



Chips & Clippings

Dedicated to the activities and history of the AMC Trail Crew

Fall 2014



Message from the President...

I must say, this year went by like a run away train.

I didn't do my normal amount of stuff last winter as it was cold, wet or some combination of the above yet, Barbara and I logged a few ski trips and some winter hiking that will go down as the best – including skiing in Evans Notch and watching people train their dogs with sleds for some big races.

We didn't get the garden in until June 14th and had the wood stove 'cranking' June 1st. It was a long cold spring and now I find myself cursing the fact that it was 88 degrees on August 27th (record heat in Maine!). I was able to get some bees through the long, snowy, cold winter and thrilled to harvest our first honey!

TCA is healthy and 'chugging' along but, TCA needs some new blood (as they say).

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Secretary's Report-

The Trail Crew Association Board met in person November 9, 2013 at Pinkham and again August 9, 2014 at the Cabin. The Board held three conference calls in the interim, and continues the challenge of reaching a quorum (two-thirds of existing directors must be present) with old and new members alike.

At the November 2013 meeting, Peter Limmer presented about three generations of his family's bootmakers, going back to the 1950's to about 25 old Trail Crew with thanks from the Association for his family's past work in keeping hundreds of TC feet safe and strong. The Board extended its deep appreciation to Barbara Whiton for her contributions to the Association, getting our records updated, securing for us our website and being chief cook and bottle washer. TCA recognized Joe and Sally May, and welcomed Chris May to the gathering. Chris grew up with Trail Crew.

2014 Business

- Continued Development of www.amctca.com and updating with 2014 news.
- Fundraising aid to AMC for White Mountain Professional Trail Crew (\$1000) in memory of old hutman Jim Hamilton, who passed away. Jim attended the 2012 TCA reunion and was always encouraging TC, OH and AMC's programs.
- Getting Chips & Clippings published.
- Taking on the maintenance of the Centennial Trail—the southern-most section of the Appalachian Trail in the Mahoosucs, and the nearest section to the cabin.
- Reordering of the popular TC Hats
- Updating our computer and paper records
- Encouraging and acknowledging the Trail Crew's importance and reputation as AMC's pro-crew, at Pinkham and thru-out AMC, including providing \$400 for the crew's 2014 bash.
- Maintaining the Cabin.
- Paying our bills, collecting dues, raising funds, maintaining mailing list.

Bob Proudman – TCA Secretary, 1965-68 TM, Supervisor of Trails 1971-79

TREASURER'S REPORT –

September 2014

This year's Treasurer's report begins on November 1, 2013 and ends on September 1, 2014 so that we capture the member activity around the Alumni Reunion last November. In this time span we had \$785 in donations ranging from \$5 to \$500, \$1,095 in dues income from 30 alumni, and \$15 contributed to the Shelburne Lodge fund. One note about dues paying members - there is a core of dedicated members and we have new alumni joining each year and a few dropping.

We currently have a total of 11 life members - 2 from the 1950's, 6 from the 1970's, and 3 from the 1980's. We have not had any new life members in this reporting period.

As of August 15, 2014 our checking account balance is \$1,775.56 and our savings account balance is \$6,154.46.

Our major expenses during this time frame are:

Shelburne Lodge - \$1,185 for both lease, real estate taxes, and insurance, Annual Meeting/Reunion - \$307.40, AMC Trail Crew Program donation - \$1,000, and AMC Trail Crew Bash donation - \$400, TCA Operation - \$492.95 (PO box rental, website costs), and Chips & Clippings - \$744.30.

As your Treasurer, I have several concerns as we move forward. I have looked back 5 years and in that time period we have spent \$1,400 more than we have taken in. We are not building any reserves for the future nor are we adequately funding our yearly expenses. We have several options including increasing the number of dues paying members/alumni, increasing the cost of dues, or embarking on other fund raising endeavors. Increasing the number of life members will help build our assets as those payments are set aside for use in the future.

There is a new fundraiser being launched (see below). And, if any of you alumni have other ideas on bolstering our meager treasury please let your Board of Directors know. We would be happy to consider new ideas.

Peter Jensen - '76 - '79 TM 79
TCA Treasurer

PAY YOUR DUES TODAY!

