

Domestic Geographic Name Report

1 Use this form to recommend a feature name or to suggest a name change.

2. For features on Federal lands, coordinate requests with the agency (U.S. Forest Service, National Park Service, Bureau of Land Management, etc.) For the administrative area in which the land is located.

3. On the reverse side of this form give information on the local usage and authority for recommended name.

4. For more information about the Geographic Names Information System or the National Gazetteer Program, contact the U.S. Board on Geographic Names at 703-648-4544.

5. Return this form to:

Executive Secretary for Domestic Geographic Names
 U.S. Geological Survey
 523 National Center
 Reston, VA 22092

Action Requested

Proposed New Name:	<input checked="" type="checkbox"/>
Application Change:	<input type="checkbox"/>
Name Change:	<input type="checkbox"/>
Other:	<input type="checkbox"/>

Recommended Name:	Locomotive Ridge
State:	Alaska
County or Equivalent:	Kenai Peninsula Borough
Administrative Area:	Chugach National Forest

Specific Area Covered:

Latitude:	60°	33'	11"	N	Longitude:	149°	23'	53"	W
Latitude:	°	'	"	N	Longitude:	°	'	"	W
Center:	<input checked="" type="checkbox"/>			Heading End					
Section(s)	<small>10, 2, 25 15, 36</small>	Township(s)	5N-6N	Range(s)	2W	Meridian	Seward	Elevation	5,000 ft

Type of Feature (stream, mountain, populated place, etc.):	Mountain ridge			
Is the Feature identified (including other names), in the Geographic Names Information System (GNIS)?				
Yes	No	<input checked="" type="checkbox"/>	Unknown	If Yes, how is it listed?

Description of feature (physical shape, length, width, direction of flow, etc.):
 The ridge is 3.5 to 6 miles north of Moose Pass, a census designated place on the Kenai Peninsula. The ridge is approximately 3.5 miles long and much of it parallels the north shore of Upper Trail Lake.

Maps and other sources using recommended name (including scale and date).	Other name (variants)	Maps and other sources using other name or application (including scale and date).

Name information such as origin, meaning of the recommended name, historical significance, biographic data (if commemorative), nature of usage or application, or any other pertinent information:

Looking northwest from the census designated place of Moose Pass, three peaks across Upper Trail Lake look like a train, with a locomotive, tender, and caboose, heading south. One of the proposers noticed this when standing at the Alaska Railroad depot at Moose Pass where he worked in 1969. Hence the group of four names are proposed as descriptive. The proposers, brothers, made the first recorded ascent of the three mountains on July 27, 1969. They were active in the Mountaineering Club of Alaska and sent the organization information. The club has acknowledged the ascents and the names of the three mountains in several issues of its newsletter. The proposers have suggested the name Locomotive Ridge, noting it has been variously referred to as The Brothers, The Locomotives, and with another peak El Tercaro the Four Brothers..

Is the recommended name in local usage?	Yes	X	No		If Yes, approximately how many years?	48
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Is there local opposition to, or conflict with the recommended name (as located)?

Unknown.

For proposed new name, please provide evidence that feature is unnamed:

The ridge and peaks are not named on the USGS Seward C-7 1:63,360 map.

Additional information:

Proposal package sent soliciting reviews and comments, with a letter indicating response must be in writing to object or endorse the proposed names and received by June 30, 2017, to:

- Kenai Peninsula Borough
- Chugach National Forest
- U.S. Forest Service, Alaska Region 10, Attn: Bob Francis
- U.S. Forest Service, U.S. Board on Geographic Names representative
- Moose Pass Chamber of Commerce
- Cook Inlet Region, Incorporated
- Chugach Alaska Corporation
- Cook Inlet Tribal Council, Incorporated
- Chugachmiut
- Qutekcak Native Tribe
- Alaska Dispatch News*
- Seward City News*
- The Seward Phoenix Log*
- The Alaska Railroad
- Mountaineering Club of Alaska

The Alaska Historical Commission is expected to review the proposed name at their next meeting.

Copy submitted by: Name (first, M.I., last)	Title	Phone (day)	Date
Harry and Winford (Dub) Bludworth		971.645.0120	3.12.17
Company or Agency	Address (city, State, and Zip)		
harrybludworth@comcast.net	52286 Miller Rd, Scappoose, Oregon 97056		
Copy Prepared by (if other than above)	Title	Phone (day)	Date
Joan M. Antonson	Deputy-SHPO	907. 269.8721	5.24.17
Company or Agency	Address (city, State, and Zip)		
Alaska Department of Natural Resources/Office of History and Archaeology	550 West 7 th Ave., Suite 1310, Anchorage, AK 99501-3565		
Authority for Recommended Name:	Mailing Address and Telephone	Occupation	Years in Area

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 Reston, VA 22092

Action Requested

Proposed New Name:	<input checked="" type="checkbox"/>
Application Change:	<input type="checkbox"/>
Name Change:	<input type="checkbox"/>
Other:	<input type="checkbox"/>

Recommended Name:	The Engine
State:	Alaska
County or Equivalent:	Kenai Peninsula Borough
Administrative Area:	Chugach National Forest

Specific Area Covered:

Latitude:	60°	32'	5"	N	Longitude:	149°	25'	24"	W
Latitude:	°	'	"	N	Longitude:	°	'	"	W
Center:	X			Heading End					
Section(s)	10	Township(s)	5N	Range(s)	1W	Meridian	Seward	Elevation	4,950'

Type of Feature (stream, mountain, populated place, etc.):	Mountain			
Is the Feature identified (including other names), in the Geographic Names Information System (GNIS)?				
Yes	No	<input checked="" type="checkbox"/>	Unknown	If Yes, how is it listed?

