

GRAY WOLF / BCHW-PENINSULA TRAIL CREW NOTES

4/12/25

Location: Lower Big Quilcene Trail, ONF

Crew members:

Rebecca Wanagel
Martin Knowles
David Graves
Paul Kamps
Ted Spoon
Jack Bochsler

Estimated On-Trail Volunteer Hours: 30

Report written by Rebecca.

Objectives met:

- Repair the bridge railings that got broken by a falling tree last winter. This bridge is at mile 2.3 and is shortly before Bark Shanty campsite.
 - NOTE: I had several conversations with ONF staff on the funding for the lumber and fasteners. What it came down to is ONF was not able to access the funds to purchase the lumber. The broken railings were a serious safety issue for all trail users, but maybe most especially equestrians and children. This is a stock-rated trail and is also a very tame trail until Bark Shanty – many families with children use it. The final result is the Gray Wolf Trail Crew repaired the railings with lumber purchased by the RTP grant held by Peninsula Chapter of Backcountry Horsemen.
- Clear a known blocking log not far past the bridge, and clear whatever else may have come down recently.

Future work:

- Nothing pressing on this trail other than routine maintenance on the upper half of the trail.

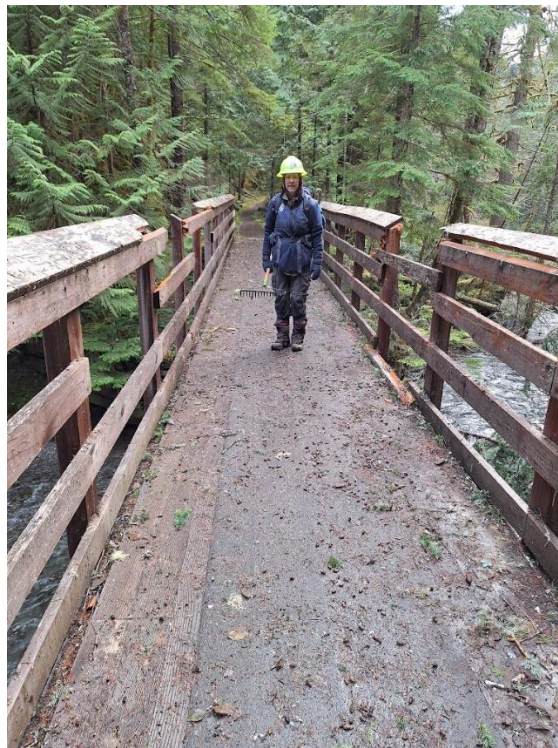
RECALL THE DECEMBER 2024 HISTORY ...



Railings were discovered in December to have been broken by a tree that fell on the bridge.



Just imagine this fall. High consequences.



