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OREGON

SCENIC BYWAYS & TOUR ROUTES

A DRIVING GUIDE





Mt. Hood







DISCOVER
OREGON
SCENIC BYWAYS & TOUR ROUTES

Oregon's Scenic Byways offer a rich taste of all the grandeur and diversity the Pacific Northwest has to offer. Outstanding natural beauty and many sites of historical and cultural significance have earned Oregon more designated scenic byways and tour routes than any other state. On some Byways, you'll drive from the high desert to snowcapped peaks to fertile valleys in a matter of just a few hours! There are the rugged rock formations of Hell's Canyon, world famous Crater Lake, and mile after mile of breathtaking vistas along the Columbia Gorge and the Pacific coastline. Almost anywhere you turn, there's a backdrop of mountains beckoning. You can stand in the spot where Lewis & Clark weathered out the cold, rainy winter of 1806 at Fort Clatsop, and view real ruts from the Oregon Trail near Baker City. All of these wonders are easily accessible from Oregon's 26 scenic byways and tour routes.

Each Byway description in this guide highlights natural, historical and cultural attractions along the route. Maps and information regarding availability of services, time needed to drive and enjoy each byway, and best times of year to travel are also included. The routes are categorized by their designation: All American Roads come first, followed by National Scenic Byways, State Scenic Byways and State Tour Routes. Routes are introduced in each category from the northwestern part of the state, and then move clockwise around the state. You will find contact information for each Byway starting on page 62.

Whether you're an outdoor enthusiast, a history buff or merely enjoy a relaxing drive in the country, Oregon's Scenic Byways will take you there. We hope this guide will help you discover the many wonders that await you along Oregon's Scenic Byways.

*Cover Photo: Cannon Beach just north of Tolovana State Recreation Site.
Photo: (opposite page) Oregon Dunes near Florence.*

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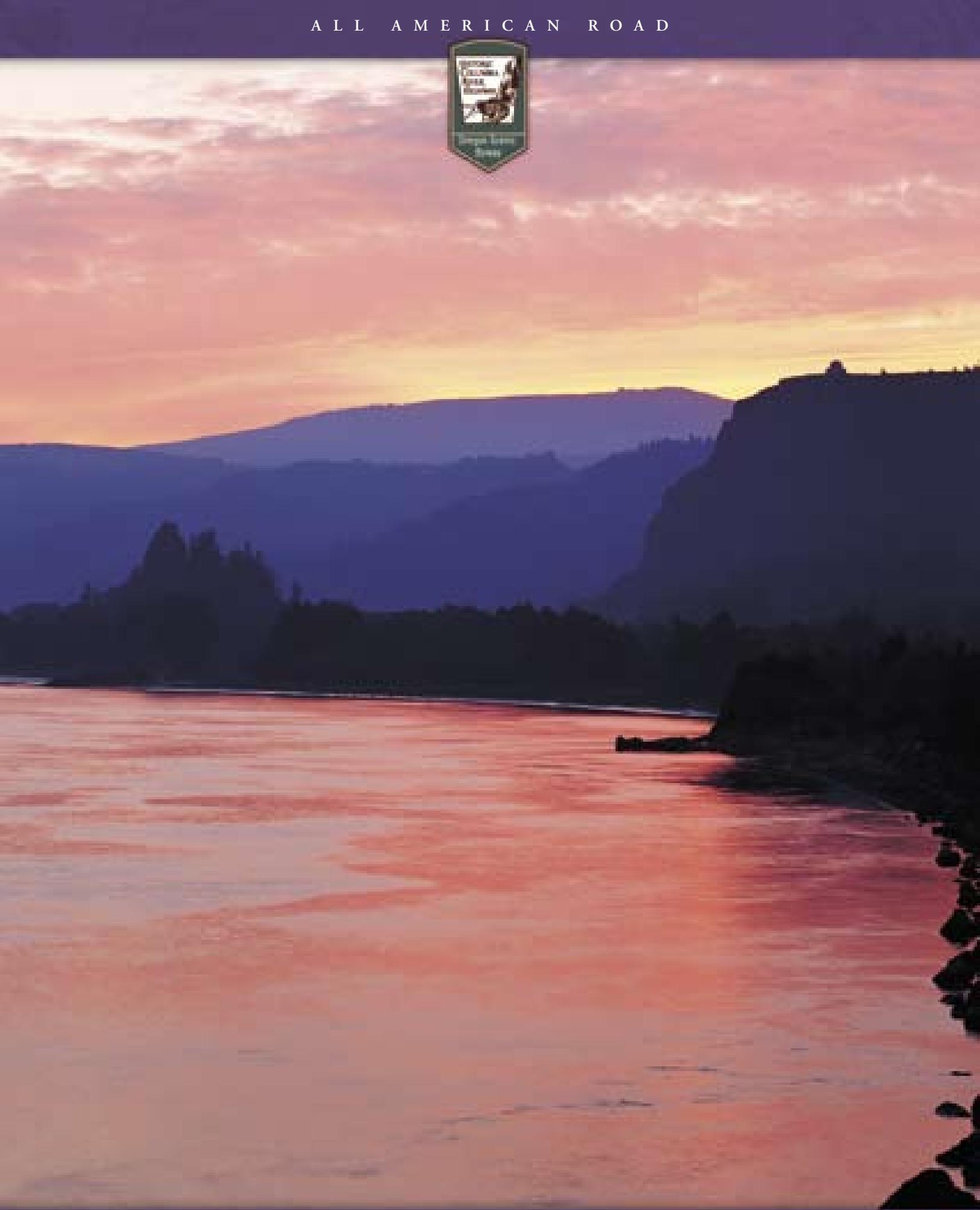
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Only Byway seasonal roads are depicted here; check locally or go to www.TripCheck.com for seasonal road conditions and closures.





THE
**HISTORIC
 COLUMBIA
 RIVER HIGHWAY**
 SCENIC BYWAY

Any way you look at it, the Historic Columbia River Highway Scenic Byway is a marvel—for its visionary engineering, incredible scenery, and rich history. Internationally lauded for spectacular waterfalls, architectural gems, and magnificent overlooks of the Columbia River Gorge, it's no wonder this Byway has been called “King of Roads.”

Construction of the Historic Columbia River Highway began in 1913, and was considered one of the greatest engineering feats of the modern age. Its engineer, Samuel C. Lancaster, did “not [want] to mar what God had put there,” and worked diligently to showcase the many waterfalls and other “beauty spots” on the highway’s route through the Columbia Gorge. There are numerous historic resources along the highway. In fact, the Historic Columbia River Highway, the first scenic highway in the U.S., is a National Historic Landmark.

Samuel Lancaster certainly had a magnificent palette to work with. The Columbia River Gorge is 80 miles long and up to 4,000 feet deep, cutting the only sea-level route through the Cascade Mountain Range. Lava flows created the substrate and the Missoula Floods cut through this substrate much later to create the towering cliffs of columnar basalt that make up the Gorge. The Gorge includes 16 endemic plant species (those that exist only within the Gorge) and over 150 rare plant species, and is rich with animal life. The Historic Columbia River Highway Scenic Byway offers ever-shifting perspectives of the Gorge, including sweeping panoramas from 900 feet above the river. Hikers will delight in the many trails along the Byway, some of which lead to hidden waterfalls.

As its name implies, the Byway is incredibly rich in cultural history. This stretch of the Columbia once served as fishing and meeting grounds for the many indigenous peoples of the Columbia Basin. The Dalles was a highly significant trading and rendezvous site throughout history and prehistory. Lewis and Clark’s Corps of

Photo: (opposite page) sunrise on the Columbia River Gorge, near Crown Point.

Discovery traveled through the Gorge on the Columbia River on its way to the Pacific Ocean. Oregon Trail Pioneers also traveled down the Columbia River Gorge in the mid 1800s. The region’s rich history is preserved in several museums along the route.

Troutdale and the Sandy

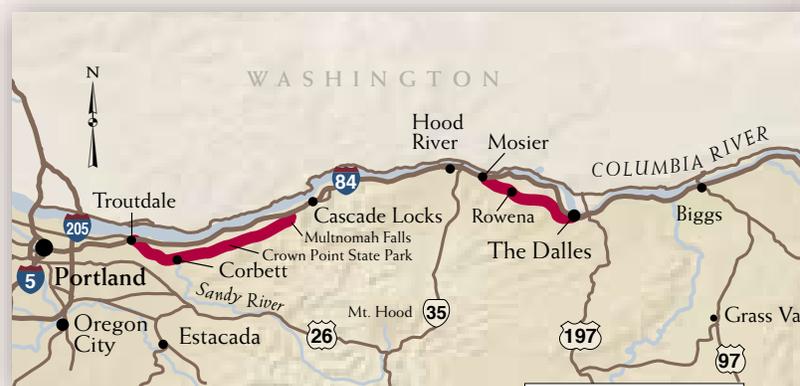
To begin your journey from Portland, take Interstate 84 east to exit 17. Follow the signs through the quaint town of Troutdale and over the Sandy River to the Historic Columbia River Highway. In 1805, Lewis and Clark camped along the banks of the Sandy, which ran gritty with ash from the 1802 eruption of volcanic Mount Hood. The road follows the Wild and Scenic Sandy River for several miles, then climbs past orchards and blueberry fields through the communities of Springdale and Corbett, offering glimpses of snow-capped Mount Hood.

Gorgeous Vistas from Crown Point

At the Portland Women’s Forum State Scenic overlook at Chanticleer Point, you get your first glance of the Columbia River and the Gorge: this is the vista that inspired the Highway’s founding father, Sam Hill. The stone guard walls and graceful arches are typical of the highway’s exquisite craftsmanship. The Vista House at Crown Point is an Oregon treasure, one of the most photographed and recognizable in the Columbia River Gorge. Built as a memorial to Oregon pioneers, it offers an inspiring view of the Gorge and the mountains of the Cascade Range.

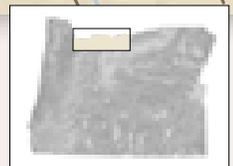
Unforgettable Falls

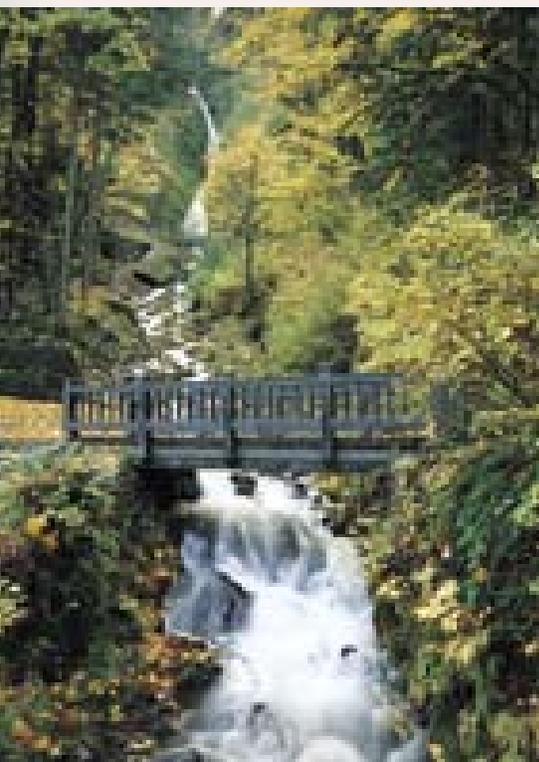
To help motorists navigate the 600-foot vertical drop from Crown Point, Lancaster engineered a series of what’s known as “figure-eight loops” that gracefully wind down toward the river. You’re soon surrounded by mossy tree limbs, the greenery enhanced by



Trip Tips

Distance: Narrow, winding 70-mile (113 kilometer) drive. *Best Time:* Spring for best waterfalls, fall for best weather, mid-week for fewest crowds, winter storms can be hazardous. *Minimum Driving Time:* 3-5 hours. *Medical Services/Hospitals:* Portland, Hood River, The Dalles. *Rest Areas:* Several parks and campgrounds are located along the route.





Craig Tuttle

LEWIS AND CLARK TRAIL

In 1805, and again in 1806, the Corps of Discovery traveled through the Columbia River Gorge. Several important sites mentioned in the journals of Lewis and Clark can still be seen in this area. An interpretive sign located at Lewis and Clark State Park describes the naming of the Sandy River as the “quicksand” river. Additional markers are located at Rooster Rock, Cascade Locks and Rock Fort in The Dalles.

Photo: (above) fall colors light up Wahkeena Falls; (right) thoughtful design elements, like these stone barriers, make this highway a work of art in itself. Photo: (opposite page) the Gorge, near Hood River.

a series of remarkable waterfalls in the next five miles: Latourell, Shepperd’s Dell, Bridal Veil, and Wahkeena. Soon you’ll reach the granddaddy of Columbia Gorge waterfalls—620-foot Multnomah Falls. Only three waterfalls in the nation are taller—and none is more beautiful. A trail from Multnomah Falls Lodge (built in

1925 and listed in the National Register of Historic Places) takes you to the lower cascade, then zigzags to the top. A little farther down the road, Horsetail Falls plummets close enough to the road to mist your windows. Before the Byway joins Interstate 84, at the community of Dodson, you’ll pass Oneonta Gorge, a botanical paradise with more than 50 species of plants that flourish in the damp, cool environs.

Bonneville Dam to Hood River

For the next 25 miles, you’ll leave the Historic Highway for modern—yet still beautiful—Interstate 84. The Gorge’s dramatic geologic formations are a highlight of this segment. Engineering and fishing buffs will want to visit the Bonneville Dam, the first structure to restrain the mighty Columbia. In nearby Cascade Locks, travelers can leave the car for a sternwheeler cruise of the Columbia. More intrepid watersports enthusiasts will want to take to the Columbia at Hood

River. Here, the Gorge acts as a wind tunnel to create consistent breezes that have made this once sleepy orchard town the unofficial windsurfing capital of the world.

From Mosier to the community of Rowena

In the 12 miles from Hood River to Mosier, you’ll notice a dramatic change in the scenery. It’s here that the “two Oregons” meet. As you reach Mosier and the the second leg of the Historic Columbia River Highway (off exit 76), the moist and lush western Gorge gives way to dry, eastern Columbia River plateau. Once a booming trade center, Mosier is still famous for its springtime blossoms, fat juicy cherries, and the community’s unrivaled passion for native plants. Just west of Mosier, you can walk or bike the Historic Columbia River Highway State Trail through the restored Mosier Twin Tunnels and on to Hood River. Elegant Mayerdale Estate appears unexpectedly on this rural



Dennis Frates



Dennis Frates

stretch of the road. Look for Memaloose Island in the Columbia, a traditional burial site of Native American peoples of the Columbia Basin that was partially flooded following the construction of Bonneville Dam. Farther east, be sure to linger at the viewpoint at Rowena Crest, which affords sweeping Gorge views rivaling those of Crown Point, and access to the wildflower wonders of Tom McCall Preserve.

The Dalles

The Historic Columbia River Highway spans the extremes of Oregon's landscape, from the damp and mossy western beginning along the banks of the Sandy River to the dry oak savannahs skirting Chenoweth Creek near the historic The Dalles. The Dalles was long a Native American gathering place and is rich in Oregon Trail lore. Before you leave the Historic Highway as you enter The Dalles, you'll find the

BONNEVILLE DAM

A little more than 10 years after the Historic Columbia River Highway was finished, the face of the Gorge began to change dramatically. Bonneville Dam, begun in 1933, raised the water level significantly. The interpretive center that may be accessed from exit 40 on Interstate 84 highlights the history of the dam, and the fish ladder. Depending on the time of year you visit, you can watch salmon, steelhead sturgeon and other species from the dam's fish viewing station. Best times for viewing are spring and fall. While the Northwest gained a powerful supply of electricity and flood control with Bonneville and later dams, it lost significant historic and prehistoric resources—most notably traditional Native American fishing sites that were so critical to their culture. The loss of these cultural sites—and the depleted salmon stocks—has had a lasting impact on the Native American communities.

Columbia Gorge Discovery Center and Wasco County Historical Museum. Built as the interpretive center for the National Scenic Area, the Discovery Center has answers to all your questions about the Gorge's history. At the Museum, you'll

learn about the earliest inhabitants and hear tales of the traders and settlers who came later. As your tour over the Historic Columbia River Highway comes to a close, consider beginning a new journey to the Lewis and Clark campsite at Rock Fort.





THE
**HELLS
CANYON**
SCENIC BYWAY

The Hells Canyon Scenic Byway winds through the northeast corner of Oregon, taking in the craggy 8,000 foot depths of Hells Canyon and the 10,000 foot peaks of the Wallowa Mountains. Along the way, you'll encounter exceptionally scenic country and fascinating cultural history in the ancestral homelands of Chief Joseph and the Nez Perce Indians and along the Historic Oregon Trail.

The Hells Canyon Scenic Byway is a 208-mile loop encircling the Wallowa Mountains, intersecting with Interstate 84 at La Grande and Baker City. Extremes in the land define this Byway and have likewise shaped the region's cultural history. At the eastern edge of the Byway is the Hells Canyon stretch of the Snake River, North America's deepest gorge. It boasts hair-raising rapids, awesome rock formations, and many signs of the indigenous peoples that once called this vast area home.

At the core of the Byway are the Wallowa Mountains whose jagged, snowcapped peaks are reminiscent of the Swiss Alps. Flows of plateau basalt, batholiths of granite, and layers of shale were buckled and folded to form the mountain range.

West of the Wallowas, the bountiful Grande Ronde Valley unfolds. Once a spring and summer gathering place for members of the Umatilla, Yakima, Shoshone, Walla Walla, Cayuse and Bannock Nations, the valley is now a rich agricultural center, hosting fields of hay, wheat, grass, mint, and canola as well as cattle, sheep, and horse ranches.

Surrounding the Byway, the Hells Canyon National Recreation Area, the Eagle Cap Wilderness area, and the Wallowa-Whitman National Forest offer incomparable outdoor recreational oppor-

tunities. Numerous campgrounds and trail systems are available. Anglers can fish the region's many rivers or Wallowa Lake. Hunters can pursue deer, elk, bear, cougar or bighorn sheep. Visitors can experience the backcountry on a pack trip or rafting adventure. When the snow falls, downhill skiing is available at area resorts, and abundant open spaces make for a snowmobiling/snowshoeing wonderland. Cultural events and attractions showcasing the region's heritage, including rodeos, powwows, music festivals, craft shows, concerts and other community celebrations, can be enjoyed all along the Byway, throughout the year.

Baker City

As you travel on Interstate 84, enter the Byway's southern end by taking exit 304 and following the signs to Oregon Highway 86. Start your canyon adventure with a tour of the National Historic District in Baker City, the "Queen City of the Mines." Late 19th century Victorian architecture dominates the commercial and residential buildings of the city's downtown, where many buildings, including the famous Geiser Grand Hotel, have been carefully restored. North of town, take Oregon Route 86 east to the National Historic Oregon Trail Interpretive Center at Flagstaff Hill.



Trip Tips

Distance: 208-miles (335 kilometers), parts of it very narrow and winding.

Best Time: June-October. Portions closed during winter months. Please check with local visitors centers. For more information: www.hellscanyonbyway.com or call 1-800-332-1843. Minimum Driving Time: 7-8 hours.

Medical Services/Hospitals: Baker City, La Grande and Enterprise. Rest Areas: Several parks and campgrounds are located along the route. Gas: Make sure you have plenty before leaving Baker City or La Grande.

Photo: (opposite page) the canyon of the Imnaha River, in the Hells Canyon National Recreation Area.

The Baker-Copperfield Highway

Continue east on Oregon Route 86 through sagebrush-covered plateaus, the fertile farms of Richland, and mining towns like Halfway, Pine and Copperfield. Early pioneers first traveled portions of this route on their way to the Willamette Valley in the early 1840s. Gold strikes on the southern side of the Wallowa Mountains and the Blue Mountains brought another wave of settlers to the region in the 1860s. Later settlers were attracted by fertile valleys and abundant timber; agriculture and forest products are still important industries in northeast Oregon. Today, visitors come to Halfway for outdoor activities including backpacking, horseback riding, snowmobiling, cross-country skiing, rafting, fishing and hunting. Many use the town as a point of departure for Hells Canyon adventures.

Snake River and Hells Canyon

To see the river from its shore, drive past the junction of Forest Road 39 to Oxbow and continue on the Idaho side of the river until you reach Hells Canyon Dam. You'll discover the mighty Snake River as it approaches the southern end of Hells Canyon, the deepest river-carved gorge in

North America. According to Nez Perce folklore, Coyote dug Hells Canyon with a big stick to protect ancestors in Oregon's Blue Mountains from the Seven Devils mountain range across the gorge in what is now Idaho. Geologists believe that Hells Canyon was formed by normal stream erosion as the Snake River cut its way through rocks of a rising mountain range, beginning 6 million years ago. It is still being cut and is probably deeper and more rugged today than at any other time in its history.

The 652,488-acre Hells Canyon National Recreation Area, designated in 1975, encompasses a 71-mile stretch of the Snake River and contains some of the country's most remarkable scenery, plants, wildlife and geology. Relatively mild winters and abundant deer, elk, and bighorn sheep drew native peoples to the canyon. Signs of human habitation date back over 11,000 years. Pictographs and petroglyphs, as well as winter pithouse villages, are scattered along the river, documenting the presence of those early inhabitants. A rafting or jet boat excursion on the Snake provides an excellent way to experience the abundant wildlife and grandeur of the canyon.

Hells Canyon Overlook

Return to Forest Road 39 and travel 16 miles to Forest Road 3965. From here, a short drive brings you to breathtaking vistas at Hells Canyon Overlook. The paved overlook—which rests at 5,400 feet—provides outstanding views of McGraw

CHIEF JOSEPH AND THE NEZ PERCE

The picturesque Wallowa Valley was the beloved home of the Nez Perce Indians. By winter 1877, settlement conflicts drove Young Chief Joseph to make a tragic attempt to reach Canada with a group of 250 men, women, and children. They struggled to within 24 miles of safety before being captured in Montana and sent to reservations. This area remains a significant religious and cultural center for the Nez Perce, Umatilla, and Cayuse Indians. The word Wallowa is derived from the Nez Perce name for the tripod that supported the fishing nets used in area rivers. The Wallowa band of the Nez Perce gathers in the Valley each July for TamKaLiks, an annual Friendship Feast and Powwow.

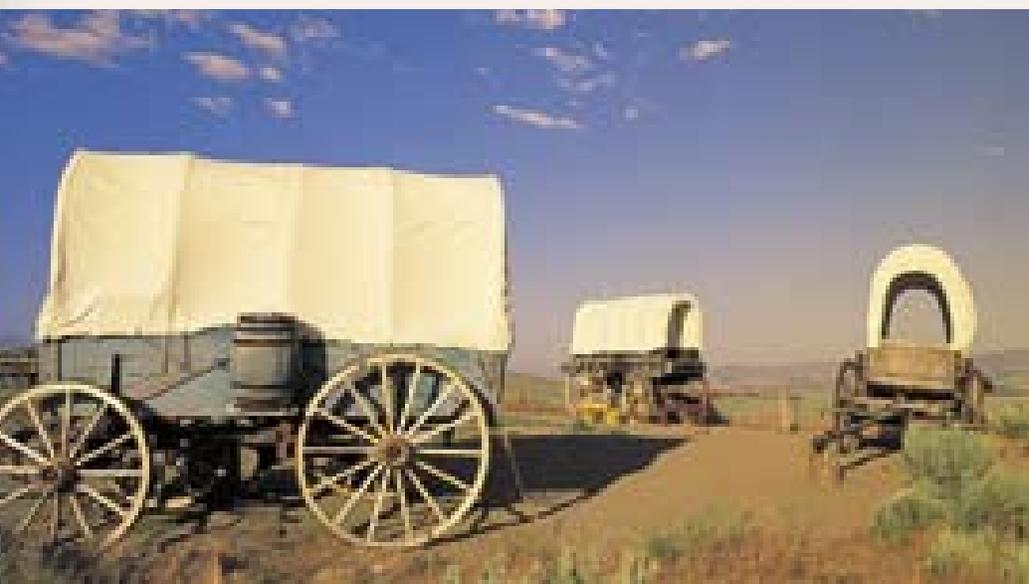
Creek, Hells Canyon, and the Seven Devils Mountains which stand at the Idaho border. The Overlook features interpretive displays about the canyon formation.

Wallowa Mountains and Eagle Cap Wilderness

Back on Forest Road 39, you'll head north across the "Wild and Scenic" Imnaha River and then west toward some impressive views of the majestic Wallowa Mountains. The Imnaha provides important spawning habitat for steelhead trout and chinook salmon, and offers excellent angling opportunities. The 387,915-acre Eagle Cap Wilderness offers five campgrounds and 10 trailheads, should you wish to stretch your legs and explore this pristine wilderness up close and personal. Skirting the northeast foothills of the Wallowa Mountains, you'll soon reach Joseph, a quaint recreational hub and thriving art community. One mile south of town, glacially-formed Wallowa Lake features a state park with a variety of accommodations including yurts for rent. A tramway takes you to the summit of Mt. Howard, where 2 miles of easy trails lead to viewpoints. There's superb fishing and hiking for all ages in local streams and the lake. Geologists have proclaimed the moraines on either side of Wallowa Lake the most impressive moraines in the world.

Photo: (below) covered wagons at Oregon Trail Interpretive Center, near Baker City.

Photo: (opposite page bottom) tipi below Chief Joseph Mountain; (top) Wallowa Lake State Park, framed by the Wallowa Mountains.



Dennis Frates

From Enterprise to Elgin

From Joseph, take Oregon Route 82 to nearby Enterprise, where the Forest Service Visitors Center offers a magnificent view of the rugged Wallowa Mountains and presents the scenic, historic and recreational features of the Hells Canyon National Recreation Area and the Wallowa-Whitman National Forest. The largest of the Wallowa Valley communities, Enterprise offers an array of shops and accommodations, as well as back country and river outfitters. You'll continue west through the communities of Lostine and Wallowa, which houses the Nez Perce Interpretive Center. Soon, the Byway enters a canyon and adjoins the beautiful Wallowa River. At the confluence of the Minam and Wallowa Rivers, the highway takes a steep climb up the majestic Minam Grade. This dramatic stretch of road provides a commanding view of the Wild and Scenic Minam River and the surrounding steep ridges. You'll soon reach Elgin, an agricultural and timber town that is home to the roaring Elgin Stampede PRCA Rodeo each July, and the elegantly restored Elgin Opera House, built in 1912, which now presents movies, concerts, and live theater and houses a history museum. Elgin is also home base for the Eagle Cap Excursion Train, which runs 63 miles along the Grande Ronde and Wallowa Rivers.