Description of feature (physical shape, length, width, direction of flow, etc.):
 The peak is 3.5 miles northwest of Moose Pass, a census designated place on the Kenai Peninsula. It is northwest of Upper Trail Lake.

Maps and other sources using recommended name (including scale and date).	Other name (variants)	Maps and other sources using other name or application (including scale and date).
Mountaineering Club of Alaska		

Name information such as origin, meaning of the recommended name, historical significance, biographic data (if commemorative), nature of usage or application, or any other pertinent information:

The mountain looks like a locomotive steam engine heading south when viewed from the south end of Upper Trail Lake. The proposers made the first recorded ascent of the mountain on July 27, 1969, and reported it to the Mountaineering Club of Alaska.

See Locomotive Ridge report for additional information.

Is the recommended name in local usage?	Yes	X	No		If Yes, approximately how many years?	48
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Is there local opposition to, or conflict with the recommended name (as located)?

Unknown.

For proposed new name, please provide evidence that feature is unnamed:

The ridge and peaks are not named on the USGS Seward C-7 1:63,360 map.

Additional information:

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- U.S. Forest Service, U.S. Board on Geographic Names representative
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- Chugach Alaska Corporation
- Cook Inlet Tribal Council, Incorporated
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Action Requested

Proposed New Name:	<input checked="" type="checkbox"/>
Application Change:	<input type="checkbox"/>
Name Change:	<input type="checkbox"/>
Other:	<input type="checkbox"/>

Recommended Name:	The Tender
State:	Alaska
County or Equivalent:	Kenai Peninsula Borough
Administrative Area:	Chugach National Forest

Specific Area Covered:

Latitude:	60°	33'	11"	N	Longitude:	149°	23'	53"	W
Latitude:	°	'	"	N	Longitude:	°	'	"	W

Center:	X			Heading End					
Section(s)	2	Township(s)	5N	Range(s)	1W	Meridian	Seward	Elevation	4,760'

Type of Feature (stream, mountain, populated place, etc.):				Mountain					
Is the Feature identified (including other names), in the Geographic Names Information System (GNIS)?									
Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Unknown	<input type="checkbox"/>	If Yes, how is it listed?			

Description of feature (physical shape, length, width, direction of flow, etc.):
 The mountain is 5 miles north-northwest of Moose Pass, a census designated place on the Kenai Peninsula. The mountain is mostly box shaped with a long, gradually sloping summit ridge.

Maps and other sources using recommended name (including scale and date).	Other name (variants)	Maps and other sources using other name or application (including scale and date).
Mountaineering Club of Alaska		

Name information such as origin, meaning of the recommended name, historical significance, biographic data (if commemorative), nature of usage or application, or any other pertinent information:

The mountain looks like a tender or coal car being pulled behind the mountain to its south that looks like an engine. It is box shaped with a long, gradually sloping summit ridge. The proposers made the first documented ascent July 27, 1969, and reported it to the Mountaineering Club of Alaska.

See Locomotive Ridge report for additional information.

Is the recommended name in local usage?	Yes	X	No		If Yes, approximately how many years?	48
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Is there local opposition to, or conflict with the recommended name (as located)?

Unknown

For proposed new name, please provide evidence that feature is unnamed:

The ridge and peaks are not named on the USGS Seward C-7 1:f63,360 map.

Additional information:

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- Kenai Peninsula Borough
- Chugach National Forest
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- U.S. Forest Service, U.S. Board on Geographic Names representative
- Moose Pass Chamber of Commerce
- Cook Inlet Region, Incorporated
- Chugach Alaska Corporation
- Cook Inlet Tribal Council, Incorporated
- Chugachmiut
- Qutekcak Native Tribe
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- Seward City News*
- The Seward Phoenix Log*
- The Alaska Railroad
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		52286 Miller Rd, Scappoose, Oregon 97056		
Copy Prepared by (if other than above)		Title	Phone (day)	Date
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Action Requested

Proposed New Name:	<input checked="" type="checkbox"/>
Application Change:	<input type="checkbox"/>
Name Change:	<input type="checkbox"/>
Other:	<input type="checkbox"/>

Recommended Name:	The Caboose
State:	Alaska
County or Equivalent:	Kenai Peninsula Borough
Administrative Area:	Chugach National Forest

Specific Area Covered:

Latitude:	60°	34'	14.868"	N	Longitude:	149°	22'	4.162"	W
Latitude:	°	'	"	N	Longitude:	°	'	"	W
Center:	X			Heading End					
Section(s)	36	Township(s)	6N	Range(s)	1W	Meridian	Seward	Elevation	5,050'

Type of Feature (stream, mountain, populated place, etc.):	Mountain			
Is the Feature identified (including other names), in the Geographic Names Information System (GNIS)?				
Yes	No	<input checked="" type="checkbox"/>	Unknown	If Yes, how is it listed?
Description of feature (physical shape, length, width, direction of flow, etc.):				
The mountain is 6 miles north of Moose Pass, a census designated place on the Kenai Peninsula.				