One Year Membership\$35.00

Life Membership.....\$350.00
Comes with Certificate and TCA baseball hat.

Current Crew and Students...\$25.00

Mail your dues to:

P.O. Box 101
Gorham, NH 03581

Or pay on-line at:

www.amctca.com

President's Message-Continued from page 1...

TCA needs a Communications Director that can manage the Web site and get messages to folks on a more regular basis through Constant Contact. The pay is dismal but the payback is huge as you will meet awesome people and get to share ideas. You may uncover a 'lost member' from the distant.

I am asking all to please consider getting involved on some level and reap the benefits of knowing you helped.

Please visit us at Pinkham Notch on November 8th for the annual reunion and TCA board meeting. This reunion is filled with surprises, special guests and 'celebrity crew' so we look forward to seeing you there!

-Craig Whiton, TCA President
Trail Crew 1967, 1969-1971

Trail Master's Report

"I'll be safe as long as I don't do anything stupid," said Nova, a first year, as he did something dangerous. Ridiculous statements like this one continuously came out of the First Year's mouths this season, and we loved them for it.

This year we had a fifteen person crew. Our first year number was significantly up from 2013 (when it was just two). We started with eleven and lost just two, leaving nine very excitable protégée. Some of those first years undoubtedly found themselves in nineteen-year-old heaven doing the standard fare of climbing trees, skateboarding, rap battling, raft building and other shenanigans creating. BASH was an amazing showcase of how the First Years have embraced the TFC with a singing performance by the newly formed band, Switchy and the First Years, and the first year talent show. Acts of distinction were a new rendition of "O Captain! My Captain!" and an Abenaki call and response song that made the band step their game up.

In terms of work, Avalon was the longest project, spanning almost the entire summer under Doobis's guidance. A large case needed to be built at the junction with the A-Z Trail, and rocks were nowhere to be found close by. To remedy the dismal rock situation, we leap-frogged high-lines three times to the project. Some small trees needed to be tied off boat-mast style to prevent them from being ripped out, and we also brought in tripods because closer to the project, there were no adequate spar trees. A couple weeks later, Doobis completed one of the most textbook staircases I have ever seen with a total of twenty steps.

We also spent a significant amount of time on the Falling Waters Trail, the Webster-Jackson Trail, and Carlo Col. Falling Waters got some new work and some fix up work on old cases that were being walked around. The frustration of the high traffic was remedied by a tip jar that assisted with BASH expenses. The Carlo Col Trail got a good dose of us as we spent a few weeks digging a re-lo, hanging up trees, and setting rocks. Quarrying out of the unreasonably steep "Danger Zone" to the top of the highline was the highlight. We made a massive effort to get the trail up to shape during All Crew Days Weekend, and Camp Dodge has since opened the new section.

I am passing the Trail Master torch to Dan (Romney) Shea, who has proven to be not only the professor of tools, but also a great trail worker and leader.

2013 TFC

- **4th Years** – Ben (Scrubby) Chase, Ian (Macintosh) Head, Jessica (Zero) Blank
- **3rd Years** – Dan (Romney) Shea, Evan (Todd 6'4") McManamy, Steven (Doobis) Dubis
- **2nd Years** – Ashley (Switchback) Fife
- **1st Years** – Alex (Nova) Milde, Ben (Napoleon) Huber, Dylan (Goldrush) DiMartino, Elijah (Nomar) Ober, Marshall (Smathers) Prontrelli, Maggie (Thor) Lacwasan, Sam (Archie) Kilburn, Cameron (Dewey) Wright, John (Washburn) Connolly

FOO!

Scrubby

Looking Back at Trail Crew Summer...

By Zack Urgese, AMC Trails Supervisor

The first week of September here in the North Country felt like the dog days of summer, hot and humid. While it technically is summer until September 22, there are other cues to us that work out of Pinkham Notch to signal the seasonal changes. One is the changing colors of the leaves while the other - not so subtle change is the mass exodus of the summer trail crew.

For 13 weeks from June through August, 16 crew members lived and worked out of Hutton, pulling food boxes, gear and tools, and loading into the trucks for their first leg of the morning commute to various trail heads to then being their second leg on foot to their work sites. With fall crew underway now is a perfect opportunity to look back at some projects and see what these crews were able to accomplish.