Jeffrey L. Torretta

WINTER WONDERLANDS

Though a portion of the byway between Hell's Canyon and Wallowa Lake is closed in the winter, the approaches to Hells Canyon National Recreation Area (from the south) and Wallowa Lake (from the north) both remain open. If you prize solitude and the beauty of glistening, snow-covered mountains, add an extra layer of fleece and make the trip.

Lovely La Grande

Your mountain adventure ends in the Grande Ronde Valley and La Grande, which was established as a rest stop along the historic Oregon Trail. A wide variety of travel services and proximity to varied terrain make La Grande, a popular recreation base for cyclists, hikers, hunters, anglers, and skiers, as well as snowmobile and ATV enthusiasts. The site of Eastern Oregon University, this lovely town offers year-round cultural events. Walking tours highlight the community's historic homes, urban forest, and commercial Historic District.



David Jensen

Other Nearby Attractions

Learn more about northeast Oregon's history by visiting these nearby attractions:

- *Ranching and Cowboy History: Cowboys Then & Now Exhibit at the Union County Museum in Union*
- *Settlement & Early Twentieth Century History: Eastern Oregon Museum in Haines*
- *Mining: The Sumpter Dredge State Historic Monument and Sumpter Valley Railroad at Sumpter*





THE
**VOLCANIC
 LEGACY**
 SCENIC BYWAY

From world-famous Crater Lake National Park to one of America's richest bird refuges, the Volcanic Legacy Scenic Byway owes its dramatic scenery and abundant wildlife to its rich volcanic past.

The Volcanic Legacy Scenic Byway skirts lakes, diverse wetlands, and scenic ranches, all against a stunning backdrop of volcanic landscapes. You'll encounter the ancient natural forces that shaped exquisite mountain lakes and snow-capped peaks all throughout this "volcano to volcano" driving adventure that stretches from Crater Lake in Oregon to Mount Lassen in Northern California. Along with spectacular scenery, you'll enjoy rich history, charming towns and extraordinary recreational and cultural opportunities.

Crater Lake National Park and its historic Lodge are certainly "high points" of this Byway. Crater Lake was formed after the collapse of an ancient volcano, posthumously named Mount Mazama. This volcano's violent eruption, 7,700 years ago, was 42 times as powerful as the 1980 eruption of Mount St. Helens in Washington state. The basin or caldera was formed after the top 5,000 feet of the volcano collapsed. Subsequent lava flows sealed the bottom, allowing the caldera to fill with approximately 4.6 trillion gallons of water from rainfall and snow melt, to create the seventh deepest lake in the world.

A little farther along, the Byway passes 90,000-acre Upper Klamath Lake, Oregon's largest lake. Famous for its diverse birdlife and oversized rainbow trout, Upper Klamath Lake is the centerpiece of the Klamath Basin, the largest freshwater ecosystem west of the Great Lakes. The six National Wildlife Refuges scattered across the Basin host over one million birds during peak migration periods, and serve as wintering grounds for as many as 500 bald eagles.

Approach to Crater Lake's North Entrance

The Byway begins at Diamond Lake Junction, about halfway between Bend and Klamath Falls on Route 97. Here, Oregon Route 138 gradually climbs through the Fremont-Winema National Forests to the north entrance of Crater Lake National Park. Because of snow, this entrance is usually only open from June

Photo: (opposite page) America's deepest lake, Crater Lake.

CRATER LAKE

Early Native Americans witnessed the collapse of Mount Mazama, and kept the event alive in their legends. One such legend of the Klamath people tells of two Chiefs, Llao of the Below World and Skell of the Above World, pitted in a battle that ended in the destruction of Llao's home, Mt. Mazama. The mountain's eruption led to the creation of Crater Lake. The Klamaths revered the lake and the surrounding area, shielding it from white explorers until 1853, when three gold prospectors stumbled upon it. But gold was more on the minds of settlers at the time, and the discovery was soon forgotten. Captain Clarence Dutton, commander of a U.S. Geological Survey party, was the next white man to visit Crater Lake. From the stern of his survey boat, the Cleetwood, Dutton sounded the depths of the astonishingly blue waters with lead pipe and piano wire. His recording of 1,996 feet was amazingly close to sonar readings made in 1959 that established the lake's deepest point at 1,932 feet—which makes Crater Lake the deepest in the United States.



Trip Tips

Distance: A stunning 140-mile (225 kilometer) drive.

Best Time: June-October; Crater Lake has fewer people in fall; the north entrance and the rim drive close from November through May.

Minimum Driving Time: 5-7 hours.

Medical Services/Hospitals: Klamath Falls and Bend.

Rest Areas: One two miles south of Chemult, one at Crater Lake, and another eight miles south of Klamath Falls. **Gas:** Have plenty before leaving Chemult or Klamath Falls. **Fees:** Crater Lake National Park.



Larry Geddis

through October; the south entrance, however, is open year-round.

The Wonders of Crater Lake National Park

Words can't do justice to your first breathtaking look at Crater Lake, which was created by the eruption and collapse of Mt. Mazama. From a six-mile wide, 8,000-foot high caldera, you take in the bluest—and deepest—lake you've ever seen. Crater Lake National Park is the nation's fifth oldest national park, dedicated in 1902. Natural wonders abound, and the 71-room historic Crater Lake Lodge is worthy of its grand surroundings. The lodge (listed in the National Register of Historic Places) was built in 1915 to boost the tourist potential of the new park. In the early 1990s the lodge underwent considerable restoration and renovation.

During summer, visitors can navigate the 33-mile rim drive around the lake, enjoy boat tours on the lake or hike some of the park's various trails, including 8,929-foot Mt. Scott. The winter brings some of the heaviest snowfall in the country, averaging 533 inches per year. Although most park

facilities close for this snowy season, visitors can view the lake during fair weather, enjoy cross-country skiing, and participate in weekend snowshoe hikes. Crater Lake National Park is home to abundant wildlife, including black bear, elk, pine marten and bald eagles—though these creatures are secretive and not often seen. On a clear day, 9,182-foot Mt. Thielsen—known as the Lightning Rod of the Cascades, for its tendency to attract strikes on its spire-like peak—will be in view to the north.

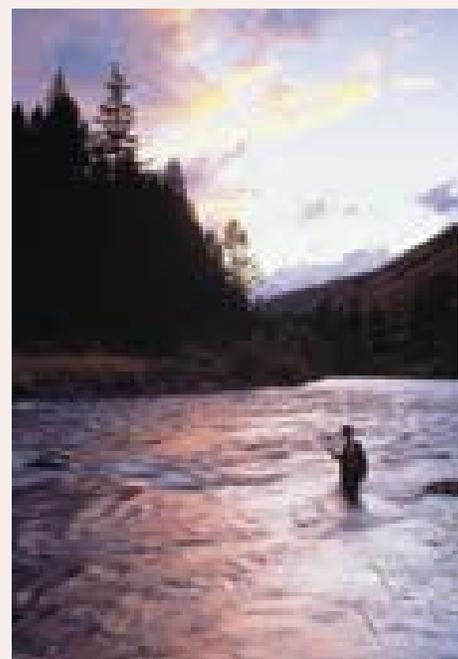
Fort Klamath

Exiting Crater Lake Park through the south entrance and turning left on Oregon Route 62, you'll follow Annie Creek through peaceful pastures to the historic town of Fort Klamath. The Fort that the town takes its name from played an important role in the 1864 Peace Treaty of "Council Grove" and in the conduct of the Modoc War of 1872-1873, including its use as the site for Modoc War trials and executions. The historic site of the military installation now features a reconstruction of one of the original buildings and several historical displays. Located in the heart of the lush Wood River Valley, Fort Klamath

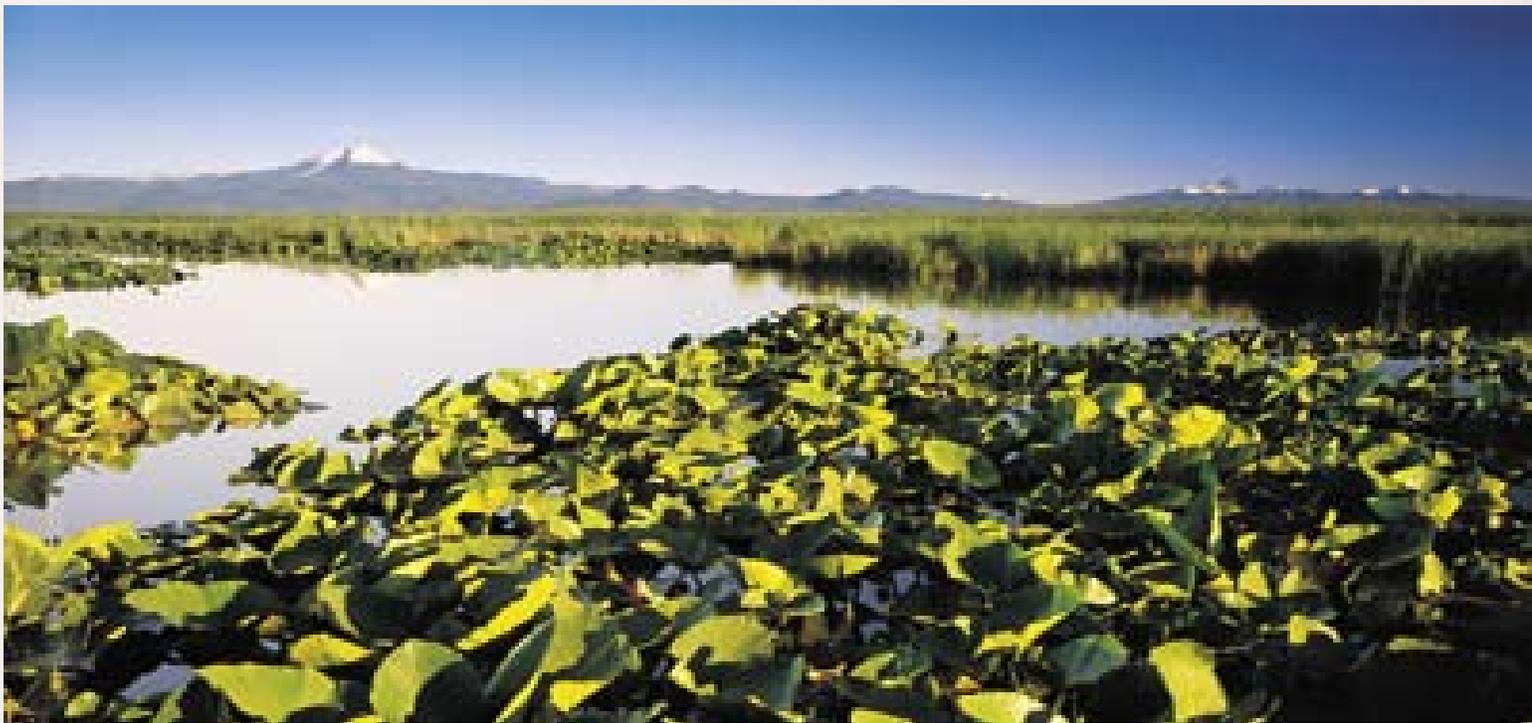
today boasts a thriving cattle industry. The Fort Klamath area is also the site of major wetland restoration projects. The Wood River—a spring creek that bubbles up from the ground north of town—is highly regarded for its native brown and rainbow trout. The Cascade Range forms the mountainous panoramic view to the west.

Klamath Lake

The Byway continues on Weed Road to Sevenmile Road west, then south on West Side Road. Soon you'll reach the edge of the upper Klamath Wildlife Refuge and Upper Klamath Lake. Covering 133 square miles, Upper Klamath Lake is Oregon's largest body of fresh water, filling a basin created when the earth's crust dropped along fault lines on both sides. The lake and refuge are situated in the heart of the Pacific Flyway, which attracts more than 350 species of birds, including sandhill cranes, American white pelicans and bald eagles. During peak migration times in the spring and fall, more than a million birds pass through. Upper Klamath Lake is also renowned by anglers for its mammoth native rainbow trout, some of which approach 20 pounds. West Side Road meanders through towering trees on the Fremont-Winema National Forests with views of the wetlands in the distance. In the shadow of Mt. McLoughlin, West Side Road connects with Oregon Route 140 along the lake. Howard Bay is a common place to see nesting American white



Eric W. Valentine



Dennis Frates

ENJOYING THE LAKES

If you're interested in experiencing Klamath Lake and its environs more closely, several options are available. Visitors will find self-guided canoe trails at Upper Klamath Lake, Tule Lake and Klamath Marsh refuges. The mix of marsh, open lake and forest provides a rich habitat for many plant and wildlife species including wocus, a yellow pond lily. Canoes may be rented for use at Upper Klamath Refuge from nearby concessionaires; brochures on each of these canoe areas are available from Refuge Headquarters. Early mornings are best for bird and wildlife viewing. Angling for trophy-size rainbow trout in Upper Klamath Lake peaks after ice-out (usually early June), and again in late September, as the lake cools down.

Interpretive trails have been constructed at the Tule Lake and Klamath Marsh refuges. A steep, $\frac{1}{3}$ mile foot trail near the Visitor Center at Tule Lake Refuge provides a spectacular view of the surrounding area from 150 feet above the basin. At Klamath Marsh Refuge, a 10-mile trail meanders by the marshland and through the forested upland. Waterfowl, ring-necked pheasant and several other wildlife species may be hunted on the refuges in accordance with state and federal regulations.

pelicans, blue herons, and Clark's grebes. The southern end of the lake is home to bald eagles all year-round.

Klamath Falls

The Byway continues south as Oregon 140 meets U.S. Route 97 two miles south of downtown Klamath Falls. Ideally located halfway between San Francisco and Portland, Klamath Falls began to realize its potential when the railroad arrived in 1909, and with the construction of the magnificent White Pelican Hotel. The city's stately new landmark set the stage for a building boom, which turned Klamath Falls into a playground for wealthy San Franciscans. A thriving "entertainment industry" soon sprang to life; in the 30s, brothels and saloons were

packed on Friday nights with loggers and ranch hands, and theatres held live performances. Today, the art deco Ross Ragland Theater remains intact. Another architectural tribute to Klamath Falls' past is the Baldwin Hotel, built in 1906, which features period furnishings; the Baldwin is where President Theodore Roosevelt signed the papers creating Crater Lake National Park. Also notable is the Favell Museum, which displays over 100,000 Western and Native American artifacts, works of over 300 major contemporary Western artists, and the largest miniature gun collection in the world.

Other Refuges

After passing through cropland along the Klamath River, you'll travel between

the Bear Valley National Wildlife Refuge and Lower Klamath National Wildlife Refuge. This segment of the Byway ends on the California border at the Francis S. Landrum Historic Wayside, which commemorates the Applegate Emigrant Trail. The Volcanic Legacy All-American Road extends south into California past Mt. Shasta and on to Lassen National Park.

Photo: (opposite top) The Pinnacles, slender spires of cemented pumice rising 200 feet along Wheeler Creek Canyon in Crater Lake National Park; (bottom) a fly fisherman on the famed Williamson River. Photo: (above) water lilies at Klamath Marsh.





THE
PACIFIC COAST
 SCENIC BYWAY

Old-style seaside resorts, western fishing villages, awesome natural landmarks, migrating whales and the western terminus of Lewis and Clark's great adventure—The Pacific Coast Scenic Byway has something for everyone!

The Pacific Coast Scenic Byway traces the entire Oregon coastline along Highway 101, bringing travelers to the sea and away again, winding past marshes, seaside cliffs, lush agricultural valleys, and wind-sculpted dunes. The northern half of the Byway is marked by majestic temperate rainforests, a rugged, rocky coastline and resort towns that cater to urban dwellers from Portland. The Oregon coast is one of the most photographed regions in the nation.

This Byway offers many natural wonders. Sojourners who visit between November and June will want to scan the horizon to catch a glimpse of migrating gray whales. Several rock formations are home to large colonies of seals and sea lions, and shorebirds abound in the countless estuaries. This Byway also offers many outdoor recreational opportunities, from salmon fishing in the Pacific or coastal rivers to riding an off-road vehicle in the

LIGHTHOUSE HIGHLIGHTS

There are nine lighthouses along the Pacific Coast Scenic Byway. They include Cape Blanco, the light at Coquille River (pictured at right), Cape Arago, Umpqua River, Heceta Head, Yaquina Bay, Yaquina Head, Cape Meares and Tillamook Rock.

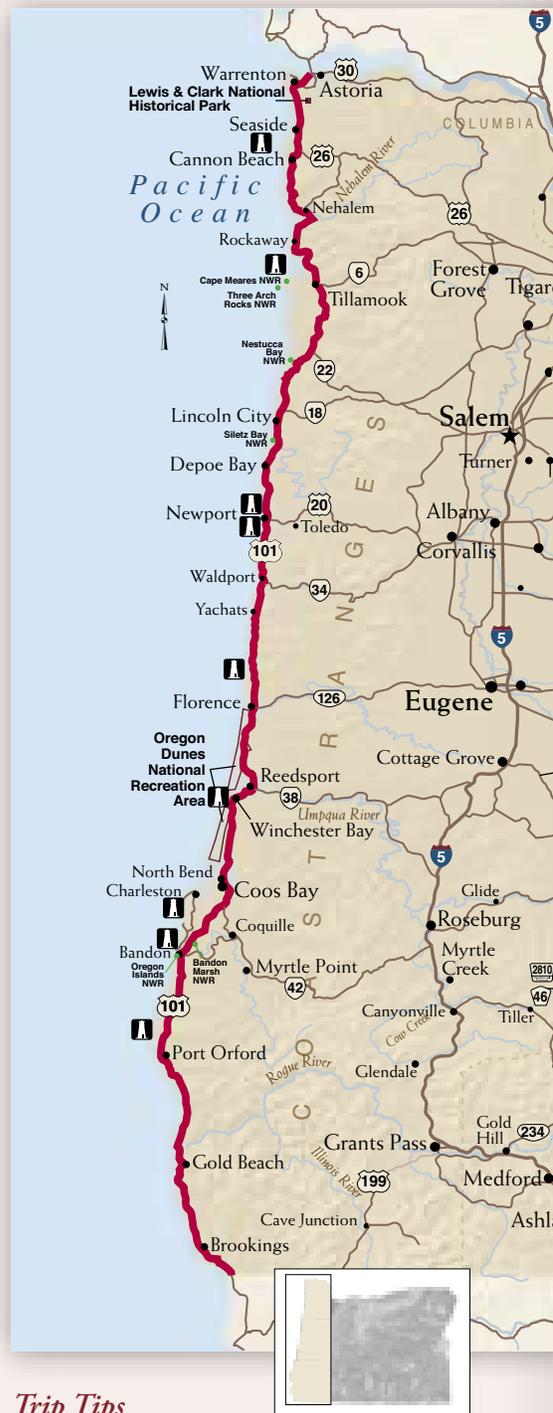
While each has distinguishing characteristics, lighthouse aficionados are especially fond of the Umpqua River and Heceta Head Lights.

Dating from 1894, the Umpqua River Light (south of Reedsport) is 65 feet tall, and features an unusual—and some say, mesmerizing—revolving, octagonal, red-and-white lens. Just north of Florence you'll see Heceta Head, which was also erected in 1894. Resting 205 feet above sea level, Heceta Head is notable for its postcard-like surroundings and its unusually large lens. If you visit in the evening, the Queen Anne-style Keeper's House serves as a bed and breakfast.



Dennis Frates

Photo: (opposite page) Ecola State Park, near Cannon Beach.



Trip Tips

Distance: 363-mile (584 kilometer), sometimes winding drive.

Best Time: Winter and spring for whale watching, summer for best weather and fall for fewest people.

Minimum Driving Time: 10-12 hours.

Medical Services/Hospitals: Astoria, Seaside, Tillamook, Lincoln City, Newport, Florence, Reedsport, Coos Bay, Bandon and Gold Beach.

Rest Areas: Numerous parks, rest areas and campgrounds are along the route.



Craig Tuttle

dunes. Plentiful parks and public lands offer access to many hiking trails. Thanks to a landmark Oregon law all beaches are open to the public, making the Oregon coast *The People's Coast*. For many visitors, beachcombing for shells (and perhaps even a glass fishing float) in a quiet cove as the sea breeze blows and the waves crash is about as good as it gets!

Astoria to Cannon Beach

Your Pacific Coast Scenic Byway adventure begins in Astoria, at the northwest tip of Oregon. Astoria, named for the fur trader John Jacob Astor, was the first permanent European settlement in the Pacific Northwest, established in 1811. The town has a rich Scandinavian heritage, which is celebrated each June at the Scandinavian Midsummer Festival. Astoria has a number of attractions, including Fort Clatsop National Memorial, the Flavel House Museum (a splendid Victorian mansion built in 1885), the 125-foot tall Astoria Column, and the Columbia River Maritime Museum, home to one of the nation's finest displays of model ships and nautical artifacts. Down Highway 101 is Seaside, a popular beach resort known for its promenade. A few miles south of Seaside you'll reach Cannon Beach, a charming community known for its art

galleries and seaside vistas. Haystack Rock, a 235-foot monolith, towers over the beach, and is one of the state's most photographed natural wonders.

Tillamook to Lincoln City

The Byway hugs the coast for the first few miles out of Cannon Beach, climbing to 700 feet above the Pacific; nowhere else does the Byway offer such an elevated ocean view. The road then drifts slightly inland to Tillamook, Oregon's unofficial dairy capital. Much of the county's annual milk production of 25 million gallons is made into natural cheddar cheese. Cheese aficionados will want to stop at Oregon's largest cheese factory for a tasting tour or visit any of several "boutique" cheese purveyors. Historic downtown Tillamook offers good shopping, antiques, and several restaurants. If it's salmon season (spring and fall), anglers may want to book a charter trip out of Tillamook Bay.

After wending through deep forests, the Byway returns to the coast just north of Lincoln City. The wind can really blow in these parts and kite flyers have learned to take advantage. In fact, Lincoln City was recently recognized by Kite Lines magazine as the best place to fly a kite in North America.

Photo: (left) low tide along the Oregon coast. Photo (opposite page top) Yaquina Bay Bridge, Newport, one of the historic bridges designed by Conde B. McCullough; (bottom) hikers take in the view near the mouth of the Salmon River.

Depoe Bay and Newport

Just south of Lincoln City you'll reach Depoe Bay, the world's smallest navigable harbor and a departure point for fishing and whale watching excursions. A few miles south, a short side trip on the Otter Crest Loop brings you to some of the coast's most photographed seascape—Devil's Punchbowl and Cape Foulweather. Devil's Punchbowl is a collapsed cavern that churns with seawater at high tide. Cape Foulweather, perched nearly 500 feet above the pounding surf, offers spectacular vistas of towns up and down the coast. Next, you'll reach Newport, one of the north coast's most popular vacation spots. Still a working fishing village, Newport boasts a historic bay front, ample accessible beach front, and many shops and restaurants. In the southern part of town, visit Yaquina Bay Lighthouse. The Oregon Coast Aquarium and Mark O. Hatfield Marine Science Center are "must-see" stops.

WHALE WATCHING

Thousands of whales make their way past Oregon each fall and spring, but only a few species venture close enough to be viewed from shore. Gray whales—which grow up to 40 tons—are the most common visitors, venturing past the Oregon coast en route to the Arctic Ocean to feed between February and June, and returning 6,000 miles to the waters off Mexico to breed between November and January. The best time to spy a whale is from mid-December to mid-January and calm, overcast days are best for spotting whales from shore. Look for telltale "blows" (a white puff of vapor from the whale's blow hole), then periodic spouts. There are 29 locations along the Oregon coast where specially-trained volunteers can help you spot whales and learn about whale behavior and habits.



Jeffrey L. Torretta

Waldport to Florence

The Byway hugs the coast, passing through the small towns of Waldport, about halfway down the coast, and Yachats. Just below Yachats you'll come upon Cape Perpetua, which towers 800 feet above the Pacific, and a narrow shoreline channel called Devil's Churn. Cape Perpetua is an exquisite natural landmark which encompasses tide pools, ancient spruce forests, and piles of discarded shells—some as high as 40 feet—that bear testimony to earlier Native American habitation along the coast. The next wonder is manmade—Heceta Head Lighthouse, Oregon's most powerful beacon. Past Heceta Head, you'll soon reach Sea Lion Caves, one of the world's largest sea caverns, and home to wild sea lions year-round. A high-speed elevator transports spectators to an observation deck from which hundreds of sea lions—some more than 1,200 pounds—can be viewed. In Florence, billed as the City of Rhododendrons, enjoy the bright blossoms in the spring and tour the recently restored historic district at the mouth of the Siuslaw River.

The Dunes to Reedsport

South of Florence the rugged coastline gives way to 47 miles of gently rolling dunes that extend nearly to Coos Bay—the Oregon Dunes National Recreational Area. The mounds of cream-colored, ever-shifting sand were created over millions of years as sedimentary rock from nearby mountains began to erode and particles

were carried to the ocean. In time the particles became sand and were washed inland by the tides. Jessie Honeyman State Park is an excellent spot to wander the dunes. Nearby Reedsport hosts the Oregon Dunes National Recreational Area Visitor Center. Reedsport is also home to the Dean Creek Elk viewing area, a thousand acre preserve where approximately 100-150 majestic Roosevelt Elk roam freely.