Maps and other sources using recommended name (including scale and date).	Other name (variants)	Maps and other sources using other name or application (including scale and date).
Mountaineering Club of Alaska		

Name information such as origin, meaning of the recommended name, historical significance, biographic data (if commemorative), nature of usage or application, or any other pertinent information:

The feature is the third summit on the ridge that resembles a train. The name is proposed in keeping with the other three proposals. The proposers made the first recorded ascent of the mountain on July 27, 1969, and reported it to the Mountaineering Club of Alaska.

See Locomotive Ridge report for additional information.

Is the recommended name in local usage?	Yes	<input checked="" type="checkbox"/>	No		If Yes, approximately how many years?	48
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Is there local opposition to, or conflict with the recommended name (as located)?

Unknown

For proposed new name, please provide evidence that feature is unnamed:

The ridge and peaks are not named on the USGS Seward C-7 1:63,360 map

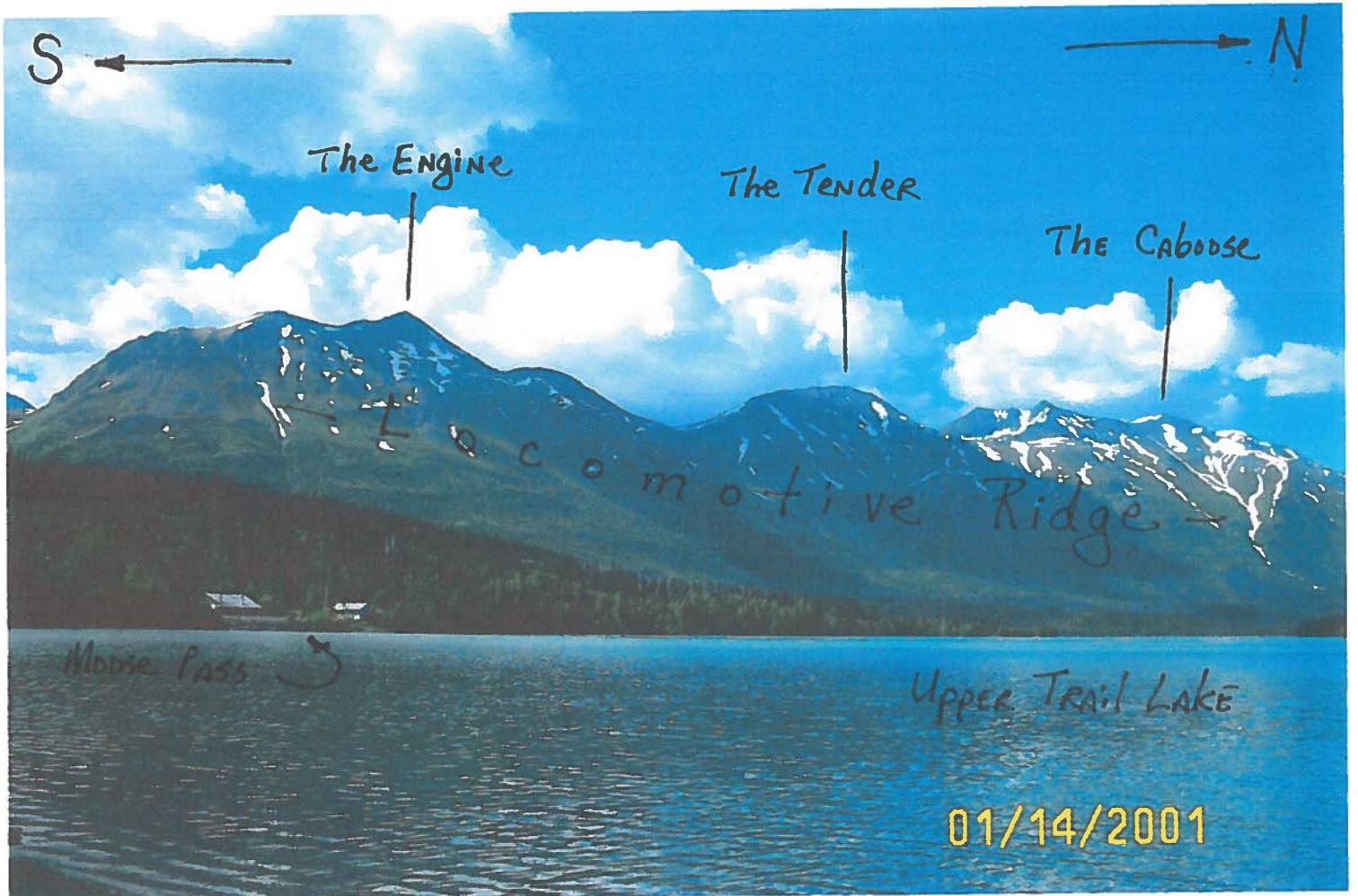
Additional information:

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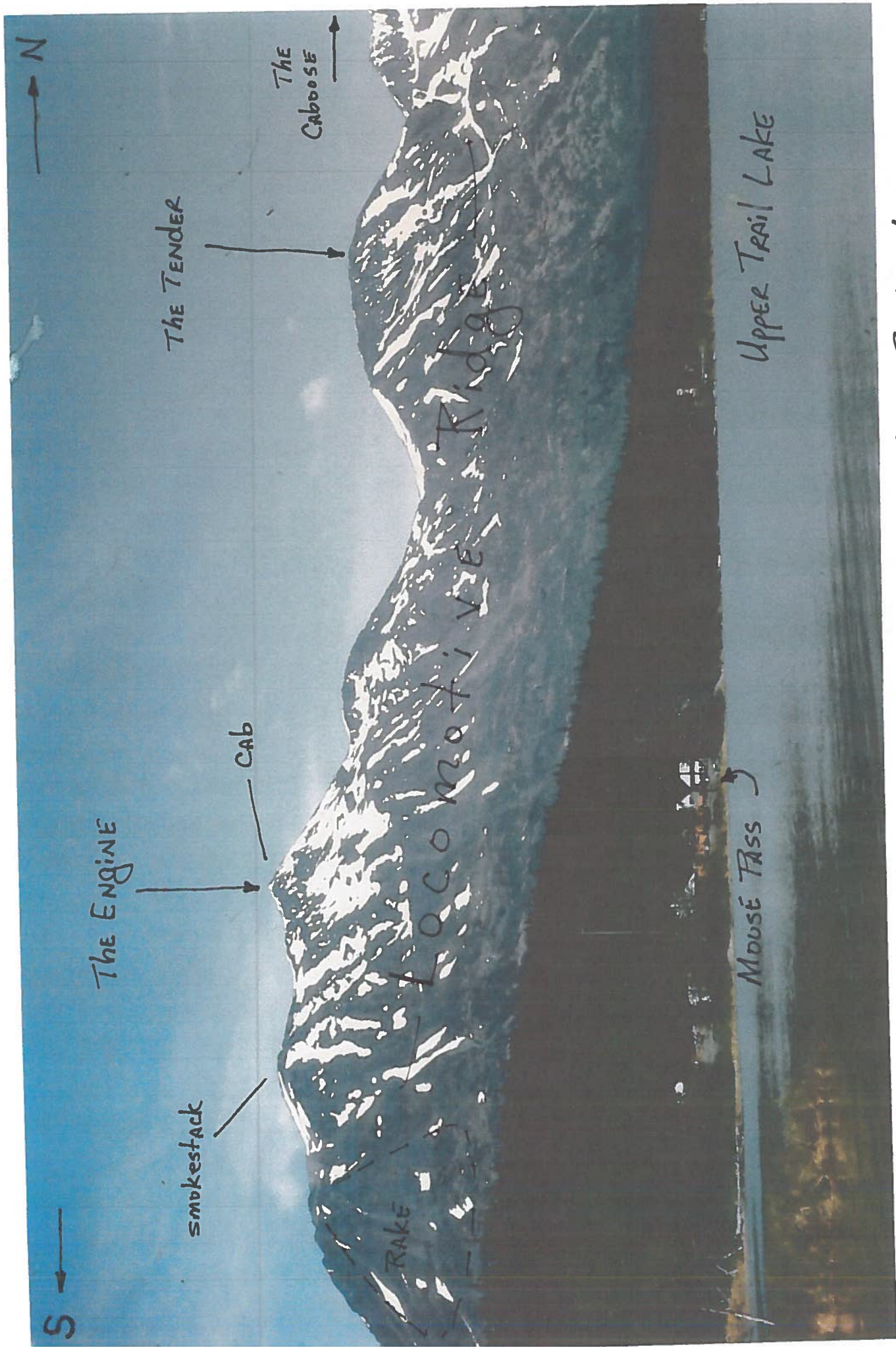
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Joan M. Antonson		Deputy-SHPO	907.269.8721	5.24.17
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Alaska Department of Natural Resources/Office of History and Archaeology		550 West 7 th Ave., Suite 1310, Anchorage, AK 99501-3565		
Authority for Recommended Name:	Mailing Address and Telephone	Occupation	Years in Area	



