Service, fully stocked with

bedding, blankets, cooking utensils and other necessary equipment. All shelters are inspected at least quarterly.

Three shelters were built by the Club within the present Shenandoah National Park. The Sexton Shelter, gift of Dr. Roy Lyman Sexton and Thomas P. Hickman, built in 1930, the first Club structure, was closed and torn down by reason of possible contamination of the water supply for the Sexton Knoll Picnic Grounds. (It has been rebuilt in the George Washington National Forest.) The two other shelters originally built by the Club, Range View and Meadow Spring, are operated by the Club as concessionaire from the National Park Service. Rock Spring, Doyle River and Pocosin Shelters, built by the CCC under the direction of the National Park Service in the Shenandoah National Park, are also operated by the Club on the same basis as the other structures in the Shenandoah National Park.

One key unlocks all the closed structures.

Arrangements have been made with the National Park Service whereby P. A. T. C. members, who park cars overnight or for any extensive period in the Shenandoah Park, are to place an A. T. marker, together with a P. A. T. C. membership card on the inside of the windshield on the side of the car nearest the center of the road. See page 31, P. A. T. C., April, 1936, *Bulletin*. Markers may be obtained at 901 Union Trust Building.

## GENERAL RULES

Free use of shelters is a membership privilege, restricted to members in good standing (which includes payment of dues within sixty days from receipt of bill). *The privilege of the use of Club Shelters will be withdrawn from those who fail to comply strictly and fully with the Shelter Regulations.*

Application, either oral or written, must be made to Assistant Secretary Ruby Anderson, 901 Union Trust Building, Washington, D. C. (Me. 3026), from whom the key is obtained. Unless otherwise requested, the key is mailed to the applicant.

For the arrangements whereby shelter reservations are made at 901 Union Trust Building the Club is indebted to the courtesy of the American Planning and Civic Association. Under these circumstances, it is requested therefore that persons reciprocate this courtesy by making their shelter arrangements as expeditiously as possible and thus minimize the interruption of regular office duties caused thereby.

Members using the shelters must, *within a week*, return the key to the Assistant Secretary, stating, on a card furnished at the time when the Shelter key is obtained, the names of the members and guests occupying the shelter, and the period of occupancy.

*Properly identified persons*, who are not members of the Club, may also obtain use of the shelters, not otherwise reserved, by making reservation with the Assistant Secretary on payment of a deposit of \$1.00 for the key. A charge of \$ .50 per night per person, payable to the Assistant Secretary at 901 Union Trust Building, is made for use by non-members of shelter bunks, bedding, equipment or other facilities; for guests of Club members this charge is 25 cents per night per person.

Reservations are made in order of application. *Exclusive* use of any shelter can be granted only to parties numbering the *full capacity* of the respective shelters (eight for Range View, six for Meadow Spring, twelve for Sexton, eight for Milesburn, seven for Wolf Gap, three for Kennedys Peak, four for Sugar Knob, and twelve for the shelters built by the National Park Service and for Pine Grove Furnace). Other applicants will be accommodated to the shelter's capacity.

Through travelers on The Appalachian Trail, whether members of the Potomac Appalachian Trail Club or not, in making application for the use of closed shelters, should specifically state their itinerary and the dates for use of each shelter. As shelters are to be used to their full capacity, this information will facilitate the making of reservations for the through traveler, even though the shelter has been reserved by other parties not in excess of the shelter capacity.

Shelter occupants will exercise the utmost courtesy toward through Trail travelers as well as other parties reserving the unused portion of the shelter space. Utilization of shelters to their fullest capacity is essential to reduce congestion and make these facilities available for as many Club members as possible.

To afford to a larger number the opportunity of using the shelters, week-end occupancy of the same shelter by any member is restricted to intervals of six weeks. This rule is waived, if on the Friday morning before the week-end for which the shelter is desired, no other application has been received for it.

The person reserving the shelter is held responsible for strict observance by everyone in his party of the rules posted in the shelter.

Members are expected to cooperate with the Shelters Committee in keeping the shelters in proper condition and fully stocked with essential equipment. To that end, deficiencies in equipment or repair, or evidence of vandalism or misuse, should be reported immediately to the Assistant Secretary, 901 Union Trust Building, Washington, D. C. Broken implements or empty kerosene cans should be brought out by the party and left at the tool cache at 5215 Kansas Ave., N. W. Members should look upon the shelters as their property and take pride in seeing that they are kept in the best possible condition.

In order to assist in keeping the shelters fully equipped, persons using the shelters may be requested by the Assistant Secretary to take certain supplies from the tool cache to the shelter. This cooperation is expected from all users of the shelters.

To facilitate the work of the Shelters Committee, its members necessarily take priority over all registrants in the use of bunks and blankets. Users of the shelters will reciprocate the courtesy of the Committee by observing this requirement.

*Permits are required in both the Shenandoah National Park and George Washington National Forest for the building of fires other than at the shelters or lean-tos listed in this chapter. For the Shenandoah Park, permits are obtained from the Superintendent at Luray, Virginia; for the George Washington National Forest, from the Supervisor at Harrisonburg, Virginia, or from the various District Rangers.*

## CLOSED SHELTERS

The available closed shelters, which are maintained by the Club along its section of the Trail, number eleven. These shelters, with their location and driving distance from Washington, D. C., are:

1. Pine Grove Furnace Shelter—Michaux State Forest, Pennsylvania—107.5 miles.
2. Milesburn Shelter—Michaux State Forest, Pennsylvania—98 miles.
3. Range View Shelter—Northern Section of Shenandoah National Park, Virginia—91.6 miles.
4. Meadow Spring Shelter—Central Section of Shenandoah National Park, Virginia—84 miles.
5. Rock Spring Shelter—Central Section of Shenandoah National Park, Virginia—98 miles.
6. Pocosin Shelter—Central Section of Shenandoah National Park, Virginia—109.7 miles.
7. Doyle River Shelter—Southern Section of Shenandoah National Park—133.9 miles.
8. Kennedys Peak Shelter—Massanutten Mtns. in George Washington National Forest in Virginia—98 miles.
9. Wolf Gap Shelter—North Mtn. in Northern Section of George Washington National Forest, Virginia—West Virginia—116 miles.
10. Sugar Knob Shelter—North Mtn. in Northern Section of George Washington National Forest, Virginia—West Virginia—111.4 miles.
11. Sexton Shelter—Shenandoah Mtn. in Southern Section of George Washington National Forest, Virginia—173.3 miles (via Staunton).

Persons unfamiliar with the route are cautioned to note carefully the detailed road directions. Do not rely upon estimates or shelter signs. *Set automobile speedometer at indicated point of departure from main highway and follow directions and distances carefully.*

Allow ample time to reach the shelter; *do not attempt to reach strange shelters in unfamiliar terrain after dark.*

*Violations of prohibition against driving automobile beyond designated localities will result in withdrawal of shelter privilege.*

Detailed data for each shelter follow:

#### Pennsylvania

##### Pine Grove Furnace Shelter (Michaux State Forest)

This is a locked, two-story log cabin, 36' x 22', leased from the Pennsylvania Department of Forests and Waters. The cabin, formerly the Rupp Place, is one of the first built in the region. There is a large room, with stove, and a kitchen with two iron ranges. Upstairs are bunks with old mattresses for 12. Because of local conditions, the Club does not attempt to keep this shelter stocked. By reason of numerous donations, however, particularly of cooking utensils, the equipment of this shelter, while not regularly maintained, has become quite substantial. An ax, saw and lanterns are part of the equipment. Parties using the structure, however, *should particularly provide bedding*. The spring is convenient in front of the shelter. (In a dry season, should the spring not be running, water may be secured from Hillway Spring, .14 m. west on Trail or at CCC camp beyond.) There is a latrine and a designated dump for empty containers. The blue-blazed Sunset Rock Trail, which commences directly in front of the shelter, affords a very interesting short trip along the crest of Little Rocky Ridge in front of the shelter.



Pine Grove Furnace is of much historic interest. Here are remains of an old iron furnace built in 1770. It is in a narrow valley between the two ranges of South Mountain and was once covered by white pine forest. There are extensive public campgrounds. Laurel and Fuller Lakes afford unequalled swimming and, when winter is cold enough, skating. For a detailed account of the region, see *THE APPALACHIAN TRAIL IN PENNSYLVANIA'S SOUTH MOUNTAIN*, by Myron H. Avery, *Supplement to P. A. T. C. Bulletin*, October, 1936, and *RECOLLECTIONS, HISTORICAL AND OTHERWISE, RELATING TO OLD PINE GROVE FURNACE*, *P. A. T. C. Bulletin*, October, 1934.

This shelter is 200 ft. northeast of The Appalachian Trail between Caledonia Park and Pine Grove Furnace. From Caledonia Park it is 17.65 m., and from Pine Grove Furnace 1.55 m., by The Appalachian Trail.

From Gettysburg (77 m. from Washington), there are three routes to Pine Grove Furnace:

(1) Caledonia Park Route, 107.5 m. from Washington. Turn west (left) at circle in Gettysburg and follow U. S. Route 30 (Lincoln Highway) 15 m. to Caledonia Park. Just before crossing bridge over Conococheague Creek and Appalachian Trail, turn right and follow macadamized road, 13.7 m. to post office in Pine Grove Furnace. Turn left, uphill, onto dirt road, which becomes progressively worse. Just before reaching shelter, at 1.4 m. from Pine Grove Furnace, park cars on *south* side of Toms Run. *Do not cross creek.* (Creek is subject to sudden rises in storms and cars may be unable to cross back.) *Under no circumstances should cars be driven into the side road to the shelter.* If inclement weather makes use of road from post office to shelter inadvisable, then, at 12.3 m. from Caledonia Park, turn left onto High Mountain Road, continuing 1.1 m. to CCC Camp 51. Park cars here and walk .68 m. east along Appalachian Trail to shelter. Under no circumstances should cars be taken along the Trail.

(2) Bendersville Route, 94.7 m. from Washington. At Gettysburg continue straight ahead through circle, going north on Penna. Highway 34. Pass through Biglersville. At 9.8 m. from Gettysburg, take left fork, leaving Penna. Highway 34. Continue through Bendersville (10.4 m.), bearing left (west) at farther side of town; .1 m. beyond bridge, at 12.1 m., turn right from hard-surfaced road onto dirt road, ascending Piney Mtn. Reach crest at 14.9 m. and post office in Pine Grove Furnace at 17.7 m. To continue to shelter, see directions under Route 1. This is a scenic route with fine views from Piney Mtn. This route is not recommended in bad weather.

(3) Hunters Run Route, 103 m. from Washington. From Gettysburg, continue straight ahead through circle, going north on Penna. Highway 34. At 18.4 m., with Myers' store on right, turn sharp left from Penna. Highway 34 on hard-surfaced Hunters Run Road, soon crossing railroad tracks. Follow Hunters Run Road 7.3 m. to Pine Grove Furnace, passing Michaux Forest Ranger's Headquarters in Pine Grove Furnace on left, reaching Pine Grove Furnace Post Office, just after passing hard-surfaced Huntsdale Road to right. (Leads across mountain to U. S. Route 11.) From Pine Grove Furnace Post Office, turn right, up hill, then follow directions under Route 1.

#### Milesburn Shelter (Michaux State Forest)

This is an attractive two-story log cabin leased by the Club from the Pennsylvania Department of Forests and Waters. It has a fire place and stove, with mattresses (6 folding steel bunks, 2 cots) for 8 people, dishes and cooking utensils. Lanterns, first aid kit, ax and

saw are provided. Water is normally secured from a dam on the stream above the shelter. (An alternative source of water is a spring downstream and across the road from the shelter.) The Appalachian Trail passes the Milesburn Shelter at its intersection with the Milesburn Road, 7.15 m. from Caledonia Park and 12.01 m. from Pine Grove Furnace on the Appalachian Trail.