The Bay Area and Bandon

The neighboring cities of North Bend, Coos Bay and Charleston—collectively



Bruce Jackson

known as the Bay Area—comprise the Oregon coast's largest urban area. With the largest natural harbor between Seattle and San Francisco, Coos Bay is a shipping and manufacturing center; North Bend and Charleston are home to active commercial and sport fisheries. Midway between the Bay Area and Bandon is Cape Arago, which is just a short side trip off the Byway. A loop road (part of the Charleston/Bandon Tour Route) takes you through the South Slough National Estuarine Reserve, home to black bear, black-tailed deer, over 150 kinds of birds, and many good hiking trails. The loop also leads you past three state parks. Returning to Highway 101, you'll soon reach the quaint coastal village of Bandon, a popular retreat. Each September, Bandon hosts the annual Cranberry Festival. Bandon is also home to numerous hotels, restaurants, and four of the most famous golf courses in the world. An alternative path from the Bay Area to Bandon is the Charleston/Bandon Tour Route, which showcases a glorious stretch of coastline as well as the wildlife areas of Cape Arago.

Port Orford to Brookings

After a splendid sojourn past fir forests, open plains, and lush farmlands, you'll reach Port Orford, a busy fishing center. Anglers visit the region to ply the waters of The Sixes and Elk Rivers for salmon and steelhead. Look for Thousand Island Coast, a rock formation off Port Orford, which is home to many harbor seals and sea lions. Down the coast at Gold Beach, the legendary Rogue River meets the Pacific. The Rogue's salmon and steelhead were made famous in the early 1900s in articles by western novelist Zane Grey, and today attract fishermen from far and wide. Non-anglers will also appreciate the lower Rogue's scenery, which can be experienced on a jet boat cruise. The last eight miles of the Byway leading into Brookings offer some of the Byway's most magnificent scenery, with unobstructed views of the seascape. Because of its mild climate, Brookings is known as the Banana Belt of Oregon. Ninety percent of the country's Easter lilies are grown in the region. Five miles farther down the road, the redwood forests of California await.



THE
**WEST
 CASCADES**
 SCENIC BYWAY

The West Cascades Scenic Byway follows four great rivers through timeless forests, where you'll discover adventure and renewal along the way.

The 220 mile West Cascades Scenic Byway runs north to south, skirting the northern half of Oregon's Cascade Mountain Range. Nurtured by abundant rainfall, the Western Cascades are bursting with life. The lush forests provide excellent habitat for northern spotted owl, bald eagle, pine marten, pileated woodpecker, Roosevelt elk, blacktailed deer, and mule deer. The great rivers along the byway—the North Fork of the Middle Fork Willamette, the McKenzie, the North Santiam, and the Clackamas—support many game fish, including rainbow trout, steelhead, chinook salmon, bull trout, and a rare species of cutthroat trout. Spectacular views of snowcapped mountains (Jefferson, Washington, Three Fingered Jack, and the Three Sisters) are omnipresent—keep your camera handy!

Myriad recreational activities make this Byway an outdoors-person's paradise. For hikers, there are three well-maintained National Recreation Trails—and hundreds of miles of other trails, all accessible from the Byway. The Byway's lakes provide ample opportunities for boating and swimming. Kayakers and rafters will find challenge on the whitewater portions of the rivers. Anglers will encounter willing trout in the riffles and pools that are but a short walk from the road; several fishing piers are also available on the lakes. There are faster ways to get from Eugene to Portland. But you'll be hard-pressed to find a more scenic route.

Westfir to Blue River

Your journey begins in Westfir, about 40 miles southeast of Eugene on Highway 58, and just north of the town of Oakridge. Westfir marks the beginning of the Aufderheide National Forest Scenic Byway (Forest Service Road 19), named for a devoted forester. You can pick up a free audio cassette or CD describing attractions and local history between Westfir and Delta Campground at the Middle Fork Ranger Station, located on Highway 58 in Westfir or the Westfir

Bruce Jackson

Lodge Bed and Breakfast. The first attraction is the 180-foot Office Bridge, Oregon's longest covered bridge. Located here is a visitor orientation portal, complete with flush toilets, drinking water and byway information. It also serves as a trailhead to the North Fork Trail, open to bicycles, hikers and equestrians.

Moving north, you'll soon reach Constitution Grove, which offers a gentle loop trail through a 200-year-old forest. Further north is Box Canyon, site of a log cabin replica of the original Box Canyon guard station (built by the Civilian Conservation Corps in 1933). Deer and elk are frequently seen as the road descends along the south fork of the famed McKenzie River and past Cougar Reservoir. The Aufderheide National Forest Scenic Byway ends near the Delta Campground. Here, the Delta Old Growth Trail gives you the opportunity to walk amongst Douglas-firs and western red cedars up to 500 years old and 180 feet tall. (You can return your interpretive tape at the McKenzie River Ranger Station, Oregon Route 126.)

Rolling up the McKenzie

The Byway joins the "Wild and Scenic" McKenzie River and Oregon Route 126, and overlaps the McKenzie Pass-Santiam Pass National Scenic Byway (see page 25). The McKenzie is as renowned for its fishing and whitewater boating as it is for its beauty. The McKenzie River Ranger Station can inform you of recreation opportunities in the area; services are available in McKenzie Bridge. Seventeen miles northeast of McKenzie Bridge, be sure to check out Sahalie Falls, where the McKenzie plunges 100 feet over a basalt cliff. A trail here links to the 27-mile McKenzie National Recreation Trail. A few miles north (shortly before the intersection of Route 126 with Highway 20), you'll come upon one of America's clearest lakes—aptly named Clear Lake. Formed 3,000 years ago by a lava flow that blocked the upper McKenzie River, this 120 foot deep lake is so clear that an underwater forest can be viewed. At Santiam Junction, turn left (west) on Oregon Route 22 to continue on this Byway.

Take A Hike

Hundreds of miles of trails—from easy interpretive walks to backcountry hikes—are available along the West Cascades Scenic Byway. The hiking here is especially good because the U.S. Forest Service maintains the Byway's three National Recreation Trails to the highest standard. Hundreds of miles of other trails can also be accessed from the Byway. Winter sno-park and summer recreation passes are available for purchase from local vendors. In the winter, some trails may be used for sledding, snowshoeing, cross-country skiing, and snowmobiling.

Over to Detroit

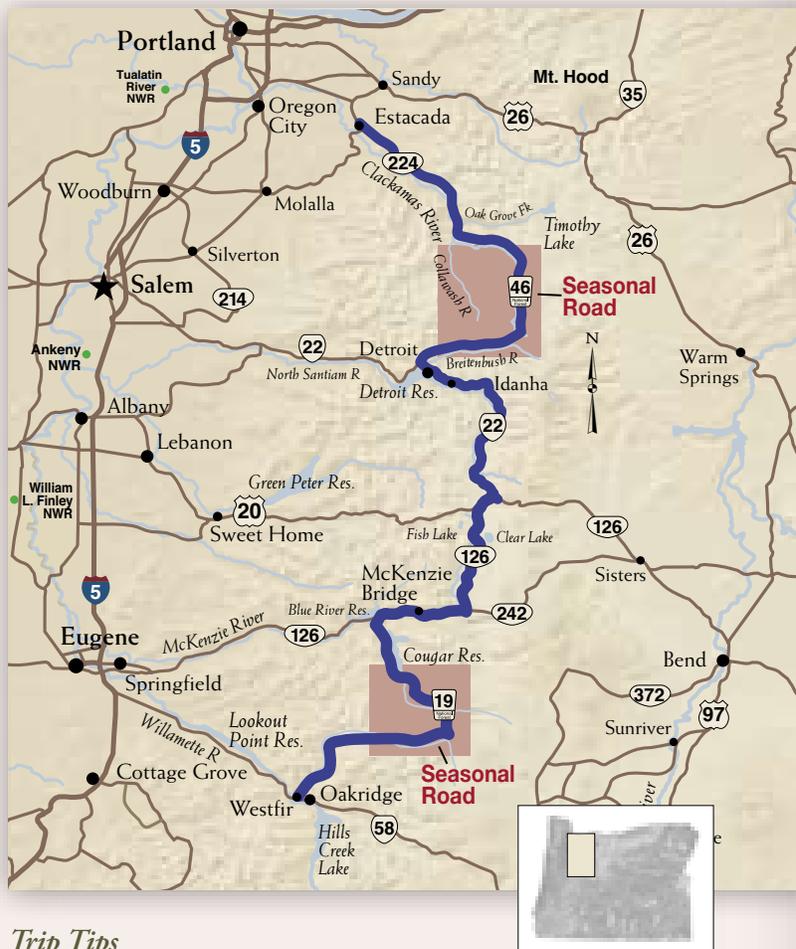
Oregon Route 22 parallels yet another river system—the North Santiam—as it descends toward Detroit Lake. You'll pass Marion Forks, where you can tour an Oregon Department of Fish and Wildlife hatchery; a campground here offers easy river access if you

Photo: (opposite page) fall colors complement a towering Douglas-fir.

Photo: (above) a verdant scene near McKenzie Bridge.



Dennis Frates



Trip Tips

Distance: A meandering 215-mile (346 kilometer) drive.

Best Time: Lake spring through fall, (Forest Service Roads 19 and 46 close in winter). **Minimum Driving Time:** 7-9 hours.

Medical Services/Hospitals: Eugene, Salem and Portland.

Rest Areas: Several parks and campgrounds are located along the route.



Steve Terrell

NATIVE AMERICAN LIFE IN THE WEST CASCADES

Archaeological remains confirm human use of these lands as long as 10,000 years ago. Previous native inhabitants include the Molalla, Kalapuya, Tenino, and Northern Paiute tribes. Obsidian cliffs in the Santiam Basin provided materials for spear points and scraping tools, remains of which have been found throughout the region. The Middle Fork of the Willamette was a primary travel corridor between the Willamette Valley and eastern Oregon for 8,000 years.

Along the Clackamas

The Clackamas is a beautiful river, all the more exceptional given that some of its most scenic stretches are within an hour of metropolitan Portland. The Byway hugs the river until its terminus at Estacada, offering non-stop views of riffles, rapids, and glassy pools. For a closer look, stop at the Clackamas Watershed Viewpoint, or at one of the many campgrounds and picnic areas that dot the Clackamas, including Indian Henry, Lazy Bend, and North Fork Reservoir. This stretch of river is popular for trout anglers in the spring and summer; good fishing spots can be accessed from the campgrounds and pullouts along the road. Finally, you'll reach Estacada, a town that grew up around hydro-power and logging. The Portland General Electric Powerhouse is a landmark structure that harkens back to the early hydropower days on the river. From Estacada, continue north on Route 224 to reach Portland (approximately 25 miles to the northwest).



Eric W. Valentine

want to try your luck with hatchery-stocked rainbow trout. The road flattens as you reach the recreational hub of Detroit Lake, a popular destination for boaters, fisher folks and other lake lovers. Detroit offers ample services, including restaurants, lodging, fishing supplies and boat rentals. Byway travelers looking for recreation information can visit the Detroit Ranger Station, located on Highway 22, just west of the Forest Road 46 junction.

The Clackamas-Breitenbush National Forest Scenic Byway

In Detroit, turn right on Forest Road 46, and follow the Breitenbush River into some of western Oregon's most pristine wilderness. You can stop for a refreshing soak at a natural hot springs resort, or stretch your legs on the 2.5 mile South Breitenbush National Recreational Trail. A short side trip from the main trail leads to an impressive gorge, where the Breitenbush River passes through narrow basalt. A seven-mile detour brings you to the Olallie Lakes Scenic Area and the Mount Jefferson Wilderness Area. Here, countless lakes can be accessed from developed trails, (where a small seasonal resort provides services). At Ripplebrook, the Byway joins Oregon Route 224 and parallels the "Wild and Scenic" Clackamas River to Estacada.

Photo: (left) Sahalie Falls on the McKenzie River; (above) Detroit Lake, one of Oregon's most popular recreation areas.

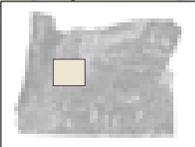


THE
**MCKENZIE PASS-
 SANTIAM PASS**
 SCENIC BYWAY

Lava fields, snowcapped peaks and rushing rivers mark this 82-mile loop around two of central Oregon's Cascade Mountain passes.

Anglers, hikers and skiers will delight in the ample recreational opportunities this Byway provides... and everyone will appreciate the striking alpine scenery.

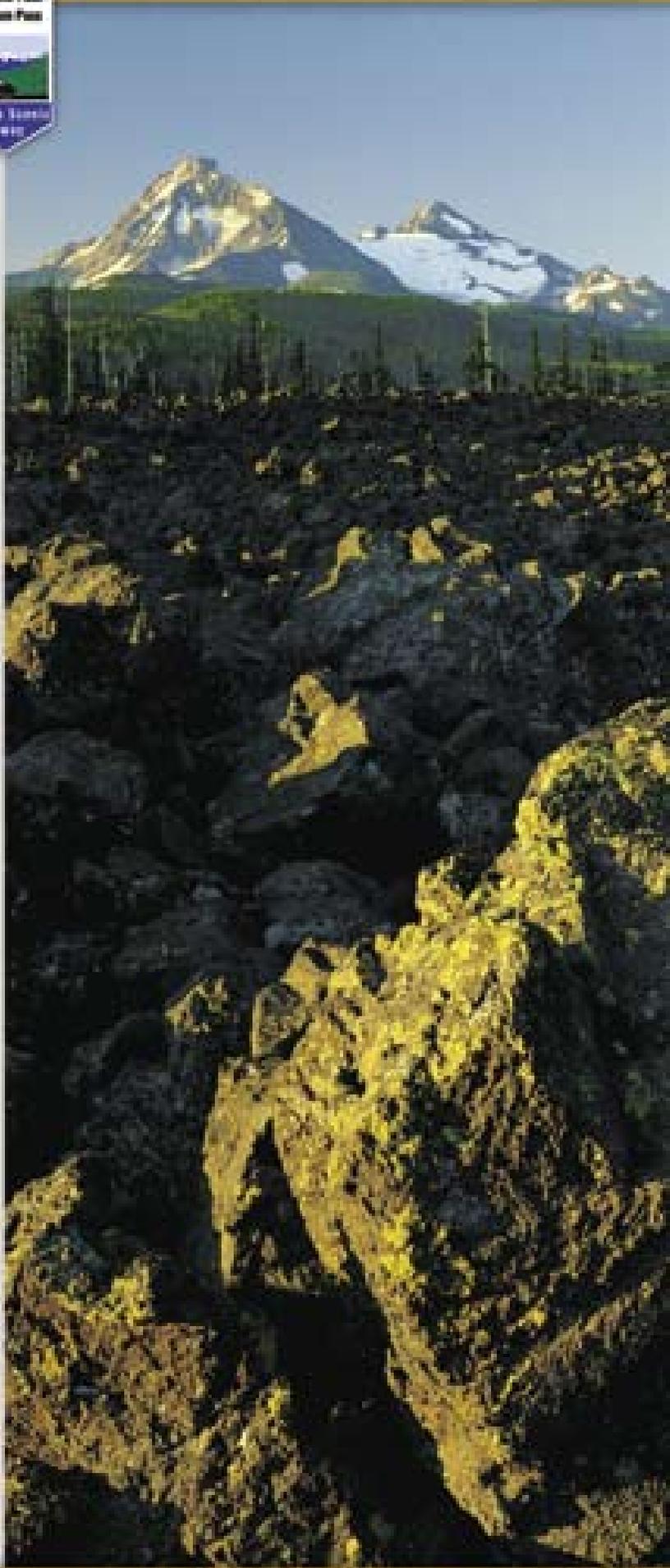
The McKenzie Pass-Santiam Pass Scenic Byway takes you on a journey through a land of contrasts. On the west side of the Cascades, you'll encounter lush Douglas-fir and red cedar forests; on the the drier east side, lodgepole pines prevail. Lava fields adjoin snow fields, providing a stark black and white contrast between the forces of fire and ice—a contrast that's



Trip Tips

Distance: 82-mile (132 kilometer) loop, Oregon Route 242 is closed to vehicles over 35 feet and trailers are not advised. Best Time: July-October, McKenzie Pass is closed in the winter months. Minimum Driving Time: 3-5 hours. Medical Services/Hospitals: Bend and Redmond. Rest Areas: Several parks and campgrounds are located along the route. Gas: Only available at McKenzie Bridge and Sisters. Make sure you have plenty before you leave.

Photo: North and Middle Sister, viewed from lava field at McKenzie Pass.



Steve Terrill



Bruce Jackson

Photo: (above) daybreak comes to the Three Sisters; (bottom) Proxy Falls in Three Sisters Wilderness Area. Photo: (opposite page top) Dee Wright Observatory and North Sister; (bottom) McKenzie River rushing beneath vine maple trees.

often mirrored in crystal-clear lakes, whose still waters are countered by several cascading waterfalls. The Byway boasts the highest concentration of snowcapped volcanoes (and associated glaciers) in the lower 48 states. Broken Top Mountain, Mount Washington and The Three Sisters (among other peaks) tower above the Byway.

The natural qualities of the McKenzie Pass-Santiam Pass Scenic Byway are of national significance. There are outstanding examples of both ancient and recent volcanoes, cinder cones, lava flows, and deep, glaciated canyons. Forests along the Byway contain rare old-growth fir and ponderosa pine, and are home to a great variety of fish and wildlife, including several endangered species, such as bald eagles, northern spotted owls, Chinook salmon and bull trout.

Start in Sisters

While accessible from cities west of the Cascades, you'll enjoy this Byway best by beginning at its easternmost point in Sisters, in the shadows of the nearby Three Sisters peaks—Faith, Hope, and Charity. A quaint town with western ambiance and a thriving arts scene that includes antique

stores, galleries and western boutiques, Sisters is a popular vacation spot. Seasonal events include a popular rodeo, an outdoor quilt show and a folk music festival. Rustle up a picnic lunch at a local bakery or supermarket, fill your tank, and head west on Oregon Route 242 past llama ranches and into the Deschutes National Forest.

McKenzie Pass

The Byway follows the path of an 1860s wagon route, emerging from the forest at Windy Point to a jaw-dropping vista of Mount Washington and a 65-square-mile lava flow. When you reach 5,325-foot McKenzie Pass, you're enveloped by lava on all sides. Take a few minutes to walk up to the Dee Wright Observatory, a lava rock structure constructed by the Civilian Conservation Corps in 1935, and named for their foreman. From the observa-



Bruce Jackson

tory, you can take in six Cascade peaks on a clear day. The half-mile Lava River Interpretive Trail is a 30-minute walk on a paved surface through lava gutters and crevasses. You are on the boundary of two wilderness areas: Mt. Washington to the north and Three Sisters to the south.

Drop into the Willamette National Forest

Descending from McKenzie Pass to the Willamette National Forest, you'll be treated to more outstanding mountain views, this time North and Middle Sister. A short side trip takes you to Scott Lake, which mirrors these stately peaks. Nine miles west of the summit, Deadhorse Grade drops nearly 1,200 feet in less than four miles. Several hairpin turns later, look for the Proxy Falls Trailhead. These frequently photographed, ethereal falls, are well worth the short hike into the Three Sisters Wilderness.

Up the McKenzie

As you turn onto Highway 126, you'll catch glimpses of whitewater boating on the McKenzie River. Pull out at the newly constructed Wild and Scenic River Viewpoint for a stroll through giant trees to a viewpoint perched on the edge of frothing currents. Look for harlequin ducks loafing on river rock islands. A few miles up the highway turn into Koosah Falls. Here, a loop trail connects hikers to stunning Sahalie Falls and Carmen Reservoir. As you ascend to stark lava fields that blocked Clear Lake, pull into the Fish Lake Remount Depot for a step back into early Forest Service

A LAND OF FIRE AND ICE

The McKenzie-Santiam Pass Scenic Byway features geologically noteworthy volcanic and glacial landscapes. The region illustrates how the great bulk of the volcanic Cascade Range has been built. Here, basaltic shield volcanoes are produced on a regular basis. Shields, the building blocks of the Cascades, are low broad cones of basalt lava, and resemble giant warrior's shields lying on the ground. Some have grown into large, steep-sided volcanic cones such as North Sister and Mt.

Washington. Glaciers have deeply eroded most of these cones, but newer shields, unaffected by glaciers, are also present. Belknap Crater (which can be viewed from the Dee Wright Observatory) is an excellent example of a young shield, with its long, barren, gentle slopes of lava.



Dennis Frates

and Civilian Conservation Corp history. A pioneer woman's gravesite marks the treacherous journey early travelers made on the historic Santiam Wagon Road.

Ascend to Santiam

A few miles north of Clear Lake, Oregon Route 126 joins U.S. Route 20 and Oregon Route 22, and turns east toward the Santiam Pass and Sisters. The pass was discovered in 1859 by Andrew Wiley and was named for the Santiam Indians, a Kalapooian tribe living near the Santiam River. The Byway crosses the route of the Willamette Valley Cascade Mountain Wagon Road, later known as the Santiam Wagon Road, still used today as a secondary road for public access. A portion of the original railroad grade of the Hogg Railroad, constructed in the late 1800s, is visible from Santiam Pass near Hogg Rock.

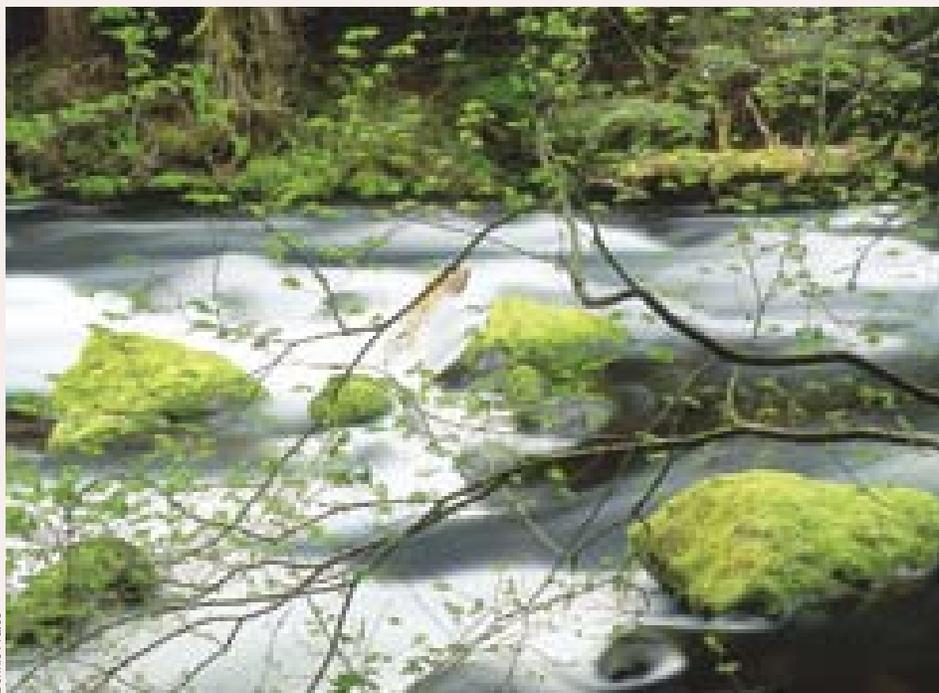
As you climb to Santiam Pass, you'll see a side road for Hoodoo Ski Area which features downhill and cross-country skiing from December to March. Big Lake, a popular recreation area with a dramatic view of Mount Washington, can also be accessed from this road. Shortly beyond the Hoodoo turnoff, the Byway crosses the Pacific Crest Trail and 4,817-foot Santiam Pass. This section of the Pacific Crest Trail provides backpackers with a unique opportunity to hike the crest of a major volcanic mountain range.

Slide Back to Sisters

A combination of world-class rivers, pristine alpine lakes, sensational scenery and a dry climate make central Oregon a recreational paradise. Indeed, there are several months of the year when you can ski in the morning at higher elevations, then hike, fly-fish,

bicycle, golf or play tennis in the afternoon at lower elevations along the Byway!

Just east of Santiam Pass, Suttle Lake welcomes boaters, windsurfers and anglers. Further east, take a side road to Camp Sherman, and see where the Metolius River bubbles up from underground springs near the base of Black Butte. With Mount Jefferson looming in the background, it's a scene of unforgettable beauty. The Metolius draws fly fishing aficionados from around the world to ply its clear waters for wary native redband trout. Comfortable stream-side accommodations are available at Camp Sherman. On the home stretch to Sisters, the 6,436-foot cone of Black Butte rises abruptly on the left. A rather rigorous hike to the summit of Black Butte offers views that seem to go on forever.



Dennis Frates

AN AMERICAN FLY FISHING TREASURE

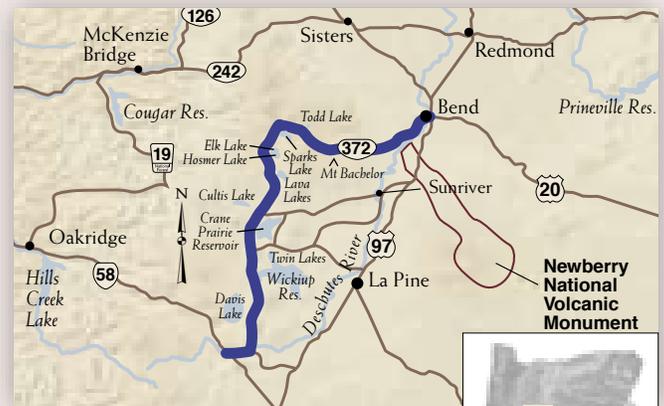
If there were a canon of fly fishing in the western United States, the McKenzie River would be included. Floating the upper McKenzie in a driftboat that bears its name and casting dry flies behind boulders for rainbow trout is a rite of passage for many anglers, and nothing less than an Oregon tradition. Excellent angling is complemented by spectacular scenery—especially in the early fall as the leaves change. Plus, there's the thrill of running some whitewater. Many accomplished guides work the McKenzie, and can accommodate both seasoned anglers and beginners. Hooking your first redband trout on the McKenzie is an experience you won't soon forget!



THE
**CASCADE
 LAKES**
 SCENIC BYWAY

Sparkling lakes, snowcapped peaks, and unique volcanic strata combine to make this 66-mile Byway a true national treasure.