A majority of the summer was spent at Avalon, Falling Waters, Carlo Col, and Web-Jack (Jackson branch). Other projects on the Forest were on the Bondcliff Trail, Hermit Lake, Davis Path, and the 19 Mile Brook Trail.

Falling Waters work was focused in two areas- in June crews spent one week from the trailhead to just above the OBP/Falling Waters junction restoring the tread way, clearing drainages, and building rock riprap where Walker Brook jumped its banks yet again during a heavy spring rainstorm. The remainder had crews at and above the switchbacks...

(Continued on page 4)

Trail Crew Summer ... continued from page 3

repairing log steps, saving eroded banks, repairing rock steps, brushing side trails, and installing new rock waterbars.

The Maine section of the Carlo Col has been relocated out of the active streambed that it had followed for so long. It now joins the trail above the Carlo Col Campsite. Crews spent 1020 hours cutting the new trail, adding a handful of rock stair cases, rock waterbars, a 20 foot native bog bridge and a log ladder

While all the projects presented their own unique challenges the Avalon project gave everyone who worked on it some tremendous trails experience that isn't always presented or needed. During the 8 weeks spent building rock stairs, log checks, and rock waterbars the crew had to set up 3-4 different sets of high lines through the forest, weaving off trail and on trail, while using tripods in a few scenarios in order to efficiently moved rocks from the quarry zone to where several waterbars and staircases were slated to go. An average highline cable is 150 feet long; add in distance between highline systems and distance from the grip hoist anchor to the high line anchor, that's several hundred feet easily for one highline set up. Crews moved 100+ rocks via these systems.

The crew this year did some remarkable work on the trails and left the season as stronger, smarter trail builders. Some will return for a second, third, or fourth year, others will venture onto other areas of interest, but part of the beauty of trail work is that when the crew leaves their work remains for seasons to come.

Seasons Linger

Stiff-limbed and joint-sore,
A flowing river points many ways,
All carved rock and tree-lined slope,
Fireflies spin whirling lightning **washellatiuous**,
We can sit with our fat buzzing,
Our toes humming
The rhythms of something
Dripping from leaves.
A sharp spark can catch
Tender fingers bent,
Can mark a season kneading dirt.

-6'4''

The Fall

It's shaping up to be a longer fall season for the crew than last years' blessed run. While free lobster, French wine and a full month of sunshine might feel like too much to ask for again, the prospect of working until November is certainly attractive. Projects for the Maine Bureau of Land Management, Plum Creek and others from Maine, New Hampshire, and Massachusetts promise to keep the crew of seven moving all over the place. A few additional crew members are projected to arrive in October and Hutton will be full again when the shelters' staff move in for the end of the season with the closing of Camp Dodge for the winter. The project 6'4'' and I are spending our time on now is a sixty foot bridge across Stratton Brook in the Bigelow Preserve near Sugarloaf in Maine. Lap joints in the cribbing, full sized telephone poles, a tripod-rigged highline and persistent beaver activity at the outlet we are bridging are all making this an interesting task. The fact that we are not funded to do any work on our own White Mountains trails this season is disappointing, but contract projects like this bridge, and wheelchair accessible trails, and some mountain bike single track will allow us to develop new skills. So here's to cool days, hot toddies, state fairs, and the electric finger warmers on that new Husky saw. We hope to see you at the reunion in November.

-Romney, Sept. 13

The Descent of Man

By Jon Vara, Trail Crew 1972-1975

Current trail crew members may have a hard time believing this, but a person's hiking speed goes down as he or she ages. You find yourself taking shorter steps, with longer intervals of time between steps, and more-frequent rest stops. There's no good way to disguise this. That's why bicycling is an ideal form of recreation for geezers. By shifting into progressively lower and lower gears as you grow older and increasingly feeble, it's easy to mask the most obvious symptoms of decline: Given a low-enough gear, you can ride over familiar hills with no increase in effort or decline in leg speed. As long as you don't keep track of your average speed over the ground or look at the time, you can keep right on fooling yourself for years.

(Continued on page 5)

The Descent of Man ... continued

Because of that or for some other reason, a group of 70s-era TFC has taken to using the November TCA meeting at Pinkham as an excuse for an overnight bike trip. This can be challenging, since the possibilities for a reasonable-for-geezers loop with an overnight stop at Pinkham Notch are limited.

