



## NORTH CASCADES – SEPT 29 - OCT. 1

In this 3-day trip I completed the final 3 hikes in the Destination Hikes book. And what a way to reach my goal! Such beauties! This area was new to most of us. My expectations were high for our second hike, Cascade Pass to Sahale Arm, as the book mentions that it's "the most popular day hike in all of the North Cascades". Well, it exceeded my expectations. The Hidden Lake hike that we did the next day, came in as a close second.

**SEPT. 29 – BLUE LAKE:** 8.8 km / 377m gain / 1935m high / 2:20 hours MT

Rain was not what we wanted to see when we met at the Cascade Wagon Road campsite by the border of North Cascade National Park. That was not in the forecast. But the Blue Lake trailhead was still another 1-hour drive east. So we piled into two vehicles with nine of us and by mid-afternoon were at the busy parking lot. There were patches of blue sky and a slight flutter of snowflakes drifting slowly through the air.



In just one hour we were at the lake, staying right at a junction where left led to the base of the granite towers of Liberty Bell & the Early Winters Spires. We were excited to



see that the larches had started to change color from green to gold. It was a stark contrast to the deep blue of the lake. From there we continued on a small loop that curved away from the lake, staying left at a corner junction that led to a picturesque tarn. For such a short hike, it gets you pretty high.



Once back on the road, we drove east for 1.9 km to the Washington Pass which is the highest point on Hwy. 20. A small loop led to an overlook of the gap, viewing the spires from the opposite side. Approaching the campsite, we were

pleased to see the bad weather had passed. A campfire was promptly set and as usual, early to bed for an early start. Clouds were forecast for mid-afternoon the next day, but it was not to be.

**SEPT. 30 – CASCADE PASS TO SAHALE ARM:** 16.3 km / 917m gain / 1866m high / 5 ½ hours MT

Exiting our campsite to the right, we drove 35 km down Cascade River Rd. Just less than halfway down it, the asphalt changed to gravel. This road was in very good condition, and rightfully so as many people use it. I thought we'd arrived early (8:00am) but the parking lot was already almost full. Backpackers maybe? We didn't have to do any hiking to get the views. Getting out of the 4WDs, we stood in awe of the surrounding peaks with their pocket glaciers and ice caves. And as we gained elevation, starting at 1110m, the views just kept getting better.



We did a brief stop at Cascade Junction where a trail to the right leads to a toilet and to Ptarmigan Ridge which is a 7-day backpack. Sue has done it three times and says it's beautiful. We stayed left, leaving the evergreens behind and doing broad-switchbacks up a steep meadow slope filled with yellow, orange and bronze brush.



Soon we arrived at a plateau where red vegetation was more apparent. Once at the viewpoint above Doubtful Lake, we turned left do a more gradual ascend on Sahale Arm. We stopped for lunch just before the steep rocky slope that led to Sahale Glacier. Two in our group continued. One of them ended up falling on the icy path.



Our lunch break didn't last long. It was too cold in the wind. So we retreated to a lower spot where it was warmer and provided a private place to relieve ourselves. This was important since there were so many people on the trail and no outhouses. Regardless of where we were, the views did not cease to amaze. Add to that a fine-looking mountain goat, roaming around, munching on partly frozen grass.



Eventually we began our descent and got back to camp at dinner time.

**OCT. 1 – HIDDEN LAKE LOOKOUT:** 14 km / 1127m gain / 2105m high / 5 hours MT

This hike was far more remote, starting out by driving the same Cascade River Rd, but branching off to the left before the asphalt ended. Reviews on AllTrails stated that the road was in horrible condition, riddled with large potholes. But we found it wasn't that bad. Just a few rough spots on a broad gravel FSR, where we took our time. I guess we felt this way about the FSR because we're Canadian and not used to such well-maintained trails and roads. After a 25-minute drive, we arrived at a good size parking lot where there were only two other vehicles.

The half-an-hour in the forest featured long boardwalks and plenty of fungi. Then we broke out into an open steep slope where the trail zigzagged upwards, angling to the right below a peak. That's when it became more level, passing through piles of humungous boulders until we rounded a corner and set eyes on our destination: the old fire lookout (built in 1931), way up there perched on the edge of a cliff.