Looking Northwest Across Upper Trail Lake

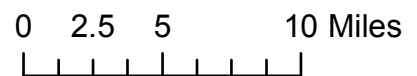


Locomotive Ridge - looking northwest across Upper Trail Lake

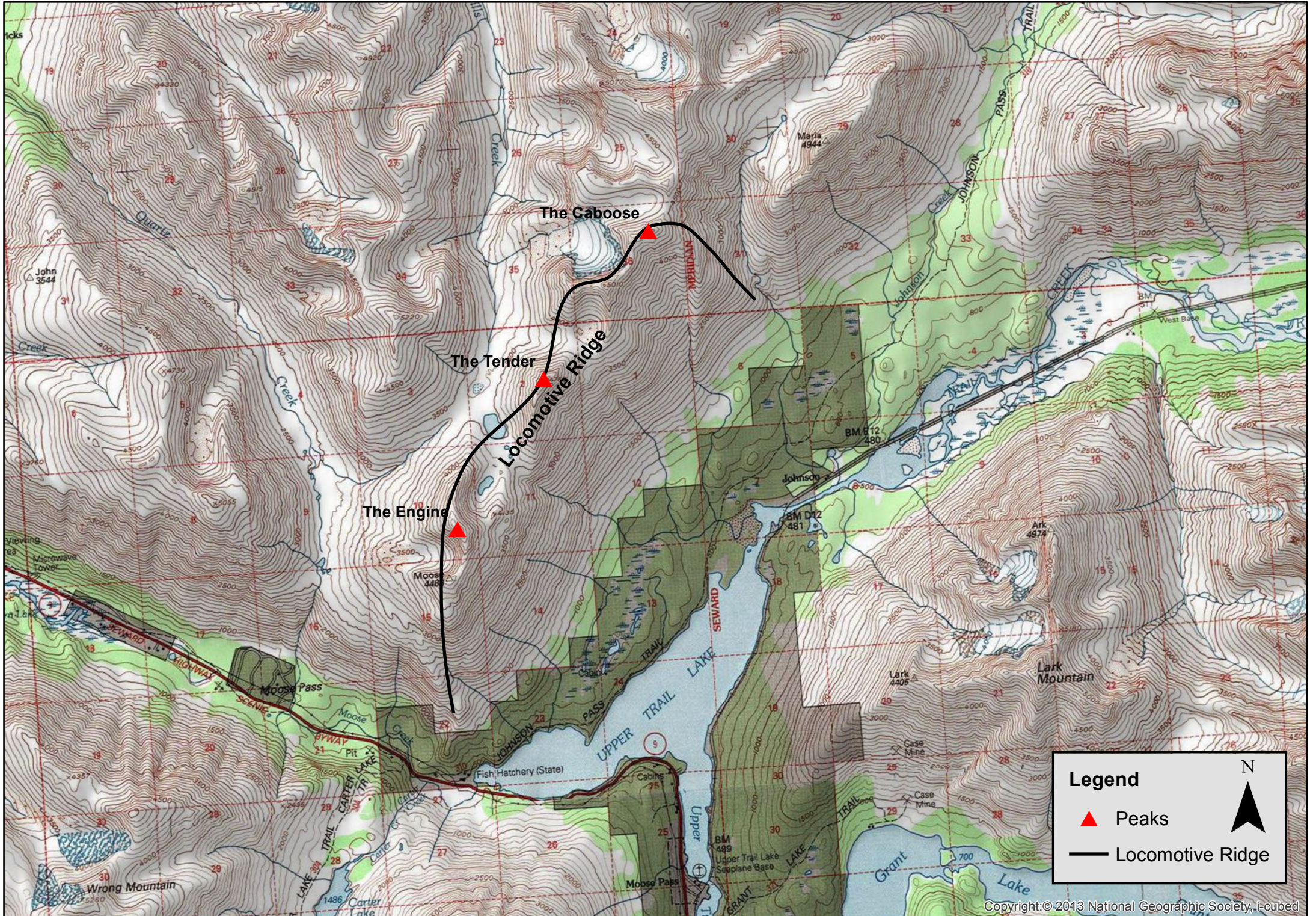
Locomotive Ridge, The Engine, The Tender, The Caboose



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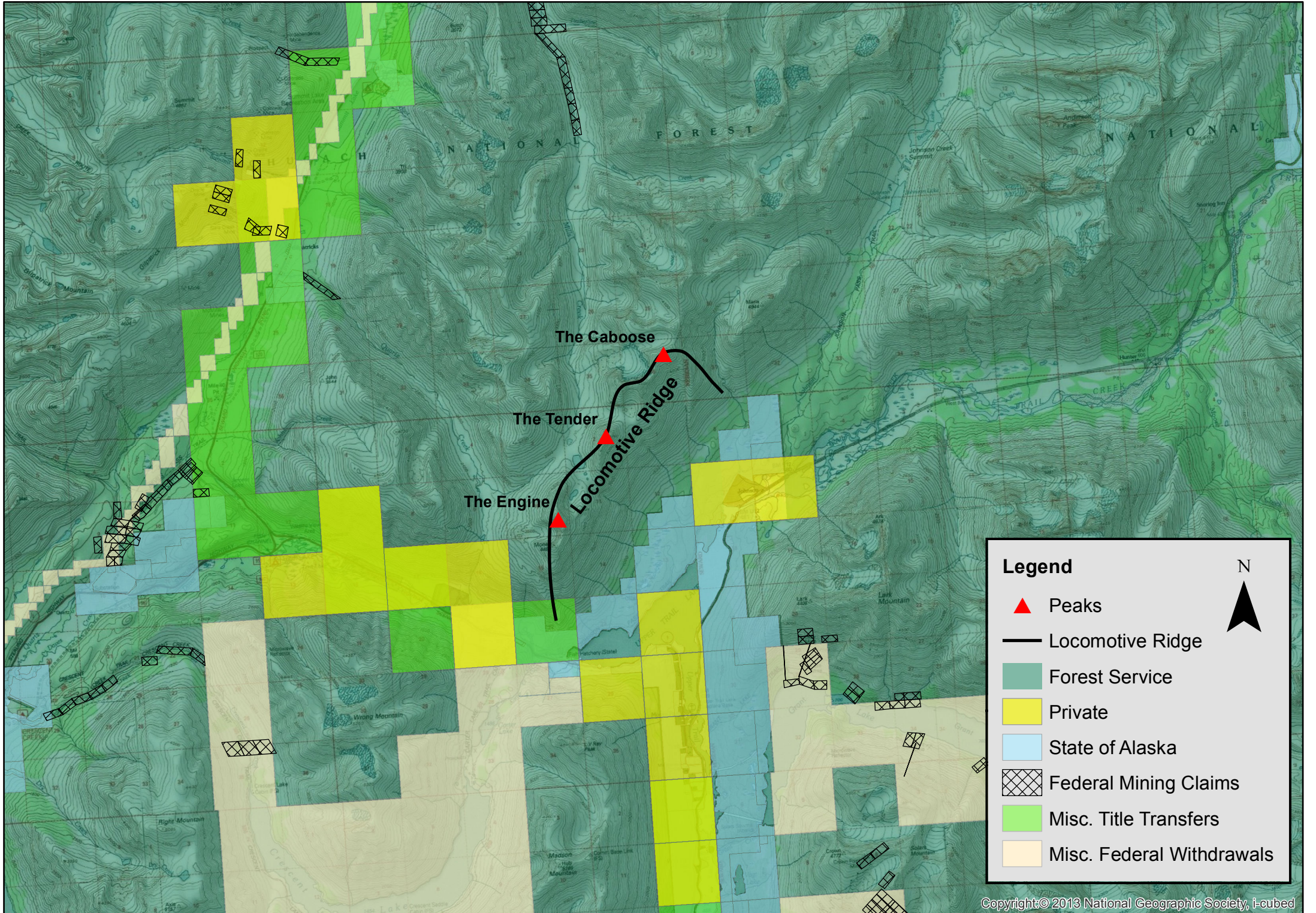
Locomotive Ridge, The Engine, The Tender, The Caboose