Last year's plan called for leaving cars at a Forest Service campground a few miles south of Evan's Notch on Saturday morning and riding south on Route 113 to the end of the Hurricane Mountain Road, then up and over to Intervale on Route 16.

You know how sometimes you plan something that seems like it's going to be really hard, and it turns out to be much easier than expected? This was not one of those times.



At the summit of the Hurricane Mountain Road, November, 2013. Left to right: Bruce Davis, Jon Vara, Mark Bromley, Lee Burnett, Dave Bayne, Chris Tormey. Missing from picture: photographer Bill "William the Recumbent" Birchard.

The two-mile stretch from where the road turned off 113 to the height of land—in which it climbs about 1,700 vertical feet—was a lot of work. The descent to Intervale was hair-raising for those with hair.

There had been some advance speculation that one might be able to ease the descent by dragging a small softwood tree down the roadway as a sort of drogue chute, but sadly, no one followed through with this, even though we'd had the foresight to bring a folding saw and plenty of stout nylon twine.

After slices of pizza and bottles of Moxie at the Intervale end of the hill, we rode on to Glen before grinding our way up Rte. 16 to the Notch. Since we were

going relatively slowly—some of the guys were getting tired by this time, I think—we had lots of time to notice Heights Lane," a few miles north of Jackson. Hutmen, it was agreed, were never very good at punctuation. Day Two, following Saturday night's festivities, was a letdown. We woke up in the morning to two or three inches of fresh snow, and made the mistake of believing alarmist reports of snow all the way down to Gorham.

As we found later, after a long drive around through North Conway to retrieve our cars, the snow quickly petered out once you'd descended a few hundred feet below the Notch. We could easily have ridden the northern route to back to Evans Notch as planned.

Moral: never listen to anyone.

As designed by 2014 'Ridemeister' Mark Bromley, **this year's outing will start on Friday morning, November 7, at the top of Crawford Notch.** We'll ride over the Jefferson Notch Road to Route 2, possibly trying out the fir-tree drogue chute technique on the descent. From there, it's an easy ride along Route 2 and the Hogan Road to Shelburne Lodge, where Bob Proudman has promised to have a warm fire, a nutritious meal and roborative beverages available.

Saturday will involve a morning of idling around the cabin, followed by a relaxed afternoon ride up to Pinkham. On Sunday morning, we'll ride the long downhill to Glen (passing Hutmans Heights Lane on the way) and follow Route 302 back to Crawford Notch and our vehicles.

Anyone who wants to go is welcome—just show up at the end of the Jefferson Notch Road with your bike and some warm clothes. Mark guarantees good weather, or failing that, some other kind of weather.

WHY TRAIL VOLUNTEERS NEED THE PRO CREW

By Brendan Taylor, AMC North Country Trails Volunteer Programs Supervisor

During the 2013 trail season, there were over 1,500 volunteers who worked on trails in the North Country of New Hampshire and Maine, logging over 37,000 hours of work, and these numbers will likely only end up being even greater when we tally up the totals for this year.

Compare these numbers with the AMC Pro Crew totals for the 2013 season: 12 crewmembers logged 8,800 hours of work on trails. (Continued on page 6)

Why Volunteers need the Pro Crew...continued

Just looking at the numbers alone it might seem obvious that more emphasis and resources should be directed toward volunteers than toward the Pro Crew. Yet, the volunteer program absolutely needs the Pro Crew to be a strong and viable program for the better of all trails in the North Country.

What all of those big numbers from the volunteer trails program do not tell is the quality of work done on trails. True, there are a good number of volunteers with very impressive trail skills - including former AMC Pro Crew members who now volunteer their time - but in general, the biggest benefit of volunteer labor is the quantity of work completed as opposed to the quality of work completed. When a trail needs to be brushed out, say in a wilderness area where power tools are forbidden, then having a large 10 person volunteer crew go in week after week with loppers is definitely a case of matching the right resources with the right task. Yet, when something like the 19-Mile Brook trail bridge needs to be replaced, then we need the Pro Crew for the task because they have the training and work skills to see that it is completed safely and efficiently. Volunteers absolutely could build that bridge to the same quality standards as the Pro Crew, but realistically, not as quickly, so it is only sensible to have that source of highly skilled, hardworking individuals on the Pro Crew.