I was starting to wonder, "Where is aptly named Hidden Lake?" and that's when I saw a white pole where a bit beyond and below us lay the massive lake. Wow! But that wasn't the end. Just another 20-minute climb & scramble and we were at the summit. It was cozy in the hut but we weren't so sure about how secure we were.



Peering out of the window, just a few feet away was a total drop-off. And under the corners of the hut there were piles of slab-rocks supporting it. The wood looked worn from the buffeting of wind, water and snow. It survived the test of time, but barely. Those wires holding the hut in place didn't look so thick.



But needless to say, the views were amazing. The forecast of rain by 2:30pm did not happen till we started driving down later (4:00ish). In fact, the sun came out while we were at the summit. We could see Sahale Mt & arm, where we'd been the day before. Glacier Peak stood out on the horizon to the south. Earlier during the ascent, we even saw Mt. Baker to the southwest and the Enchantments to the west.



Back at camp we had happy hour and a celebratory toast to my completion of the Destination Hikes book, before heading home. I couldn't have done these hikes without my friends from the COC. Thank you!

Participants: Sue A, Denise D, Peter F, Brigitte G, David G, Irene H, Carmen P, KJ VD + **Joce T**

## PALEFACE MT - OCT. 10

In Chilliwack Lake Provincial Park

Sheesh. Had I known it'd be that bad, I wouldn't have posted it. Why did it take us so long (9:45am - 5:30pm) to do a hike with such moderate stats? I hesitate to call this a hike. The route didn't even show up on my Garmin66i! It did on AllTrails, otherwise we wouldn't have found it. The day started on the TCT trail that wound through forest littered with monster mushrooms. A bunch of the hikers missed the turn-off which was easy to do because there was no trail to see. So I called them back. We had to wade and push through a sea of wet bushes, mostly alders that were as high as we were. After half-an-hour of that, I figured the trail would get better upon entering the forest. It did, but by a very small margin. There were yellow & pink flagging tapes to guide the way.



Then we approached the first of three large boulder fields, where the rocks were covered in moist moss and therefore slippery. A bit of forest again and then the second boulder slope, where we continued straight up a very steep rock gully that led to the third and final boulder slope where the rocks were covered in a layer of frost. It was a north-facing slope that didn't see much sun. Three of our group were going too high on the slope, instead of traversing it. They ended up going up a rocky bluff while the rest of us did a big horseshoe to the meadows.



From there it felt like a walk in the park after what we'd just done, even though the "trail" looked more like an animal trail. It led us up a ridge to an amazing view of the entire Chilliwack Lake just a bit below the summit. We all had our "Wow!" moments when we reached the top where we could see umpteen peaks surrounding us on all sides. The efforts paid off. We almost forgot about the awful journey to get there -- but not quite. Iraj gave this mountain a new name -- a rather unsavory one that I shall not repeat.



Our descent took almost just as long as the ascent. By the time we got to the last boulder slope, I was hearing more and more moans & groans behind me. But also, laughter at the craziness of it all. 5:30-6:00 we were gratefully back at the 4WDS, all in one piece. We drove home as the sun was setting.

Stats: 10.5 km / 680m gain / 1823m high / 5:10 hours MT

Participants: Sue A, Terry B, Lonja B, Denise D, Iraj F, Ingrid F, Charlotte H, Michelle K, Paul L, Bote M, Gregg S, Susan V, Allana W, Lori Y, Case + **Joce T**

### 3 BRIDGES, A FERRY (OF SORTS) AND AN ISLAND: - OCT.12

It was a near perfect day for and of cycling!!!! Blue bird skies, no winds, temps in the high teens, and mostly flat. There were only 4 visually obvious hills, 3 gradual inclines over each of the three bridges and the final climb from the riverside flats up to Tynehead Regional Park. This climb was a short 1.3 km averaging less than 3%, with some short 4/5% sections that required some harder pedalling. Granted, it seemed longer and steeper than that. From my perspective it did seem like there was a 'bit' of individual sprinting to get to the top as the group 'peloton' became 'un on un'. Even small hills when the finish point is virtually in sight can evoke that behavior.

The members of this leisurely moving peloton were: Sheryl H., Dave B., Val S., Denise D., Cal F., Deborah H., Fred H., Danny G., Lorenz B., Iraj F., and me.