Directions for reaching the Milesburn Shelter (4.8 m. from Caledonia-Pine Grove Road) are:

See (1) under preceding section, Pine Grove Furnace Shelter, for directions for reaching Caledonia Park and road to Pine Grove Furnace, which is followed from Caledonia Park to the Milesburn Road. The Milesburn Road leaves the Forest Service Caledonia-Pine Grove Road 1.4 m. from Caledonia Park and 12.3 m. from Pine Grove Furnace. Follow this road, passable except after very severe storms, uphill 3 m. to the junction of the Milesburn and Stillhouse Roads; here take right fork, Milesburn Road; 1.1 m. farther, turn left on the Ridge Road, which extends along the crest of the range; in .1 m. farther turn right from Ridge Road continuing on road downhill .6 m. to Milesburn Shelter.

The distance by road to the Shelter from Washington is 98 m.

### Virginia

#### Range View Shelter (Shenandoah National Park)

This shelter, designed by former Shelters Chairman Otis H. Gates and built under his supervision, was completed in August, 1933. It is of native stone and timber in rustic style, 14' x 17' inside, with a protected outside fireplace for cooking and a cast-iron stove inside for heating. It has six wooden bunks with mattresses, 12 blankets and 2 folding cots. The shelter is completely equipped with dishes, tableware and cooking utensils, ax, first-aid kit, P. A. T. C. snake-bite outfit, two lanterns, rake, broom, register, dish towels and firejack with holder for the outside fireplace. Supplies of matches, kerosene, and soap are kept replenished. Spring is within view. There is a latrine and a designated dump for empty containers.

The distance by road to this shelter is 91.6 miles. Its capacity is 8 people (6 single bunks and 2 cots).

Range View shelter is in the northern portion of the Shenandoah National Park, 300 ft. east of The Appalachian Trail between Chester Gap and Thornton Gap, 2,900 ft. above sea level, 16.57 m. from Chester Gap and 9.6 m. from Thornton Gap by Trail. The most direct approach is by the Skyline Drive. From Thornton Gap (Panorama Resort on U. S. Route 211), follow Skyline Drive north 7.6 m. to crossing of Appalachian Trail in north end of Elk Wallow Gap. (Cars cannot be parked here.) From here follow Appalachian Trail north .87 m. to shelter. (The official recognized parking area for those coming to this Shelter from the Skyline Drive is on the east side of the Drive at the CCC Camp at Rattlesnake Point. To reach this point, continue north beyond Elk Wallow to Rattlesnake Point CCC Camp, a distance of 9.6 m. from Thornton Gap.) From Front Royal, follow Skyline Drive south 23.25 m. to crossing of Appalachian Trail at Rattlesnake Point (location of CCC Camp); here follow Appalachian Trail south .77 m. (The Appalachian Trail crosses the Skyline Drive .1 m. north of the parking place at the CCC Camp.)

Another approach, longer but by way of very interesting trails, is from the Piney Branch Road. Leave U. S. Route 211 (Lee Highway) at filling station, 5.1 m. west of Washington, Va., and .8 m.

east of intersection of Virginia Highway 16 and U. S. Route 211 in Sperryville. Drive up dirt Piney Branch Road. At 5.3 m. take right fork across Piney Branch at junction of blue-blazed Piney Branch and North Fork Trails. Cars may be left .18 m. farther, where a well-worn dirt road turns sharply uphill to the right. The Piney Ridge and Piney Branch Trails diverge in .43 m.; they are alternative routes to the shelter, the Piney Ridge Trail is 4.14 m. and the Piney Branch Trail is 4.33 m. Because of more gradual climb and water, the Piney Branch Trail affords a very satisfactory approach to the shelter, while the Piney Ridge Trail, with its remarkable views south, is preferable for descent.

The view south from the shelter is unsurpassed in the Shenandoah National Park. The Marshalls, The Hogbacks, Big and Little Devils Staircases, Piney Branch, Overall Run and Matthews Arm, all points of exceptional interest, are readily accessible. See chapter, *SIDE TRAILS IN NORTHERN SHENANDOAH NATIONAL PARK*, and P. A. T. C. Trail Map of Shenandoah National Park (Northern Section).

#### Meadow Spring Shelter (Virginia)

This log cabin shelter, built in 1930, was donated to the Club by Mr. H. C. Anderson and Dr. J. F. Schairer. It is located near the northern end of the Central section of the Shenandoah National Park. This shelter is fitted with 6 single wooden built-in bunks with cotton felt mattresses and 12 blankets. It is equipped with dishes, tableware, cooking utensils, labeled canisters for staple foods, first aid kit, P. A. T. C. snake-bite outfit, lantern, dish towels, broom, ax and register. Supplies of matches, kerosene and soap are kept replenished. Cooking is done at a fireplace outside the shelter. (There is no stove in the shelter.) A spring is close by. There is a latrine and a designated dump for empty containers.

Meadow Spring Shelter is .3 m. east of The Appalachian Trail on the crest of the Blue Ridge, between Marys Rock and The Pinnacle. By trail it is 2.7 m. south from Thornton Gap and 7.15 m. north from Skyland. A graded side trail leads from The Appalachian Trail down to the shelter and thence .4 m. farther to the Skyline Drive, 2.1 m. by road from Thornton Gap (Lee Highway). This graded trail, known as the Buck Hollow Trail, which continues down Buck Hollow, constructed by the CCC in 1938, replaces the former blue-blazed Meadow Spring Trail.

Marys Rock, The Pinnacle and the Hazel Region are conveniently near and readily accessible from the shelter. See chapter, entitled *HIKES IN THE SKYLAND REGION*, and P. A. T. C. Trail Map of Shenandoah National Park (Central Section).

To reach Meadow Spring Shelter from Washington follow U. S. Route 211 (Lee Highway) 82 m. to top of Thornton Gap, thence take The Appalachian Trail or Skyline Drive to the intersection of graded side trail leading to the shelter. The distance by automobile road to the shelter is 84.1 m. from Washington.

Cars of parties going to the Meadow Spring Shelter, via the Skyline Drive are to be parked at the widening where the graded Buck Hollow Trail, from the A. T. leading past the Meadow Spring Shelter, crosses the Skyline Drive opposite the Hazel Fire-road (2.1 m. from Thornton Gap).

#### Rock Spring Shelter (Virginia)

The Rock Spring Shelter, built by the National Park Service in 1936, and operated by the Potomac Appalachian Trail Club as con-

cessionaire, is located in a ravine on the southwest slope of Hawksbill Mountain in the Central section of the Shenandoah National Park. This structure is similar in type to the other P. A. T. C. shelters and is a closed cabin, built of squared chestnut logs. It is of a most attractive design with an outside fireplace for cooking and is equipped with stove, mattresses, 12 blankets, cooking utensils and first aid kit, snake bite outfit, saw, ax and lanterns. Built-in bunks (4 double and 4 single) accommodate twelve people.

This shelter is reached by a graded side trail, leading west .17 m. from the Appalachian Trail, at a point 4.3 m. south of Skyland and 1.88 m. north of Fishers Gap.

The nearest automobile approach is from the Spitler Knoll Parking Overlook (16 m. from Panorama on U. S. Route 211 on the Skyline Drive); from Parking Overlook, follow graded side trail west 50 yds.; then turn right (north) on Appalachian Trail for .6 m. to junction of side trail to shelter. (The Spitler Overlook is the recognized official parking place for cars coming to this shelter from the Skyline Drive.) Rock Spring is 50 ft. from shelter.

This shelter is located on the western edge of the Blue Ridge escarpment; there are fine views to the west; nearby is a cleared ski slope. This attractively located shelter affords a base for climbs of Hawksbill and Naked Top Mtns.

The distance by automobile road to this shelter from Washington is 98 miles.

#### Pocosin Shelter (Virginia)

The Pocosin Shelter, built by the National Park Service in 1937 and operated by the Potomac Appalachian Trail Club as concessionaire, is located east of the Skyline Drive on the east slope of the mountain where it is crossed by the Pocosin Fire-road at Kite's Deadening, near the southern end of the Central Section of the Shenandoah National Park. This structure is a closed, locked cabin, built of squared chestnut logs. It is rectangular in shape, with an outside fireplace for cooking and is equipped with stove, mattresses, 12 blankets, cooking utensils, first aid kit, snake bite outfit, saw, ax and lanterns. Built-in bunks (six double bunks) accommodate twelve people.

This shelter is reached by the Pocosin Fire-road from its crossing of The Appalachian Trail at a distance of 10.5 miles south from Fishers Gap and 6.3 miles north from Swift Run Gap; it is located .1 m. east (down) on the fire-road from the Appalachian Trail. The spring is 250 ft. south of the shelter.

The shelter is attractively located, commanding a wide view to the east over the Conway River Valley, with an unbroken forest cover.

The nearest automobile approach is from the Skyline Drive at its intersection with the Pocosin Fire-road (27.7 m. from U. S. Route 211 at Thornton Gap (Panorama) and 10.5 from Fishers Gap via Skyline Drive). This locality may also be reached from Swift Run Gap (see next section for approach to Swift Run Gap); it is 6.3 m. north on the Skyline Drive to the Pocosin Fire-road from Swift Run Gap. Cars must be parked at designated parking area on the Pocosin Fire-road, 200 yds. beyond junction of Skyline Drive and Pocosin Fire-road.

*Do not drive down the Fire-road beyond designated parking place.*

The distance to this shelter by automobile road from Washington is 109.7 miles.

### Doyle River Shelter (Virginia)

The Doyle River Shelter, built by the National Park Service in 1936-7 and operated by the Potomac Appalachian Trail Club as concessionaire, is located on a jutting ledge in a deep ravine of the headwaters of Doyle River, north of Browns Gap, in the Southern Section of the Shenandoah National Park. This structure is similar in design to the Rock Spring Shelter and is a closed cabin, built of squared chestnut logs, with an outside fireplace for cooking, and is equipped with stove, mattresses, 12 blankets, cooking utensils and first aid kit, snake bite outfit, saw, ax and lanterns. Built-in bunks (four double and four single) accommodate twelve people.

This shelter is reached by The Falls Trail, which leaves The Appalachian Trail 9.07 m. south of Simmons Gap and 2.13 m. north of Browns Gap; the shelter is .25 m. distant on the side trail. The automobile approaches to this shelter are from the Skyline Drive or from Browns Gap on the east. Except when there is dense fog on the mountain, the Skyline Drive offers the preferable all-weather approach to the shelter, although the views from the Browns Gap Road are very fine. There is a prolific growth of redbud along the road.

To reach the Doyle River Shelter via the Skyline Drive, go to Swift Run Gap (118 m.) via U. S. Route 211 to Warrenton (47 m.); U. S. Route 29 to Ruckersville via Madison and Culpeper (54 m.); U. S. Route 33 (former Va. Highway 4) to Stanardsville (7 m.) and U. S. Route 33 to Swift Run Gap (10 m.). From Swift Run Gap follow Skyline Drive south for 15.9 m. to widening on east side of Skyline Drive, .1 m. north of the Doyle River Shelter Parking Overlook on the west side of the road. *Leave cars here.* From this point, follow graded The Falls Trail across low grassy sag, crossing, in 200 ft. The Appalachian Trail. Continue down The Falls Trail, reaching the Doyle River Shelter in .25 m. farther.

To reach the Doyle River Shelter via the Browns Gap Road, follow the following route: The distance from Washington to Browns Gap, 130.4 miles or 125.4 miles: U. S. Route 211 to Warrenton (47 m.); U. S. Route 29 to Ruckersville via Madison and Culpeper (54 m.); U. S. Route 33 to Stanardsville (7 m.) (use of dirt Va. Highway 230 from 2 miles south of Madison to Stanardsville saves 5 miles); U. S. Route 33 for 1.3 m. west of Stanardsville, Va. Highway 230 to Doyle River Road (17.7 m.), Browns Gap Road (4 m.).

The road (3.6 m.) from Bruce's in Browns Cove to the Parking Place, where The Falls Trail crosses the Browns Gap Road, while rough, has a hard base and is passable by car, except under extremely adverse weather conditions. After heavy rains, the ford at the upper end of Browns Cove (home of Mrs. Pierce Bruce) may be impassable; this situation should be borne in mind if storms occur after parties have gone to the shelter. Chains should *always* be carried. After heavy rains, although longer, a preferable route to Browns Cove is the lower end of Va. Highway 230, from Crozet (U. S. Route 250) through Doylesville and Mountfair on Va. Highway 230.