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Locomotive Ridge, The Engine, The Tender, The Caboose - Land Status

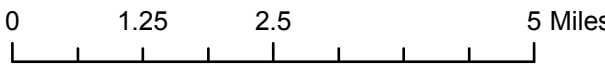


Legend

- ▲ Peaks
- Locomotive Ridge
- Forest Service
- Private
- State of Alaska
- Federal Mining Claims
- Misc. Title Transfers
- Misc. Federal Withdrawals

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Winford C. Bludworth, Jr.
2469 S. Highland Dr.
Salt Lake City, Utah 84106
801-466-7444

Board of Directors
Alaska Railroad Corporation
327 W. Ship Creek Avenue
P.O. Box 107500
Anchorage, Alaska 99510-7500

January 16, 2015

To Whom It May Concern:

From 1966 to 1978 I lived in Alaska and worked for the Alaska Railroad. The Alaska Railroad was a great place to work. I loved the Alaska Railroad and the State of Alaska. I had to move to Utah for family reasons.

From August 1966 until the spring of 1969 I lived and worked in the Anchorage area. My brother Harry and I joined the Mountaineering Club of Alaska and got big into year round mountaineering. We climbed a lot of peaks in the Chugach and Taltetna mountain ranges. Most noteworthy was our first ascent, and official naming, of Mount Thor. Mount Thor is the second highest peak in the Chugach Range. We made our ascent with the late, and famous, Alaska mountaineer Vin Hoeman. 1969

Between the spring of 1969 and the spring of 1970 I lived and worked in Moose Pass, Alaska. That summer my brother lived with me and we climbed mountains all around the Moose Pass area; all of these were first ascents. The house I lived in is no longer there. The railroad depot is no longer there. In 2002 the slab of concrete where the depot once was, was still there. It is located just south of the railroad bridge where the train track crosses at the south end of Upper Trail Lake. My house sat real close to the railroad bridge and the depot; where my house sat is now the east end of the school yard.

At the time, Lark Mountain, which rises straight up from the east shore of Upper Trail Lake and the train track was unnamed and un-climbed. There was a lot of fuss as to what to name Lark Mountain. Vin Hoeman and the Mountaineering Club of Alaska wanted to name it Lark Mountain after the bird that breeds there, others wanted to name it Case Mountain after the mine at its base near Grant Lake. Vin Hoeman was going to lead a club climb hopefully to clinch the name Lark Mountain, but he was sadly killed on the American Dhaulagiri expedition on April 28, 1969. After that a date was set for his widow, Dr. Grace Hoeman, to lead a climb to clinch the name Lark Mountain in honor of Vin and his wishes. Something came up and Grace was not able to lead the climb and because the mountain was in my backyard she asked me to lead the climb. On June 7, 1969 Lottie Kramer, my brother Harry, and I reached the summit of Lark Mountain in honor of Vin Hoeman. After that it was officially named Lark Mountain and appears as such on all maps.

My brother and I noticed something unique. Here we were living in Moose Pass and I worked for the Alaska Railroad and the Railroad ran along the east shore of upper Trail Lake. Looking from the railroad track in the area of the railroad bridge, or from my back yard, the ridge of the mountains across the lake rising from the west shore of the lake looks like a train. The train is going south. The Engine, at 4,950 feet elevation, is just fixing to cross Seward Highway. It is an old steam engine with a cab, smoke stack, and even a rake on the front. To our eyes it looks so close to a real train engine from that point. Right north of the mountain we call the Engine is the Tender, at 4,760 feet elevation. That mountain makes a good tender coming along behind the engine. The next mountain, at 5,050 feet elevation, does not look like a caboose or any other rail car, but we call it the Caboose. So, we named them from south to north: the Engine, the Tender, and the Caboose. All of them together we called The Locomotives; of course only the engine is a locomotive, but we thought The Locomotives sounded better than The Train.

They were all unclimbed and unnamed, so we decided to climb them. On July 27, 1969 Harry and I started at the Seward Highway and traveled that whole ridge going to the summit of the Engine, the Tender, and the Caboose, and a few sub peaks along the way. We went along beyond the Caboose to a 5,450 foot peak that Harry named El Tercero. That was our last climb together that summer as soon Harry moved to Idaho to go to school.