Round a bend to find Mount Bachelor looming larger than life—and find its image perfectly reflected in a mile-high lake around another bend—and you’ll understand why Scenic America named the Cascade Lakes Scenic Byway one of the nation’s most important byways. The Byway passes through the heart of central Oregon, with the towering Cascade Mountains providing a constant backdrop for a recreational paradise that offers first class fishing, boating, hiking, rock climbing opportunities and wonderful alpine and Nordic skiing in the winter. The mountains provide practical as well as scenic pleasures; they block moist air from the Pacific, giving this region as many as 250 sunny days a year!



Trip Tips

Distance: A 66-mile (106 kilometer) drive past a dozen sparkling lakes.

Best Time: June-October (the road closes beyond Mt. Bachelor in winter). **Minimum Driving Time:** 3-5 hours.

Medical Services/Hospitals: Bend.

Rest Areas: Several parks and campgrounds are located along the route. **Gas:** Only available at some resorts; make sure you have plenty before leaving Bend.



Mr. Janis Migavs

You'll pass along the shores of the Deschutes River and a dozen lakes, as well as many noteworthy geological formations hewn by glacial and volcanic activity. Several old-time lakeside resorts offer respite from the road in the form of an ice cream cone or a comfortable room. Campers will find a bounty of excellent campgrounds.

Begin in Bend

This incredible journey begins in Bend, the hub of central Oregon's recreational paradise. Visit Bend, located downtown, and Central Oregon Visitors Association at the Old Mill district offer excellent overviews of the many vacation possibilities. Before heading into the mountains, wander through downtown and take in Drake Park, where the meandering Deschutes River reflects snowy Cascade peaks. Follow the signs from here to Mt. Bachelor and the Cascade Lakes.

Century Drive

From the outskirts of town, Century Drive (Oregon Route 372) climbs steadily through the Deschutes National Forest. In the days of the horse and buggy, it was a 100-mile dirt road—hence the name! Throughout time, different tribes have used ancient trade routes throughout this area for hunting, gathering, and fishing. Just within the forest boundary, Forest Service Road 41 accesses the Deschutes River, which offers camping, fishing, rafting, kayaking and canoeing with take-outs above the falls. A few miles west, a vast lava flow that altered the river's course can be seen from the road.

Mt. Bachelor

As you continue west, the horizon is soon dominated by the enormous cone of Mt. Bachelor, home of the Pacific Northwest's top ski resort. Mt. Bachelor boasts dependable, dry powder and a 3,300-foot elevation drop; the ski season typically extends through June. During summer months, the Pine Marten Express Lift spirits sightseers to the 7,700-foot level. The dramatic view sweeps a volcanic skyline, Sparks Lake,

Photo: (opposite page) South Sister, reflected in Sparks Lake. Photo: (above) a meadow near Hosmer Lake, with South Sister in the background.



Broken Top and the Three Sisters peaks and wilderness area. You can see for hundreds of miles—from Mt. Adams in Washington to Mt. Shasta in California. The landscape around Bachelor—dark lava flows, pale pumice fields, lofty domes and deep chasms—is evidence of the fierce volcanic activity that shaped it.

High Mountain Playground

Moviegoers may recognize the view from Dutchman Flat at the base of Mt. Bachelor. The panorama of Broken Top and the Three Sisters was featured in “Homeward Bound” and “Rooster Cogburn”, among other films. Take a short turn-off to Todd Lake, the first of a dozen Cascade gems, bookended by Mt. Bachelor and Broken Top. As the Byway drops down to a large meadow, you'll reach Sparks Lake, chosen to commemorate Ray Atkeson, Oregon's photographer laureate. Watch the meadow closely at dawn and dusk; this is an excellent spot to see elk and deer.

Next, you'll reach the emerald waters of Devils Lake, a popular picnic and camping spot that treats visitors to an eerie optical illusion: crystal clear water and a shallow white pumice bottom make it seem as if boats on the surface are floating in midair. A few miles south, you'll reach Elk Lake, which offers a marina and rustic lodge, and an historic guard station staffed by volunteers providing information and lots

VOLCANIC DIVERSITY

The Cascade Lakes Scenic Byway passes through a volcanic and glacial landscape of incredible diversity and tremendous significance. Visitors encounter landforms such as stratovolcanoes, shield volcanoes, cinder cones, sheets of pumice and ash, sheets of ash-flow tuffs, maars, caves, and several kinds of lava flows and domes.

Geology textbooks often feature volcanic examples from this area.

While volcanoes build up the land, glaciers tear it down. During the last Ice Age, glaciers flowed far down both sides of the Cascades and cut deeply into volcanic cones, gouging out glacial valleys.

An exceptional, nationally-significant exposure of the inside of a stratovolcano can be seen at Broken Top.

During the Ice Age, eruptions took place under glaciers and often melted holes in the ice. The region's more than 100 small and large lakes formed behind lava dams, in volcanic craters, behind moraine dams and in ice-eroded basins.



Bruce Jackson

of stories. Boats can be rented by the hour. Just off the Byway and adjoining Elk Lake is Hosmer Lake, a fly-fishing-only fishery that's prized for its brook trout and landlocked salmon. This is a great place for "fish watching." Primitive campsites are available here.

Lakes Galore

As the Byway descends, you'll reach Lava Lake, home of a quaint resort with a marina, lodging and camping. Rent a skiff, pack a picnic lunch and putter about in the shadow of Mt. Bachelor. Nearby Little Lava Lake is the source of the Deschutes River, which meanders through a lush meadow along the Byway as you move south toward Cultus Lake and Crane Prairie Reservoir. Crane Prairie is home of the famous "cranebows," oversize rainbow trout that grow quickly in this shallow, food-rich impoundment. The record rainbow to date, for this lake, weighed over 19 pounds, with fish in the 4 to 10 pound range common. Wildlife enthusiasts will delight in Crane Prairie's Quinn River campground and boat launch along the eastern shore of Crane Prairie Reservoir. Cormorant, osprey, bald eagle, northern goshawk, egret, and owls are some of the bird species to be seen.

Still More Lakes

South of Crane Prairie, more lakes await you. A short detour east on Forest Service Road 42 takes you past Wickiup Reservoir (another angler's favorite) and Twin Lakes, to Highway 97. The Byway continues south to Davis Lake, a large, shallow impoundment that was formed by a lava flow cutting off Odell Creek. Historically known for large rainbow trout, Davis offers excellent flyfishing, with South Sister providing a stunning backdrop. Abundant waterfowl are also present, along with many campsites. The Byway ends at Oregon Route 58 near Crescent and Odell lakes, two popular recreation sites with complete resort facilities.

THE DESCHUTES

The Deschutes River begins as a small creek trickling south out of Little Lava Lake and ends some 250 miles north as one of the most celebrated, majestic rivers of the West. In many ways, it's the lifeblood of central Oregon. In its early stages, the Deschutes nurtures several Cascade Lakes, including Crane Prairie Reservoir and Wickiup Reservoir, before turning north toward its long trek to the Columbia. Here it flows through meadows, its nutrient-rich waters sustaining whitefish, and rainbow, brook and brown trout. Geologic studies show that the Deschutes was once located many miles to the east. As Newberry Volcano grew, lava flows pushed the river gradually to the west and to its present location.

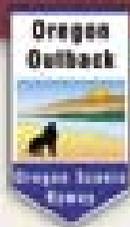
Photo: (above left) matching the hatch at Crane Prairie Reservoir, near sunset; (below) Broken Top from Sparks Lake.



Brian O'Keefe

Nearby Attractions

- *High Desert Museum: This museum on U.S. Highway 97 south of Bend has excellent displays on the natural and cultural history of the area.*
- *Lava Lands Visitor Center: Further south of Bend on U.S. Highway 97, you can tour Lava Butte, an extinct volcanic cone, take in interpretive exhibits, and hike several trails on lava.*
- *Newberry National Volcanic Monument: Another 20 miles southeast you'll reach Newberry Volcano with its volcanic wonders, including a vast obsidian flow, two lakes for fishing and boating, and interpretive center at historic Paulina Lake Guard Station.*
- *Benham Falls and Dillion Falls: Five miles on the Byway towards Mt. Bachelor, turn on Forest Road 41 for river recreation sites on the Deschutes River.*



THE
**OREGON
 OUTBACK**
 SCENIC BYWAY

*Solitude awaits you on this adventure through
 Oregon's high desert. Enjoy the play of light
 on the rocks, the smell of sagebrush,
 and the sounds of silence.*

The Outback Scenic Byway takes you through a slice of the Great Basin Region, capturing the landscape's diversity, and the rugged independence of the people who've honed a living from the land. The Outback is "isolated rural country," and this area of Oregon is indeed that. As you push south along the Byway, lush green forests

Photo: Summer Lake.

Dennis Frates

in the shadow of the Cascades are replaced by sagebrush and rock formations. It's an austere landscape, rich in detail upon closer examination. The lakes along the Byway—important resting spots for waterfowl on the Pacific Flyway—provide a visual oasis amidst this arid country.

Leaving the Cascades

Your "drive-about" through Oregon's Outback begins in the Deschutes National Forest, near the town of La Pine (30 miles south of Bend). From here, head three miles south on U.S. Route 97, then southeast on Oregon Route 31, through stands of lodgepole and ponderosa pine.

Fort Rock

Twenty-seven miles east of U.S. Route 97, the forest abruptly gives way to vast sagebrush plains reminiscent of the Australian Outback. You'll soon see Fort Rock, a mysterious rock formation that emerges abruptly in the east. Fort Rock is actually a volcanic crater (maar), and rises 325 feet above the high desert floor; a National Natural Landmark, it gets its name from its four-sided towering walls. Fort Rock State Park is an easy seven miles off Oregon Route 31, and offers hiking trails and picnic facilities. En route you'll see





Jeffrey L. Toretta

Photo: (above) Fort Rock State Natural Area; (below) Edmunds Wells - Silver lake area. Photo: (opposite page) relaxing at Summer Lake.

Fort Rock Homestead Village, which preserves several buildings that date back to the 1800s. The structures were brought in from the surrounding valley to create this living history museum.

Silver and Summer Lakes

Return to Oregon Route 31 and head south toward the community of Silver Lake, named for a dry basin a few miles east that fills approximately every 30 years. From here, the Byway turns south and climbs 4,830-foot Picture Rock Pass, named for ancient Indian petroglyph-decorated rocks that are within walking distance of the highway. The Pass offers panoramic views of the lakes, forested mountains on the Fremont-Winema National Forests, and stunning Winter Rim which divides forest and desert.

Once over the pass, you'll see Summer Lake, a long, shallow body of alkaline water that attracts a tremendous variety of waterfowl. The 18,000-acre Summer Lake Wildlife Area, with viewing sites, is a breeding and resting area for nearly 250 species of birds. The marsh-like setting is one of the most important stops in the region for migrating birds on the Pacific Flyway. Visitors can view many sensitive, threatened, or endangered species, such as bald eagles, peregrine falcons, western snowy plovers, greater sand hill cranes, and trumpeter swans. Early spring is the best time to view migrating flocks of waterfowl, and Summer Lake hosts more than 15,000 bird watchers annually. The small town of Summer Lake offers a variety of visitor services and a wayside commemorating an 1843 expedition led by Captain John C. Fremont.



Brian O'Keefe



Dennis Frates

Pull into Paisley

A dozen miles beyond the lake is the town of Paisley, home of the annual Mosquito Festival in July which includes a rodeo, skeet shoot, and classic car show. Paisley provides all services, hot spring baths, and good access to the Chewaucan River for anglers seeking native redband trout. The river crosses Bureau of Land Management and the Fremont-Winema National Forests and is best accessed from Forest Service Road 33. Continuing southeast on Route 31, you'll soon pass Lake Abert. The lake's high alkalinity makes it an ideal habitat for brine shrimp, which provide forage for migrating birds.

Abert Rim

When you reach Valley Falls, Route 31 joins U.S. Route 395. Here, the horizon is dominated by Abert Rim, a 30-mile-long fault escarpment—one of the nation's longest and most continuous fault escarpments. This rim rises more than 2,000 feet above the Byway. The rim's southern section is a launching spot for hang gliders; in fact, the region surrounding the southern end of the Byway is considered by many to be the Hang Gliding capital of the West. Watch for big horn sheep at the base of Abert Rim.

Oregon's Tallest Town

27 scenic miles later, you'll reach Lakeview, which at 4,800 feet above sea level, is Oregon's "tallest town." Lakeview is home of Oregon's only geyser, situated at a resort a mile north of town. The geyser named Old Perpetual has a history of erupting 60 feet into the air every 90 seconds, more reliable than Old Faithful in Yellowstone. The supporting hot springs and geyser temperment changed recently to a less predictable schedule. While in town, visit the Schminck Memorial Museum, which commemorates pioneer life, and the Lake County Museum. Visit Black Cap, a popular launching spot for hang gliders in the summer, for a spectacular view of the Goose Lake Valley. Skiing and snowmobiling are available near Lakeview in the winter. The Outback Scenic Byway ends about 15 miles south of Lakeview at the border town of New Pine Creek. Goose Lake State Recreation Area, a full service state park campground, offers a resting spot before heading on to California.

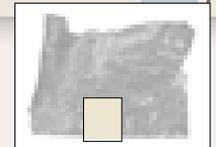
SIGNS FROM THE PAST

The native peoples who once inhabited the Great Basin left many artifacts that shed light on what their lives must have been like. Petroglyphs—incised rock drawings—are among these artifacts. Archeologists believe that some petroglyphs may have acted as maps, directing tribal members to fishing or hunting grounds. Other petroglyphs lack easy explanation. Some experts have ventured that more oblique drawings are a visual interpretation of visions experienced by young men as they ventured forth on spirit quests.



Trip Tips

Distance: A 171-mile (275 kilometer) drive through open range land. Best Time: Spring and fall; expect occasional snow in winter and temperatures in the 90s in summer. Minimum Driving Time: 4-6 hours. Medical Services/ Hospitals: Bend and Lakeview. Rest Areas: Summer Lake about half way between U.S. Routes 97 and 395. Gas: Stations are few and far between. Have plenty before you leave LaPine or Lakeview.





THE
**ROGUE-
 UMPQUA**
 SCENIC BYWAY

Two of Oregon's most beautiful and renowned rivers bookend this breathtaking tour through the thickly forested southern Cascades.

More commonly known as the “highway of waterfalls,” the Rogue-Umpqua Scenic Byway ascends from I-5 into the southern Cascades, tracking two of Oregon’s most storied rivers. The first leg of the trip follows the North Umpqua east from Roseburg. A river of unparalleled beauty, the North Umpqua is revered worldwide for steelhead fishing. After passing more than a half-dozen waterfalls, the newly built Diamond Lake Viewpoint provides stunning views of sparkling Diamond Lake, Mount Bailey and Mount Thielsen. Crater Lake is an



Trip Tips

Distance: A gorgeous 172-mile (277 kilometer), partial loop.

Best Time: June-October for best weather, wildflowers and waterfalls. In winter, expect snowfall at higher elevations.

Minimum Driving Time: 5-7 hours.

Medical Services/Hospitals: Roseburg and Medford.

Rest Areas: Several parks and campgrounds are located along the route. *Gas:* Stations are often few and far between. Make sure you have plenty before starting your trip.



Bruce Jackson

optional side-trip, before the Byway bends southwest onto Oregon Route 230 to follow the “Wild and Scenic” Upper Rogue River. With abundant hiking, fishing, and camping opportunities, visitors easily understand why this Byway is one of the state’s best-loved areas.

Roseburg

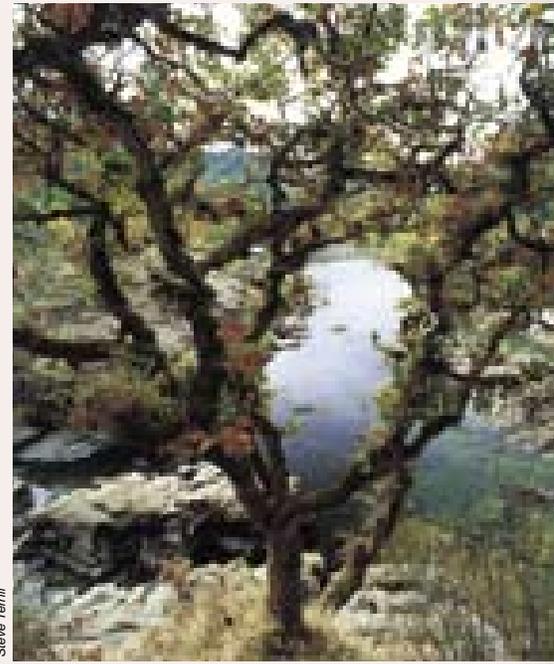
Your trip begins in Roseburg, a town built up by the lumber industry, and now a popular recreational center. Covered bridges, mid-1800s restored homes and the nationally acclaimed Douglas County Museum of History and Natural History give Roseburg historic appeal. If time permits, tour some of the region’s eight wineries, which produce chardonnay, pinot noir, gewürztraminer, reisling, zinfandel and cabernet sauvignon varietals. From Roseburg, the Byway heads east on Oregon Route 138 through scenic, oak-dotted hills.

Up the North Umpqua

As you head east, the forest will thicken, the air will cool, and you’ll soon hear the rush of water. Check out Colliding Rivers in the community of Glide, where the North Umpqua and Little River converge in a fury of white water; it’s one of the few places in the world where rivers meet head-on. From here, the Byway parallels the “Wild and Scenic” North Umpqua,

considered by many as one of the most beautiful rivers in America. Driving along the North Umpqua, you’ll pass anglers flyfishing for steelhead or salmon, whitewater rafters, kayakers, and numerous pulloffs for taking in the scenery or enjoying a hike. If you’re inclined to stretch your legs, the well-maintained North Umpqua Trail follows the east bank of the river for 79 miles. Divided into 11 segments from over three to just under 16 miles in length, the trail leads high into the Cascade Mountain Range, and connects with the Pacific Crest National Scenic Trail. Near Steamboat, check out the Mott Bridge, a recognized Oregon Historic Civil Engineering Landmark. Constructed by the Civilian Conservation Corps in 1935–36, the bridge is the only surviving example of three such structures built at that time in the Pacific Northwest.

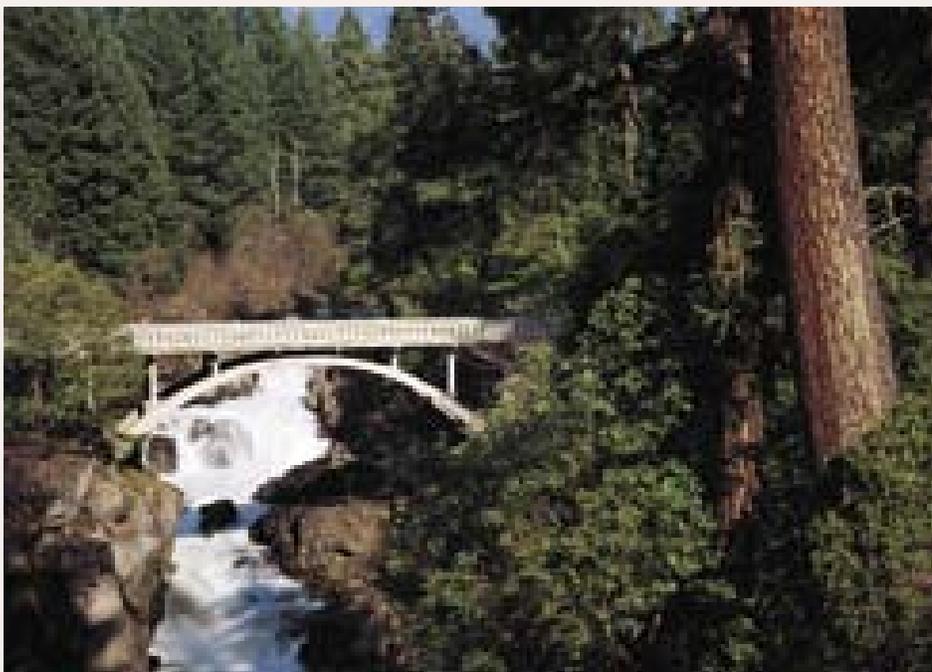
This shady route through the Umpqua National Forest and Roseburg BLM District passes Swiftwater Park, Toketee Reservoir, and several dramatic formations, including Eagle Rock and Old Man Rock. Be sure to visit at least one of the many waterfalls which are accessible by well-marked and well-maintained trails. Whitehorse Falls is easiest to access, and includes a viewing platform. Have your camera ready; the greens of spring or fall colors along this stretch of road can be stunning.



Steve Terrill

Sparkling Diamond Lake

Once it leaves the North Umpqua, Route 138 turns south to circle Diamond Lake, a scenic gem nestled between Mt. Bailey and the lightning-rod spire of Mt. Thielsen. Here you’ll find year-round resort facilities, including lodging, a marina and horse stables. In summer and fall, you can fish for stocked rainbow trout or bike around the lake on a paved path. In winter the path is transformed into a groomed cross-country ski trail, and the lake into a giant ice rink. Mt. Bailey offers outstanding snowcat skiing.



Steve Terrill

WONDERFUL WATERFALLS

There are 15 waterfalls along the Rogue-Umpqua Scenic Byway. Photographers and artists from all over the world come to capture these awe-inspiring images. Susan Creek Falls, Toketee Falls and Watson Falls are three favorites. Watson Falls, tumbling 272 feet, is the third highest waterfall in Oregon. The mist of the falls offers great relief on warm summer days.

Photos: (opposite page) Toketee Falls on the North Umpqua River; (above) Colliding Rivers, where the North Umpqua River and Little River meet head on; (left) the Upper Rogue River.

SACRED STEELHEAD WATERS

Flyfishers worldwide prize the North Umpqua for its run of summer steelhead. Steelhead—ocean-going rainbow trout—are one of the most prized gamefish of the Pacific Northwest, and grow from eight to 20 pounds. The North Umpqua offers 30 miles of flyfishing-only water, all accessible from the road. Fishing is not easy on the North Umpqua, but it is nonetheless a wonderful experience—just ask Jimmy Carter, Tom Brokaw and the many other notables who fish here! Anglers and conservationists have rallied to preserve the North Umpqua's habitat and fishery. If you visit in the late summer or fall, take a small, side trip to Big Bend Pool on Steamboat Creek (10 miles from Steamboat Inn) to see one result of the Forest Service's conservation work—an observatory where you can view hundreds of native steelhead.

At the southern end of Diamond Lake, Oregon Route 138 rises toward the east and north entrance of Crater Lake National Park. The Rogue-Umpqua Scenic Byway heads west to join Oregon Route 230. Here you can enjoy unimpeded views of the peaks and ridges above Crater Lake—the remains of erupted Mt. Mazama—from the Crater Rim Viewpoint.

Running Down the Upper Rogue

Coursing through the Rogue River-Siskiyou National Forests, Oregon Route 230 merges with Oregon Route 62 near historic Union Creek. Union Creek is the western terminus of the Fort Klamath Military Wagon Road, once an important trail for settlers crossing the Cascades. Union Creek is also the site of a historic resort built by the Civilian Conservation Corps. The road soon parallels the “Wild and Scenic” Upper Rogue River. The Upper Rogue, like the North Umpqua, supports endangered populations of Chinook and coho salmon, as well as steelhead and cutthroat trout. The Rogue Gorge and Natural Bridge interpretive sites

Photo: (top) the North Umpqua is one of the world's most famous steelhead rivers; (right) North Umpqua River. Photo: (opposite page) late spring along the North Umpqua River.



Dan Callaghan

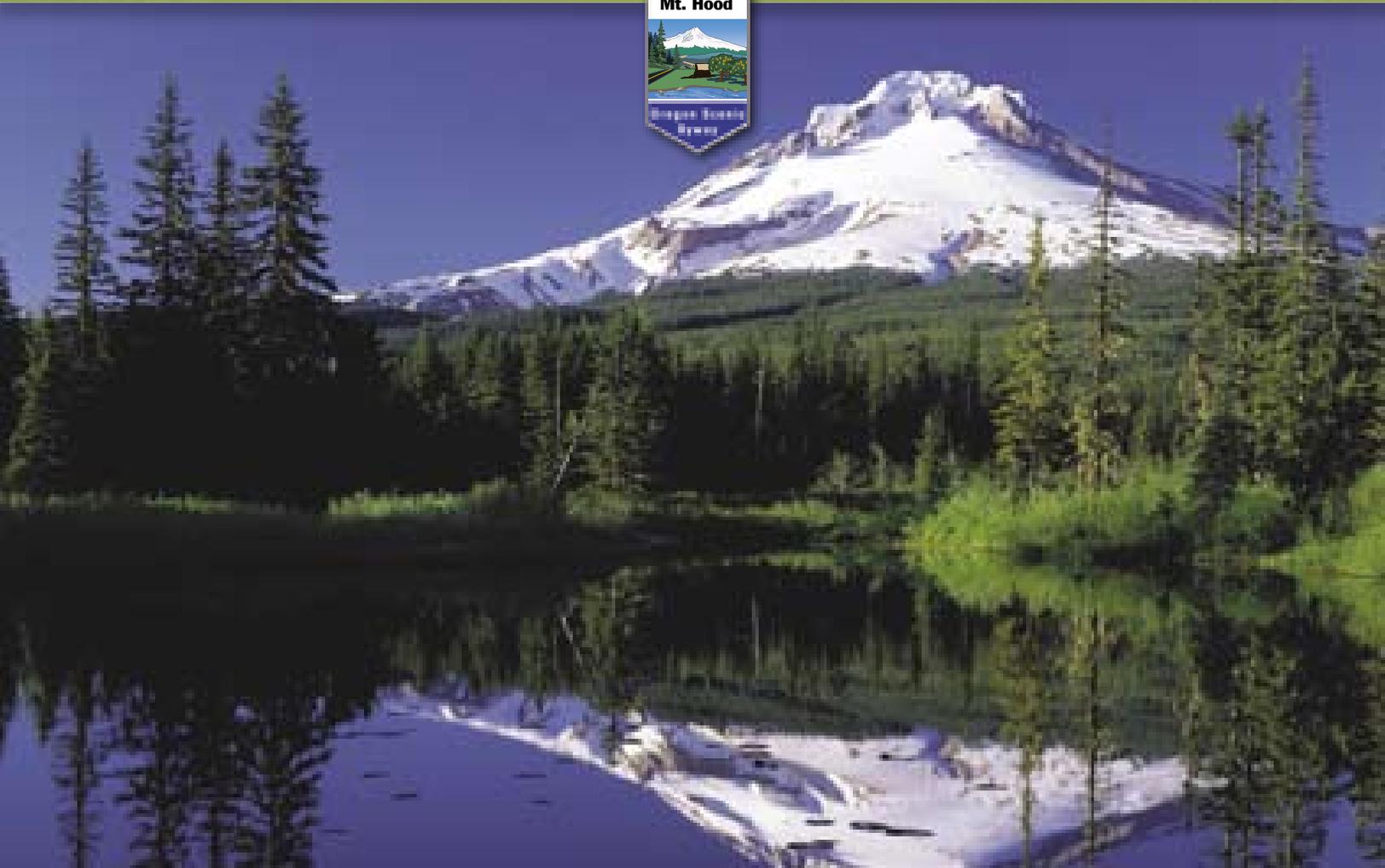


Mr. Janis Miglavs

offer interesting perspectives of the river as it thunders through deep, narrow chasms. Under a canopy of conifers between here and Prospect, you'll find several riverside campgrounds where you can enjoy the sounds of the river or hook a few trout. Wildflowers are abundant along the Upper Rogue, providing a brilliant contrast to the green of the forests. Lost Creek Lake at Stewart State Park is popular for boating and waterskiing, among other outdoor activities. Farther south, Shady Cove is a popular point of departure for river rafters and anglers setting out to float the Upper Rogue.