As an alternative to the use of the Browns Gap Road on the east side of the mountain a considerably better road up the mountain (although involving longer driving distance from Washington) is the approach to Browns Gap from the west. Drive to Port Republic on Va. Highway 340 (use road directions under Sexton Shelter). Here make inquiries for road to Browns Gap. From crest of ridge cross Skyline Drive and continue down east slope of mountain over less-used dirt road for a distance of 1.7 m. to where The Falls Trail and

Doyle River cross the Browns Gap Road. From here it is .6 m. (steep ascent) up The Falls Trail to Doyle River Shelter. An alternative route from Browns Gap is to drive north on the Skyline Drive for approximately 2 m. to where the Falls Trail crosses the Skyline Drive. (See directions for Skyline Drive approach to Doyle River Shelter.) *Persons unfamiliar with the terrain should not attempt to reach the shelter by the Browns Gap Road after dark.*

This structure is conspicuously located. The spring is located 350 ft. south of the shelter on The Falls Trail. To the south is a fine view of Cedar Mountain, Via Gap, Pinestand Mountain and Blackrock. The Falls Trail, leading past Upper and Lower Falls on Doyle River and up Jones Run past its cascades, back to The Appalachian Trail, 1.3 m. south of Browns Gap and thence back to the shelter, affords a splendid circuit hike from the shelter. Blackrock and Trayfoot are other interesting localities.

The distance to this shelter by automobile road from Washington is 133.9 miles.

#### Kennedys Peak Shelter (George Washington National Forest, Va.)

This shelter is a small stone structure, formerly used as a fire lookout station, located on the very summit of Kennedys Peak (app. 2,500 ft.). This mountain is the prominent sharp cone on the northern half of the eastern rim of the two parallel ranges of the Massanutten Mountains. By reason of its mountain top location, it commands an extraordinary and wide panoramic view; to the east is the Page Valley and the Blue Ridge; to the west it overlooks the narrow Powells Fort Valley and the headwaters of Passage Creek. (This locality is the site of much of the story of *Action at Aquila* by Hervey Allen.) The Massanutten Range is a part of the George Washington National Forest and the ridge crest trails along these parallel ridges, with their abrupt termini, in Signal Knob, Richardson Knob and The Peak, are of much interest. Where Passage Creek emerges from Powells Fort Valley, at the north end of the Massanutten Range, is the Forest Service Elizabeth Furnace Campground.

By reason of the small size, the accommodations at this shelter are very limited. It accommodates three. It is equipped with three folding steel bunks with single mattresses, stove, ax and minimum cooking equipment. There is no spring at the shelter; water must be brought by parties using the shelter. Rainwater is caught from the roof and contained in a covered rain-barrel.

For maps, obtain U. S. G. S. Luray Quadrangle (1905) and Forest Service George Washington National Forest Map, and Pictorial Map of the George Washington National Forest (Northern Portion); see also National Park Service Map of Shenandoah National Park (North Half), 30c.

The Kennedys Peak Shelter is most accessible by narrow dirt road (Va. Highway 266) from Luray (6.9 m.) to the crest of the ridge. (Luray is 91 m. from Washington via U. S. Route 211.) From where road crosses crest of ridge (cars are left here), it is 2.6 m. by trail to the shelter.

*Road directions are:* In Luray, .5 m. west on U. S. Route 211 from the intersection with paved Va. Highway 12, follow Va. Highway 266 northwest from its junction with U. S. Route 211. Follow Va. Highway 266 to west side of South Fork of Shenandoah River where it turns south; here follow Forest Service road on the mountain. (There are several turns, not all marked; use care.) Detailed directions are:

Leave U. S. Route 211 (0 m.). Road is hard-surfaced for short

distance. Turn left at .1 m. Turn right at 1.2 m. and turn left .2 m. farther. Turn left at 2.4 m. Cross, at 3.3 m., the South Fork of the Shenandoah River. At 3.9 m. turn right on Forest Service road, leaving Va. Highway 266 to left. (*Important.*) At 4.3 m. pass Forest Service boundary with roads downhill to right. Reach crest of mountain at 6.9 m. Park cars here and turn north on trail to Kennedys Peak Shelter.

From the crest of the ridge, the dirt road descends into Powells Fort Valley, where one fork leads to Edinburg on U. S. Route 11. The other fork leading north through the valley affords an interesting return route to Washington via Va. Highway 55 through Riverton and Front Royal to Gainesville on U. S. Route 211.

The distance to this shelter by road from Washington is 98 miles.

*Trail directions are:* From highway (0 m.) follow wide old road with gradual ascent. After slight sag, at 1.34 m., trail ascends and, at 1.45 m., descends to 1.51 m.

At 1.67 m. trail turns left, slabbing peak over narrow trail with rough footway, ascending steadily. At 2.34 m., turn sharp right, ascending steeply and reach Kennedys Peak Shelter at 2.6 m. (Left fork, at 2.34 m., is continuation of ridge crest trail, extending north along mountain. It is 3.56 m. farther to Hebron Gap, where dirt road leads west app. 2.5 m. to Fort Valley and 8.41 m. farther from Kennedys Peak side trail to dirt road, which leads west 2.25 m. to Detrick in Fort Valley.

### Wolf Gap and Sugar Knob Shelters

(George Washington National Forest, Virginia)

#### I

#### GENERAL INFORMATION

These two shelters afford access to an interesting section of the northern part of the George Washington National Forest. The Wolf Gap Shelter is located at Wolf Gap on North Mountain in the Allegheny Ranges, 12 miles west of Edinburg. It is reached by a partly-paved all weather road from Edinburg, Virginia, or from Wardensville, West Virginia.

The Sugar Knob Shelter is 6.75 miles north of Wolf Gap on the southeast slope of Sugar Knob (app. 3,200 ft.). Sugar Knob (Mill Mtn. on U. S. G. S. Woodstock Quadrangle) is located on North Mountain, where the Hardy-Shenandoah County Line turns east at the headwaters of Little Stony Creek (app. 2,750 ft.) on the Virginia-West Virginia Line. There are four trail approaches to it. From Wolf Gap there is an interesting trail of 6.75 miles over North Mountain. The shortest route is from Wilsons Cove, on the north (approached from Wardensville); cars may be driven to within 3 miles of the Shelter.

The two shelters may well be considered together when planning trips into this region or for circuit trips. Because of the distance by trail to the Sugar Knob Shelter, parties bound for it late in the day are advised to use the Wolf Gap Shelter and proceed to Sugar Knob the next day.

There is much of interest in this region. See *BY THEIR TRAILS YE SHALL KNOW THEM*, by H. W. Gordon, April, 1937, P. A. T. C. *Bulletin*. The Big Schloss, 2 1/3 miles north on the trail to the Sugar Knob Shelter, is a spectacular formation and affords rock climbing. Nearby are the remains of the old Columbia, Liberty and Van Buren Furnaces. Fine views are had from the knob immediately north of the

shelter (1 m.). Beyond Wolf Gap the road continues down Trout Run into West Virginia, past the Half Moon Trail, through the Alleghenies. Lost City is an interesting locality. See U. S. G. S. Woodstock Quadrangle, U. S. Forest Service George Washington Map; U. S. Forest Service Lee Ranger District Map; and Pictorial Map of the George Washington National Forest (North Section). (The Forest Service Maps may be had upon application to the Forest Supervisor, Harrisonburg, Virginia, or from the U. S. Forest Service, Region 7, Victor Building, Washington, D. C.)

Trails to other interesting localities are being developed from the Wolf Gap Shelter.

## II

### Wolf Gap Shelter—Description and Location

This is a one-story rustic cabin built for use in connection with the former CCC Camp at Wolf Gap, where the road between Edinburg, Virginia, and Wardensville, West Virginia, crosses North Mountain. (See below road directions.) It is equipped with bunks and mattresses for 7 people, utensils and dishes for 12, saw, ax and lanterns. It has an inside fireplace with a grate for cooking. This shelter is *not* supplied with blankets. Fire-fighting tools are stored in the shelter in accordance with Forest Service regulations. Water is secured from a spring in the edge of the woods just east of the site of the demolished CCC Camp immediately north of the road.

## III

### Sugar Knob Shelter—Description and Location

This shelter is situated in the sag between Sugar Knob and North Mountain at the headwaters of Little Stony Creek. It was originally built in 1920 for use in connection with the Paddy Mountain and Half Moon firetowers. The shelter is a small stone cabin about 10 feet square. It is furnished with a stove, 4 single folding bunks with mattresses, 8 blankets, ax, saw, lantern, with utensils and dishes for a party of 6. Fire-fighting tools are stored in the shelter.

Water is secured from a spring a short distance down the trail from the shelter. (Little Stony Creek, of which this spring is the headwaters, is in the watershed which supplies Woodstock, Virginia. To prevent possible contamination, shelter users are cautioned to leave no refuse in the drainage area adjacent to the shelter. The garbage pit and toilet are over the brow of the hill above the shelter on the watershed draining north.)

## IV

### Highway Approaches

#### A

#### *Wolf Gap Shelter*

1. *Via Edinburg* (116 m.). From Washington, D. C., the shortest approach is via Edinburg on U. S. Route 11. It is 103 miles from Washington to Edinburg.

Road directions for Wolf Gap Shelter are: From Edinburg (0 m.) on U. S. Route 11, follow paved road west (Va. Highway 275) between filling station and bank. (Forest Ranger's office is located in Edinburg; secure fire permit here if you expect to build fires other than at shelters.) At 2.4 m. at Lantz Mills take left fork. (Right, Va. Highway 679, leads to Woodstock.) At 5.85 m. pavement ends. Cross bridge at 5.9 m. In Columbia Furnace, site of old iron industry, at 6.4 m. turn right. At 6.6 m. cross Stony Creek, then turn



left on Va. Highway 261. At 8.95 m. keep left fork. (Right is Little Stony Creek approach to Sugar Knob Shelter (passable by automobile for 1.1 m.). At 9.5 m., cross Little Stony Creek. At 9.65 m. take right fork. (Left leads to Liberty Furnace, and to swimming hole on Camp Strawderman road.) At 11.35 m. continue ahead where road to left leads 1.5 m. to Liberty Furnace. Reach Wolf Gap at 13 m. To reach shelter turn left for 250 yds. into wood road. Cars are parked at site of abandoned CCC Camp in Wolf Gap.

2. *Via Wardensville* (118 m.): See approach to Sugar Knob Shelter, *infra*.

## B

### *Sugar Knob Shelter*

1. *Via Wardensville, Winchester and Gore* (111.4 m.): This route is the shortest road and trail approach (Peer Trail—3 m.) to the Sugar Knob Shelter. From Washington (0 m. at Key Bridge) follow Lee Highway and U. S. Route 50 through Winchester to Gore (82.4 m.). Continue beyond Gore on U. S. Route 50 to junction with Va. Highway 275 at 83.3 m. (.9 m. from Gore, and just beyond Gulf service station on Route 50); here turn left on Va. Highway 275. At 87.8 m., at Y-junction, continue south. Highway enters West Virginia and becomes W. Va. Highway 23 just south of this junction. Reach Wardensville, West Virginia, at 103.9 m. (Note when going north from Wardensville to U. S. Route 50: the Y-junction on Va. Route 275, mentioned above, is not well-marked for north-bound traffic; it is a right turn from the main road at 16.1 miles north of Wardensville.)

From Wardensville this route continues to Wilsons Cove. In Wardensville (0 m.) go east on the side road that leaves W. Va. Highway 23 about 100 yds. north of Esso service station; this road leads past ball park and is marked by "Ball Park" arrow on telephone pole. At .9 m. turn right, following forest service sign to Wilsons Cove. This is a forest service road, narrow but well-surfaced; it follows the general course of Waites Run. At 7.5 m. reach end of road in Wilsons Cove. (Warden George Wilson's home is just out of sight around hill to left; cars should be parked so as not to block roadways.) See data on Peer Trail for continuation of this route to the Sugar Knob Shelter.

2. *Wolf Gap via Wardensville* (118 m.): Continue south through Wardensville for several blocks to the point where W. Va. Highway 23 turns right at Hotel Warden. At this point turn left into the road to Edinburg, reaching Wolf Gap at 117.9 m. Wolf Gap Shelter is 250 yds. south (right) from the highway in Wolf Gap.