Having a Pro Crew around is definitely smart for the greater good of trails in the North Country, and so too is it good to have a Pro Crew around for the benefit of volunteers as well. The AMC has over 220 Trail Adopters in New Hampshire and Maine, whose primary responsibility is to complete basic maintenance on the hundreds of miles of trails that are adopted. There is another, less obvious purpose that the adopters serve though, and that is as scouts capable of alerting the AMC Trails Department of serious trail problems. As the Supervisor of the Adopt-A-Trail program, I have actually come to realize that this very likely is the most important role our adopters play, especially considering how few staff members there are to scout trails for larger, more technical projects. However, imagine if we did not have the Pro Crew around? Then every time those adopters notify the Trails Department of a larger problem, well it would be a fruitless endeavor because we would not be able to address their concerns, possibly

leading them to quit in frustration. Thankfully, we do have a Pro Crew.

And thankfully we have a Pro Crew for our Teen Trail Crew volunteers to look up to. About one-third of those 1,500 volunteers are teenagers who come to Camp Dodge each summer for one to four weeks to volunteer on trails. Many of those teenagers love their experience, so much so that they want to work on trails for the AMC. There are certainly crew leader positions available at Camp Dodge, but not enough for every teen who wants to work on trails. So, having the option of a Pro Crew, to aspire to join, is vital in keeping young people engaged in conservation and the outdoors.

This is why the Pro Crew is so vital, because they play such an important role in the conservation of our North Country outdoors. That is why the volunteer program needs the Pro Crew, but so too why the Pro Crew needs volunteers, because one without the other would leave so much undone on so many trails. Thankfully, we have both.

One-Hundred Summers

By Natalie "Smokee" Beittel 2009-2011 and Kyle "Tyla" Peckham 2008-2011

There are many staircases in and amongst the White Mountains, most have been there for years. Some hikers take notice, but the best art conceals the artistry, and many pass over these rocks with little recognition, not realizing their beauty. All the effort, sweat, and design are only obvious to a few. Each step has been quarried, set, planted, tweaked, and packed into the trail. Together, these rocks become one system acting as a fortress for the earth underneath, lasting for decades without repair. Scattered throughout the trails like footprints left behind by those who built them; signatures of the Trail Crew.

The Trail Crew has been responsible for the clearing and repairing of hiking trails in the White Mountains for almost a century now. By passing down knowledge and skill through practice and tradition, they carry out a unique legacy. Young men and women, who come from all over the country, continue to challenge themselves against the dirt and weather, summer after summer.

The abiding success of the Trail Crew, like the rock staircases, lies not in its size or strength, but in its hardness and structure. In fact, the hierarchy of the Trail Crew, and the source of their grit, can be found in the very design ...

(Continued on page 7)

One Hundred Summers ... continued

of the staircases they build. Lasting bonds and friendships are built through hard work and solidarity. All the members of the Trail Crew are connected through this regard to become one working system. In this way, the trails become a reflection of the Trail Crew. As this reflection changes with the crew, it allows the trails themselves to be read like volumes of history that have been carved into the steep mountainsides.

Much like the trails that they build and repair the Trail Crew has been repeatedly passed over with little recognition. A desire to capture the spirit of the Trail Crew has been present informally probably since soon after the formation of the initial crew in 1919. Story-telling and recapturing the crews of years past is ever present in woods camps during those few special months each summer. Several attempts have been made to record some of those stories.

In the summer of 2011 we approached Ben "Moses the Donkey Killer" English, Trail Crew 1956-1958, with an idea to start collecting these Trail Crew memories, and record them permanently in some sort of book form. With his enthusiasm and endless knowledge of history and resources we started out with a basic mailing to all those on the Trail Crew Association list, asking for whatever they were willing to share. We received in addition to many returned envelopes, a surprising number of responses, containing first hand stories, pictures, and encouragement to go forward with our project. Our next stop was the UNH archives, which hold a collection of Trail Crew history in the form of slides, old trail crew applications, correspondence, and past chips and clippings. At the archives we were able to go as far back as 1923. With the help of Ben English and John Lamanna (Trail Crew 1977-1980), from there we visited with Ted Brown (Trail Crew 1943-45 and 1947-49), and heard about the crew during the summer of the end of World War II.