Gold Hill and the Rogue Valley

Oregon Route 234 heads west, rejoining the Upper Rogue River in the friendly town of Gold Hill, the Byway's southern portal. En route, Medford BLM and Table Rocks—flat-topped remnants of lava flows that filled the canyons of the Upper Rogue over seven million years ago—rise dramatically from the valley with Upper Table Rock soaring 800 feet. From here, the bustling Rogue Valley cities of Medford, Jacksonville, Ashland, and Grants Pass are less than an hour away.



Larry Geddis, courtesy Oregon's Mt. Hood Territory



THE
MT. HOOD
 SCENIC BYWAY

From verdant farmlands to the timberline to the final stretches of the historic Oregon Trail, this Byway leads you through classic Oregon scenery, with jaw-dropping vistas of Mt. Hood – one of the state's most recognizable landmarks.

The Mt. Hood Scenic Byway follows an exhilarating route around one of Oregon's most iconic landmarks, offering exposure to some of the state's most stunning scenery and sought after recreational destinations. Moving south from the lush Hood River Valley, you'll approach the alpine environs of Mt. Hood, drop down into temperate rainforests and finally return to the verdant farmlands of eastern Multnomah County. Four-season recreational activities and rich pioneer history await you the distance of the Byway, along with ever-shifting vistas of Oregon's highest peak.

MT. HOOD—AN ICON OF OREGON

There are few more powerful symbols of the Pacific Northwest than Mt. Hood. At 11,245 feet, Mt. Hood is the highest point in Oregon, and the fourth highest peak in the Cascade Range. Like other dramatic peaks in the Cascades, Mt. Hood is a dormant volcano. Believed to have been formed 11 to 14 million years ago, Mt. Hood has had at least four major eruptive periods during the past 15,000 years. The most recent eruption occurred shortly before the arrival of Lewis & Clark in 1805. Mt. Hood is home to 12 glaciers, and is the source of five significant rivers, all of which eventually drain to the Columbia. It is one of the most frequently climbed glaciated mountains in the world. From Portland, Hood River, The Dalles and points far beyond, Mt. Hood hovers dreamlike in the distance, a postcard of alpine symmetry.



Peter Marbach, courtesy Hood River County Chamber of Commerce



Trip Tips

Distance: 105 miles (169 kilometers)

Minimum Driving Time: 3-4 hours

Best Time: Year-round for natural beauty, but spring-fall provide the greatest accessibility to recreational activities.

Accessibility: Western entrance in Troutdale; eastern entrance in Hood River. Can be combined with Historic Columbia River Highway/All-America Road to create a natural loop.

Medical Services/Hospitals: Portland, Gresham and Hood River

Rest Areas: The summit area of Government Camp provides a rest area, and several parks and campgrounds are located along the route.

Gas: No gas is available between the community of Mt. Hood in the Hood River Valley and Government Camp.

Hood River

Heading east from Portland along the Columbia Gorge on either I-84 or the Historic Columbia River Highway (page 4), you'll reach the beginning of this Byway in Hood River. Once a sleepy orchard town, Hood River is now revered as the unofficial windsurfing capital of the world, and a popular vacation escape for Oregonians and out-of-state visitors alike. If the wind is up, visitors can watch sailboarders, kiteboarders and other wind mavens rip back and forth across the Columbia River, their sails rippling in a riot of color against the river's shifting blues and greens. Would-be sailboarders can book a lesson and rent equipment from a number of outfitters in town. "The Hook"—a manmade cove—offers a sheltered spot for you to master your sails. Hood River has grown to be a Mecca for less wind-dependent outdoor enthusiasts as well, who use the town as a hub for mountain biking, cycling, kayaking, skiing, snowboarding, fishing and white water rafting. The historic downtown has evolved to cater to visitors, and now offers a host of eclectic shops and no less than 30 restaurants and cafes—from authentic taquerias to first-rate northwest haute cuisine. Beer lovers may know Hood River as home to Full Sail Brewing Company, one of the early microbrewery pioneers; daily tours of the brewery are available. Oenophiles will likewise find bounty here; a number of wineries offer regularly scheduled tastings.

Of Fruit, Waterfalls and Pioneers

Heading south on Highway 35, you'll come to the Hood River Valley, a magnificent patchwork of orchards, vineyards and farms. Fertile volcanic soils and a temperate climate have made this one of the most prolific fruit-producing regions in the world. Many farmers here offer their products at stands. Making your way through the valley, you can sample Oregon's great bounty—Anjou, Bartlett, Bosc and Comice pears, Pippin apples, huckleberries, wild mushrooms, and more—and get a taste of farm life as well. Catch a ride on the Mt. Hood Railroad offering scenic excursions between Hood River and Parkdale.

Soon you'll begin gaining elevation as you climb toward Mt. Hood—on a clear day, you'll enjoy shifting vistas of this volcanic peak. The road soon parallels the rushing waters of the East Fork of the Hood River, which runs off-color thanks to glacial till flowing off the mountain. You'll soon come upon a turnout for Sahalie Falls (just before the Mt. Hood Meadows ski area access road). This perennial horsetail waterfall cascades

100 feet into the East Fork, offering ample photo opportunities. Before you merge with Highway 26, you'll come to the Barlow Pass and signs for the Pioneer Woman's Grave. There's a mile-long hiking trail to a memorial gravesite to all those who lost their lives along the route, and where you will follow the actual traces of wagon wheel swales and ruts from Oregon Trail pioneers.

Approaching Timberline

A few miles west on Highway 26 you'll reach the turn-off for Timberline Lodge. Here the Byway offers a spectacular 6-mile scenic drive as it climbs to the 6,000 foot elevation. One of the gems of the Works Progress Administration (WPA) and Civilian Conservation Corps, the stone and wood edifice was built in the 1930s almost entirely by hand by legions of laborers and craftspeople. Today, Timberline Lodge stands as one of Oregon's most highly visited tourist attractions, offering lodging, food and the longest ski season in North America...and views to the south that extend nearly 100 miles on a clear day. Several day hikes depart from Timberline, or you can ride a chair lift to the 7,000 foot elevation point for even more spectacular vistas. The U.S. Forest Service offers free tours of the Lodge and surrounding area and an informational video describing the monumental task of building the Lodge.

After descending from Timberline, you'll reach Government Camp; this village takes its name from the winter of 1849, when a small command of the U.S. Mounted Rifles had to make camp here when their wagons became bogged down in a soggy alpine meadow. In the 1930s, Government Camp provided quarters for the hundreds of workers who fashioned Timberline Lodge further up the mountain. Today, the alpine village is a year-round recreational hub for skiers, snowshoers, tubers, cross country skiers, snowboarders, hikers and mountain bikers.

Coming Down the Mountain

From Government Camp, Highway 26 winds slowly down through the Cascade foothills, offering up expansive views of hillsides thickly forested in firs and pines. In the village of Rhododendron, you'll come upon the West Barlow Tollgate—the site of the final toll station on the Barlow Road. The Barlow Road was the last overland leg of the Oregon Trail, from The Dalles to present day Oregon City. Thousands paid a \$5 per wagon toll to come overland on this "road" (rough path is more like it!) in order to avoid rafting the treacherous rapids of the Columbia River.

OUTDOORPERSON'S PARADISE— ALL YEAR ROUND

Whatever the season, the recreational opportunities abound on the Mt. Hood Scenic Byway. In the warmer months, many lakes (accessible by road) offer swimming and trout fishing. Numerous trails for beginning to advanced hikers and mountain bikers are available; the adventurous can even retain a guide to climb to the summit of Mt. Hood. Come winter, downhill skiers and snowboarders will find five resorts to choose from. There are also abundant snowshoe and cross-country ski trails, and several snow parks for tubing and other snow play.

For over a century, Oregonians have retreated to the Villages of Mt. Hood for rest and outdoor recreation (Rhododendron, Zigzag, Welches, Wemme, and Brightwood). From here, you are never more than 20 miles away from year-round skiing, golfing, hiking, or just relaxing next to the federally designated "Wild & Scenic" Salmon River and within the national forest lands. The Resort at The Mountain has served up legendary hospitality since the late 1800s, adding one of Oregon's earliest golf courses in 1923. The Villages offer a wide variety of accommodations, ranging from riverside log cabins to resort lodging, timeshare condominiums, and quaint mountain bungalows nestled in the woods. Just west of Welches, you'll come upon the Cascade Streamwatch at the Wildwood Recreation Site along the banks of the Salmon River. This innovative interpretive area focuses on the watersheds and fisheries of the Mt. Hood region, and includes a wetland boardwalk trail, and an underwater stream viewing window where spawning salmon can be viewed in the fall.

Sandy to Troutdale

As you approach Sandy, forests begin to give way to pastoral land. The town takes its name from the nearby Sandy River, and serves as a gateway community to the Mt. Hood recreation area. Many visitors enjoy a stop here to browse Sandy's unique shops and art galleries, and to enjoy a snack or meal. Just north of Sandy, you'll discover the Oregon Trail interpretive site at Jonsrud Viewpoint. Here, you can look out across the expansive Sandy River Valley where pioneers crossed the river on the last leg of their epic journey to the fertile Willamette Valley—on clear days, majestic Mt. Hood looms above the scene.

The Byway continues west through rich agricultural lands—this region is a major producer of nursery stock, flower bulbs and berries; in spring and fall especially, the air is redolent with the smell of thriving plant life. You'll pass Dodge Park, which provides access to six miles of the Sandy River, a favorite spot for anglers and rafters. (The Sandy got its name from Lewis and Clark, who dubbed the river the "Quick Sand River," as it was filled with ash from the 1802 eruption of volcanic Mt. Hood when they passed through.)

The cities of Gresham and Wood Village offer an ideal mix of urban activity and outdoor fun with trails for hiking and biking, including the Springwater Trail Corridor. The Byway concludes in Troutdale, which features a quaint downtown with art galleries, antique shops, museums and eateries—and for bargain hunters, an outlet mall. Troutdale is also home of the historic McMenamins Edgefield, a 38-acre estate housed on the former site of the Multnomah County Poor Farm, featuring a European-style inn, brewery, winery and more attractions.



Lamy Geddis, courtesy Oregon's Mt. Hood Territory



THE
**JOURNEY
 THROUGH
 TIME**
 SCENIC BYWAY

Uncommonly rich in history, this Byway reveals tales of pioneers, towns boomed and busted and creatures that wandered this terrain millions of years ago.

The Journey Through Time Scenic Byway stretches 286 miles through north central to eastern Oregon. Beginning in the community of Biggs and ending in Baker City, this Byway meanders through ghost towns and small farming communities that bring the Old West to life. The “Wild and Scenic” John Day River—North America’s second longest undammed river—parallels much of the route, offering excellent rafting, fishing and camping. Geology buffs—and anyone who’s curious about fossils—will take great pleasure in the interpretive trails at the John Day Fossil Beds National Monument. Historic commemorations of more recent times, such as the Sherman County Museum in Moro, the Kam Wah Chung Museum in John Day, the gold mining remnants in Sumpter and the National Historic Oregon Trail Interpretive Center near Baker City offer telling windows into Oregon pioneer life.

Leaving the Columbia

Your Journey Through Time begins in the town of Biggs, 17 miles east of The Dalles on I-84. You’ll move south from Native American salmon-harvesting spots on the Columbia toward Wasco, site of the original Columbia Southern Railway depot which dates back to 1898 and still stands. Be sure to visit the Sherman County Historical Museum in Moro. The museum includes over 15,000 artifacts and exhibits on Native American life, Oregon Trail migration, rural living, and wheat farming.

Shaniko to Antelope

With Mount Hood and Mount Jefferson looming in the west, you’ll reach Shaniko—the Wool Shipping Center of the World in the 1880s, and now a “living” ghost town. The recently renovated Shaniko Hotel is open for business, and listed in the National Register of Historic Places. From here, take Route 218 to Antelope. The hills of this region provide habitat for the town’s pronghorned namesake, and were the site of Rajneeshpuram, a religious community that briefly flourished and disbanded in the early 1980s.

Fossil and Fossils

East of Antelope, you’ll come to the Clarno Unit of the John Day Fossil Beds National Monument. The three units of the Monument comprise a well-preserved fossil record of plants and animals dating back 6 million to 54 million years—The Cenozoic Era, or Age of Mammals and Flowering Plants. The Clarno Unit consists primarily of hardened mudflows or lahars, which captured and fossilized plants and animals in their wake. Visitors can walk several interpretive trails. Eighteen miles farther east, you’ll come upon the town of

Jeffrey L. Torretta



JOHN DAY FOSSIL BEDS NATIONAL MONUMENT

The John Day River basin is home to a well-preserved fossil record of plants and animals, spanning more than 40 of the 65 million years of the Cenozoic Era (the “Age of Mammals and Flowering Plants”). Casts of turtles and saber-toothed cats, among other animals, can be viewed along the trails of the Monument.

Fossil, established in the 1880s—and named for a fossilized mammoth bone found in the vicinity. Fossil offers amateur archeologists a chance to do some free prospecting for leaf imprints at the public fossil-collecting site in town. A few motels, guest ranches, B&B’s and restaurants are available.

Service Creek to Kimberly

Heading south from Fossil, the Byway joins the “Wild and Scenic” John Day River at Service Creek, an old stagecoach stop. The river skirts the Byway for the next 100 miles. Next, you’ll reach Spray, site of a key early 20th century ferry crossing that allowed travelers to reach The Dalles Military Road farther west. The North Fork of the John Day joins the mainstem of the river at Kimberly, which is known for its bountiful orchards of cherries, apricots, peaches, nectarines, apples and pears.

The Cant Ranch National Historic District features displays of old farm equipment plus descriptions of sheep and cattle ranching in the early 1900s. Nearby, scientists study a collection of over 40,000 fossils at the new Thomas Condon Paleontology Center, which features a number of interactive exhibits for visitors.

Kimberly to John Day

The stretch of Highway 19 from Kimberly to Dayville showcases the beauty of the John Day Fossil Beds National Monument. Rimrock flanks the roadway, and the river winds below while raptors glide in the thermals overhead. Two noteworthy formations,

Photo: (opposite page) rock formations in the Sheep Rock Unit of the John Day Fossil Beds National Monument. Photo: (above) a shelter along Canyon Creek near the town of John Day.

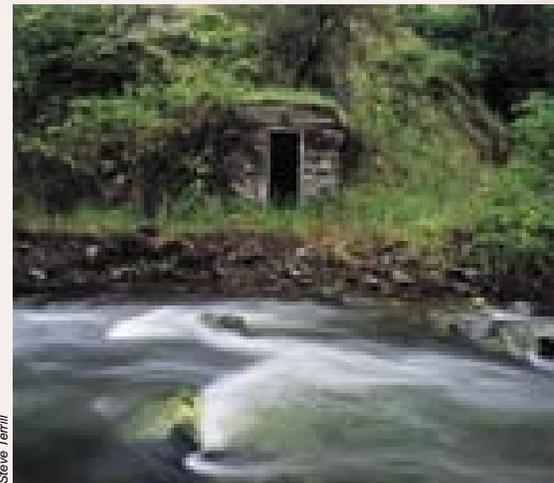
Cathedral Rock and Mascall Overlook, can be viewed from the road. Passing through rich cattle country, you’ll soon reach John Day, famous for the annual cattle drive that goes through town. It’s also home to the original Chinese medical clinic—Kam Wah Chung National Historic Landmark, which honors the culture of the Chinese railroad workers and miners who settled here in the 1880s.

Strawberries and Blues

Pushing east from John Day you soon reach Prairie City, home of the DeWit Depot Museum, listed in the National Register of Historic Places. Strawberry Mountain overlooks the town, creating one of the most photogenic vistas on this Byway. The Byway now heads in a northeasterly direction, leaving the John Day River and climbing through the foothills of the Blue Mountains. You’ll pass through Whitney, one of Oregon’s more accessible ghost towns, and then reach Sumpter.

Sumpter to Baker City

Sumpter was a major gold mining center in eastern Oregon, where gold was extracted with a 1,240-ton dredge. Long piles of gravel tailings are still visible along the Byway, and



Steve Terrill

the dredge has been restored. Train buffs will want to visit the original narrow gauge steam train of the renamed Sumpter Valley Railway. The train runs Memorial Day through September. East of Sumpter, this byway joins the Elkhorn Drive Scenic Byway (see page 40) and offers breathtaking vistas of the Blue Mountains and Elkhorn Range. You’ll make a gradual descent to Baker City, home of the Baker Heritage Museum, housing a rock and gem collection valued at over \$1 million dollars. Historic Baker City boasts over 130 homes and buildings on the National Historic Register. Just east of Baker City is the National Historic Oregon Trail Interpretive Center (see page 11).



Trip Tips - Distance: An engaging 286-mile (460 kilometer) drive.

Best Time: Year round; summer temperatures rise in the valleys; and winter

snows fall at higher elevations. **Minimum Driving Time:** 8-10 hours. **Medical Services/Hospitals:**

The Dalles, Madras, John Day and Baker City. Rest Areas: Several parks and campgrounds are located along the route. **Gas:** Open stations may be hard to find. Don’t let your tank get low.

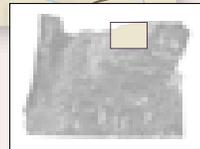
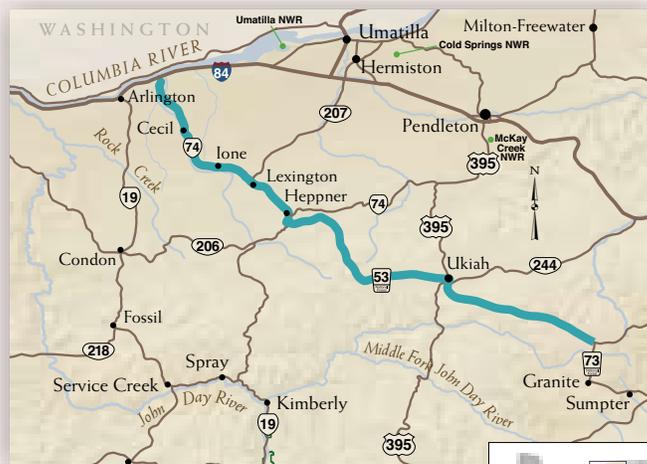


THE BLUE MOUNTAIN SCENIC BYWAY

Back through pioneer history. Up through incredible scenery. An alternative to I-84 for east-west travelers between Arlington and Baker City. Charming towns dot the route, and outdoor recreational opportunities abound along the eastern leg.

The Lowlands

Set out from the Byway's western portal at Heppner Junction off I-84 between Arlington and Hermiston and prepare for a history lesson. Willow Creek, near the town of Cecil, was a popular stopping place along the Oregon Trail. Oregon Route 74 continues southeast along the creek, through bountiful wheat and canola fields and ranches, to the agricultural communities of Ione and Lexington. These towns, which began as sheep stations, still maintain classic examples of frontier architecture.



Trip Tips

Distance: A richly varied 145-mile (233 kilometer) drive. **Best Time:** Spring and fall; summer days can be quite hot and winter snows close the Byway at higher elevations. **Minimum Driving Time:** 3-4 hours. **Medical Services/Hospitals:** Heppner, La Grande and Baker City. **Rest Areas:** Several parks and campgrounds are located along the route. **Gas:** Ukiyah has the only gas available between Heppner and Granite. Don't let your tank get too low.



Jeffrey L. Torretta



David Jensen

Heppner

Nine miles beyond Lexington, Heppner is a commercial and recreational gateway to the Blue Mountains. Visit the Morrow County Museum, which hosts one of the finest collections of artifacts of pioneer, homestead, agricultural and rural history in the Northwest; it also chronicles the great flood of 1903. A historic walking tour features a number of turn-of-the-century buildings, including the blue-stone courthouse. Willow Creek Lake offers boating and fishing a mile from downtown.

Into the Woods

From Heppner, the Byway follows Willow Creek Road, then Forest Service Road 53 as it climbs into the Umatilla National Forest. This 1.4 million-acre expanse of pine and fir trees offers plenty of terrain for hikers and horseback riders to explore. As you travel, notice how the forest is recovering from a recent wildfire and an insect epidemic. You'll pass Cutsforth Park, a popular camping and picnic spot, and the Coalmine Hill day-use area provides access to several hiking and horseback trails. Morrow County offers a number of ATV riding opportunities near the Byway. Please check with officials for authorized trail usage. Farther along the Byway, Potamus Point offers a panoramic view of the "Wild and Scenic" North Fork John Day River. In the winter, herds of deer and elk can sometimes be spotted.

Photo: (opposite page) western larch takes on fall colors in the Blue Mountains.

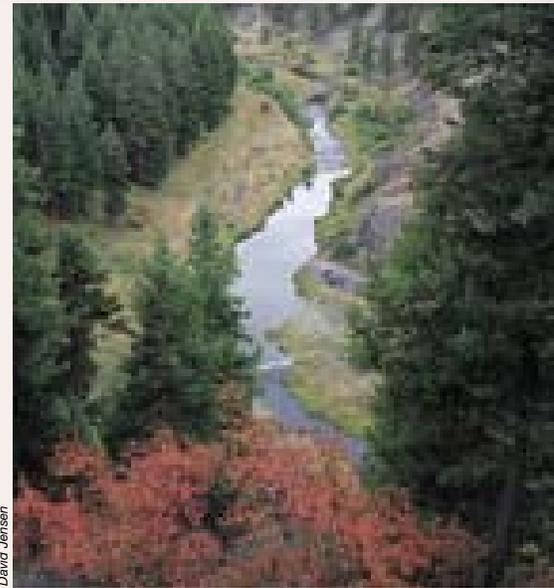
Photo: (top left) cruising through Willow Creek Canyon; (top right) Meadow Creek, near Ukiah; (right) Potamus Point, in the Umatilla National Forest.

On to Ukiah

The Byway emerges from the forest and descends into an ancient lake basin that—according to Indian legend—was permanently emptied by a "great rumbling" that happened "many moons ago." The basin is the site of the small town of Ukiah. Bright blue camas flowers abound in the spring. Native peoples relied on the camas root as a food source.

Back to the Woods

After crossing U.S. Route 395 and the Camas River, the Byway continues southeast on Forest Service Road 53, climbing quickly into the forest again. Soon, you'll reach the Bridge Creek Wildlife Area, which serves as a wintering ground for one of the largest herds of Rocky Mountain elk in the nation. A short trail provides a good vantage point of the wintering grounds. The best time to see elk is from December through May. Nine miles east, the North Fork John Day Overlook presents a spectacular view of the John Day Wilderness to the north and the Strawberry Mountain Wilderness Area to the south. You may be able to spot elk at Bridge Creek Flats. There are an abundance of campgrounds and hiking trails along the North Fork John Day and Camas rivers. Anglers focus on these waters for rainbow trout and steelhead.



David Jensen

End on the John Day

The Byway's east portal is located at the North Fork John Day Campground, another popular fishing spot. From here, the Byway overlaps with the Elkhorn Drive Scenic Byway. If you're heading farther east, it's a relaxing alternative to I-84. Take Forest Service Road 73 east through Anthony Lakes to Haines, or south through the mining towns of Granite and Sumpter toward Baker City. You may also return to I-84 by heading north on Forest Service Road 51 and following the Grande Ronde River to La Grande.



Darr Sherwood



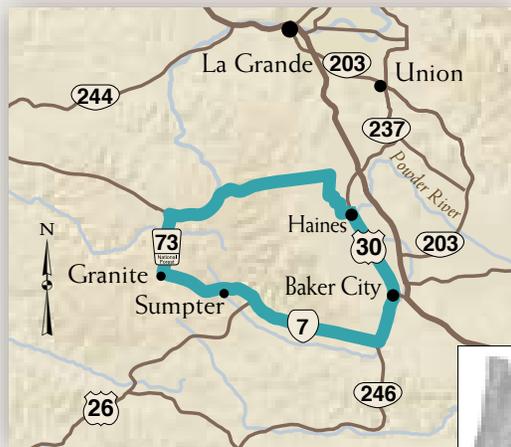
THE ELKHORN DRIVE

SCENIC BYWAY

This 100-mile loop skirts ghost towns, historic gold mines and gold mining cabins, with the enchanting beauty of the Elkhorn Mountains as a backdrop.

Baker City

In the late 1800s, Baker City was dubbed the Queen City of the Mines. Indeed, many who traveled on the Oregon Trail came west to seek their fortune mining for gold in the Baker City area. While the mines in the Elkhorn Mountains eventually stopped producing, agriculture and the arrival of the railroad helped Baker City outlive many similar boom towns. You can tour the city's downtown to see fine examples of Victorian architecture, including the famous Geiser Grand Hotel. A five-pound gold nugget is on display at the U.S. Bank on Main Street. To begin your Byway tour, head south on Oregon Route 7.