The route started at Tynehead Regional Park crossing over Hwy # 1 on the 'Rainbow Bridge' ( technically a fourth bridge...😊) and then meandered through the treed streets of the Fraser Heights neighbourhood above the Port Mann Bridge. Crossing the 'bridge' on a wide/smooth pathway separated from the flow of traffic ( but not the noise...😞) we had 360 degree views west towards New Westminister and the North shore mountains, north towards Coquitlam & the Golden Ears Mtn., east up the Fraser R. Valley and down along the shores of the river with log booms moored along the river banks and the huge railway 'marshaling' yards with hundreds of rail cars being sorted to begin their journey going East or West.

Enjoying the long decent down the north end of the bridge we were 'spit' out right at the junction of United Boulevard (which we had to cross) to access Hwy 7B, the start of the Mary hill bypass. This is an ugly place to be on a bike when there is heavy traffic, which fortunately there wasn't making the 1.8 km ride on the good shoulder to the exit on to Argue Rd. (the Poco Trail) a small 'highway' price to pay for the great quiet riding to come, first on the Poco Trail.

The Poco Trail is a combination of paved back roads and river dikes leading toward the Pitt River Bridge which we crossed and connected with the Pitt Meadows Greenway



Trail. This Greenway borders the Fraser R. on one side, and cranberry fields, the Pitt Meadows Airport, a newly developed warehouse/commercial zone and equally new riverside residential neighbourhood on the other side. We stopped here at a trendy cafe (it was 12noon) adjacently to a community park and picnic area. Talk about a bike magnet, groups of cyclists arrived in waves (some from the west side of Vancouver). There were line ups out the door of the café. I was glad we were the first group to arrive.

Then it was over the Golden Ears Bridge (noisy traffic) where some of the group felt dizzy descending the spiral ramp (skateboarders must love it!) to the roadway below. From there we rode through a 'heavy industrial zone (this is part of designated bike route) to connect with the Golden Ears Greenway. This is a wide cycle pathway that if followed its full length would have taken us back to the Tynehead park parking area.



But we left the Greenway to ride a short section of highway towards Hwy # 17 where we turned to access the ferry 'of sorts' to Barnston Island. The ferry consists of a car barge and a tiny tug boat. The crossing to the island takes all of 3-4 minutes, if that. Vehicles going toward the island have to back off the ferry onto the island side and back onto the barge returning to the mainland. The local island folks are clearly very good at backing up in tight spaces.

It is a flat 10km loop around the island, home to a small F.N community, dairy and cranberry farmers; oh, and fields of blackberries that in some spots had completely overgrown abandoned barns, houses, boats and mobile homes. Leaving the island (we didn't have to back on) we ascended the hill highlighted in the first paragraph of this report.

Overall this was a VERY easy ride ridden at very leisurely pace. On a scale of 1-10, \*a 10!!!! \*OK, for some that last hill might have bumped the score down to a 9....

By **Gary Baker** (photos by Danny Grieg)

## THE BURRARD INLET LOOP - OCT. 5

This route has become a favourite. This year I was joined by Herb C., Maureen S., Kim McL., Denise D., Allan M., Irene H., Patrick R., Sue A., Leora P., and Annette W.

As in the past we assembled and started the ride from the Maplewood Flats Conservation area on Dollarton Hwy just east of the Iron Workers' Memorial Second Narrows Bridge (IWMB) in N. Vancouver. The bridge was named in memory of the 19 steel workers who died when the bridge collapsed while under construction on June 17, 1958. Departing the Conservation Area we headed east, stopped and explored Cates Park before continuing towards Deep Cove.

My propensity to 'explore' required the group to climb up a not so short, very steep hill to get back up to Dollarton Hwy, where Allan experienced his 'first' flat. Deep Cove was its usual touristy self, swarming with people who all seemed to be lined up at the few coffee and pastry shops. Heading back towards the IWMB, we took a short detour to see how the construction of my middle son's new house was progressing. Hopefully they'll move in in time for Christmas.

I knew continuing west past the IWMB would be a bit of a nightmare thanks to road realigned and traffic congestion, it was! " Folks, trust me I know approximately how to get through here.", and we did. Although, I heard a few, " Shouldn't we go that way." as it looked like we were about to climb what clearly was a LONG STEEP hill when there was clearly a flat route to follow. A short, steep climb just prior to the foreseen hill saw us standing on a pedestrian overpass with a bird's eye view of the industrial coal yards and grain elevators along the North Shore waterfront. This is also the start of the SPIRIT Trail that we were to follow all the way to our lunch destination at the Village of Dunderave in West Vancouver.