*The Half Moon Trail* comes out to the Wardensville-Wolf Gap Road at 7.8 m. from Wardensville and 6.2 m. from Wolf Gap.

3. *Via Wolf Gap via Edinburg*: See road approach to Wolf Gap and *North Mountain and Little Stony Creek Trail* data.

## V

### Trail Approaches

## A

#### *Trails in the Vicinity of Wolf Gap and Sugar Knob Shelters*

The Sugar Knob Shelter lies in the saddle between North Mountain and Sugar Knob (Mill Mtn. on U. S. G. S. Woodstock Quadrangle). The Shelter is 250 ft. south of the intersection of four trails,

which afford an approach to the shelter and may be combined to provide a variety of hikes.

*The North Mountain Trail*, from Wolf Gap north to Sugar Knob (6.75 m.), is the most direct trail route between the Wolf Gap and Sugar Knob Shelters. *The Little Stony Creek Trail* is a valley trail approximately paralleling the North Mountain Trail; it commences near the junction of Little Stony Creek with Stony Creek at the Edinburg-Wolf Gap Road, and follows the course of Little Stony Creek to Sugar Knob (7 m.). *The Peer Trail*, leading south from Wilsons Cove, is the shortest and easiest approach to Sugar Knob Shelter from an automobile road (3 m.). *The Half Moon Trail* runs easterly from the Wardensville-Wolf Gap Road (4.22 m.) to Sugar Knob, up North Mountain by a fairly steep course; a loop trail leads from it over to Half Moon Lookout Station.

The routes to the Sugar Knob Shelter from the south and from the Wolf Gap Shelter are along the crest of North Mountain or by a parallel route, to the east, up the west side of Little Stony Creek. The distances by the ridge route and the valley route are 6.8 m. and 7 m., respectively. Cars may be driven 1.13 m. up the Little Stony Creek route—rough dirt road. There is little choice between the two routes. The North Mtn. Trail ascends very steeply at first, but affords fine views and passes a most interesting feature in the Big Schloss; the footway is rough in places with ascents and descents. The Little Stony Creek Trail has a good footway in a pleasant forest growth and a very gradual ascent until the last two miles. These trails are marked only at intersections. Allow 3 hours at least for the trip on the trail. *Under no circumstances should persons unfamiliar with the terrain attempt either route unless there is ample time to reach the shelter before dark.*

Detailed trail data follow:

### B

1. *Peer Trail: Wilsons Cove to Sugar Knob Shelter* (3 m.). This trail is marked with blue paint blazes in the lower part where it goes through open fields and by signs elsewhere.

From the end of the Forest Service road in Wilsons Cove (0 m.) turn right, crossing foot-bridge over stream. For the first .7 m. keep to left of stream, following wagon track closest to stream. At .7 m. cross third gate; leave open fields and enter woods. (At .84 m., back of board shed and 50 yds. to left of road, is White Sulphur Spring; not drinking water.) At .89 m. keep right on main wagon road. Cross foot-bridge over stream at 1.04 m. At 1.06 m. turn right off main wagon road. At 1.16 m. turn right, following road that skirts field; keep to right of snake fence. Cross another road at 1.32 m., still skirting field. Trail ascends gradually along wood road; steeper ascent into Sugar Knob Saddle begins about 1.75 m. Last part of route is over a narrow footpath, portions of which are fairly steep.

The four-way junction in Sugar Knob Saddle is reached at 2.97 m. Sugar Knob Shelter is 250 feet south of this point. (The Little Stony Creek Trail continues down past the shelter. The trail to the right (west) is the North Mountain and Half Moon Trail.)

2. *North Mtn. Trail to Sugar Knob Shelter* (6.75 m.). From highway at Wolf Gap (0 m.), continue north on trail. Trail ascends very steeply for .75 m. on old road. At .92 m. pass viewpoint. Along ridge crest are spectacular views. Take left fork, at 2 m., slabbing west side of Big Schloss (German for "castle"). (Right is detour (.3 m.) over the Big Schloss, jagged projecting rocks, which should

not be overlooked. *Use extreme care here.* Descent on spectacular north side is dangerous.) At 2.16 m. old tanbark road (opened in 1914) ends; beyond continue on trail. At 2.34 m. route over the Big Schloss comes in on right.

At 2.9 m. pass crosstrail. (To right leads down to Little Stony Creek.) At 3.05 m. keep right fork. (Trail to left leads 1.33 m. to farmhouse and road in Trout Run Hollow.)

Pass on right at 3.45 m., and 100 yds. to left, at 3.8 m. conspicuous rocks on ridge crest. Trail slabs east side of ridge crest, ascending, then descends. Route is rough here. From sag, at 4.3 m., commences long steady ascent of 1.2 m. At 4.75 m., pass on right fine walled-in *Sandstone Spring*. Beyond, ascend steeply to 5.5 m. on rough trail through scrub oak. On crest, at 5.65 m., trail to left leads 50 yds. to old triangulation tower. Beyond, descend through sparse timber.

At 6.2 m. turn sharp right (east). To left trail leads 3.7 m. to Wardensville Highway and Half Moon Lookout. Descend gradually. Pass short cut to shelter (250 ft.) at 6.7 m. Reach crosstrails in sag at 6.75 m. Shelter is 250 ft. right downhill. *See last paragraph of Little Stony Creek approach.*

2A. *North Mtn. Trail from Sugar Knob Shelter to Wolf Gap* (6.75 m.). From crosstrail, 250 ft. north of Sugar Knob Shelter, go west, ascending gradually. Short cut (250 ft.) from shelter comes in on left in 250 ft. Ascend gradually. At .52 m. go through Gateway Rock.

On crest, 150 ft. beyond, *turn sharp left* (south) along ridge. (Ahead leads 3.7 m. to Wardensville Road and to Half Moon Lookout.) Ascend through sparse timber. On crest, at 1.1 m., trail to right leads 50 yds. to old triangulation tower. From 1.25 m. descend, with views west, through scrub growth over rough trail. Trail makes long descent for 1.2 m.

Pass, at 2 m., fine walled-in *Sandstone Spring* on left of trail. Beyond, trail descends less steeply to 2.45 m., then slabs east side of ridge, ascending. Pass, 100 yds. to right, at 2.95 m. and 3.3 m. on left, conspicuous rocks on ridge crest.

At 3.7 m. trail comes in on right. (Leads 1.33 m. to Trout Run.) At 3.85 m. trail leads left down ridge to Little Stony Creek. Ahead are views of Big Schloss. At 4.41 m. trail slabs around west side of Big Schloss (German for "castle"); spectacular rock formation. Route up north face is dangerous; use extreme care; spectacular view from top. Trail on top rejoins main route in .3 m.)

At 4.75 m. trail from Big Schloss comes in on left. Descend, then ascend gradually on old tanbark road (opened in 1914). Road affords extraordinary views from narrow crest. From app. 6 m., descend very steeply on well-worn road. Reach Wolf Gap at 6.75 m. (site of abandoned CCC Camp; fine *spring* on east side of campground). Edinburg on U. S. Route 11 is 13 m. east on dirt all-weather road; road is paved beyond crossing of Stony Creek.

3. *Little Stony Creek Trail to Sugar Knob Shelter* (7 m.). On Va. Highway 261, at distance of 8.95 m. from U. S. Route 11 in Edinburg, take right fork. Follow worn dirt road. Cross Little Stony Creek at .35 m., with worn road coming in on left at .4 m. (Leads .5 m. back to highway at its crossing of Little Stony Creek.) Follow old road up west side of Little Stony Creek. At 1.03 m., at mailbox, is road to right to stream. (*Cars should be left here.* Beyond, road is extremely rough.) At 1.21 m. take less-worn *right* fork,

close to creek. (Left fork passes house and comes into Wolf Gap Road.) Road is shaded by pine and hemlock and affords pleasant walk with gradual ascent. At 1.85 m. pass concrete building (part of Woodstock Reservoir Works). At 2.1 m., 350 ft. beyond intake dam, take left fork. Worn wood road comes in on left at —m. (Leads app. 2 m. to North Mtn. Trail at a point 2.9 m. north of Wolf Gap.) At 2.92 m. faint wood road goes off left; opposite on Paddy Mtn. is view of Little Schloss.

At 3.6 m. bear left and ascend more steeply. Beyond, trail is rougher and less worn. At 4.6 m. cross semi-open glade. Beyond 5.65 m. road narrows into trail and ascends steeply by switchbacks, then slabs east slope of North Mtn. above Little Stony Creek. Ascend steep trail through scrub timber, crossing stream twice. Pass, at 6.91 m., shelter *spring* on right. Reach, at 7 m., in broad sag, Sugar Knob Shelter.

Two hundred and fifty feet beyond shelter, reach crosstrail. (North leads 3 m. to Wilsons Cove: fine view north here. To left leads 6.75 m. to Wolf Gap and 4.22 m. to Wardensville Road. To right leads 1 m. over Sugar Knob into a sag with crosstrails and ascending, in 1 m. farther, leads to site of blown-down Paddy Mtn. firetower, and then leads west down mountain to Wilsons Cove. Data are: From crosstrail (0 m.) on west slope of Sugar Knob, ascend. At 2 m. cross summit of Sugar Knob with swale on left. Descend steeply to pronounced gap at .97 m. with north and south crosstrail. (See U. S. G. S. Woodstock Quadrangle.) Ascend gradually on wide old road with views west. On level crest, at 2.06 m., trail to left leads 150 yds. to blown-down lookout tower. Descend. At 2.4 m. road bears left (west) from crest, descending steeply.

### 3-A. *Sugar Knob Shelter to Va. Highway 261 via Little Stony Creek Trail.*

In going from the shelter down Little Stony Creek, no forks are encountered and trail route presents no difficulties, except, when within .5 m. of highway, take better-worn left fork, crossing Little Stony Creek.

4. *Half Moon Trail—Wardensville Road to Sugar Knob Shelter* (4.22 m.). For road approaches, see *ante*. This trail is marked by signs at junction points. When enroute to Sugar Knob Shelter via the Wardensville Road, note the highway mileage at Wolf Gap or Wardensville as an aid in locating the trail, marked by a Forest Service signpost. This trail is quite steep; the Peer Trail from Wilsons Cove is preferable when packing supplies up to Sugar Knob Shelter.

From Wardensville Road (0 m.) follow old road which leads into graded trail, with telephone line. Pass sawmill site at .47 m. and old clearing at .78 m. Trail ascends steeply. At 1.76 m., where telephone line turns left, continue ahead on main trail. (Rough trail, following telephone line, is an alternative approach of .56 m. to Half Moon Firetower: very steep.) At 2.2 m. turn sharp right. (Left leads app. .5 m. to Half Moon Firetower; extraordinary view; this side trip very much worthwhile.) At 2.41 m. faint trail comes in on right. Pass crosstrail at 2.93 m. and *spring* at 3.06 m. At 3.68 m., on crest of ridge, North Mountain Trail comes in on right. Descend gradually. Pass short cut to shelter (250 ft.) on right at 4.15 m. Reach crosstrail in sag at 4.22 m. See last paragraph of *Little Stony Creek Approach*.

4-A. *Half Moon Trail—Sugar Knob Shelter to Wardensville Road.* From the four-way junction 250 ft. north of Sugar Knob Shelter (0

m.), go west across the saddle toward the crest of North Mountain. Pass the North Mountain Trail junction at .52 m.; continue west, downhill. Trail affords some fine outlooks. A good *spring* is located beside the trail at 1.14 m.

Pass Forest Service crosstrail at 1.27 m. Continue along ridge. Take right fork at 1.81 m. At 2 m. turn sharp left. (Ahead trail leads steeply app. .5 m. to Half Moon Lookout; extraordinary view; trip should not be overlooked.) At 2.46 m. telephone wire and trail (.56 m. from Half Moon Firetower) come in on right; just beyond faint fork comes in on left. From this point down to the Wardensville Road, trail follows the telephone line; lower part is over a wood road. Pass old clearing at 3.44 m. and sawmill site at 3.75 m.