Trip Tips

Distance: A mostly narrow, winding 106-mile (171 kilometer) loop. *Best Time:* Summer and fall. Closed in winter between Granite and Anthony Lakes.

Minimum Driving Time: 3-5 hours.

Medical Services/Hospitals: Baker City. *Rest Areas:* Several parks and campgrounds are located along the route. *Gas:* Open stations may be hard to find outside of Baker City. Make sure you have plenty of fuel before you go.

David Jensen

Taking the Powder

Soon, the Byway turns west and joins the Powder River. During good water years, the Powder is an excellent fishery for stocked and native rainbow trout. A half-mile long paved trail offers river access. Further west you'll reach Phillips Lake, which is a popular boating and fishing spot. Nearby, the Mowich Look Wildlife Viewing Area is a good place to spy a variety of wildlife including osprey, bald eagles, deer and elk.

Sumpter

Beyond Phillips Lake, a side road leads to the Sumpter Valley Railroad Park where the restored narrow gauge "Stump Dodger" train takes passengers to the town of Sumpter. The Dodger runs three times

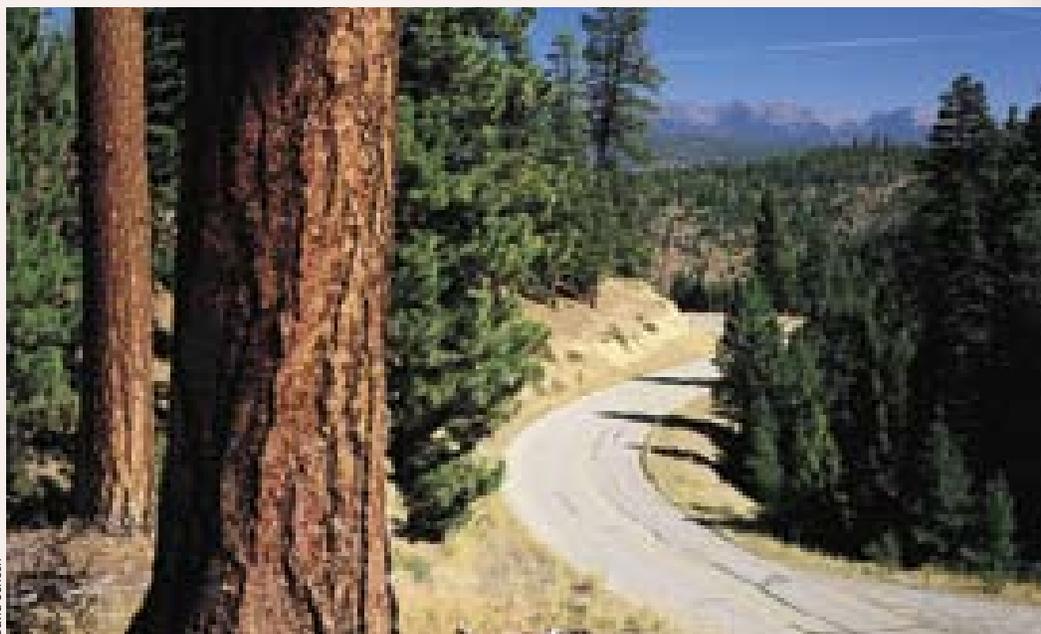


David Jensen

daily on weekends and holidays throughout the summer months. The Elkhorn Drive continues west, past fields of dredge tailings (the earth disturbed by mining), to Sumpter. With a population of 130, Sumpter is a shadow of its glory days when miners produced over \$10 million in gold ore, and the town had 15 saloons, three newspapers, and an opera house. Though the business district was destroyed by fire in 1917, gold was extracted from the area until 1954. The gigantic floating dredge is now an Oregon State Park. You can learn all about this huge gold mining machine, along with the stories of mining and the Sumpter Valley Railroad at the park headquarters located in Sumpter.

Gold in Granite

Leaving Sumpter, the Byway climbs to take in dramatic views of the Elkhorns, eventually reaching Blue Springs Summit (5,864 ft.), a popular snowmobiling area in winter. Ten miles down the road, gold was discovered in Bull Run Creek in 1862,



David Jensen

and the town of Granite sprang up. For 80 years, boisterous Granite produced gold and some legendary characters like Skedaddle Smith, One-eyed Dick, and '49 Jimmie, whose only companion was a rooster with whom he shared all his meals. Their stories live on in Granite's abandoned buildings. Before you leave town, be sure to gas up, because no services are available until you reach Baker City.

Climbing Elkhorn Summit

From Granite, the Byway turns north onto Forest Road 73. Look for rock "walls"



Eric W. Valentine

Photo: (opposite page) North Fork, John Day River. Photo: (above left) Chandler Cabin, the first building in Baker County, in the town of Haines; (top right) the Byway, near Blue Spring Summit; (above) taking in the beauty at Anthony Lake.

made by early Chinese gold miners along Granite Creek, as they set aside larger boulders in their search for gold. The Elkhorn Byway soon meets up with the Blue Mountain Scenic Byway at the North Fork John Day Campground. The "Wild and Scenic" John Day River is recognized for outstanding fisheries, water quality, scenery, recreation, wildlife, and historical values, and is a popular destination for outdoor people. The Byway turns east and climbs to its apex at Elkhorn Mountain Summit (7,392 ft.). The jagged granite peaks in view here form the backdrop for the Anthony Lakes Recreation Area.

The Lake District

Within a few miles of each other, Grande Ronde Lake and Anthony Lake offer picturesque settings for hiking, camping and fishing, plus cross-country skiing and snowmobiling in winter. The Anthony Lake area is also home to a downhill ski resort that's served up great powder since 1933.

Historic Haines

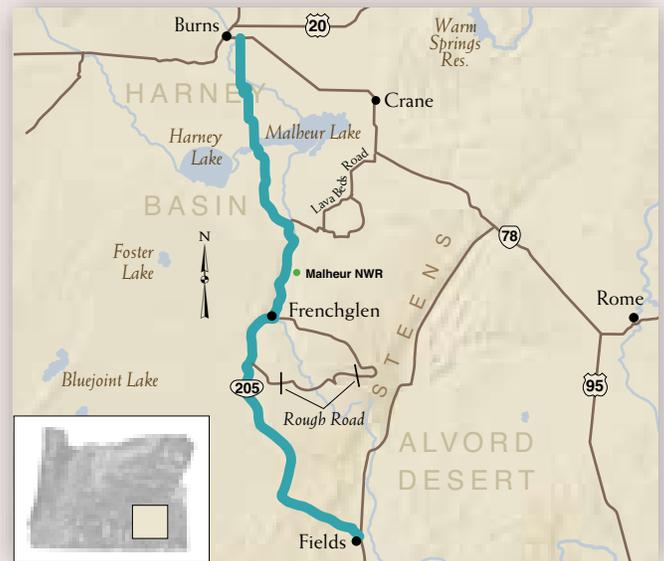
From Anthony Lake, the Byway descends abruptly, capturing superb views of the Baker Valley and the distant Wallowa Mountains. When Forest Road 73 ends in the valley, head south to Haines, the "biggest little town in Oregon" (pop. 370). Visit the Eastern Oregon Museum, which features an extensive collection of pioneer antiques. Continue south on U.S. Route 30 to reach Baker City.



THE
**HIGH DESERT
 DISCOVERY**
 SCENIC BYWAY

The High Desert of Harney County is a far cry from the Oregon west of the Cascades. Covered with juniper and sagebrush and dotted with dramatic mountain ranges, this is true frontier country, a remnant of the wild west.

The High Desert Discovery Scenic Byway guides you through the heart of this sparsely populated region, offering broad panoramas of wide-open spaces so seldom encountered today. This Byway serves as a gateway to awe-inspiring Steens Mountain, the Diamond Craters, the Malheur National Wildlife Refuge, the Hart Mountain National Antelope Refuge, the Pete French Round Barn and the Alvord Desert. Its austere beauty offers incredible solitude; alone in the high desert, you feel a bit like a cowboy or pioneer from another era. As a modern day pioneer exploring this frontier, plan accordingly as basic services are few and far between.



Trip Tips

Distance: 127 miles (204 kilometers). *Best Time:* Late spring through the fall; passable year-round. *Minimum Driving Time:* 5-7 hours. *Medical Services/Hospitals:* Burns. *Rest Areas:* Facilities are available at Malheur National Wildlife Refuge, Round Barn Visitor's Center and several campgrounds along the route. *Gas:* Be sure to gas up in Burns or Fields.



Jeffrey L. Torretta



Burns To The Refuge

The High Desert Discovery Scenic Byway begins at Burns, which rests at the junction of Highways 20, 78 and 395. From Burns, proceed south on Highway 205. Wright's Point provides stunning views of the Blue Mountains to the north and Steens Mountain to the south. At the Narrows interpretive site, Mud Lake and Harney Lake offer pleasant vistas to the west. To the east, Malheur Lake and the Malheur National Wildlife Refuge presents a veritable oasis amidst the arid range lands. The Refuge stretches 39 miles wide and 40 miles long, and is home to 320 bird species. Spring is the most spectacular season. Northern pintails and tundra swans begin to arrive followed by sandhill cranes and large concentrations of snow, Ross' and white-fronted geese. Waterfowl, shorebirds and songbirds hit high number peaks as well. As the flurry of migration settles, broods of trumpeter swans and other waterfowl can be seen on most Refuge ponds and migrant shorebirds congregate on mud flats and alkali playas. Activity increases again in the fall as migration begins. One of the Refuge's greatest attractions occurs when greater sandhill cranes "stage," or gather, in the southern Blitzen Valley. Also look for large flocks of ducks, Canada geese and tundra swans. Winter is the quietest season at

Photo: (opposite page) Diamond Valley, with Steens Mountain looming in the distance. Photo: (top) Petroglyph Lake in Malheur National Wildlife Refuge.

the Refuge although a variety of raptors, including bald eagles and rough-legged hawks can be seen.

On To Frenchglen

Skirting the marshes of the Malheur National Wildlife Refuge, you'll soon pass the turnoff for the Diamond Loop Tour Route, which leads to the Pete French Round Barn (see page 57). Continue to follow the route that parallels ancient basalt flows until you reach the southern end of the Blitzen Valley and the community of Frenchglen. Frenchglen provides services for Steens Mountain visitors and is the point of departure for the Steens Loop Tour Route (see page 56). You may also access the Donner und Blitzen River from here which offers excellent angling for redband trout, a species of rainbow trout indigenous to the high desert region. Other outdoor activities within the area include hiking, horseback riding, camping, birding, and winter recreation. One of the focal points of Frenchglen is the historic Frenchglen Hotel which was built in the mid-1920s and remodeled in 1938 by the Civilian Conservation Corps. It's an excellent example of American Foursquare architecture and is still open today, providing lodging and family-style meals.

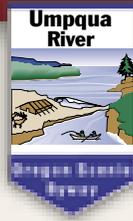
Catlow Rim to Fields

Heading south from Frenchglen, you'll soon pass the turnoff for the Hart Mountain National Antelope Refuge. This primitive road leads to the 275,000 acres of high-desert habitat that was set aside in 1936 to provide spring, summer and fall

MR. FRENCH AND MR. GLEN

In the 1850s, word of the lush grassland around current day Frenchglen attracted stockmen, who moved their cattle to the region. Among them was John W. "Peter" French, who arrived from California in 1872 with 1,000 head under the auspices of Hugh Glen, a wealthy California stock owner and his father-in-law. French soon fenced the entire Blitzen River Valley for his herd numbering over 40,000. Some valley residents resented French and his empire. In 1897, he was allegedly shot and killed by a homesteader named Ed Oliver over a fencing dispute; Oliver was acquitted.

range for the region's pronghorn antelope herds. Continuing south, Route 205 parallels Catlow Rim and Catlow Valley, home to some of the region's wild horse herds and bighorn sheep which can frequently be seen from the road. The High Desert Discovery Byway ends in the ranching community of Fields. At the turn of the 20th century, borax was collected around Borax Lake, providing a significant source of revenue. Fields is an excellent staging area for outdoor adventures in the nearby Trout Creek and Pueblo Mountains. The privately-owned Alvord Hot Springs is currently open for public use. Fields offers some essential traveler's services such as food, gas and lodging. From here, you can loop north on the East Steens Tour Route, which ends back in Burns.



THE
**UMPQUA
 RIVER**
 SCENIC BYWAY

The Umpqua River Valley's riches nurtured generations of traders, loggers and farmers. Its wealth of natural and historical treasures unfold as you wind through the Coast Range to the Pacific.

This 66-mile journey offers sweeping vistas of the ever-changing valleys of one of the state's most storied river corridors. The Umpqua itself is at the center of the byway's appeal, its cascading waters giving way to rugged rapids and then wide expanses of slowly meandering water as it nears its terminus. Recreational opportunities abound—you can sip wine at one of 19 wineries that are on or accessible from the route, wet a line in the Umpqua for migrating steelhead or salmon or pause at waysides to spy rare birds and trees.

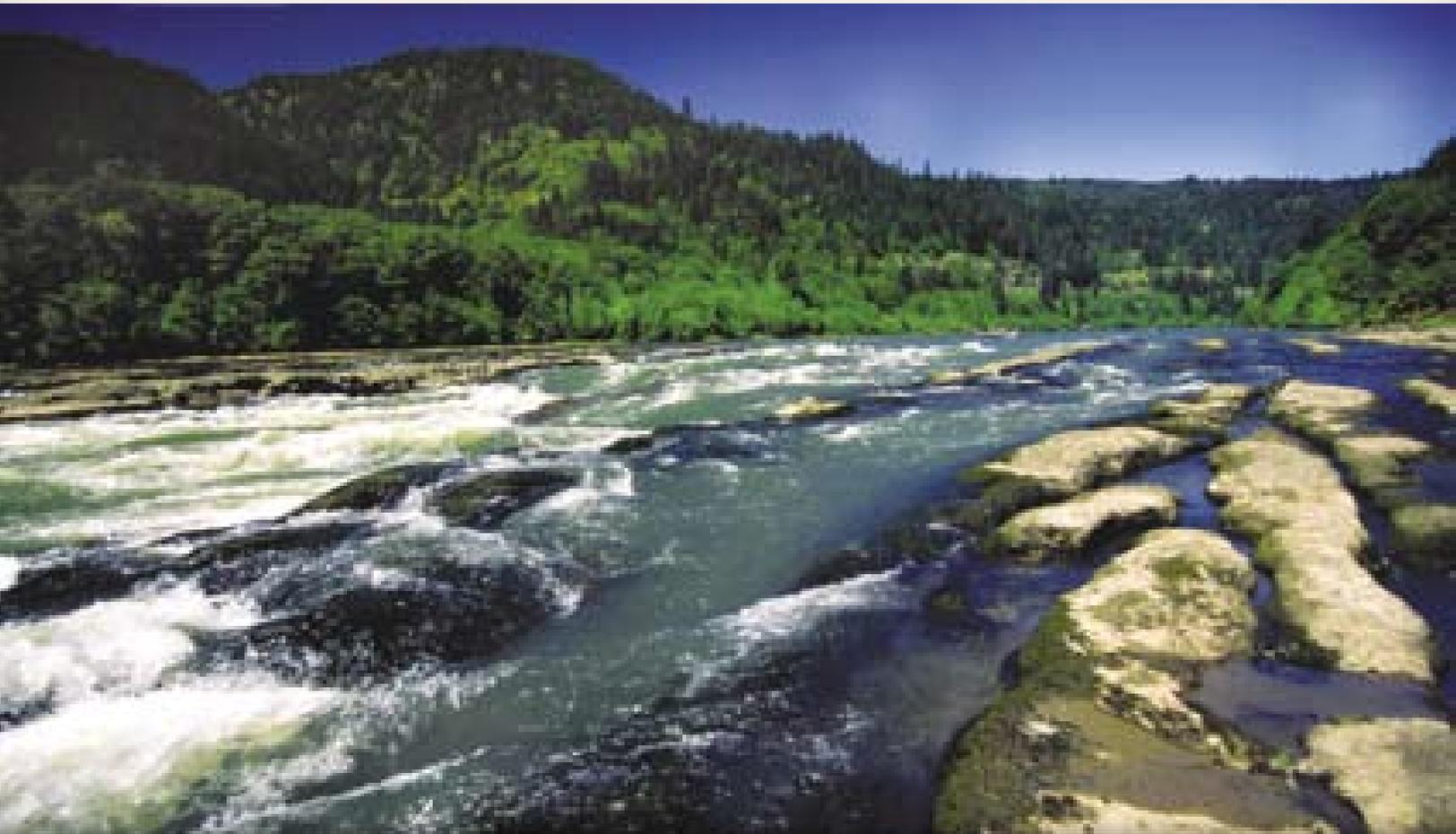
The dense forests along the byway provide an ever-changing visual treat—a riot of verdant greens in the spring and summer, and a kaleidoscope of reds and yellows in the fall. Along the way, you'll likely come upon elk, turkey and other fauna that call the Umpqua Valley home.

Onward from Historic Oakland

The Umpqua River Scenic Byway route begins in Oakland, one of Oregon's oldest settlements. The Oakland Historic District encompasses more than 90 structures, many of which have been authentically restored, transporting travelers back to a time when Main Street was the heart and soul of a town. (Self-guided walking tours are available.) The Oakland Historic Museum depicts life here in the 1800's, with historic pictures as well as everyday items used in the town. An old-fashioned soda fountain serves malts and other treats.

Sutherlin

You'll next reach Sutherlin, known for almost a century as "The Timber Town." A renovated locomotive and caboose once used in lumber harvesting and distribution are on display in the City Park, testament to the important role timber once played. Bird lovers visiting in April and May will want to visit the Purple Martin Viewing Area just east



of town to view these specimens of the largest North American swallow. There are a number of eateries here to fuel you for your journey.

Rolling Toward the Umpqua

From Sutherlin, you'll join Highway 138 and head northwest toward the community of Kellogg, soon joining the Umpqua River. The Umpqua is an angler's paradise, with runs of winter and summer steelhead, Chinook salmon and sturgeon; the river between Kellogg and Elkton offers some of the West's finest smallmouth bass fishing. Through this section, the Umpqua has a base of basalt covered with massive beds of dark gray shale and light gray sandstone. This geologic patchwork can be easily seen from the road during lower summer water levels. Kellogg is home to the Hinds Walnut Tree, which was planted more than 250 years ago and stands over 100 feet tall.

West from Elkton

At Elkton, the byway veers due west. Elkton was once a wood product manufacturing center; today, it's home to a number of wineries and vineyards, an inviting café and several restaurants. Just west of Elkton you'll find a reproduction of Fort Umpqua, the southernmost outpost established by the Hudson Bay Company and operated from 1836 to 1851. Nearby is the Butterfly Pavilion and Education Center, which has



Tom Jewell

ROOSEVELT ELK

Roosevelt elk are native to Oregon's coastal mountains; males can reach weights up to 1,000 pounds, with antlers in excess of 5 feet in length. Mornings and evenings are the best time to view these majestic members of the deer family, though careful observers will find animals mid-day as well. Late spring visitors may see elk calves; fall visitors may hear males bugling as they prepare to mate. Two viewing areas offer extensive interpretive information.

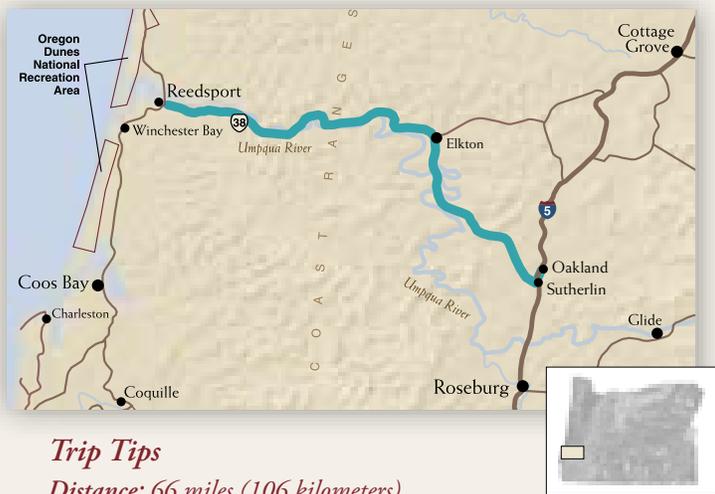
gardens that attract both hummingbirds and butterflies; it's also home to The Native Oregon Park, which is cultivated with indigenous trees and plants arranged by Oregon's climate zones.

From Rapids to Calm

Leaving greater Elkton, you'll enjoy sweeping views of the Umpqua as it rushes in bursts of white water toward the sea. At Scottsburg, tidal influences come to bear on the river, creating a serene flow. Scottsburg was once the largest shipping hub in the state, the outfitting point for gold miners traveling to the north slopes of the Siskiyou Mountains. Today, Scottsburg Park has a picnic area overlooking the river and several rare Myrtle trees, which are harvested for their texture, grain and color; myrtlewood souvenirs are available in shops along the Byway.

Reedsport

With the Umpqua on the right and thick woods on the left, you'll follow the river to the Pacific. Three miles east of Reedsport, you'll come upon the Dean Creek Elk Viewing Area—a 1,040 acre sanctuary for Roosevelt Elk, who congregate here to feed on the rich pasture land. The Bureau of Land Management acquired the land and now manages it to provide high quality forage for elk. The Oregon Department of Fish and Wildlife manages the elk, maintaining the herd at 90 to 120 animals. Reedsport is known as the gateway to the Oregon Dunes National Recreation Area (information is available at the Visitor Center), and as a boater's access point to the Pacific, via Winchester Bay. It's also home to the Umpqua Discovery Center, which details the river's geologic, ecologic and human history. At Reedsport, the Umpqua River Scenic Byway meets the Pacific Coast Scenic Byway, where more breathtaking scenery awaits you, north and south.



Trip Tips

Distance: 66 miles (106 kilometers)

Minimum time: 3-5 hours *Best Time:* Year-round

Photo: (opposite page) Umpqua River near Elkton.

WINES OF THE "HUNDRED VALLEYS OF THE UMPQUA"

Willamette Valley has made a name for itself on the international wine stage, and the Umpqua Valley could be next. The network of hillsides and river drainages along the byway are cool enough to produce high-quality Burgundian wines from varieties like Pinot Noir and Pinot Gris, yet warm enough to grow Bordeaux varieties such as Cabernet Sauvignon and Merlot; fruity Rieslings and Gewürztraminers are also available.



OVER THE RIVERS & THROUGH THE WOODS

SCENIC BYWAY

This 66-mile route begins in the rich farmland of the Willamette Valley, then winds along rushing streams and through thick forests as it climbs into the Cascades to join the West Cascades and McKenzie Pass-Santiam Pass National Scenic Byways.

Along the way you'll pass through some of Oregon's oldest settlements, while experiencing the geographic diversity of five western Oregon ecosystems. With access to rivers, reservoirs, parks and campgrounds, many trails and snow-play areas, this Byway offers a wide range of recreational activities.

East Through the Valley

Moving east from Interstate 5, you'll first come to Brownsville, which was settled in 1846 and is Oregon's third oldest town. Historic structures dot Main Street, and thanks to preservation efforts, look much the way they did 100 years ago. The Linn County Historical Museum chronicles local history. During winter months, grass fields around Brownsville host wintering bald eagles and large flocks of white tundra swans. East from Brownsville, travelers come upon Crawfordsville, a quiet farming and logging community. Check out the Crawfordsville Covered Bridge, which spans the Callapooia River and is adjacent to the Byway. Further east is the tiny logging town of Holley, which dates back to 1847.



Trip Tips

Distance: 66 miles (106 kilometers). Best Time: Year-round. Minimum Driving Time: 2-3 hours. Medical Services/Hospitals: Sweet Home and Lebanon. Rest Areas: Facilities are available at Shey Point east of Sweet Home and in the Santiam Pass there are three rest areas and several in parks and campgrounds.



David Jensen

Climbing into the Foothills

From Holley, the Byway bends north toward Sweet Home. The towering trees in the Cascade foothills attracted sawmills and settlers here in the 1850s. Some of the region's logging history is preserved at the East Linn Museum; historic Weddle Bridge and the town's colorful murals are also worth a visit. From Sweet Home, the Byway heads east on Highway 20. You'll soon pass Foster Reservoir, a popular recreation area where anglers pursue trout and kokanee salmon; fishing is also available in nearby Green Peter Reservoir. Below the dam, anglers target summer steelhead and spring Chinook on the South Santiam River. As you follow the South Santiam River into the Cascades, you'll enter dense stands of conifers. Cascadia State Park is popular for overnight camping and day use. It also provides access to Cascadia Caves, one of the oldest known archaeological sites on the west coast, and home of the largest display of petroglyphs in western Oregon. Nearby, the Longbow Organization Camp is a fine example of forest architecture from the Civilian Conservation Corps' efforts of the 1930s.

On to the Mountains

From Cascadia, the Byway continues along the South Santiam River. Thick forests are dominated by Douglas-fir, western hemlock and red cedar; big leaf maples and



Steve Terrell

red alder provide contrast to the conifers, especially in the fall. The Byway leaves the river near Mountain House, the most eastern active homestead on the route; services are available here. Now, the road begins its climb toward Tombstone Pass (4,241 ft elevation), gaining over 2,500 feet in just seven miles. Several pullouts offer the chance to glimpse wildlife, and to take in the vistas of Jumpoff Joe, Green Mountain and Iron Mountain.

Historic Santiam Wagon Road

Much of the Byway parallels the Santiam Wagon Road. Unlike most routes across the Cascades, this road was built to lead settlers away from the Willamette Valley to pasture lands in central Oregon, and to gold mines in eastern Oregon and Idaho.

The wagon route was part of the first transcontinental auto race in 1905, when two cars left New York City for Portland, Oregon (the winner made it in 40 days!) Parts of the wagon road are open to pre-1940 vintage vehicles looking to relive a slower pace of travel.