Along the way we rode by historic shipyards (now owned by SeaSpan a subsidiary of the GNSF railway). One of the billionaire owner's mega yachts was moored next a huge floating dry dock. Immediately past the shipyards is the Lonsdale commercial/ entertainment area. With the temperatures in the upper teens, and the sun breaking through there were walkers everywhere. We did the obligatory ride out to the end of the Lonsdale Pier that afforded wonderful views of the Vancouver skyline and the inner harbour.



Continuing west we meandered amongst apartments complexes, another SeaSpan work yards, and the colourful Mosquito Creek floating houses village. Continuing westward there was a bit of a panic when we realized we had lost Allan. Literal as we were sending some riders back to look for him, he appeared at an intersection in front of us. Regrouping, and about to head off, Allan had another flat...& (^%^^\$)... As Irene had ridden this route before I asked her to lead the group towards Ambleside Park and onto Dunderave. I stayed with Dave to deal with his flat. The cause, a Chilliwack Blackberry thorn. It was good thing I stayed back as Allan's patch glue had hardened and was useless. I gave him one of my glueless patches. All you cyclists, check you patching glue! Allan and I decided it was prudent that he should get a new spare tube and glue. We know that the North Shore Road Bike shop was nearby and headed for it. I have to admit I had an ulterior motive as my oldest grandson is a bike mechanic there and might just be at work, and he was. He was surprised!

Purchases made, Allan and I made a spirited (pardon the pun) 'bee line' to Dunderave where we caught up to the group at a trendy coffee shop (Delany's). Fed and rested we retraced our route through West Vancouver to and over the Lions Gate Bridge, stopping mid span to enjoy views of the harbour an out over English Bay and Point Grey. The ride through Stanley Park (all downhill) past Ferguson Point and Lost Lagoon took us to 'Bike Rental Ally', the shore side promenade along Coal Harbour toward the Convention Centre. Riding this promenade is an exercise in 'slowness' with all the rental cyclists wobbling between hordes of sightseeing tourists who just disembarked from the two huge cruise ships docked at Canada Place. Worth the experience (but best to do it on foot) we accessed the Convention Centre traffic tunnel which was absolutely deserted (no people or cars).

Exiting the tunnel, we followed the West Waterfront Rd. along the industrial heart of the Vancouver waterfront, through the trendy (again) Wall Street neighbourhood of East Vancouver, down to New Brighton Pool (behind the PNE Exhibition grounds and the Hasting Park Horse Track). Leaving the park, we headed for the southside cycle access ramp to the IWMB which just happened to take us past the Taiga Works Outdoor retail outlet. It is a real 'hole' in the wall that always warrants a, not so, quick stop guaranteed to last 30-45 minutes and to vacuum outdoor types of wallets.... and

it did! I think I'm going to ask the staff/owners for a sales commission. Leaving Taiga, it was a short climb/descent over the IWMB and ride along Dollarton HWY back to the vehicles. Total distance approximately 59km.

A fun safe ride. What more can you ask for on a bike ride...not much!

By **Gary Baker** (last photo by Herb Chlebek)

## **WHISTLER HIKING QUICKDRAW PUBLICATIONS, 2024 MARC BOURDON**

I have sitting before me Jack Christie's *The Whistler Outdoors Guide* (1992), *The Whistler Book: An All-Season Outdoor Guide* (2005) and Brian Finestone/Kevin Hodder's *Whistler Hiking Guide* (2009). Needless to say, there have been other Whistler hiking guide books before these three books, but all previous books shrink in comparison to the recently published book by Marc Bourdon, *Whistler Hiking* (2024).

*Whistler Hiking* is divided into three main sections with, understandably so, the front stage given to a detailed, visual and evocative approach to the shorter, medium and longer treks in the Whistler area. Part I of the book ("Introduction"), rightly so, highlights some of the need to know historic background to Whistler and basic safety precautions for trekking in the mountains. Part II ("Whistler Hikes") is the main actor on the stage and Part III ("Wildflowers") is an almost exhaustive overview of many of the alpine and subalpine flowers in the region. But, to the main stage and actor—the varied hikes.