Cross Trout Run at 4.2 m. and reach the Wardensville-Wolf Gap Road at 4.22 m. Wardensville is 7.8 m. right (north) on this road. Wolf Gap Shelter is 6.2 m. left (south).

### Sexton Shelter (Virginia)

(George Washington National Forest)

This shelter is a closed log cabin with an outside fireplace. It accommodates 12 people. There is also an inside stove. It is located approximately 1/3 mile below the crest of Shenandoah Mountain, 2.4 miles north of the crossing of U. S. Route 250 at the headwaters of Jerrys Run, a fork of Ramseys Draft. This region is noted for its splendid growth of hemlock and the shelter is adjacent to a well-developed trail system. The shelter was built in 1937 from the proceeds received from the State of Virginia in the condemnation proceedings of the original Sexton Shelter, located in the Shenandoah National Park. (This shelter, the gift of Dr. Roy Lyman Sexton and Mr. Thomas P. Hickman, was the initial shelter on The Appalachian Trail south of the Susquehanna River.) It is fully equipped with mattresses (4 double and 4 single bunks), 12 blankets, cooking utensils, first aid kit, snake bite outfit, ax, saw, lantern and dishes. Fire-fighting tools are stored in the shelter. This is the largest Shelter constructed by the Club; it is particularly well built in a most interesting region. By reason of the distance from Washington, it is suggested that the allowance of at least two days for the visit to this region will be much more satisfactory than an overnight trip.

*Persons unfamiliar with the route to Sexton Shelter are cautioned against trying to reach the shelter after dark. Allow at least seven hours for the trip.* Parties leaving Washington in the late afternoon are advised to use Pocosin Shelter enroute, continuing to Sexton Shelter the next morning.

For maps, obtain U. S. G. S. Staunton and Monterey Quadrangles and the George Washington National Forest Map (1932), or the folder map of the George Washington National Forest, issued in 1936 (in less detail).

#### Road directions:

The best route is by U. S. Route 211 to New Market and then by U. S. Route 11 to Staunton (148 miles); it involves a total driving distance of 173.3 miles. (On the outskirts of Staunton take the *right fork* of U. S. Route 11.)

An alternate route from Harrisonburg to Churchville via Virginia Highway 242, although somewhat narrow and winding, is *10 miles shorter* than the route via the Lee Highway to Staunton. The route via Virginia Highway 55 and U. S. Route 211 through Stras-

burg is *app. 12 miles longer* than the route through Harrisonburg and Staunton.

Another route to Staunton is via U. S. Route 211 to Thornton Gap (82 m.) and Skyline Drive (34 m.) to U. S. Route 33 in Swift Run Gap. From junction of Skyline Drive and Spotswood Trail (0 m.), continue west on U. S. Route 33 to Elkton (7 m.). At 8.6 m. west of railroad tracks in Elkton (14.6 m.) turn left on Va. Highway 340, leaving U. S. Route 33 which continues *app. 10 m.* to Harrisonburg. Follow Va. Highway 340. Go through Port Republic, turning right at 22.3 m. Cross main street in Grottoes at 24.4 m. At 26.7 m., with filling station on right, turn right from Virginia Highway 340. (This is the "Short Route to Skyline Drive," from the Lee Highway, unnumbered route.) In Weyers Cave, 30.2 m., turn left. At Conoco filling station, 33.2 m., turn left into U. S. Route 11. Pass through Mt. Sidney at 33.8 m. Reach junction of U. S. Routes 11 and 250 in Staunton at 43.2 m. By this route Staunton is 159.2 m. from Washington. This route is *app. 11.2 m.* longer than via New Market and Harrisonburg (148 m.) and is a slower road. (This would be the route, however, if Pocosin Shelter is used enroute to Sexton Shelter.)

From Staunton via Charlottesville, Madison, Culpeper, and Warrenton, Washington is 156 m.

From Staunton (148 m.), go west on paved U. S. Route 250 for 23 m. At marked dirt side road (171 m. from Washington) to Ramseys Draft CCC Camp, turn right (north) on dirt road, passing through CCC Camp in .4 m. Cars may be driven north for a distance of 2.3 m. on Forest Service Road up Ramseys Draft to junction with Jerrys Run Trail. *Here leave car.* (Ramseys Draft has never been lumbered and contains a very dense growth of primeval timber. Its headwaters are in the Forest Service primitive area.) There are several fords along this road, which have been paved, but which might cause trouble in high water. From Ramseys Draft fire-road, follow graded trail up Jerrys Run, with extremely gradual ascent. Trail passes through mature forest growth and is a very easy walk. Reach lower clearing (old Jerry Place) at 1.7 m. where the shelter is located in a grassy opening near the head of the ravine.

In the event that the Ramseys Draft approach to the shelter is not used, continue from the road to the CCC Camp for 2.1 m. west on paved U. S. Route 250 to parking place at crest of Shenandoah Mountain. To reach shelter site, go north 2.4 m. on Shenandoah Mountain Trail to junction with Jerrys Run Trail and then downhill for .4 m. (Opposite this junction, trail leads west down mountain to Shaws Fork.)

From Sexton Shelter at 1.7 m. to reach the Shenandoah Mountain Trail on the crest of the ridge, bear right and continue to upper clearing at 1.85 m. at old stone foundations beside Lombardy poplar trees. (The elevation here is *app. 2,950 ft.*) From the upper clearing, trail continues with slight ascent to the crest of the mountain at 2.12 m. (Shenandoah Mountain Trail). Elevation here is 3,125 ft. To right it is 6 m. to Hardscrabble and 7.9 m. over Tear Jacket Mountain to the Forest Service Road between Briery Branch Gap and North River Valley on the crest of Shenandoah Mountain. To left, wide graded trail continues, with slight descent, for 2.4 m. to paved U. S. Route 250 at Highland County Line. (Elevation, 2,950 ft.; here are remains of old Confederate breastworks, used in battle of McDowell.)

From crest of U. S. Route 250, Shenandoah Mountain Trail con-

tinues south 22.8 m. over Tim and Wallace Knobs to dirt road, passable by automobile, in Scotch Town Draft.

Another interesting hike is through the Ramseys Draft Primitive Area from the end of the fire road, 1.9 m. beyond the Jerrys Run Trail, over Hardscrabble and to the Shenandoah Mountain Trail, app. 8 m.

Of the two approaches to the shelter, the Ramseys Draft route is the more interesting, and cars left at the end of the road are less likely to be molested. In the event of high water or difficulty with the fords, which have been paved, the approach from the top of the mountain can be used. This involves less climbing but is approximately .85 m. longer.

For a history of the locality of Sexton Shelter, see HISTORY OF SEXTON SHELTER SITE, P. A. T. C. *Bulletin*, October, 1937.

## LEAN-TOS

*No reservations are made for the use of lean-tos.* They are appropriated by hikers, on arrival, to the extent of the capacity of each structure.

## PENNSYLVANIA-MICHAUX FOREST

The Pennsylvania Department of Forests and Waters has built five sets of lean-tos along The Appalachian Trail in the Michaux Forest. These structures are of the open lean-to type, two to each set, with an open fireplace for cooking. Each is equipped with raised wire spring bunks, installed at the expense of the Trail Club. Each structure will accommodate two people. Persons using these structures must provide bedding and cooking utensils. From north to south these lean-tos are located at Tagg Run on the Piney Mountain section of the Trail (6.82 m. from Pine Grove Furnace and 1.18 m. from Penna. Highway 34); at Toms Run (3.57 m. from Pine Grove Furnace and 15.55 m. from Caledonia Park); at Birch Run (9.61 m. from Pine Grove Furnace and 9.51 m. from Caledonia Park); at Quarry Gap (16.78 m. from Pine Grove Furnace and 2.34 m. from Caledonia Park); and at Raccoon Run (1.9 m. from Caledonia Park and 13.1 m. from Penna. Highway 16).

One of the two lean-tos at Tagg and Toms Run, respectively, is equipped with an inside fireplace and two hinged single bunks.

The automobile approaches to these lean-tos, from north to south, are as follows:

The lean-tos on Tagg Run are most easily reached (.57 m.) from where the Trail crosses the hard-surfaced Hunters Run Road, .6 m. west of Penna. Highway 34. For drinking water at Tagg Run Lean-tos, go upstream from lean-tos on Tagg Run Road 150 yds., then turn west (right), crossing stream to *spring* 50 ft. west, following blue-blazed trail.

To reach the Toms Run Lean-tos, follow High Mountain Road north 1.3 m. from Pine Grove-Caledonia Road to its crossing of The Appalachian Trail; follow Appalachian Trail west 1.02 m.

To reach the Birch Run Lean-tos, follow Ridge Road east 2.4 m. from its intersection with the Milesburn Road, or follow Ridge Road 1.3 m. west from its intersection with the Arendtsville-Shippensburg Road, to its crossing of The Appalachian Trail at 8.65 m. on the latter from Caledonia Park. Here follow Appalachian Trail east .66 m. to reach the lean-tos.

The nearest automobile approach to the Quarry Gap Lean-tos is from the intersection of the Stillhouse and Ridge Roads; the lean-tos are 1.29 m. to the west on the Appalachian Trail.

The Raccoon Run Lean-tos are reached by following The Appalachian Trail southwest 1.9 m. from Caledonia Park on U. S. Route 30.

## PENNSYLVANIA-MONT ALTO FOREST

Three lean-tos were built on the Appalachian Trail in 1936 by the CCC under the supervision of the Mont Alto Forester. These lean-tos are built of creosoted chestnut logs, chinked with cement, and afford good protection against storms. Each shelter is equipped with raised wire spring bunks, installed at the expense of the Trail Club, accommodating 6 persons in each shelter.

From north to south these structures are located at Tumbling Run, East Branch of Little Antietam Creek and Mackie Run, respectively,



9.3 m., 10.04 m. and 14.63 m. from Caledonia Park on U. S. Route 30; and 5.8 b., 4.6 m. and .43 m., respectively, from where the Appalachian Trail crosses Penna. Highway 16 (original location).

The automobile approach to these lean-tos is as follows:

To reach the Mackie Run Lean-to, from the relocated Penna. Highway 16 (north of original route), follow The Appalachian Trail north 350 ft.; lean-to is 150 ft. to left. This structure is also reached by following The Appalachian Trail south from the dirt Beartown Road from its intersection with Penna. Highway 16 for .12 m. to junction of side trail to shelter with Appalachian Trail.

To reach Antietam Lean-to, drive to Old Forge via Glen Forney from Penna. Highway 16, west of Rouzerville. At east end of Forest Service campground, in white pine plantation, follow Appalachian Trail south .15 m. Shelter is on north bank of East Branch of Little Antietam Creek.

To reach the Tumbling Run Lean-to from Old Forge (see preceding paragraph), follow dirt automobile road to Waynesboro Reservoir (on The Appalachian Trail route). Leave automobile here and follow Appalachian Trail .55 m. uphill to prominent forks, then take blue-blazed trail leading left 250 ft. to lean-to on bank of Tumbling Run.

Drinking water for the Mackie Run Lean-to should be obtained at Bubbling Spring and for the Antietam Lean-to from the Old Forge Campground. Directions are posted in each lean-to.

## VIRGINIA

### *Shenandoah National Park*

*No reservations are made for the Park Service Lean-tos. They are appropriated by hikers, each to its capacity, in the order of their arrival.*

#### *Lewis Spring Lean-to*

Lewis Spring Lean-to is an open structure accommodating six people, located 350 feet down the Lewis Spring Trail from The Appalachian Trail on the west slope of the ridge. It is the first unit in the National Park Service system of shelters built along the Trail. There are no cooking utensils nor bedding available here. The shelter is equipped with wire bunks.

To reach this lean-to, follow Appalachian Trail south 2.53 m. from Fishers Gap, or 15.97 m. north from Swift Run Gap (116 m. via Skyline Drive or 117.4 m. via U. S. Route 33 from Washington, D. C.). The very scenic and interesting Lewis Spring Falls Trail, extending .85 m. steeply down the west side of the escarpment to a beautiful falls of the bridal veil type, is a delightful walk from this lean-to.