Great Old Growth

The last segment of the Byway offers some wonderful natural treats. On the grounds of Walton Ranch, a herd of elk tends to congregate in the winter months; platforms are available for viewing. A bit further east is the Menagerie Wilderness area, which offers an impressive collection of rock spires, and is a popular testing ground for rock climbers. Near the end of the Byway you'll reach the Hackleman Old Growth Trail. Two easy-to-walk trails take you through a stand of old growth Douglas-fir, western red cedar, and mountain hemlock. Some trees are more than 500 years old! At the junction of Route 20 and Route 126, you can opt for the McKenzie Pass-Santiam Pass or the West Cascades National Scenic Byways.



Bruce Jackson

Photo: (opposite page) Turkey Monster, a prominent rock spire in the Menagerie Wilderness. Photo: (bottom left) Myriad creeks drain the western Cascades; (top right) Maple leaves fall at the Crawfordsville Covered Bridge.



Dennis Frates

THE
SILVER FALLS
 TOUR ROUTE

A stone's throw from Salem, this leisurely paced route offers a pleasing detour for I-5 travelers, rolling through peaceful countryside and quaint rural towns to Oregon's most popular State Park. If the skies are clear, you'll be treated to views of Mts. Hood, Adams, Jefferson, St. Helens, and Rainier.

From Woodburn to Mt. Angel

The route starts in Woodburn, a culturally diverse agricultural town that shoppers know as "The Ultimate Outlet of the Northwest" featuring top-name designers and manufacturers in a sophisticated environment, and food lovers know for its authentic Mexican restaurants. You'll also see the home of founding father, Jesse Settlemier. Heading east on Route 214, you'll reach Mt. Angel, a town rich in Bavarian heritage as evidenced in its Benedictine Abbey, life-size glockenspiel, and its authentic Oktoberfest in September.

Silverton

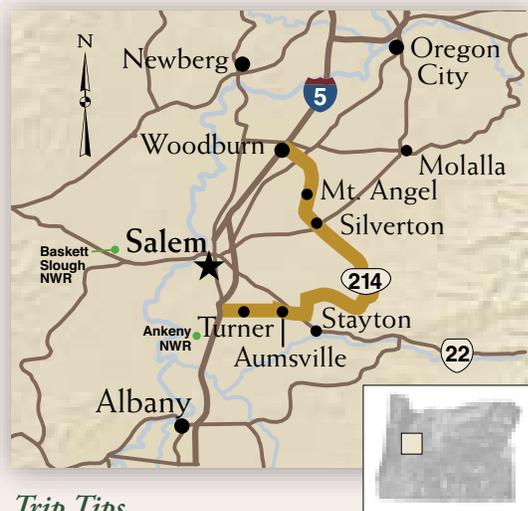
As you approach Silverton, it's worth a brief detour to visit the Gallon House Covered Bridge (off Gallon House Road), Oregon's oldest covered bridge. Oregon Route 214 continues into Silverton, a town that displays its old-fashioned charm with murals depicting Norman Rockwell paintings. Silverton's vibrant downtown offers good restaurants, shopping, and galleries. Gardeners will want to visit the Oregon Garden Resort, with stunning garden displays and botanicals, as well as a restaurant that features Northwest cuisine, with sweeping views of the gardens and the Willamette Valley beyond.

Sparkling Silver Falls

Silver Falls State Park is the largest in the Oregon State Park system, featuring a campground, conference center, and hiking, mountain biking and horse trails. Best known for its waterfalls, it attracts more than 750,000 visitors each year. The Trail of Ten Falls (Canyon Trail) winds past ten waterfalls in Silver Creek Canyon and joins the Canyon Rim Trail to complete a seven mile loop. Originally constructed by the Civilian Conservation Corps (CCC), the trail runs behind several of the taller falls and along the brinks of others, providing an exhilarating excursion for hikers of all ages and abilities. If you don't have time for a long hike, take the ¼ mile trail to Upper North Falls. The historic South Falls Lodge, constructed by the CCC in 1941, is also worth a visit.

On to Sublimity

From Silver Falls State Park, descend past vineyards and Christmas tree farms on Oregon Route 214, turning right onto Cascade Highway to Sublimity, a town that's as peaceful as its name. (Don't miss the Stayton-Jordan Covered Bridge at Pioneer Park, the newest covered bridge in Oregon.) In Sublimity, enjoy a walking tour of the historic downtown, featuring 19th and early 20th century buildings, two of the oldest man-made waterways in the state, and interesting antique and specialty shops. From here, the byway heads west toward the town of Turner, where you can access I-5.



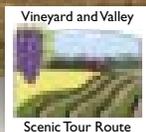
Trip Tips

Distance: 55-miles (88 kilometers). **Best Time:** Spring for abundant waterfalls and wildflowers; fall for stunning colors. **Road Conditions:** Paved, open year-round. **Minimum Driving Time:** 2-3 hours. **Medical Services/Hospitals:** Salem, Silverton and Woodburn. **Rest Areas:** Facilities are available in Salem, Silver Falls State Park, Silverton and Mt. Angel.

Photo: Middle North Falls in Silver Falls State Park.



Paul Looft/burrow



THE
**VINEYARD
 & VALLEY**
 TOUR ROUTE

Winding through the heart of Washington County's vineyard country, this tour route beckons you to enjoy the agricultural and viticultural bounties of the Tualatin Valley, among bucolic rural scenery.

Nature & Produce Abound

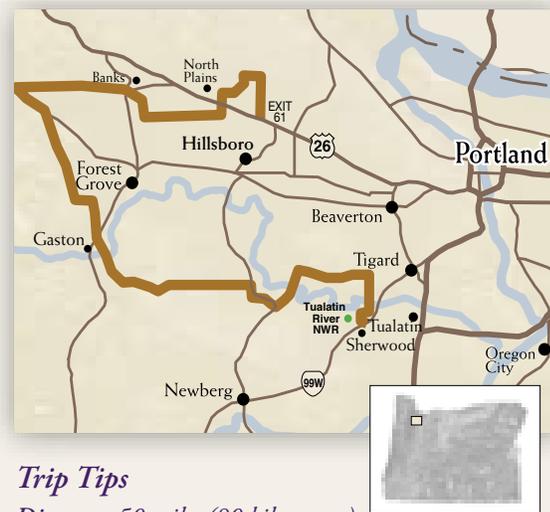
Embarking from the city of Sherwood, the Vineyard & Valley Tour Route passes alongside the Tualatin River National Wildlife Refuge, an oasis of wetland and upland habitats within the city's urban boundary, which is home to nearly 200 species of birds, 50 species of mammals and several endangered species of fish. You'll soon begin passing a number of farm stands offering fresh produce; depending on the time of year, offerings include blueberries, apples, peaches, plums, hazelnuts, walnuts, raspberries, strawberries and marionberries. Many farm stands let you pick your own—it's a great way to stretch your legs and immediately reap the rewards of your efforts!

A Wine Lover's Paradise

The story goes that the first Pinot Noir grape to be planted in Oregon was sowed in Washington County. It's no wonder, then, that a number of the state's finest producers settled here to take advantage of the rich soil and ideal growing climate. There are many formidable vintners along this route, yet the atmosphere is still quite relaxed—you may find yourself sampling recent vintages with the winemakers themselves. (A list of wineries is available at www.visitwashingtoncountyoregon.com) As the route turns north near the burg of Gaston, the foothills of the Coast Range provide a rugged backdrop for the rolling hills of grapes, fields and orchards adjoining the road, a patchwork of pastoral splendor.

Pioneer History

The Tualatin Valley was one of the earliest regions settled by Oregon Trail pioneers, and is steeped in the history of the Territory's early days. Small communities along the route as it heads toward Hillsboro reflect the diverse peoples drawn to the region by land grant programs, including Swiss (Helvetia), Dutch (Verboort) and Scottish (Roy). A noted Scottish contribution is the Tualatin Plains Presbyterian Church (also known as the Old Scotch Church), which dates back to 1878 and boasts an unusual eight-sided steeple. Staggering views of snowcapped Mt. Hood, Mt. St. Helens and Mt. Adams from hillsides along the route will remind you that you're in Oregon, not Scotland.

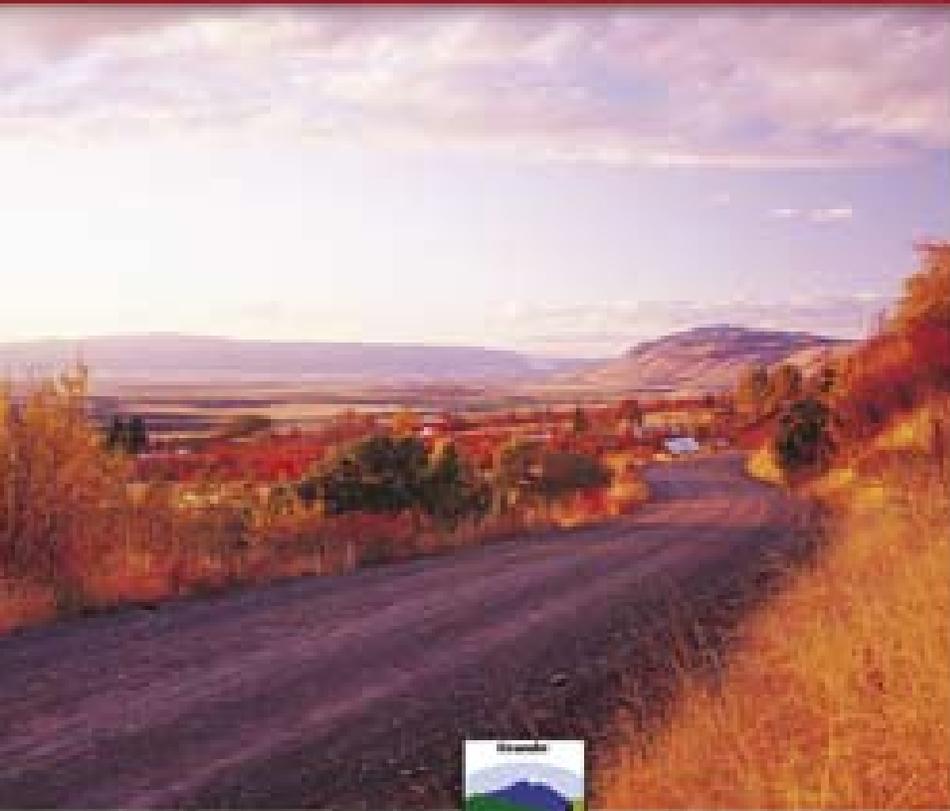


Trip Tips

Distance: 50 miles (80 kilometers)

Minimum time: 2-5 hours Best Time: Year-round

Photo: David Hill Winery.



Jeffrey L. Torretta

THE GRANDE TOUR ROUTE

“Grande” is French for “big,” which describes the mountains, the farms and the history that make the Grande Ronde Valley what it is today. It’s a landscape that has the power to make you feel small.

Launch from La Grande

From the Visitors Center in downtown La Grande, follow the Tour Route signs to Birnie Park, where Oregon Trail travelers camped before climbing over the Blue Mountains. The Route heads south along the base of the Blues to a viewpoint overlooking the Ladd Marsh Wildlife Refuge with the snow-capped Wallowa Mountains in the background.

A More Perfect Union

After passing Hot Lake Springs Resort, a spa/hospital that was the Mayo Clinic of the West in the early 1900s and is now being restored by a well-known artist, a short gravel road connects with Oregon Route 203 to Union. Visit the Union County Museum on Main Street, where you will learn all about cowboys and local history. From Union, the Route heads south on Oregon Route 237, then east on Thief Valley Road for 15 miles of gravel road through rugged, wide open range before looping back to Union via Oregon Route 203.

Catherine Creek and Cove

Oregon Route 203 climbs through pine and fir forests to the Catherine Creek Summit and Sno-Park, then follows the tumbling creek past the popular state park and down to Union. Take Oregon Route 237 north from Union to the little town of Cove nestled at the base of Mount Fanny. Cove is noted for its Ascension Chapel, an Episcopal church built in 1869 that has been visited by the likes of Desmond Tutu. There is also a warm springs swimming pool with picnic grounds in town—a refreshing break for summer travelers. From Cove, the twisty Grande Ronde River escorts you along paved and gravel back roads through cherry orchards and mint fields at the eastern base of the Wallowa Mountains. After crossing the lush Grande Ronde Valley and Oregon Route 82, it’s a straight shot south back to La Grande. For more information, call Union County Tourism at 800-848-9969, or go to www.visitlagrande.com.

On the Grande Ronde

From Cove, the twisty Grande Ronde River escorts you along back roads past cherry orchards and mint fields at the base of the Wallowa Mountains. Cross the lush Grand Ronde Valley and Oregon Route 82, then turn left for a straight shot south on Mt. Glen Road back to La Grande.



Trip Tips

Distance: 80-miles (129 kilometers).

Best Time: Spring through fall.

Road Conditions: Paved and well-maintained.

Minimum Driving Time: 2-4 hours.

Medical Services/Hospitals: La Grande.

Rest Areas: Facilities in La Grande, Union and Cove.

Photo: the Grande Ronde Valley takes on fall colors near the town of Cove.



Bruce Jackson



THE
EAST STEENS
TOUR ROUTE

This 143-mile tour skirts along the eastern escarpment of Steens Mountain and the vast expanses of the Alvord Desert, providing a scenic study in dramatic contrasts.

Setting the Stage

Like many great plays, the drama of the East Steens Tour Route builds slowly toward a stunning conclusion. Heading south out of Burns on Highway 78, you'll pass the first of several hot springs just north of the town of Crane; Crane offers limited services. A detour onto Lava Beds Road south of Crane will take you to the Diamond Loop Tour Route (page 57). Keep heading southeast on 78 and your perseverance will be rewarded.

In The Shadow of Steens Mountain

Near milepost 65, the Tour Route detours off Highway 78 onto East Steens Road; it's a gravel surface, but quite passable with regular passenger vehicles. The landscape is arid, but not without life-sustaining water. After passing the sagebrush-covered Sheepshead Mountains to the east, you come to a series of small lakes—Five Cent, Ten Cent, Fifteen Cent and Juniper Lakes (the lakes can be dry depending on the year)—that attract a variety of animal life. Majestic Steens Mountain also comes into view. It is the largest fault-block mountain in the northern Great Basin,

rising a vertical mile from the Alvord Basin to an elevation of nearly 10,000 feet. Steens Mountain is a topographical wonder, and presides over the remainder of the route. Bighorn sheep can be spotted on the ridges and pronghorn antelope can be seen adjacent to the road with binoculars. You'll next reach Mann Lake, which is renowned by fly fisherman for its hefty cutthroat trout.

Desert Hot Springs, A Treat in Fields

While Steens Mountain looms to the west, the shimmering salt flats of the Alvord Desert unfold to the east. The Alvord Desert playa, which can be either wet or dry depending on the time of year, is one of the largest playas in Oregon—six miles wide and 11 miles long. It's a popular venue for motorcycle and ATV riding, land sailing, glider flying and camping. Sore travelers will find sweet solace at Alvord Hot Springs: a privately owned, no-fee hot spring that bubbles up at 174 degrees, but cools considerably by the time it reaches man-made sitting pools. The Tour Route ends in the small community of Fields; rumor has it that the cafe in Fields serves some of the best hamburgers and milkshakes in southeastern Oregon.



Trip Tips

Distance: 143 miles (230 kilometers).

Minimum Driving Time: 5-7 hours. **Best Time:**

Spring through fall—but enjoyable year-round.

Medical Services/Hospitals: Burns. **Rest Areas:** Facilities are available at several campgrounds along the route.

Gas: There are no services available along the way so be sure to gas up in Burns, Narrows, Frenchglen or Fields.

Photo: Spring comes to Steens Mountain.



Dennis Frates

THE
STEENS LOOP
TOUR ROUTE

This 59-mile loop departs from Frenchglen and climbs to the very top of Steens Mountain, which rests in the clouds at nearly 10,000 feet.

Along the way, you'll have ample opportunities to view wildlife and take in the grandeur of a national treasure.

Remarkable Rocks

Steens Mountain is an example of a fault-block mountain, formed when massive internal pressure forced the east edge upward along a fault line. From the valley floor of the Alvord Desert to the east rim of the fault-block, Steens Mountain rises 5,500 feet in less than 3 miles! From the east rim overlook, the Steens Mountain drops over a vertical mile to the Alvord Desert floor. Four distinct notches in the Mountain—including oft-photographed Kiger Gorge—were formed when glaciers punched through the ridgetops. From the mountaintop, you can see hundreds of miles. There are five major glaciated canyons on the Steens. The Kiger Gorge overlook offers the visitor a breathtaking opportunity to stand at the headwall of a classic textbook example of a massive “U” shaped canyon.

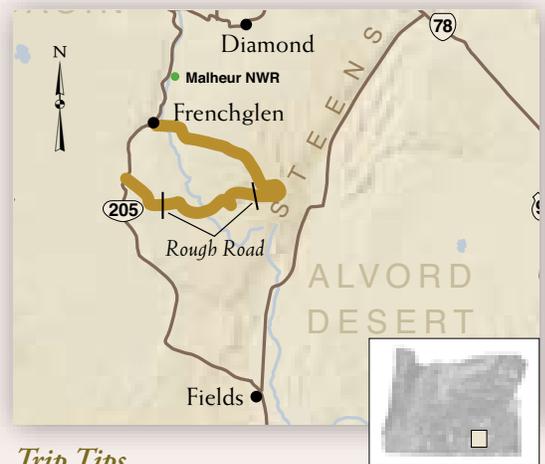
The Dry and the Moist

Steens Mountain acts as a great moisture collector, creating vastly different ecosystems from the valley floor to the mountaintop. While the upper west slope of the

mountain may receive as much as 25 inches of precipitation, the Alvord Desert in its shadow receives less than six inches per year. Making your way to the summit, take note of changing plant life. Sagebrush dominates in the lower, drier environs, giving way to dense stands of juniper, then quaking aspen and mountain mahogany as the moisture levels increase. Cattlemen, as well as Irish and Basque sheepherders, were once drawn to the upper mountain in the summer to graze their stock on the lush meadows that thrive there.

Abundant Wildlife

Many animals are drawn to Steens' unique “sky-island” habitats. Bighorn sheep can sometimes be spotted negotiating rocky escarpments; pronghorn antelope, mule deer and elk also call the mountain home. Raptors, including golden eagles, the largest raptor on Steens Mountain, can often be seen riding the updrafts in search of prey. The end of the tour loop winds through wild horse country. The South Steens Wild Horse Herd descended from mustangs that escaped from early explorers, Indians, settlers, miners, and ranchers. The herd of nearly 300 animals is managed by the Bureau of Land Management to preserve their wild, free-roaming nature. Spotting one of these wild mustangs is an exclamation point on a remarkable drive.



Trip Tips

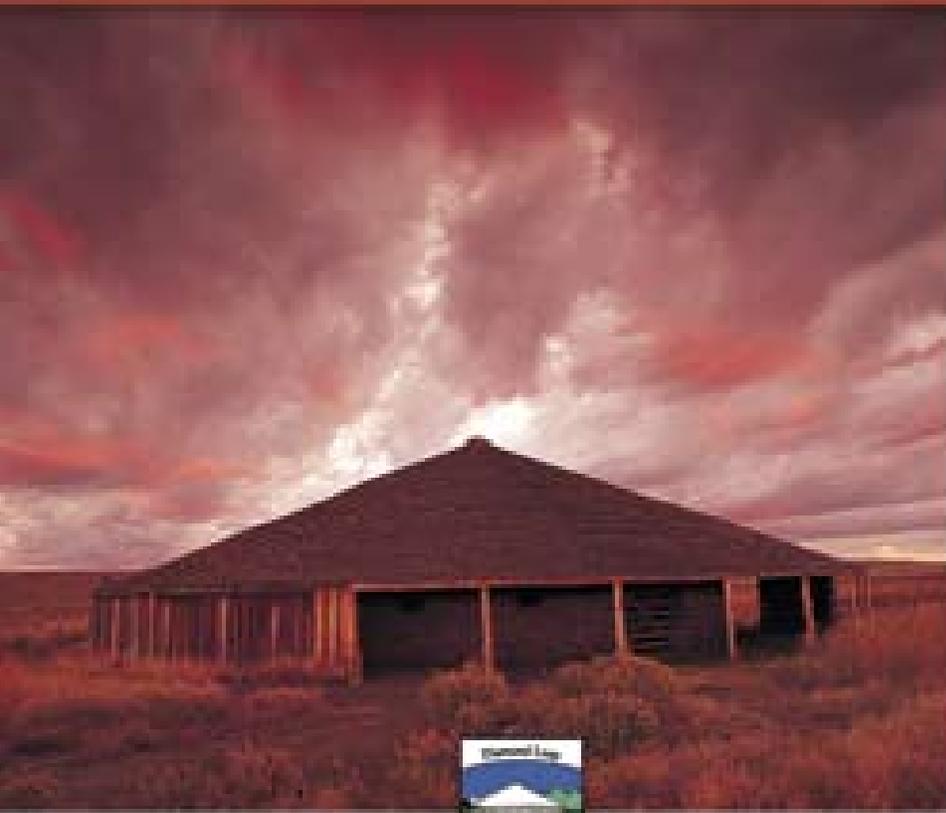
Distance: 59 miles (95 kilometers). **Best Time:** July through October—the road is closed in winter months.

Minimum Driving Time: 3-5 hours.

Medical Services/Hospitals: Burns. **Rest Areas:** There are several campgrounds along the route.

Gas: The only gas stations will be in Burns, Narrows, Frenchglen, and Fields.

Photo: an angler prepares to descend to Wildhorse Lake.



Dennis Frates

THE
DIAMOND LOOP
 TOUR ROUTE

Winding through a variety of high desert habitats, the Diamond Loop Tour Route offers wildlife watching, the historic Round Barn and the fascinating geologic formations of the Diamond Craters.

Along the Marsh

You'll begin on the Diamond Loop Tour Route by heading east on South Diamond Lane, through the southern section of the Malheur National Wildlife Refuge. An important stopping point along the Pacific Flyway, the refuge offers a wonderful opportunity for viewing of a variety of bird species from waterfowl and shorebirds to hawks and eagles. Mule deer and antelope also make their home here.

Diamond in the Rough

Diamond is a small ranching community that takes its name from rancher Mace McCoy's diamond brand. It was established as a major supply center for ranchers, sheepherders, and travelers. Today, all that remains of the town of Diamond is the recently renovated Hotel Diamond, a store and a few residences. East of Diamond, an 11-mile dirt road leads to the Kiger Mustangs Viewing Area. These distinctive wild horses are believed to closely resemble the horses brought to North America by the Spaniards in the late 16th century. *(Recommended for 4-wheel drive, high clearance vehicles and dry weather travel only.)*

Historic Round Barn

Continuing north, you'll reach the Pete French Round Barn, built in the late 1870's or early 1880's by its namesake. The barn is 100 feet in diameter featuring a 60-foot round stone corral surrounded by a 20-foot wide outer circle paddock with an umbrella-type center truss and centrally supported rafters. Its unusual design was perfectly suited for its purpose: breaking horses during long eastern Oregon winters. The Visitor Center at the site offers exhibits and souvenirs.

Diamond Craters

Driving west on Lava Beds Road, you'll soon come to Diamond Craters Outstanding Natural Area, home to some of America's most diverse basaltic volcanic formations. The craters were formed when molten basalt spilled from fissures in the earth and flooded in a thin layer over a dry lake bed. Before the initial layer cooled completely, more basaltic magma injected underneath, creating six arching structural domes. A self-guided tour highlights Lava Pit Crater, Graben Dome and other noteworthy features of the site.



Trip Tips

Distance: 69 miles (111 kilometers). **Best Time:** Spring through fall. **Minimum Driving Time:** 3-5 hours. **Medical Services/Hospitals:** Burns. **Rest Areas:** Facilities are available at Round Barn Visitor's Center and several campgrounds along the route. **Gas:** Be sure to gas up in Burns, Narrows, Frenchglen, and Fields.

Photo: the Pete French Round Barn.



Dave Lines

THE
**MYRTLE CREEK-
 CANYONVILLE**
 TOUR ROUTE

Enjoy picturesque farms, verdant forests and scenic streams as you roll through the southern Cascade foothills on this easy-to-access 68-mile Tour Route east of I-5.

East along the South Umpqua

To begin, take Exit 98 off I-5 and find the Canyonville Kiosk in front of City Hall on Main Street. From here, take County Route 1 along the South Umpqua River, an important source of water for the region's rich farmland. Watch for historic homes and buildings, bountiful produce farms, and the Milo Covered Bridge. Unlike most covered bridges, Milo is actually constructed of steel, with a wooden housing. In the community of Tiller, the Tiller Ranger Station is an historic site listed on the National Register of Historic Places. A 1930's era Civilian Conservation Corps Ranger residence and restored 1920's cupola-style fire look-out are open to visitors week-days. The Route follows the South Umpqua River easterly on County Route 46, South Umpqua Road.