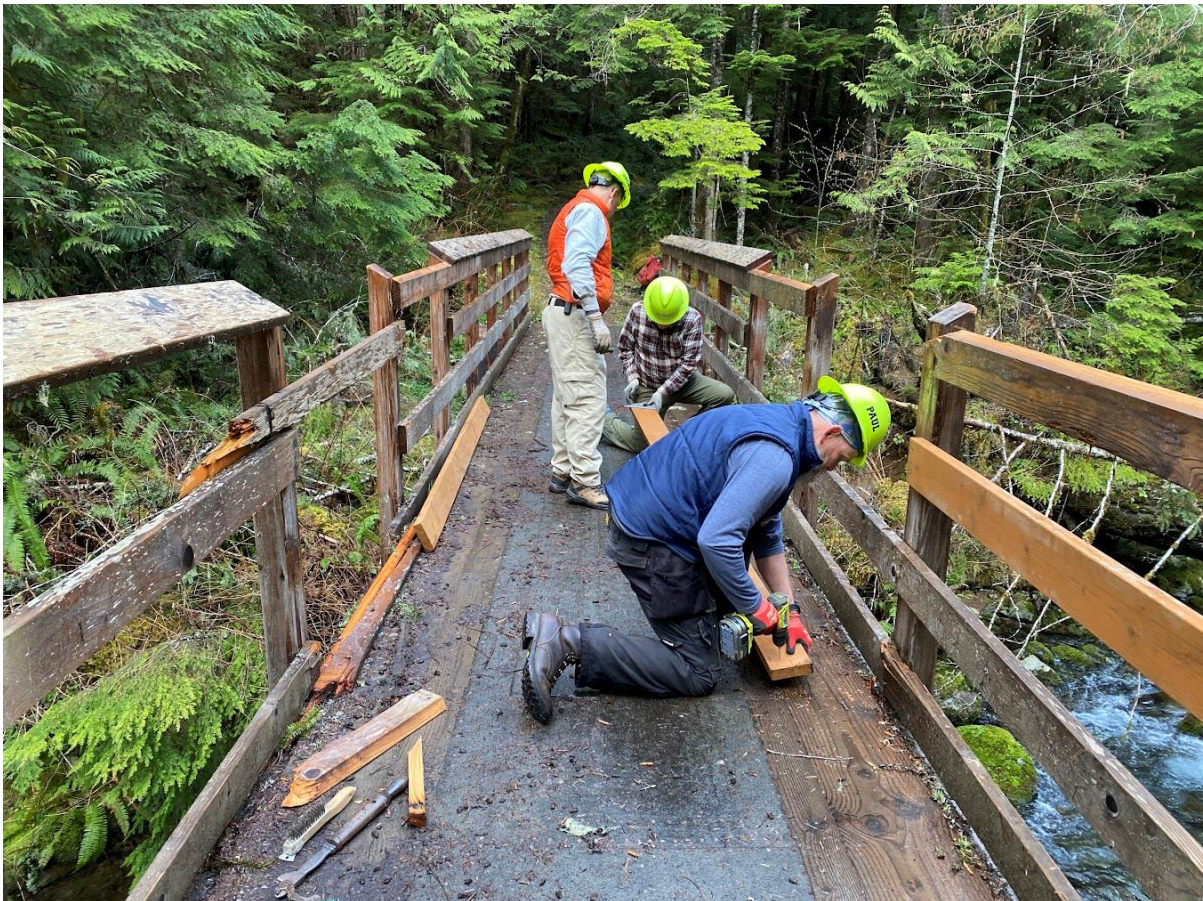
David and Joanne Graves initiated a rapid response to do a temporary repair using what lumber they could salvage from the deck of the bridge.

FAST FORWARD TO APRIL, 2025

Jack Bochsler took charge of this project, for which I was grateful. He went to the site to double check David's lumber list (which was 100% accurate), take measurements and make a plan of action. He met Martin at Hartnagel's because I had handed Martin the credit card linked to the BCHW RTP grant, and we had decided we would need to use grant funds rather than hope the Forest Service would be able to free up the funds. Jack ended up having to make another trip to get the lumber to get the type of pressure treated wood that they felt would work better for this application. Eventually he had the material and was able to prep some of the pieces with a necessary bevel along the length of the boards (this was to fit the pieces underneath the angled top piece). He then transported the lumber to the trailhead on the day of our crew.

Meanwhile, David had a couple items ready to help us get the lumber to the site, which was a 2.3-mile hike. One was a kayak dolly and the other was some other type of carrier with a similar purpose. The back end of the lumber was strapped to the dollies and off we went. Unfortunately, about 1/3 of the way in, one of the device's wheel broke. We ended up hand carrying the boards from there, doing some extra mileage in the process. True to form, we just worked as a team and made it happen. All materials and necessary tools got to the bridge.





Jack, Paul, Ted and Martin got right to work on the repairs.



David and Rebecca went another 4/10 mile uptrail to get rid of this known blocking tree. This was in a just-wrong spot because it was steering people towards the decommissioned river-side trail rather than up the newer, safer re-route. We used a crosscut saw so we didn't have to carry the weight of the chain saw equipment for just one log. The other things cleared were smaller and we could use hand saws.



Safe and professionally repaired!