From the White Mountains, having completed our schooling, and our years on Trail Crew, we set out on a three month cross country road trip visiting many of the National Parks, interspersed with a couple of visits to Trail Crew Members past. Our end destination was a farm in the very northern tip of Idaho, where we would spend the summer of 2012, working and living, and developing the book. Our trip started out with the company of Mike "Pie" Saucier (Trail Crew 2010-2013),

and Cassie "Jazzzeria" Seawell (Trail Crew 2008-2010). We headed south to the flat, flat land of Florida and met up with Alex "Mahoosuc Mac" Mackenzie (Trail Crew 1958-1960), and his wife, in Naples Florida. We spent an evening eating dinner and drinking lots of wine while laughing, and recording their tales. From Florida we headed west, and eventually made our way to Monterey Bay California and spent a night with Doobie Jenkins and his wife, at their house. It turns out Doobie was quite rowdy during his time on crew, and we left California with many great memories written down. All throughout our trip and into our stay in Idaho, we received many emails containing pictures and historical Trail Crew Information from Bob Watts (Trail Crew 1952-1955). While In Idaho we were able to get in touch with Betsy Kepes (Trail Crew 1978-1979), one of the first women on trail crew! She happened to be living in Idaho, although south a ways, doing seasonal work for the National Forests. We had hoped to meet in person, and although that never panned out, in addition to speaking with us on the phone, she has sent us her stories. Returning home to New England in the fall of 2012, we drove with Ben English to sit with Joel Nichols in his home in Vermont with his wife. Joel was very sick when we visited with him, but sharing his summers on crew with us and Ben seemed to take him back in time, and brought energy into him. After failing to meet up with David Bayne (Trail Crew 1971-1976) in Montana while we were close by, we met with him in Amherst Massachusetts in the late fall of 2012 at a cafe.

All of this combined has given us almost 100 typed pages of Trail Crew memories and history. For the past year we have been working with Ben English to edit what we have, an immensely enjoyable experience in its own right. We read outloud every story we collected together, laughing and fine tuning as we went. We finished editing this winter, and have since then been looking for an outlet to put this project into its final form. We ran into President, Craig Whiton at Shelburne Cabin a few weeks ago, and he asked us to share our story collecting project with Chips & Clippings. We plan to continue our work.

Raise TCA funds ... Seacoast to Summit

TCA is launching a giant fund raising event to ameliorate our financial picture so we can better serve our members and making updates to the Shelburne cabin.

Shelburne needs a new roof and lighting system upgrades – something efficient and safe.

It's really simple!

Your President, Craig Whiton, is seeking pledge money...

He is going to ride his bicycle from East End Beach, in Portland, Maine (think Atlantic Ocean) to Pinkham Notch, and then walk to the summit of Mt. Washington (the "Big Tub").

Mid-June 2015

Vertical Gain 6,288 feet (if he doesn't die)

Your pledge 1 penny per vertical foot - \$62.88
(or any amount of your choosing)

If he can garner 100 donations at that level, we can raise over \$6,000 to go into a special fund for much needed expenses and cabin repairs.

Or, maybe you are as crazy as he is and want to join in this fundraising effort through more than your own donation? Contact Craig if you want to join him and solicit your own pledges. It might even include a cycling jersey!

To make a pledge...

**Make your check payable to:
Trail Crew Alumni Association**

**Clearly note on your check:
VERTICAL CLIMB**

**Mail to:
P.O. Box 101
Gorham, NH 03581**

Chainsaw Man

By Craig Whiton

He's top notch!

John Lamanna (Trail Crew 1900-00) has been teaching and coaching chain saw technique and safety to newly hired Trail Crew for many years.

I was aware of this for a while and thought to myself- so what do you really need to know? I worked Trail Crew pre-chain saw but quickly adapted when we acquired them. I packed chain saws many places, actually slept with chain saws, breathed too much gas and fumes and listened to too many (excuse me, I didn't hear you...). I have thrown chain saws as far as I could and (dang) wouldn't you know they started afterward. I have a love/hate relationship with chain saws and, although I own a beautiful Jansered, generally leave their operation to others as I prefer swinging tools (axes).