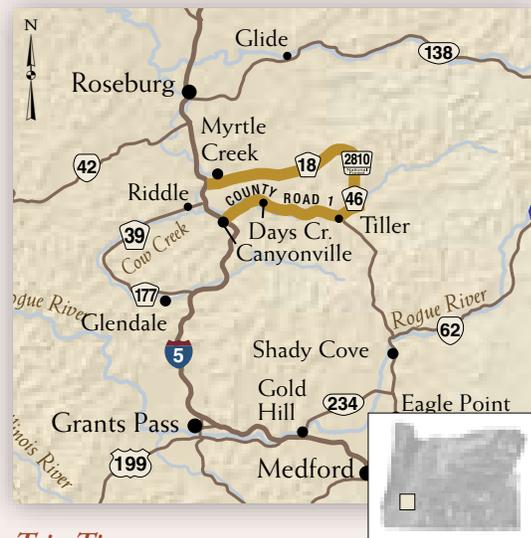
Footloose in the Foothills

About six miles east of Tiller, turn left on Forest Road 2810, which leads you through stands of old growth Douglas-fir, Oregon's state tree. The dense forest occasionally

parts to offer views of the 33,200-acre Rogue-Umpqua Divide Wilderness to the east. After 14 miles, the Route jogs left onto Forest Road 2792 for 500 feet before heading west on BLM Road 28-3-35 to Red Top Pond, a popular reservoir for fishing and picnicking. **NOTE: This steep and narrow one-lane road can be hazardous for motor homes and trailers, and is often closed in winter due to snow.**

From Forest to Farmland

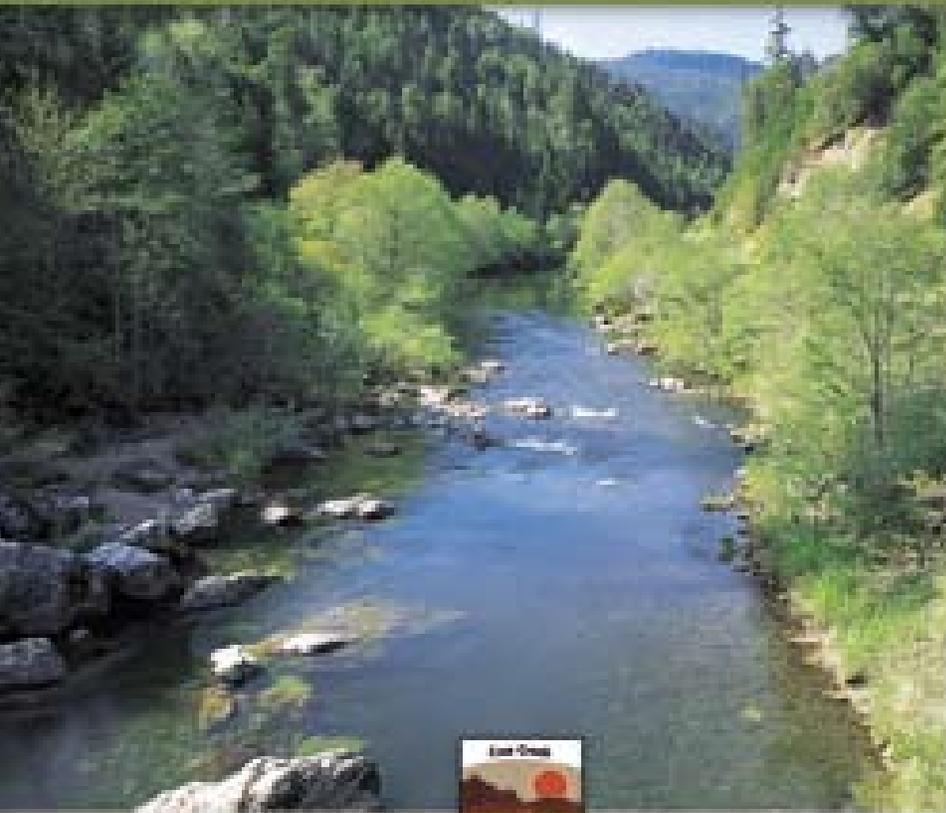
From Red Top Pond, the Route widens and follows South Myrtle Creek along County Route 18, South Myrtle Road, through hills dotted with cattle, sheep and wild turkeys. The roadsides are painted with wildflowers in spring and the bright leaves of hardwood trees in the fall. After about 17 miles, you'll end up on Riverside Drive in Myrtle Creek. The Route ends at Mill Site Park on Main Street. Before leaving, check out the Horse Creek Covered Bridge. The bridge began its history in Lane County in 1930 and was moved to its present location in 1986.



Trip Tips

- Distance:*** 68-miles (109 kilometers), parts of which are single lane, gravel and closed in winter.
- Best Time:*** Late spring for wildflower and rhododendron displays, fall for vivid colors.
- Minimum Driving Time:*** 3-4 hours.
- Medical Services/Hospitals:*** Roseburg and Grants Pass.
- Rest Areas:*** Facilities are available at the Pioneer Park in Canyonville, the Tiller Ranger Station and Mill Site Park in Myrtle Creek.

Photo: A vista view from Forest Road 2810.



Steve Terrill

THE
COW CREEK
TOUR ROUTE

This 45-mile detour meanders along the coast mountain range, past quaint farms, spring waterfalls, and historic mines. It's a pleasant respite from I-5.

Begin near Riddle

Your tour begins at Exit 103, 21 miles south of Roseburg. Follow Cow Creek Road as it passes through Riddle, an old railroad town named after an 1851 pioneer. Riddle is the site of the last nickel mine and smelter that operated in the lower 48; mine sites and tailings are still evident. Gas up here, as there are no services until the end of the Route.

Go for the Gold

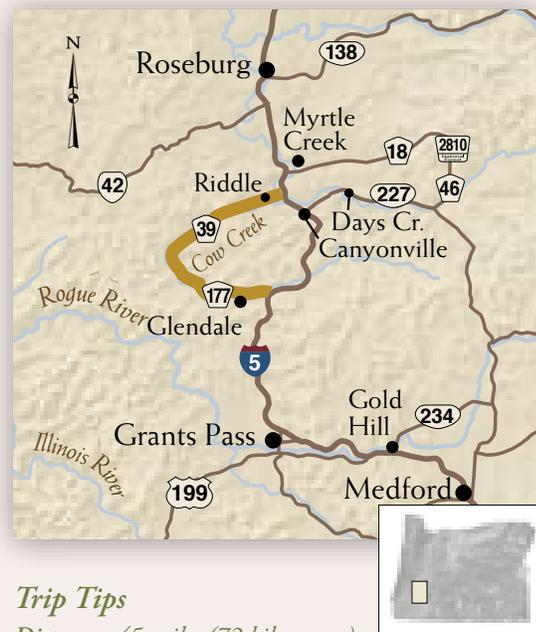
As you head west, picturesque farms and ranches give way to deep forests in the Cow Creek Canyon. Shortly after passing Tunnel No. 1 of the historic Oregon and California Railroad, you'll find a rest stop where you can pan for gold just as miners did nearly 150 years ago. Because gold is heavier than most sediments and gravel in a stream, it and other heavy minerals called "black sands" (including pyrite, magnetite, ilmenite, chromite, and garnet) can be collected in a gold pan when

the right panning techniques are used. Purchase a gold pan, take your pan to a place along the stream where the current slows down enough for the gold to settle out, and try your luck! Good spots are the insides of curves of streams, areas where streams have overflowed, and on the downstream sides of boulders or other obstructions in the water.

Even if you don't strike it rich, spring waterfalls and wildflowers mixed with old-growth Douglas-firs provide a backdrop you'll treasure. In the fall, hardwood leaves turn to bright reds and yellows. Watch for spawning salmon in the creek's gravel beds.

Back to I-5

As you pass the West Fork of Cow Creek, you'll come upon two distinctive steel girder bridges. They date back to 1905 and are still in use today, testament to their fine construction. As the road rises beyond Skull Creek Campground, forests are replaced by pastures and orchards. The Route returns to I-5 at Exit 80, 18 miles north of Grants Pass.



Trip Tips

- Distance:** 45-miles (72 kilometers).
- Best Time:** Spring for abundant waterfalls; fall for stunning colors.
- Road Conditions:** Paved, open year-round.
- Minimum Driving Time:** 1-2 hours.
- Medical Services/Hospitals:** Roseburg and Grants Pass.
- Rest Areas:** On the Tour Route at milepost 17; and along I-5 at milepost 83 and 112.

Photo: Cow Creek once attracted miners; you can still pan for gold today.



Larry Geddis

THE
**CHARLESTON
 TO BANDON**

TOUR ROUTE

A short spur off the Pacific Coast Scenic Byway, this Route showcases a glorious stretch of coastline that includes six state parks, two National Wildlife Refuges, and America's first National Estuarine Research Reserve.

To Coos Head

From North Bend, take Cape Arago Highway to Charleston, a working fishing port, and a great point of departure for a charter fishing trip. Soon you'll pass the Oregon Institute of Marine Biology, a teaching and research extension of the University of Oregon, and Coos Head, which offers a fascinating look at the mouth of this dynamic estuary. Driving south, you'll reach Bastendorff Beach County Park, a popular surfing spot.

Out to Cape Arago

A series of beautiful parks awaits you on this stretch of the Route. First stop is Sunset Bay State Park, which features a beach surrounded by sandstone cliffs that shield this favorite swimming cove from the strongest winds and waves. Three miles

farther on you'll reach Shore Acres State Park, which rests upon a bluff that offers sweeping views of the Pacific. The Park was once the site of a grand estate built by lumber baron, Louis B. Simpson; the restored five acre gardens of the Simpson estate, filled with exotic plants from around the world, are now open to the public. The road ends at Cape Arago State Park, poised 200 feet above the Pacific. Watch for seals and sea lions in the surf near Simpson Reef, and for migrating whales farther off the coast in the winter. To reach the next leg of the Route, retrace your route for six miles, and turn right on Seven Devils Road.

Down to the Lighthouse

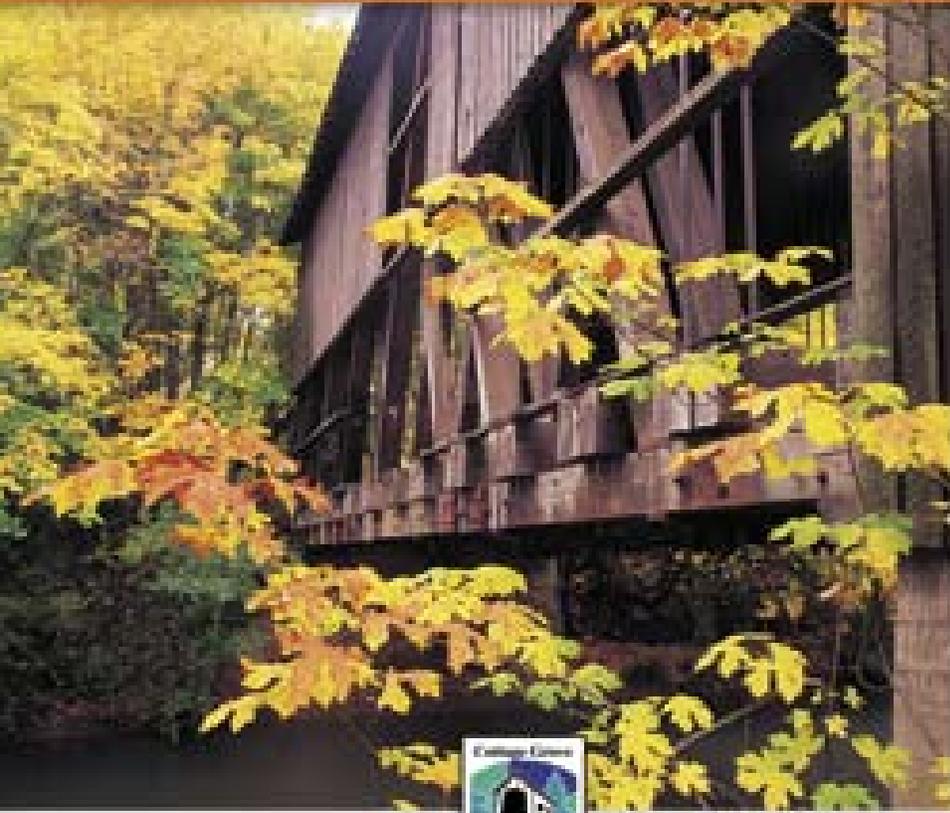
Driving south, you'll come to the South Slough National Estuarine Research Reserve, home to many important species including bald eagles, great blue herons, elk, and Dungeness crab, and offers a number of good hiking and paddling trails. A little farther along, you'll pass some of Bandon's celebrated cranberry bogs; Bandon is the unofficial cranberry capital of the Pacific Northwest. Anchoring the southern leg of the Route is the Coquille River Lighthouse, one of Oregon's most photographed landmarks. The Route skirts the Bandon Marsh National Wildlife Refuge before going along the edge of Old Town Bandon. The southern end of the Route traces the scenic drive along the cliff, with stunning views of seastacks and surf. (see page 21).



Trip Tips

Distance: 41 miles (66 kilometers). Best Time: Spring-fall, winter for whale watching. Minimum Driving Time: 2-3 hours. Medical Services/Hospitals: Coos Bay and Bandon. Rest Areas: Facilities are available in Charleston, Bandon and in parks along the way.

Photo: crashing surf at Shore Acres State Park.



Dennis Frates

THE
**COTTAGE GROVE
 COVERED BRIDGE**
 TOUR ROUTE

*Cottage Grove is known as the
 "Covered Bridge Capital of Oregon."*

Dorena Bridge

Constructed in 1949 and restored in 1996, this bridge was built after the construction of Dorena Dam on the Row River, forming the present day lake. The Dorena Bridge once tied the roads on the north and south sides of the lake. Now closed to traffic, the bridge is a popular wedding site.

Stewart Bridge

Constructed in 1930 and restored in 1996, this structure has semi-circular portal arches, ribbon openings at the eaves, and decorative S-curve brackets. The deep water below the bridge is considered one of the best swimming holes in the county.

Mosby Creek Bridge

Constructed in 1920 and restored in 1990, this is the oldest bridge in Lane County, and its one lane remains open to traffic today. The structure has semi-circular portal arches and ribbon openings near the roof line on each side.

Currin Bridge

Constructed in 1925 and restored in 1995, this bridge features white portals and red sides. Currin Bridge replaced an earlier covered bridge built in 1883 by a prominent local bridge builder, Nels Roney.

Chambers Railroad Bridge

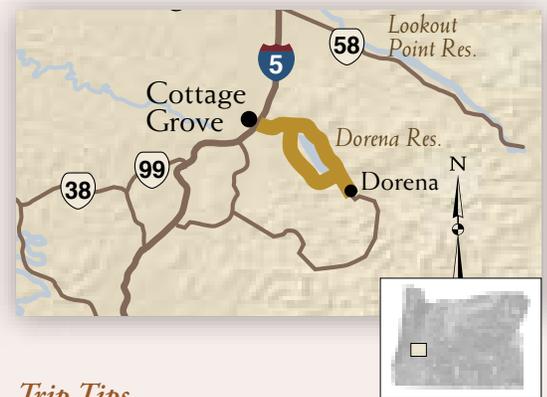
This structure was built in 1925 by lumberman J.E. Chambers to cross the Coast Fork of the Willamette from his sawmill to the timberlands west of town. It is the last covered railroad bridge in Oregon. This bridge is currently closed to traffic and pedestrians, but history buffs love to take pictures of this treasure.

Centennial Bridge

This bridge was constructed in 1997 by volunteer labor to celebrate Cottage Grove's centennial. Materials came from two Lane County bridges that had been demolished. It rests on abutments of the old Main Street Bridge, which stood until the 1950s. The bridge is only open to pedestrians.

Swinging Bridge

Located a half-mile upstream from Centennial Bridge, Swinging Bridge was built for foot and bicycle traffic and was mostly used by children crossing the Coast Fork to get to school. The present bridge is at least the fourth built on this site. Earlier versions of the bridge could be made to swing side to side—hence its name!



Trip Tips

Distance: 20 miles (32 kilometers). ***Best Time:*** Year 'round. ***Minimum Driving Time:*** 1-2 hours. ***Medical Services/Hospitals:*** Cottage Grove. ***Rest Areas:*** Facilities are available in Cottage Grove, the Mosby Creek Bridge area and also at Dorena Bridge.

Photo: Chambers Bridge, once a railroad bridge.

VISITOR INFORMATION SOURCES

Since some Byways pass through sparsely populated areas, the Oregon Department of Transportation and Travel Oregon recommend that you contact visitor associations and chambers of commerce to obtain maps, familiarize yourself with services, and make lodging reservations in advance whenever possible. Please keep in mind that gas stations and restaurants may be separated by vast distances or closed late in the evening. Also, be prepared for rapidly changing weather conditions, especially when traveling through higher elevations or exposed areas. We want every moment of your journey to be enjoyable and safe—no matter how far “off the beaten freeway” you are.

Let us welcome you to Oregon

We want your visit to exceed all expectations, so stop in and say hello. The sources listed here can provide information on lodging of all types, attractions, recreational opportunities, culinary experiences, and the kinds of local events that will make your travel plans click!

State Welcome Centers

Operating hours may vary seasonally; for current information, call the local listing below or go to: www.TravelOregon.com, then Travel Tools/Visitor Centers. View State Welcome Center locations on the state map (pages 4-5) – look for the green stars.

 - Wi-Fi available at these locations; for current information, go to: www.OregonTIC.com/council/new-wifi.php

ASHLAND/Siskiyou **State Welcome Center**

at Interstate 5-Exit 19 (milepost 19)

60 Lowe Road

Ashland, OR 97520

541.488.1805 phone

541.488.1323 fax

SosWelcome@charterinternet.com

Rogue-Umpqua Scenic Byway, Over the Rivers & Through the Woods Scenic Byway, Myrtle Creek-Canyonville Tour Route, Cow Creek Tour Route, Cottage Grove Covered Bridge Tour Route

ASTORIA State Welcome Center

at Astoria-Warrenton Chamber of Commerce

111 West Marine Drive / PO Box 176

Astoria, OR 97103

503.325.6311 phone

503.325.9767 fax

OldOregon@charterinternet.com

Pacific Coast Scenic Byway

BROOKINGS

State Welcome Center

at Crissey Field State Recreation Site

(milepost 262)

14433 US Highway 101 South / PO Box 6098

Brookings, OR 97415

541.469.4117 phone

541.469.8013 fax

CrisseyWC@netzero.net

Pacific Coast Scenic Byway, Umpqua River Scenic Byway, Charleston to Bandon Tour Route

KLAMATH FALLS/Midland **State Welcome Center**

at Interstate 5-Midland Rest Area (milepost 282)

11001 Highway 97 South

Klamath Falls, OR 97603

541.882.7330 phone/fax

Welcome@cvcwireless.net

Volcanic Legacy Scenic Byway, McKenzie Pass-Santiam Pass Scenic Byway, Cascade Lakes Scenic Byway, Rogue-Umpqua Scenic Byway

LAKEVIEW State Welcome Center

at Lake County Chamber of Commerce

126 North E Street

Lakeview, OR 97630

541.947.6040 phone

541.947.4892 fax

Information@LakeCountyChamber.org

Oregon Outback Scenic Byway, High Desert

Discovery Scenic Byway, East Steens Tour

Route, Steens Loop Tour Route, Diamond Loop Tour Route

ONTARIO

State Welcome Center

at Ontario Rest Area (milepost 377)

1202 South Interstate 84 North

Ontario, OR 97914

541.889.8569 phone/fax

OntCen@fmtc.com

Hells Canyon Scenic Byway, High Desert

Discovery Scenic Byway, East Steens Tour

Route, Steens Loop Tour Route, Diamond Loop Tour Route

OREGON CITY **State Welcome Center**

at Interstate 205-Exit 10 (milepost 10)

End of the Oregon Trail Interpretive Center

1726 Washington Street

Oregon City, OR 97045

800.424.3002 toll-free

503.650.2505 fax

info@MtHoodTerritory.com

Historic Columbia River Highway Scenic Byway, West Cascades Scenic Byway, Mt. Hood Scenic Byway, Silver Falls Tour Route, Vineyard & Valley Tour Route

PORTLAND INTERNATIONAL **AIRPORT State Welcome Center**

OPENING IN 2010

at Baggage Claim, Lower Level

7000 NE Airport Way

Portland, OR 97217

Historic Columbia River Highway Scenic Byway,

West Cascades Scenic Byway, Mt. Hood Scenic Byway, Silver Falls Tour Route, Vineyard & Valley Tour Route

UMATILLA State Welcome Center

North of I-82 Exit 1 near 3rd Street

100 Cline Avenue / PO Box 1560

Umatilla, OR 97882

541.922.2599 phone

541.922.9551 fax

UmatillaWC@yahoo.com

Hells Canyon Scenic Byway, Journey Through Time Scenic Byway, Blue Mountain Scenic Byway, Elkhorn Drive Scenic Byway, Grande Tour Route

Regional Visitor Associations

Plan to stop in for Byway and regional visitor information; for local visitor centers, view the websites listed below.

OREGON COAST REGION

Pacific Coast Scenic Byway, Charleston to Bandon Tour Route, Umpqua River Scenic Byway

OREGON COAST VISITORS ASSOCIATION

137 NE First Street / PO Box 74
Newport, OR 97365
541.574.2679 phone
888.628.2101 toll-free
541.265.2188 fax
www.VisitTheOregonCoast.com

GREATER PORTLAND REGION

Mt. Hood Scenic Byway, Vineyard & Valley Tour Route

TRAVEL PORTLAND

Pioneer Courthouse Square Visitor Center
701 SW Sixth at Morrison
Portland, OR 97204
503.275.8355 phone
877.678.5263 toll-free
503.275.8351 fax
www.TravelPortland.com

MT. HOOD/COLUMBIA RIVER GORGE REGION

Historic Columbia River Highway Scenic Byway, Mt. Hood Scenic Byway, West Cascades Scenic Byway

MT. HOOD TERRITORY

US Forest Service Zigzag Ranger District
70220 East Highway 26
Zigzag, OR 97049
800.915.1525 toll-free
503.650.2505 fax
www.MtHoodColumbiaGorge.com

WILLAMETTE VALLEY REGION

Over the Rivers & Through the Woods Scenic Byway, Silver Falls Tour Route, Cottage Grove Covered Bridge Tour Route, McKenzie Pass-Santiam Pass Scenic Byway

WILLAMETTE VALLEY VISITORS ASSOCIATION

Albany Visitors Association
250 Broadalbin Street SW, Suite 110
PO Box 965
Albany, OR 97321
800.526.2256 toll-free
www.OregonWineCountry.org

SOUTHERN OREGON REGION

Volcanic Legacy Scenic Byway, Rogue-Umpqua Scenic Byway, Myrtle Creek-Canyonville Tour Route, Cow Creek Tour Route, Oregon Outback Scenic Byway, Umpqua River Scenic Byway, Cascade Lakes Scenic Byway

SOUTHERN OREGON VISITORS ASSOCIATION

Medford Visitors Information Center
1314 Center Drive
Medford, OR 97501
541.776.4021 phone
800.469.6307 toll-free
541.552.1073 fax
www.SouthernOregon.org

CENTRAL OREGON REGION

McKenzie Pass-Santiam Pass Scenic Byway, Cascade Lakes Scenic Byway, Oregon Outback Scenic Byway, Journey Through Time Scenic Byway

CENTRAL OREGON VISITORS ASSOCIATION

Central Oregon Visitor Center
661 SW Powerhouse Drive, Suite 1301
Bend, OR 97702
541.389.8799 phone
800.800.8334 toll-free
541.385.9487 fax
www.VisitCentralOregon.com

EASTERN OREGON REGION

Hells Canyon Scenic Byway, Journey Through Time Scenic Byway, Blue Mountain Scenic Byway, Elkhorn Drive Scenic Byway, High Desert Discovery Scenic Byway, Grande Tour Route, East Steens Tour Route, Steens Loop Tour Route, Diamond Loop Tour Route

EASTERN OREGON VISITORS ASSOCIATION

Union County Tourism
102 Elm Street
La Grande, OR 97850
800.332.1843 toll-free
541.856.3272 fax
www.EOVA.com

TRAVEL GREEN!

Driving tips to lighten your impact on the environment

As you plan your trip, think about:

- Renting a hybrid – Enterprise, Budget, Hertz, and Avis fleets include hybrids.

Getting the most from your gas tank:

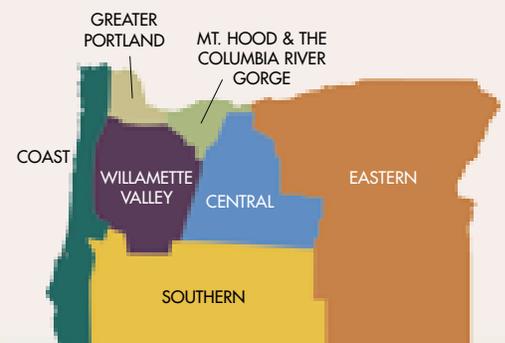
- Match your needs to the most fuel-efficient vehicle
- Tune-up the engine and properly inflate the tires – save up to 15% on gas!
- Lighten the load – extra trunk and rooftop gear decrease mileage

On the

**Edited
copy
coming**

- Drive instead of flying 65 gas
 - “Pedal to the metal” driving increases tailpipe pollution, decreases miles per gallon
 - Using the highest gear or overdrive on long runs
- Give yourself a break!**
- Get out of the car and flex your *gluteus maximus*
 - Walk to a nearby coffee shop or point of interest
 - Check out the local scene (many of Oregon’s special places can’t be seen from the inside of your car!)
 - Hop on a bus, trolley, light rail, streetcar – we have it all (in certain places)

OREGON'S SEVEN TOURISM REGIONS



Additional Visitor Information Sources

Emergency assistance: dial 9-1-1

Oregon Department of Transportation

For road and weather conditions
www.tripcheck.com

Dial 5-1-1 in select Oregon areas

800.977.6368 inside Oregon

503.588.2941 outside Oregon

Travel Oregon!

Oregon Tourism Commission

Official visitor information website

www.TravelOregon.com

www.RideOregonRide.com *bicycling*

www.TravelOregon.com/byways

800.547.7842 order visitor guides, map

Oregon Parks &

Recreation Department

www.OregonStateParks.org

800.551.6949 general information

800.452.5687 reservations

Lighthouses in Oregon

www.oregonstateparks.org/images/pdf/lighthouses.pdf

Oregon Department of Fish & Wildlife

Regulations, seasons, wildlife viewing

www.DFW.state.or.us

503.947.6000 phone

800.720.6339 toll-free

National Park Service

Oregon sites

www.NPS.gov/state/OR/

U.S. Forest Service

Recreational information

www.naturenw.org

503.872.2750

U.S. Fish & Wildlife Service

www.fws.gov/pacific

800.344.9453 *Customer Service Center*

Bureau of Land Management-Oregon State Office

www.blm.gov/or

503.808.6001

National Scenic Byways Program

www.Byways.org *for visitors*

www.BywaysOnline.org *for byway advocates*

The *Oregon Scenic Byways & Tour Routes Driving Guide* has been made possible through partnerships with the Federal Highway Administration, National Scenic Byways Program, Oregon Department of Transportation, and the Oregon Tourism Commission/Travel Oregon.

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U.S. Department of Transportation
Federal Highway Administration



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Umpqua River