The nearest automobile approach to this lean-to is from the Skyline Drive, at its junction with the road to the Rapidan (19 m. from Thornton Gap via Skyline Drive) at Big Meadows Parking Overlook sign. From Parking Overlook on Skyline Drive, one-tenth of a mile south of this junction, go west, downhill, .1 m. on graded trail across open field to The Appalachian Trail. Go right (north) .1 m. on Appalachian Trail, then follow Lewis Spring Trail west (downhill) for .07 m. Lewis Spring is 1.67 m. north on the Appalachian Trail, from where it is crossed by the Skyline Drive in Milam Gap, 3.5 m. by road south of Fishers Gap.

#### *Big Run Lean-to*

This is an unequipped structure, similar to the Lewis Spring Lean-to. It is located on the west of the Skyline Drive and Appala-

chian Trail at the headwaters of Big Run, approximately west of the Doyle River Shelter. For the approach from the west see P. A. T. C. Trail Map of Shenandoah National Park (Southern Section). A trail is to be constructed down to this lean-to from the Skyline Drive and Appalachian Trail.

*Rip-Rap Lean-to*

This structure, similar to the Big Run Lean-to, affords a base for exploration of an interesting section of the southern Shenandoah Park. It is located in Rip-Rap Hollow, a wild and picturesque locality.

This shelter is reached from the Skyline Drive and Appalachian Trail by the Calvary Rocks Trail, which leaves the Appalachian Trail 2.54 m. south of Blackrock Gap. (Crossing of Skyline Drive is .7 m. north.) The distance to the shelter is app. 2.5 m. See SUPPLEMENT to GUIDE TO PATHS IN THE BLUE RIDGE for Calvary Rocks Trail data and P. A. T. C. Trail Map of Shenandoah Park (Southern section) for approaches from the west.

## INFORMATION ABOUT

## THE POTOMAC APPALACHIAN TRAIL CLUB

*and the section of The Appalachian Trail and side trails maintained by it is to be found in the following publications.*

These publications may be procured (postpaid) at the prices stated from The Potomac Appalachian Trail Club, Inc., 901 Union Trust Building, Washington, D. C.

## THE POTOMAC APPALACHIAN TRAIL CLUB

THE POTOMAC APPALACHIAN TRAIL CLUB AND ITS TRAILS. 4th ed., December, 1938. 44 pp. ----- \$ .25

Gives a brief summary of the Trail project, the Trail activities of The Potomac Appalachian Trail Club, and full description of shelters, location and approaches thereto, and shelter regulations. Chapter headings are: Foreword; The Potomac Appalachian Trail Club; The Appalachian Trail; Special Features along The Appalachian Trail (Susquehanna River, Penna., to Rockfish Gap, Va.); Shelters (General rules, closed shelters, lean-tos); List of Publications.

## EQUIPMENT

HIKING, CAMPING, WINTER SPORTS, AND TRAIL CLEARING EQUIPMENT. 44 pp., 6th ed. 1937 ----- .25

Lists hiking, camping and winter sports equipment, etc., primarily for use on The Appalachian Trail, giving brief description, weight, specifications, name and address of supplier, and price of each item. Contains the following chapters: Hiking and Camping Equipment; Suggested List of Minimum Equipment for camping trips on The Appalachian Trail; Trail Clearing Equipment; Trends in Materials and Designs for Lightweight Camping Equipment.

## TRAIL DATA AND DESCRIPTIVE MATERIAL

GUIDE TO PATHS IN THE BLUE RIDGE, 2nd ed., is out of print. Its contents, with the exception of the special articles on geology, trees, flowers, first aid and snake-bite treatment, and bibliography, are now available in the three following items:

SUPPLEMENT TO GUIDE TO PATHS IN THE BLUE RIDGE. 485 pp. 1937. ----- 1.25

Contains complete Trail data in both directions from the Susquehanna River, Penna., to Rockfish Gap, Va., and from north to south for the Trail from Rockfish Gap to the Tennessee line; and data on side trails; lists available maps, accommodations, mileages on the Michaux Forest Ridge Road and on the Skyline Drive, showing trail approaches; and describes a number of non-camping hikes.

PACKET* CONTAINING MAPS OF MARYLAND AND VIRGINIA	1.00
(Which may also be purchased separately at the prices indicated.)	
Highway Approaches to The Appalachian Trail.	
Potomac Section. 22" x 8½"	.25
Map 7. Maryland—North Half. 5½ in. x 16½ in.	.20
Map 6. Maryland—South Half. 5½ in. x 16½ in.	.20
Map 5. Harpers Ferry to Snickers Gap. 5½ in. x 12¾ in.	.20
Map 4. Snickers Gap to Chester Gap. 5½ in. x 12¾ in.	.20
Map 3. Shenandoah National Park—Northern Section.	
14 in. x 22 in. Two color contour.	.25
Map 2. Shenandoah National Park—Central Section.	
14½ in. x 22 in. Two color contour.	.25
Map 1. Shenandoah National Park—Southern Section.	
10 in. x 19 in.	.25
Rockfish Gap to Lee Highway (U. S. Route 11).	
9¼ in. x 17 in.	.25
Lee Highway to New River. 15½ in. x 16¾ in.	.25
New River to Va.-Tenn. Boundary (Damascus).	
10½ in. x 20½ in.	.25
THE POTOMAC APPALACHIAN TRAIL CLUB AND ITS TRAILS, the first item listed above	.25
THE APPALACHIAN TRAIL IN PENNSYLVANIA'S SOUTH MOUNTAIN.	
By Myron H. Avery	.10
<i>Supplement to P. A. T. C. Bulletin</i> , October, 1936. 12 pp.	
A descriptive account of the Trail features in southern Pennsylvania.	
ALONG THE APPALACHIAN TRAIL IN MARYLAND.	
By H. C. Anderson	.10
<i>Supplement to P. A. T. C. Bulletin</i> , July, 1934, 8 pp., with 1 p. supplement, January, 1936. The story of a three-day non-camping hike across Maryland.	
IN THE BLUE RIDGE MOUNTAINS OF VIRGINIA.	
By Myron H. Avery	.15
<i>Supplement to P. A. T. C. Bulletin</i> , January, 1936. 20 pp.	
A descriptive account of The Appalachian Trail from Harpers Ferry to the southern end of the Shenandoah National Park.	

### PERIODICAL PUBLICATIONS

BULLETIN, POTOMAC APPALACHIAN TRAIL CLUB. Each <i>Bulletin</i>	.15
Issued January, April, July and October, each year from January, 1932, to date. The majority of the issues prior to July, 1935, are out of print. Contains announcement of Club activities and trips; Trail information; and articles, descriptive and historical, relating to the region traversed by The Appalachian Trail. Usually 24 pp.	

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For *List of Publications relating to The Appalachian Trail*, send addressed stamped envelope to The Appalachian Trail Conference, Inc., 901 Union Trust Building, Washington, D. C.

\*If any of the above listed maps are omitted from the packet, it means that the supply of that particular map has been exhausted and that the new edition is not available; orders for the map packet are accepted on the understanding that all maps may not be available.

# MAPS

## ISSUED BY THE POTOMAC APPALACHIAN TRAIL CLUB

The following maps, which are arranged in a north to south sequence, are obtainable at the prices indicated from The Potomac Appalachian Trail Club, Inc., 901 Union Trust Building, Washington, D. C. The two twenty-cent maps may be purchased for 35c; any two of the fifteen-cent maps for 25c; or a packet of all the maps in print for \$1.00, postpaid. Stamps will be accepted in payment for amounts less than \$1.00, but only in denominations of three cents or less.

This list supersedes that given on page 43 of *The Potomac Appalachian Trail Club and Its Trails (Fourth Edition)*.

### General

Map	Highway Approaches to The Appalachian Trail— Potomac Section. 22 in. x 8½ in. -----	15c
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### Pennsylvania

Map 11.	Cumberland Valley. Preliminary edition: 19 in. x 10 in. -----	15c
Map 10.	Michaux State Forest—North Half. Preliminary edition: 16¾ in. x 12¼ in. -----	15c
Map 9.	Michaux State Forest—South Half. Preliminary edition: 15½ in. x 12 in. -----	15c
Map 8.	Mont Alto State Forest. Preliminary edition: 14 in. x 9 in. -----	15c

### Maryland

Map 7.	Maryland—North Half. 5½ in. x 16½ in. -----	15c
Map 6.	Maryland—South Half. 5½ in. x 16½ in. -----	15c

### Virginia

*Map 5.	Harpers Ferry to Snickers Gap. 5½ in. x 12¾ in. --	15c
*Map 4.	Snickers Gap to Chester Gap. 5½ in. x 12¾ in. ---	15c
Map 3.	Shenandoah National Park—Northern Section. Two- color contour: 14 in. x 22 in. -----	20c
Map 2.	Shenandoah National Park—Central Section. Two- color contour: 14½ in. x 22 in. -----	20c
Map 1.	Shenandoah National Park—Southern Section. Pre- liminary editions: 10 in. x 19 in. -----	15c
**Map	Rockfish Gap to Lee Highway (U. S. Route 11).	
**Map	Lee Highway to New River.	
**Map	New River to Virginia—Tennessee Boundary (Damascus).	

\*This map is practically obsolete by reason of fire-road construction and trail relocation. It will be replaced by a new edition early in 1940.

\*\*This map is out of print. The Appalachian Trail in this section is being relocated, because of the construction of the Blue Ridge Parkway. A new map will be issued after trail relocation has been completed.

SUPPLEMENT  
TO  
THE POTOMAC APPALACHIAN  
TRAIL CLUB AND ITS  
TRAILS

(Fourth Edition)



PAGE 21 (Substitute for Last Sentence of Fifth Paragraph)

Effective October 1, 1939, the following rates and charges shall be in effect for all of the closed shelters owned or operated by the Potomac Appalachian Trail Club, listed in the Fourth Edition of *The Potomac Appalachian Trail Club and Its Trails*, or any subsequent additions thereto:

For overnight use of such structures, on Friday, Saturday and Sunday nights, a charge shall be made of twenty-five cents (25c) per person per night for all Potomac Appalachian Trail Club members and guests accompanying such members. For overnight use of such shelters, on Monday, Tuesday, Wednesday and Thursday, there shall be no charge per night for Club members or for guests accompanying such Club members. For non-members, unaccompanied by Trail Club members, the charge shall be fifty cents (50c) per person per night for each night of occupancy.

PAGE 26 (Substitute for Lines 19-29)

Meadow Spring Shelter, Va.

The original Meadow Spring log cabin shelter, built in 1930 as the donation to the Club by H. C. Anderson and J. F. Schairer, has been replaced by a closed structure of squared chestnut logs, built by the CCC under the direction of the National Park Service in 1939. The new structure, located on the site of the old Meadow Spring Shelter, is similar in type to the Pocasin Shelter. It is rectangular in shape, with an outside fireplace for cooking and an inside stove. The structure is equipped in the same manner as the other shelters built by the National Park Service and operated by the Trail Club. It has six

double built-in bunks, accommodating 12 people. The shelter is equipped with 12 blankets, a complete supply of cooking utensils, saw, ax, lanterns, first aid and snakebite outfits.

The accessibility of this structure, which is within easy walking distance of the Lee Highway with available public transportation by bus, makes it particularly usable. The graded Buck Hollow Trail, which continues 3 m. down from the shelter across the Skyline Drive to the Lee Highway, affords an alternate route—preferably an exit—as well as an interesting trip.

For the approaches to this shelter, see page 26 of *The Potomac Appalachian Trail Club and Its Trails* (fourth edition).

## LEAN-TOS

Virginia

(INSERT PAGE 40)

### *Manassas Gap Lean-To*

This lean-to is located on The Appalachian Trail section between Ashby Gap (Paris) and Manassas Gap (Linden) at a distance of 8.5 m. from Ashby Gap and 3.8 m. from Linden, where a blue-blazed side trail leaving Va. Highway 55 at a point 2 m. east from Linden, joins The Appalachian Trail. The distance to the lean-to from Washington is 69 m.