The name The Locomotives never caught on, maybe Locomotive Ridge would sound better. But in the Mountaineering Club of Alaska, and in general, the names Engine, Tender, and Caboose, and El Tercero are all accepted as their names. My brother and I are also officially recognized as having made the first ascents and naming them all, but these names have never been made official or put on maps and such.

It would be great if the Alaska Railroad took an interest in getting these names made official in honor of the Alaska Railroad. I am sure that the Alaska Railroad has a lot of influence in the State of Alaska. Imagine a passenger train full of tourists going from Anchorage to Seward and the conductor pointing out the Locomotive Ridge with the Engine, the Tender, and the Caboose as the passengers looked across Upper Trail Lake and the conductor told the story behind the mountain names.

Sincerely,

Winford C. "Dub" Bludworth, Jr.



March 9, 2015

Winford C. Bludworth, Jr.
2469 S. Highland Dr.
Salt Lake City, Utah 84106

Dear Mr. Bludworth:

I serve as the Board Secretary for the Alaska Railroad Corporation Board of Directors, and I am responding on their behalf to your January 16th letter regarding the mountains fondly referred to as "The Locomotives" near Moose Pass.

The history of the area and the information you provided about Locomotive Ridge was very enjoyable reading and will make for an interesting article in our company newsletters. Thanks so much for sending this news along.

As you suggested, I will share your letter with our marketing team who can inform our tour guides about Locomotive Ridge. This would provide them an additional landmark to point out on the rail journey back to Anchorage.

Please keep the Alaska Railroad informed of any future efforts to officially name the ridge. We would be happy to provide a letter of support for such an effort. Thanks again for sharing this news. I look forward to my next trip to Seward so I can view the site.

Sincerely,

Wendy Lindskoog
VP Business Management and Corporate Affairs
Office: 907-265-2498
Cell: 907-240-9571
AlaskaRailroad.com

TRIP REPORTS

Kenai Mountain Ridge Fest Moose Pass to Silvertip Creek

by Tim Kelley



If you like getting out of the valley floor and scrambling long mountain ridge routes, then the mountains of the northern Kenai Peninsula offer some excellent choices. The ridges that run north-south on either side of the Resurrection

Trail fit this bill. Further east, on the opposite side of the Seward Highway, another more rugged ridge route runs along the west side of the Johnson Trail. I figured that this 25 +/- mile ridge trek would be a challenging way to visit the peaks that lay between Moose Pass and Silvertip Creek. Selling this route idea to my inveterate mountain foray partners, Bill Spencer and Wiley Bland, was easy sell. And a trip was born.

We waited until late June to do this trip. This time of the year seems to work well for south to north Kenai ridge traveling. The south facing ridges are beginning to open up and expose rocks. The remaining south-facing snow is getting its summer-snow hardness. North slopes are still locked in winter but are usually set up for fast glissading or plunge-step descents.

We left one car at Silvertip Creek and then drove to the Trail Lake trailhead of the Johnson Trail. While driving through the Kenai Mountains we scanned the high ridges that we'd be traversing. We had the same thought that we usually do this time of year: "Damn! There sure is a lot of snow up there!"

Sun and a light breeze saw us off from the trailhead. We almost immediately left the Johnson Trail and began bushwhacking upward. For the next 2000 feet we traveled the typical South Central Alaskan sub-alpine smorgasbord of alders, dead spruce, devil's clubs and cliff bands. During this section Bill mentioned that he'd never again gripe about Alaskan bushwhacking after climbing in Hawaii this spring. He says he's glad that in Alaska you don't get entangled in vines and have to crawl like a frog over giant ferns.

A long snow gully took us to the 4400-foot ridgeline near the Moose benchmark. The day was mostly clear, but there was no hiding from the winds. We would end up coping with gusts to 40 mph for most of the trip. Looking north to the summit of Caboose Peak we were impressed by the size of the billowing cornices on the leeward side of the ridge. Realizing that it would be easy to take an air walk in this neighborhood, we kept to the exposed rock of the ridgeline on our way up this snow covered 4950-foot peak. Not much time was spent at the summit due to the strong, chilling wind. We didn't find a cairn on the summit so we quickly made one and began our descent north and on to Tender Mountain. On the descent we had a minor wakeup call when I set loose a small snow slough avalanche.

The long gradual ridge up Tender went easily. On top of this 4760-foot peak we found a cairn. From here we descended north towards the cirque depression at the base of the next peak. A 1000-foot climb took us up the south ridge of this prominent 5010-foot peak. On the summit we found a cairn and a register left in 1969 by Dub and Harry Blutworth. The note in the register said:

5010 The Caboos (sic)
July 27, 1969
Came over from Tender
Going to El Tercero 5400
Dub and Harry Blutworth

This register note shed some confusion on mountain names in this area. Steve Gruhn researched the Vin Hoeman MCA library and found a map and Greg Higgin's peak index with references to these railroad theme mountains. From south to north the peaks were referenced as Caboose Peak (4950), Tender Mountain (4760) and Locomotive Mountain (5450 - the "5400" peak referenced in the Blutworth note). The fact that Harry and Bud had the name Caboos (sic) in the register on this unnamed peak seems odd. A caboose is not thought of between the tender car and the locomotive. Maybe Harry and Bud will read this trip report and shed some light on this find. Maybe the map and index in the MCA library is wrong? Maybe the register entry was mistaken?