"Whistler Hikes" occupies the bulk of the book (pages 40-265) and 56 hikes are aptly described in a nuanced and attractive way and manner.

Although the title of the book seems to be about Whistler hikes, there is much more than only Whistler hikes in this comprehensive overview of rambles in the area. The 1<sup>st</sup> hike noted is Garibaldi Lake (lingering in the Garibaldi area for a few hikes), then inching northward to the multiple treks in the Whistler area and the tome comes to a fit end further north of Whistler into the Joffre Lakes and Anniversary Glacier (#56) bounty of a hike, Motel 66 not to miss.

The sheer abundance of photographs, sketches, paintings, maps, elevation gain, distances and return times makes this a must have hiking guide from north of Squamish to Marriot Basin-Wendy Thompson Hut (#54), Rohr Lake (#55) to Anniversary Glacier. The Glossary makes for a fine bookend and for those unacquainted with mountain lore and jargon a few more words to up the vocabulary.

My wife, friends and I have trekked about in the area since the late 1970s, enjoyed many a full moon meander under the star thick lamps of the night, bunked in at huts and tents, lived through many a white out, blue canopy day and sun burning off mist mornings-memories aplenty. I have not a moments doubt in recommending *Whistler Hikes* as the finest and best book now published on those keen and eager to explore and see the many beauties waiting to be seen for

those willing to do the work—a real 10 bell book that one and all curious about seeing more than most tourists do should own as their mountain guide and mentor, their friend of sorts on the trails, rock ridges and inviting peaks.

montani semper liberi

**Ron Dart**

Masthead of Cascade Pass by Joce T

## CLUB INFORMATION

### Notice to Trip Participants

It is understood that risk is inherent to some degree in all outdoor activities. Please ensure that you understand the risks involved and are prepared to accept them. As a participant, you are responsible for your own safety and equipment at all times. Trip organizers are not professional guides—they are simply club members who have volunteered their time for your enjoyment.

Inform the trip organizer of any medical conditions that he or she should be aware of in an emergency, for example: diabetes, asthma, and bee sting reactions. Ensure that your previous experience, ability and fitness level are adequate for the trip. Be sure that your equipment and clothing are adequate for the trip. Stay with the group. Wait for other group members frequently and at all route junctions. Tell the trip organizer if you must turn back. **Be safe and enjoy!**

### Required Equipment

Trip organizers will be pleased to answer any questions regarding the required equipment for any outing. For more information, it is recommended that you visit one of the many websites that provide such information. Some recommended sites are: [www.valhallapure.com](http://www.valhallapure.com) (club sponsor), [www.backpacker.com](http://www.backpacker.com) and [www.mec.ca](http://www.mec.ca).

**Safety first, last, and always!** It is the responsibility of trip participants to be equipped appropriately. Plan for the **worst!**

### The Ten Essentials

Before you hit any trail, no matter how easy, no matter how short, no matter how close to home, make sure your backpack is loaded with the ten essentials. When in the backcountry you are responsible for your own safety, and any one of these ten items may help to save your life. Carry them all and know how to use them.

1. Map
2. Compass
3. Extra clothing
4. Sunglasses and sunscreen
5. Headlamp/flashlight
6. First-aid supplies
7. Fire starter
8. Matches
9. Knife
10. Extra food and water

### Equipment for Club Members' Use

2	Shovels	2	ice axes
2	pairs of crampons	2	avalanche probes
2	avalanche transceivers		
2	pairs of snowshoes		
			contact Cal Francis to use: <a href="mailto:calfrancis@gmail.com">calfrancis@gmail.com</a>

**Note:** All equipment must be returned in the same condition as borrowed or repaired appropriately. The equipment is being examined to determine its state of repair and will be reviewed by the Board of Directors as to what should be retained, scrapped or sold.

### Hike Grading System

Duration (hrs.)		Elevation Gain (m)		Difficulty	
A	0-4	1	10-500	a	Easy
B	4-7	2	500-1000	b	Moderate
C	7-10	3	1000-1500	c	Difficult
D	10+	4	1500+	d	Advanced

## CLUB CONTACTS

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Club Trip Email: <a href="mailto:chilliwackoutdoorclub@googlegroups.com">chilliwackoutdoorclub@googlegroups.com</a> For trips and announcements to be forwarded to all. Note: also you can post in members: Facebook: Chilliwack Outdoor Club Group		
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