In August, during Cabin Cleanup weekend, I had a great lesson as I watched John drop some trees and work his magic with a chain saw. I stood nearby with slack jaw and watched him work with legendary skill. I was mesmerized and didn't move for a period of time as the reality sank in. There is a difference!

Never have I seen someone wield a chainsaw as well. It reminded me of 'Babe Ruth', who was famous for pointing his bat toward left field and then sending the ball soaring out there. John laid down trees with the same precision. It was humbling.

Thank you John for showing me, and teaching our new Crew, how it is done!



Please update your information...

Name _____

Trail Crew Name _____

Years on Crew _____

Address:

Home Phone: _____

Cell Phone: _____

E- mail Address: _____

If you do not receive our e-mail updates, we likely do not have your current information, please return this information to:

Craig Whiton
32 Pinecrest Road
Portland, ME 04102

E-mail updates to:
coachwhiton@maine.rr.com

Please take a moment to answer the following questions:

Do you have positive memories of your time on Trail Crew?

Yes No

Do you enjoy hearing about the activities of current crew?

Yes No

Do you enjoy hearing stories of Trail Crew days gone by?

Yes No

If you answered 'Yes' to any of the above questions, will you be attending the reunion?

Yes No

If no, why not?

What would prompt you to attend in the future?

The Trail Crew Jeep

By Ben English

When the A.M.C Trail Crew was based in Whitefield, N.H., one of our vehicles during the mid-fifties was a versatile 1947 Willys-Jeep.

It was a faded dark red in color and had the spare tire mounted on the right side rear. There were two, separate front seats and two rear, lengthwise bench seats facing each other. It had a canvas roof, sides, and rear flap with the canvas shaped around a frame of steel rods. Two, removable doors existed; they also were of canvas stretched around the steel rod framework. It was more fun to drive and ride around without the doors; therefore, those doors spent most of the summers in the barn. On rainy days, we wore our ponchos and tried to keep dry.

For windows, plastic or Isinglass was sewn into the canvas. However, the windshield was made of glass retained in a steel frame. Between the base of the frame and the hood, there was a length of body steel about five inches high stretching all the way across the Jeep. On this steel, in letters about three inches high, was A.M.C. TRAIL CREW stenciled in white. We were really proud to drive around with those words prominent to the world. Another feature of the windshield that we were pleased with is the fact that it could be folded right down onto the hood.

The A.M.C. bought the Jeep for the Trail Crew to use when access to trails was difficult. Examples were Reel Brook Trail, Gale River Trail, and trails off the Success Pond Road. In addition, we learned that we could drive the Jeep not only TO the trails, but we could drive it ON the trails.

Examples were the Signal Ridge Trail to the junction of the Carrigain Notch Trail and quite a distance up the Stony Brook Trail. Those trails would be driven on when we packed in to Desolation Shelter and to Imp Shelter. As would be expected, we drove the Jeep on dirt and paved roads to reach easily accessible trails. Sometimes, after our stints in the woods, we'd return to the Jeep and find the steering wheel and the gear shift knobs had been chewed. With no doors to contend with, porcupines could easily crawl up into the front and chew without disturbance. The Jeep had three gearshift knobs: one for the gear shifter (one reverse and three forward gears), one for four-wheel drive, and one for low range. The unkwunks (porcupines) were attracted to the salt from our sweaty hands.

What? **2014 Reunion**

Who? **You (and your family)**

When? **Saturday, November 8th**

**1:00pm to 4pm Annual Board Meeting
(all welcome!)
(in Woodchuck Building)**

4:00pm to 6pm Social

6pm Dinner

**7:30 until 9:30 Presentations and
Camaraderie**

Where? **Pinkham Notch**



How? **Plane, Train, Automobile,
Bike, Hike, or Run
Hitchhike or Carpool**

Why? **Because you belong!
Because it was an important
part of your life!
Because you want to see old
friends!**

Cost? **Dinner -\$19.60 pperson
(make a dinner reservation by
calling 603/466-2727)**

**Accommodations are available at
Joe Dodge at a reduce rate for our
group. Call today to make a
reservation and tell them you are
part of the Trail Crew Group.**