From the top of Peak 5010 we staggered into the wind and found another cairn on the true 5050 summit of this peak. 'El Tercero' is Spanish for 'the third'. So Locomotive Mountain must

The next morning we drove through Idaho, Utah, Wyoming, and back into Utah to the Henrys Fork Trailhead in the Uintah Mountains. We hiked in about six miles and camped for the night after missing our turn across a footbridge and seeing two moose (the Lower 48 variety sure are small) and several deer.

The next morning we got going around 8:00 and hiked up a wet trail through Gunsight Pass, bearing right at the base of the steep rock slope. We hiked along the base of the ridge until climbing into a high valley. The route was straightforward, and soon we were hiking up the boulders to the summit of Kings Peak (13528). The rock was not difficult, but I was moving quite slowly because of the altitude. At the summit, the views of the idyllic alpine lakes glittering in the valleys below on this cloudless day were spectacular — every bit as gorgeous as my beloved Chugach. To return to the valley floor and one member of our party who did not make the summit, we glissaded down a steep snow patch. Soon, we were back in camp, seeing more deer as we turned in for the night.

The weather had been tremendous for this portion of the trip. The temperature had stayed in the mid 60s, the skies were clear, and the amount of snow on the trail was minimal. What a pleasant second half of the trip. The way things had started; I thought this vacation would be one disaster after another.

The next morning we hiked out to the car and drove back to Idaho. The entire trip in the Uintahs we saw one other person.

ADZE



For Sale
 Dana Designs Terraplane,
 XL, Green, Almost mint, \$300- Dana
 Designs TerraFrame, L, Green,
 Never used, \$250.
 Kevin 694-3977,
 ksiegrist@alaska.com

Found
 October Mat Glacier Ice Climbing
 Instructors! One of you loaned me
 mountain pants, which I have not yet
 returned. Please call me. I'd like to
 return them to you!
 Matt 278-3648

For Sale
 1992 Subaru Loyale, 4WD, new
 tires, new brakes, 6 CD changer,
 extra wheels. \$4900.
 Pete 696-3178

History Corner

Tim Kelley

In my "Kenai Mountain Ridge Fest" trip report that appeared in the October 2000 issue of Scree I mentioned that I found a register that seemed misplaced based on mountain naming information in the MCA/ AMH library. Steve Gruhn initiated contact with the climbers, Dub and Harry Bludworth, that did the first recorded ascents of these peaks and named them. Dub pointed out that these mountain names were never recorded correctly. The names of these peaks should be (all peaks are on the Seward C-7 map):

- The Engine (4950) T5N, R1W, S10
- The Tender (4760) T5N, R1W, S2
- The Caboose (5050) T6N, R1W, S25 (Note: Dub and Harry Bludworth placed the 'Caboose' register on the prominent sharp pointed summit (Peak 5010) on southern end of The Caboose ridge)
- Unnamed (5450) T6N, R1W, S25

Dub and Harry Bludworth climbed all of these peaks in July, 1969.



WEB CHAT



rec.climbing:

I'm tired of ripped pants after glissading. I've heard of glissading shorts but can't find any. Any ideas of coming down the mountain on the butt without ruining my shell? Thanks.

Yates Glissade Shorts:
<http://www.yatesgear.com/climbing/ice/glissade.htm>

David Kreindler



Letter to the Editor

In the October 2000 and February 2001 issues of *Scree*, there were a couple articles by Tim Kelley regarding four peaks in the Kenai Mountains north of Upper Trail Lake near the headwaters of Mills Creek. Based on registers he found on the summits and information archived in the Vin Hoeman Library, there was some confusion as to the names of these four peaks, although it was apparent that they were named with a train theme.

I have recently been corresponding with brothers Dub and Harry Bludworth who pioneered the climbs of all four of these peaks on July 27, 1969, starting from Moose Pass. They supplied the following names for the peaks (from southwest to northeast): The Engine (4950; T5N,

R1W, Sec. 10, S.M.), The Tender (4760; T5N, R1W; Sec. 2, S.M.), The Caboose (5050; T6N, R1W, Sec. 36, S.M.), and El Tercero (5450; T6N, R1W, Sec. 25, S.M.). Dub worked for the Alaska Railroad in Moose Pass and from both there and the slopes near Carter Lake, the outlines of the first two peaks looked like a train engine and a tender to the Bludworth brothers. They named The Caboose to maintain the train theme. Collectively, all four peaks were grouped together and called The Four Brothers.

Steve Gruhn

Correction

In a letter to the editor written in response to the February Peak of the Month and published in the May 2007 *Scree*, Greg Higgins mentioned that he and Loretta had climbed Peak 5450 in 1974 and found evidence of prior ascents. Recently Greg confirmed that the peak he and Loretta climbed was actually Pepper Peak, and not the Peak 5450 that is in the Yuditnu Creek drainage approximately 4 miles east of Pepper Peak. The earliest recorded ascent of the Peak 5450 in the Yuditnu Creek drainage was by Tim Kelley in 1991.

Parting Shot



Tim Kelley with goat hair in his mouth
or
'Why we don't run too many pictures of Tim Kelley'