This structure was built in 1939 by the Linden CCC Camp; the cost of the materials used in the construction was paid for by the Potomac Appalachian Trail Club. This structure is similar in design to the Mont Alto State Forest (Pennsylvania) lean-tos and was built according to the specifications of The Appalachian Trail Conference publication on Lean-tos (Publication No. 12). Built-in wire bunks furnish accommodations for 6 people. The spring is nearby. There is a toilet adjacent to the lean-to.

Apart from being a unit in the continuous chain of shelters along the Appalachian Trail, this structure affords a base for several interesting trips. Use of the Appalachian and the blue-blazed trails affords a circuit hike (7.5 m.) from Linden. High Knob, Rattlesnake Mtn., Big and Little Cobbler Mtns. are nearby. See Ashby-Manassas Gap section of *GUIDE TO PATHS IN BLUE RIDGE*.

The approaches to this lean-to are:

*By trail:* Follow Appalachian Trail north and east 3.8 m. from Linden (8.5 m. from Ashby Gap); a shorter route is to follow the blue-blazed trail leaving Va. Highway 55 two miles east of The Appalachian Trail in Linden for 1.6 m.; this involves a steep climb.

*By road:* From Linden follow fire-road (passable by automobile except after very heavy rains) for 4.1 m. north from Linden (7.65 m. south from Ashby Gap) to old wood road on right. Follow this road (blue-blazed) south for 1.1 m. to Appalachian Trail at old chimney in overgrown field. Here blue-blazed trail leads east 250 ft. to lean-to and spring. This side road (1.1 m.) is overgrown but cars may be driven down it in dry weather to the Appalachian Trail at the old chimney, where the blue-blazed trail comes in from Va. Highway 55 at a point 2 m. east of Linden.

*Mosby Lean-To*

This lean-to is the next structure in the chain of lean-tos along The Appalachian Trail south of the Manassas Gap Lean-to. It is similar in design and was built under the same arrangements. Built-in wire bunks accommodate 6 people. The spring is nearby. There is a toilet adjacent to the lean-to. The distance to the lean-to from Washington is 68 m.

The structure is located practically midway on the Appalachian Trail between Linden and Chester Gaps, on the crest of the long spur extending to the east from High Knob. High Knob to the west (no trail) and the long ridge running out to the east (with copper mine excavations located here), in addition to The Appalachian Trail, are points of interest.

In this locality was a small settlement known as Mosby, said to have been named because several of Mosby's rangers resided nearby.

The approaches to the lean-to are:

*By trail:* From Linden (65 m. on Va. Highway 55 from Washington), follow The Appalachian Trail south for 3 m. to the crest of the saddle extending east from High Knob. From crest of Chester Gap on Va. Highway 3 (77 m. from Washington), follow Appalachian Trail north for 2.6 m. The lean-to is located in an old field, 10 yds. east of The Appalachian Trail.

*By road:* The nearest road approach is from the fire-road between Linden and Chester Gap, which lies west of the Appalachian Trail. From Linden (at a point 1 m. west from Appalachian Trail in the center of the town) follow narrow dirt fire-road (passable except after heavy rains) south, immediately crossing railroad tracks, for 3.3 m.; from Chester Gap follow fire-road north for 2.45 m. Here a fire-road, leading east and west, leaves the main fire-road. Follow this fire-road east for 250 ft. to its crossing of The Appalachian Trail. Go north (left) on Appalachian Trail for .3 m. to lean-to.

(INSERT PAGE 40)

*Big Run Lean-to*

This is an unequipped open lean-to similar to the Lewis Spring Lean-to. It is located in the southern Shenandoah Park on the west side of the ridge at the head of Big Run. It affords access to an extensive mountain hollow, with several jutting peaks. The lean-to is at the apex of the Big Run circuit trail. For the northern approach to this trail leave the Skyline Drive at the Big Run Parking Overlook (on the west side of the Drive 15.5 m. south Swift Run Gap). This overlook is .1 m. south of the parking place for the Doyle River Shelter, which is located on the eastern slope. A graded trail from the Big Run Parking Overlook leads steeply down 2.2 m. (a descent of approximately 1,100 feet) to the Big Run Lean-to. The return route leads up a branch of Big Run and thence along the ridge which lies north of Browns Gap, intersecting The Appalachian Trail at a distance of 10.6 m. from Simmons Gap. The Skyline Drive is .3 m. to the left (north); Browns Gap is .6 m. to right. The circuit trail from the Big Run Parking Overlook back to The Appalachian Trail is 4.15 m. The complete circuit back to the Big Run Parking Overlook is approximately 5.8 m. This is a very interesting one-day trip from Doyle River Shelter.



The Big Run Lean-to is also accessible by the Big Run Fire-road. See P. A. T. C. Map of Shenandoah National Park (Southern Section). Fire trails and fire-roads lead to other interesting localities in the Big Run Valley. The fire trail leading northwest from the southern portion of this route at the crest of the ridge, over Austin and Rocky Top Mountains, to Big Run Portal is of particular interest.

#### *Rip Rap Lean-to*

This structure, similar to the Big Run Lean-to, is most picturesquely located in Rip Rap Hollow on the west side of the ridge in the southern Shenandoah Park. It likewise affords access to a very interesting and little known locality. This lean-to is situated in a miniature canyon along the stream, overlooking a large, deep pool at the base of a sloping waterfall covered with green moss. The ruggedness of the terrain is outstanding.

The Rip Rap Lean-to is located near the apex of the Rip Rap Trail, a circular route of 6.2 m. from The Appalachian Trail and 6.77 m. from the Skyline Drive. The north end of this circuit trail is reached from the Skyline Drive at the Calvary Rocks Parking Widening on the west side of the Drive, a distance of 2.6 m. south from Blackrock Gap. By the Rip Rap and Appalachian Trails the continuous circuit from either the Calvary Rocks or Wild Cat Parking Widening is 9.4 m. (It is 2.72 m. along The Appalachian Trail between the Calvary Rocks and Wild Cat Parking Widening and 2.2 m. along the Skyline Drive between the same points.)

From the Calvary Rocks Parking Widening, follow graded side trail west for 100 yds., then turn right (north) uphill on The Appalachian Trail. At crest of knob, .4 m. from junction of side trail with Appalachian Trail, turn left (west) on Rip Rap Trail. After 1 m., the sheer quartzite cliffs of Calvary Rocks, with splendid views, are reached. Trail then descends steeply, reaching Rip Rap Lean-to in 3 m. from The Appalachian Trail. The return route to the Skyline Drive or The Appalachian Trail continues down Rip Rap Hollow for approximately  $\frac{1}{2}$  m., and then turns sharp left (east), ascending steeply up Wild Cat Ridge. At 6.2 m. the Rip Rap Trail intersects The Appalachian Trail at a point 5.6 m. south on it from Blackrock Gap and continues east .13 m. farther to the Wild Cat Ridge Parking Widening on the Skyline Drive which is 4.8 m. south of Blackrock Gap on the Drive. From Rip Rap Lean-to back to the Skyline Drive by Wild Cat Ridge the distance is 3.28 m.

In addition to this circuit trail, a fire trail paralleling its route, farther west, leads along Rock Mtn. and Davis Mtn. up the face of Wild Cat Ridge, joining the former trail on the crest of the ridge. Crimora Lake and the Crimora Mines are nearby. (For an account of this section, see *Manganese Deposits of West Foot of the Virginia Blue Ridge*, VIRGINIA GEOLOGICAL SURVEY BULLETIN No. 17, 1919, University of Virginia, Charlottesville, Virginia.) See SUPPLEMENT to GUIDE TO PATHS IN THE BLUE RIDGE.

(PAGE 29)

#### *Kennedys Peak Shelter*

The opening of this shelter has been deferred. For its status make inquiry of the Assistant Secretary in charge of Shelter Reservations.

# THE POTOMAC APPALACHIAN TRAIL CLUB AND ITS TRAILS

## SECOND SUPPLEMENT TO THE FOURTH EDITION



PAGE 23 [6], Shelter No. 8

The Kennedys Peak Shelter is no longer operated by the P. A. T. C.

PAGE 23 [6], Shelter No. 8. Substitute the following line:

8. Bear Spring Shelter—South Mountain, Maryland—59 miles.

PAGE 25 [8], line 20. After this line insert the following section:

### MARYLAND

#### *Bear Spring Shelter (South Mountain)*

Bear Spring Shelter is the first P. A. T. C. structure to be built in Maryland. The cabin and an acre and a half of land were donated to the Club by Mr. H. S. Krider in January, 1939. There is a view to the east over Middletown Valley from the shelter, which lies in a ravine high up in Locust Valley, where there is an offset in the ridge near White Rocks.

The cabin is being remodeled and equipped by the P. A. T. C. It probably will be ready for occupancy in the spring of 1940. Plans call for the following equipment: six single bunks, six mattresses (but no blankets), a small cook-stove, and dishes, cooking utensils and other standard shelter equipment to accommodate twelve persons.

*Water* is procurable from the stream or from Bear Spring, which is 0.37 m. up the blue-blazed Bear Spring Shelter Trail. (Take right fork 220 yd. from the shelter.)

An interesting circuit hike of 2.7 m. from the shelter is on the Bear Spring Shelter Trail to The Appalachian Trail, north on it to the Reno Fire Tower on Lambs Knoll (1772 ft.), back on The A. T. to the White Rocks Trail, and down it into the Bear Spring Shelter Trail to the shelter.

*Trail approach:* There are two approaches to the shelter from The Appalachian Trail. (a) If proceeding south on The A. T., turn

NOTE: The first page number refers to the Fourth Edition of *The Potomac Appalachian Trail Club and Its Trails*; the second one [in square brackets] refers to the reprint *Shelters and Lean-tos*, which was taken from that publication with a change of pagination.

left (east) at 3.15 m. south of Turners Gap into the blue-blazed White Rocks Trail. At 0.26 m. where this trail joins blue-blazed Bear Spring Shelter Trail, take left fork; and at 0.85 m. take left fork, leading 220 yd. to the shelter at 0.97 m. (b) If proceeding north on The A. T., turn right (east) at 3.35 m. north of Crampton Gap into the blue-blazed Bear Spring Shelter Trail (old wood road). At 0.17 m. the blue-blazed White Rocks Trail comes in on the left. At 0.76 m. take left fork, leading 220 yd. to the shelter at 0.88 m.

*Highway approach:* From the cross-roads in the center of Midletown (on U. S. Route 40, 8 m. west of Frederick, Md.), go west on Route 40 app. 1 m. to the bridge over Catoctin Creek. One hundred yards west of this bridge leave U. S. Route 40 (0.0 m.), turning left (south) on a narrow asphalt road. At 1.9 m. turn left around a gray stone house. At 3.75 m. turn sharp right, toward mountains, continuing downhill on paved road. At 5.4 m., at Locust Valley (village and store), bear right. Just beyond, at 5.55 m., turn sharp right back from paved road onto dirt road running north along the foot of the mountain. (Paved road south leads to Burkettsville and Crampton Gap.) At 6.6 m. turn left around abandoned Mt. Hope Church into a narrow lane, and continue to the farm of H. P. Turner at 6.8 m. Leave car at shed. (In wet weather lane is not passable by car, in which case leave car at church.) From shed follow blue-blazed Bear Spring Shelter Trail (worn wood road) past house on left, with gradual ascent. At 0.12 m. road comes in on right. Fifteen yards beyond take right fork (Left fork leads to The Appalachian Trail.), leading to Bear Spring Shelter at 0.25 m.

PAGE 28 [11], line 25. *Change* "Doyle River Shelter Parking Overlook" *to read* "Big Run Parking Overlook."

#### PAGE 29 [12], Kennedys Peak Shelter

This shelter is no longer operated by the P. A. T. C. because of vandalism.

PAGE 31 [14], section IV. Substitute the following paragraph:

1. \*Via Woodstock (107 m.) From Washington, D. C., the shortest approach to Wolf Gap Shelter is by way of Woodstock, Va., on U. S. Route 11, 92 m. from Washington *via* Front Royal. Leave Route 11 at a point 1.1 m. south of the traffic light in Woodstock, turning (0.0 m.) right (west) into Va. Highway 261. At 6.5 m. reach Columbia Furnace, and turn right at the bridge. At 8.95 m. keep left fork. (Right is Little Stony Creek approach to Sugar Knob Shelter, passable by automobile for 1.1 m.). At 9.5 m., cross Little Stony Creek. At 9.65 m. take right fork. (Left leads to Liberty Furnace, and to swimming hole on Camp Strawderman road.) At 11.35 m. continue ahead where road to left leads 1.5 m. to Liberty Furnace. Reach Wolf Gap at 13. To reach shelter turn left for 250 yd. into wood road. Park car at site of abandoned CCC Camp in Wolf Gap.

PAGE 40 [23], Virginia. Insert the following paragraphs:

#### SHENANDOAH NATIONAL PARK

The lean-tos in the Shenandoah National Park, all of which are of the same general type, have been constructed by the CCC under

\*This new, shorter route has been made possible by the recent paving of Va. Highway 261. From the bridge at Columbia Furnace the route is the same as previously given on p. 32 [15].

the supervision of the National Park Service. They are three-sided structures built either of squared chestnut logs or of stone. A spring, garbage pit, and latrine are near each lean-to. Built-in, divided wire bunks accommodate six persons. Wood for the fireplaces at these lean-tos is supplied by the Park Service.

For each lean-to the Park Service has designated a particular parking area along Skyline Drive to be used by persons driving to the lean-to. Some are regular "parking overlooks;" others have been specially constructed. In the description of each lean-to below there is given the distance to the parking area along Skyline Drive from the two cross-highways that are nearest.

#### *Compton Lean-to*

Compton Lean-to, constructed of stone in 1939, is located in the northern section of Shenandoah Park on the east slope of the Blue Ridge. The site was once the farm of Compton, a mountaineer. Nearby is the old orchard. The view east over the Piedmont valley is very fine, particularly at night. Rattlesnake Mtn. is prominent to the northeast.

The *spring* is under an enormous oak tree, 70 yd. north of the approach trail, 150 yd. west of the shelter.

*Trail approach:* From intersection of The Appalachian Trail and Chester Gap Fire-road in Compton Gap, follow fire-road north 15 yd. Here take right fork (old road), at first descending and then ascending ridge crest. At 0.37 m., at top of rise (site of Compton House), pass on left a trail leading 70 yd. downhill to spring. At 0.46 m. reach lean-to.

*Highway approach:* Drive to parking area on east side of Skyline Drive in Compton Gap, 11.3 m. south of Front Royal and 21.6 m. north of Thornton Gap. The Chester Gap Fire-road intersects Skyline Drive at this point. Follow directions under "*Trail approach*" above.

#### *Pass Mountain Lean-to*

Pass Mountain Lean-to, constructed of stone in 1939, is located in the northern section of Shenandoah Park on a semi-open eastern slope of the Blue Ridge north of Thornton Gap. From the lean-to there is a striking view of Marys Rock, The Pinnacle, Hazel Mountain, and the foothills to the east; and there are fine views to the west from the open ridge above the lean-to.

A large walled-in *spring* is 20 yd. behind the lean-to.

*Trail approach:* From a point on The Appalachian Trail 1.12 m. north of Thornton Gap and 2.10 m. south of Beahms Gap turn east on a side-trail, descending slightly across an open field, 0.23 m. to the lean-to.

*Highway approach:* Drive to the parking area at Panorama on U. S. Route 211 in Thornton Gap. From western edge of parking area walk north on The Appalachian Trail. At 1.12 m. turn right (east) on a side trail, descending slightly across an open field. At 1.35 m. reach the lean-to.

#### *High Top Lean-to*

High Top Lean-to, constructed of logs in 1939, is located in the southern section of Shenandoah Park on the open southern slope of High Top. From the lean-to one sees to the south extraordinarily far-spread views of a rugged terrain beyond an open foreground.

A large walled-in *spring* is 130 yd. downhill in front of the lean-to.

*Trail approach:* From a point on The Appalachian Trail 0.60 m. south of the summit of High Knob and 1.25 m. north of Smith Roach Gap, in a level open area, follow a side trail west 0.13 m. to the lean-to.

*Highway approach:* Drive to the parking area on the east side of Skyline Drive in Smith Roach Gap, 3.0 m. south of Swift Run Gap. Walk 1.25 m. north on The Appalachian Trail to a side trail on the left, which leads 0.13 m. to the lean-to.

### *Old Rag Lean-to*

Old Rag Lean-to, constructed of logs in 1939, is located on the southwestern slope of Old Rag Mountain, with a commanding view of that mountain. It affords a base for climbs up lower White Oak Run and Cedar Run as well as on Old Rag.

The *spring* is 70 yd. downhill from the lean-to.

*Trail approach:* From the site of the log Old Rag Post Office, at the junction of the Old Rag Fire-road and the dirt automobile road from Nethers to Syria through the Old Rag Valley, a trail leads 0.33 m. to the lean-to. To the beginning of this spur trail there are two approaches from The Appalachian Trail: (a) From Skyland follow Old Rag Fire-road 4.5 m. east. (b) From Hawksbill Gap follow Cedar Run Trail 3.15 m. east to the White Oak Canyon Trail; turn right and continue downstream on this trail 0.82 m. to the Berry Hollow Fire-road; turn left and go 0.16 m. northeast on this road to the site of the Old Rag Post Office.

*Highway approach:* From Sperryville, Va. (0.0 m.) on U. S. Route 211 (76 m. from Washington), drive 0.8 m. south on Va. Highway 3 and turn right on Va. Highway 16. At 9.1 m. turn right into dirt Va. Highway 602. Continue through Nethers and at 12.9 m. pass house of Mrs. J. M. Jenkins on the left. At 13.2 m. take left fork, which is the Weakley Hollow Fire-road. At 13.3 m. pass beginning of Ridge Trail to Old Rag on left, marked by blue blazes. At 16.0 m. reach the site of the Old Rag Post Office, at the junction of the Old Rag Fire-road. Park car here. Walk 0.33 m. uphill on blue-blazed trail to lean-to.

### FIRST SUPPLEMENT, PAGE 4. Rip Rap Lean-to.

*Highway approach from the west:* By approaching Rip Rap Lean-to from the west, although the driving distance from Washington, D. C., (150 m.) is 8 m. longer than *via* Skyline Drive, the walk from the parking place is shorter and involves only a gradual ascent.

Drive to Crimora on Va. Highway 12 app. 32 m. south of Elkton and app. 8 m. north of Waynesboro. Here (0.0 m.) turn east on paved Va. Highway 612. At crossroads at 1.8 m. keep straight ahead on dirt road. At 3.5 m. turn left into Crimora Fire-road. At 4.5 m. turn right off fire-road into a wood road and park at locked gate about 100 yd. beyond.

Walk around gate (0.0 m.) and follow road into mouth of Rip Rap Hollow. At app. 0.7 m. road becomes graded Park Service Rip Rap Trail. (Branch to right leads 2.6 m. up Wildcat Ridge to The Appalachian Trail.) At app. 1.3 m. reach log bridge on left leading to lean-to on opposite bank of stream.

*Spring* is between trail and stream, about 20 yd. downstream from bridge.

# THE POTOMAC APPALACHIAN TRAIL CLUB AND ITS TRAILS

## THIRD SUPPLEMENT TO THE FOURTH EDITION

*Since the issuance of the SECOND SUPPLEMENT there have been changes in regulations, in fees, and in the procedure for making reservations for shelters, as has been announced from time to time elsewhere. In order to avoid confusion, all regulations currently in effect on January 1, 1941 are printed here. Particular attention is called to the change in making shelter reservations as set forth in the last paragraph.*

### SHELTERS REGULATIONS

**Reservations**—A P.A.T.C. shelter may be used only by a person who has made a definite reservation and obtained a key. Reservations are granted in the order of application. Each reservation is for a particular structure at a definite time; and a shelter key is not a license for the use of any shelter for which no reservation has been made.

A hiker who intends to stop at several shelters in succession must make a reservation for each shelter for the particular day or days on which its use is desired. This should be done well in advance of the trip, because the shelters often are filled to capacity on Saturday nights and the nights before holidays.

If the number of persons for whom a reservation is granted is less than the capacity of the shelter, the Trail Club reserves the right to grant a reservation to another applicant for the remainder of the sleeping accommodations, in order to enable as many persons as possible to make use of the shelters. If this is done, the person who made the first reservation will be notified. In case of a double reservation, neither party is considered to have priority in the use of the shelter; but both parties are expected to cooperate in making its joint occupancy harmonious.

The same shelter cannot be reserved for week-end occupancy by the same individual at intervals of less than six weeks; unless on the Friday morning before the week-end for which the shelter is desired, no other application has been received for it.

The Potomac Appalachian Trail Club will refuse the use of a shelter to a person who has abused a shelter or has violated any of the shelters regulations.

**Cancellation of a Reservation**—Cancellation of a reservation at the eleventh hour may deprive others of the privilege of using a shelter; because, although usually there are more potential users of shelters than can be satisfied, most of them will already have made other plans. Therefore, a person who has reserved a shelter and does not wish to use it, is required to cancel the reservation at least four days in advance of the date of the reservation; in order to give opportunity to secure another user of the shelter. (For example, cancellation of a reservation for Saturday night must be made on or before the previous Tuesday.) This requirement will be waived, however, if circumstances arising later than four days in advance of the reservation prevent its use. A reservation may be transferred at any time to another qualified person, provided notice is given. It is suggested that a postal card is a convenient means of giving without delay notice of a cancellation.

**Keys**—The same key unlocks all P. A. T. C. shelters. The person who has reserved a shelter will receive the key by mail a few days in advance of the date of the reservation. With it will be enclosed a return envelope and a card on which is to be entered a list of the persons who used the shelter and the period of their occupancy. The preparation of this list is important, for the Trail Club is required to keep an accurate record of shelter use. The key and list of occupants must be returned within a week of the date of the use of the shelter, together with any fees that may be due. (See below.)

**Responsibility for Shelter**—The person who has reserved a shelter is responsible for the care of the structure during the time of his occupancy, and for compliance by all members of his party with the Rules posted in the shelter. He is expected to enter in the Register at the shelter the date of occupancy and the names of all members of the party.

**Fees**—Members of the Potomac Appalachian Trail Club in good standing and properly identified members of clubs affiliated with the Appalachian Trail Conference may use shelters free of charge on Monday, Tuesday, Wednesday and Thursday nights. They will be charged twenty-five (25) cents a person per night on Friday, Saturday and Sunday nights. Non-members will be charged fifty (50) cents a person per night for overnight use of a shelter on any night of the week; except that a person in the immediate family of a member will be granted the same rate as the member, when accompanied by that member.

A non-member who reserves a shelter shall deposit one dollar, which may be deducted from the fees to be paid.

A party that numbers more than the stated capacity of a shelter will be charged a total fee computed on the basis of the capacity. The capacities of the various shelters are: Pine Grove Furnace, 18 persons; Sexton, Meadow Spring, Rock Spring, Pocosin and Doyle River, 12; Milesburn, Range View, Wolf Gap and Bear Spring, 6; and Sugar Knob, 4.

All fees are payable within one week following the date of the reservation, by cash or by check. Fractions of a dollar may be paid in stamps, but only in denominations of three cents or less.

**Maintenance**—The shelters are maintained by the volunteer efforts of the Shelters Committee. A shelter overseer or other member of the Shelters Committee has the right to visit an occupied shelter for the purpose of inspection or maintenance. Users of a shelter are requested to assist the Committee by being actively responsible for the structure during their occupancy. Any deficiency of equipment, need for repairs or evidence of misuse of a shelter should be reported immediately. If a kerosene can is empty, it should be brought to the Club headquarters, and notice of the fact given when the key is returned. Occasionally a person going to a shelter is requested to take along a kerosene can, a sharp axe, or some other piece of equipment.

*Applications for reservations and other communications concerning shelters should be addressed to Mrs. John S. Burlew, 3620 Connecticut Avenue, N. W., Washington, D. C. instead of to the Club headquarters. The telephone WOodley 1942, which is listed under "Potomac Appalachian Trail Club," is in Mrs. Burlew's home. It is a private line (not through a branch exchange); and a call may not always be answered. It is requested that calls be not made before 8 a. m. or after 10 p. m. Checks for the payment of fees should be made payable to "Grace A. Burlew."*