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In 1906 there were **763** cars in the state of Washington. By 1917 there were more than **103,000**. In 1989, there were **2,858,129** cars registered in the state. "Automobilists," the new type of tourists, were driving for pleasure and they wanted places to go and things to see.

"Motorists will soon have the finest and most scenic drive in the world, leading to the heart of a great playground and enroute to the cities of Puget Sound. It will be possible to eat breakfast in Wenatchee, jump into the machine and reach Seattle in time to see a show the same night."

August 14, 1914
Wenatchee Daily World



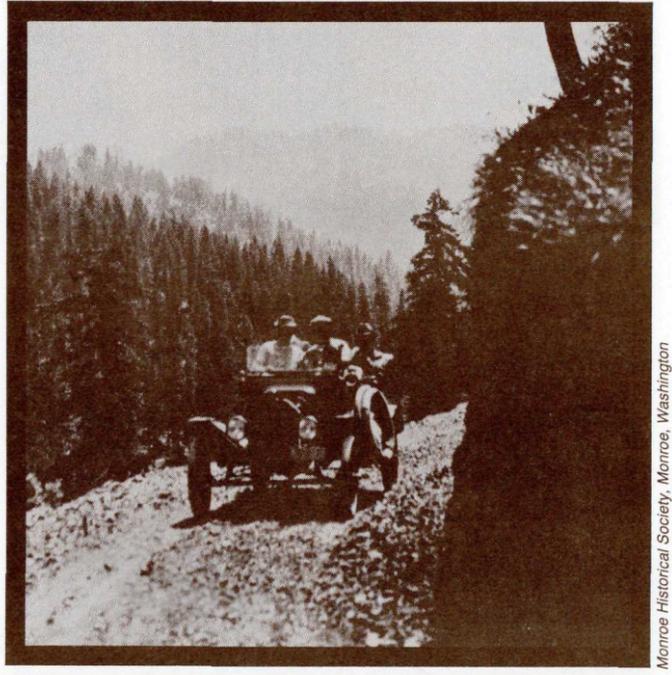
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Aug. 14, 1912
Wenatchee Daily World



7 NOT DANGEROUS FOR A CAREFUL DRIVER

The drive from Wenatchee to Everett took somewhat more than six hours along this highway in 1925—and that only during the eight months it was open each year. The Cascade Scenic Highway did not become a year-round road until 1942. It was wide enough for one car but had pullouts for passing. Enthusiasts claimed most of it could be made in high gear, barring traffic congestion from all the sightseers. This particular road segment was abandoned in 1930. Over the next 60 years straighter alignments, guard rails, and pavement were added to further improve the road. The same trip today takes 2 1/2 hours, barring "congestion from all the sightseers" and winter weather.



Monroe Historical Society, Monroe, Washington

"The grades are light, the trail is in good condition, and the mountain air will renew the youth of Methuselah."

August 23, 1912
Wenatchee Daily World



The Wenatchee Daily World WENATCHEE, WASHINGTON, MONDAY, NOVEMBER 3, 1924 FIRST CAR ARRIVES HERE OVER STEVENS PASS ROAD SATURDAY; TRIP THRILLS



EVERETT PARTY DRIVE THROUGH G.N. TUNNEL!
Left Everett Friday at 5 A.M. - Arrive Here Saturday Night
BUCK SNOW, MUD 18 INCHES DEEP
Marks Early Opening of Second Route Over Mountains
Driving through mud and snow from six to 18 inches deep, leaving the road for the river bed, crossing railroad trestles, and driving through Horseshoe Tunnel brought thrills equal to any experience by pioneers of air and water, to C. C. Collins of Seattle, and Bailey Hilton of Everett, who Saturday night arrived in Wenatchee, completing the first automobile trip from Everett to Wenatchee over the new Stevens Pass highway.

Wenatchee World and Everett Herald

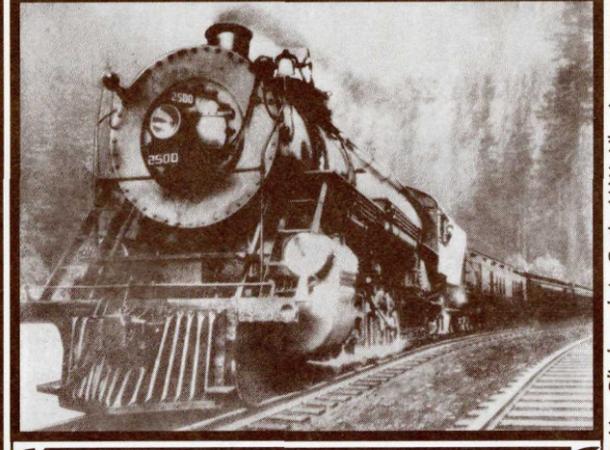
8 THE ROAD THAT GOES NOWHERE

This side road gave access to the interior of the railroad rock cut, giving crews two additional working surfaces. With four rock faces to work — two in the middle and one on either end — excavation time could be cut in half. The rock excavated from the cut now lies beneath your feet and on the rocky slope behind you leading down to Nason Creek.

9 "There is no advantage in having the finest scenery in the world, coupled with an ideal climate if the people cannot come here and enjoy these blessings... Good roads will bring people of wealth."



BYGONE BYWAYS



Van Olinda and A. Curtis, U.W. Libraries

An Interpretive Trail About the History of Transportation Across Stevens Pass, Washington



Wenatchee World

STEVENS PASS HISTORIC DISTRICT



Forest Service
Pacific Northwest Region
Wenatchee National Forest
Lake Wenatchee Ranger District

In Cooperation With
Northwest Interpretive Association
Apple Valley Kiwanis
Washington State Department of Transportation

BYGONE BYWAYS

A CENTURY OF CROSSROADS

You are about to enter a very special place. The air was once acrid with the scent of coal smoke, the stillness broken by the labored huffing and puffing of steam locomotives under load. Before long this steely racket turned into the pop-bang of early-day automobiles struggling their way up the steep roads towards Stevens Pass.

At this special place—Bygone Byways—remnants of these early travelways have survived the noise of all that bustle. You'll walk on an 1892 wagon road used to haul rails for an Empire Builder's dream. A curving 1893 railroad grade that moved the goods of a developing nation across the crest of the Cascades. A 1925 automobile road, now mossy with age, that challenged the driver and his machine.

1

ACROSS THE CASCADES

Crossing the Cascades by railroad required blasting through solid rock. In 1892 Great Northern crews cut through the bedrock toe of this mountain to maintain the gentle slope of the railroad grade. Gradual grades and straight alignments were engineering goals of the railroad because pulling and braking a string of cars was hard work for a locomotive. The less work an engine had to do, the more efficient the route.

"...as a general rule the lower portion of the side hills has a slope of from ten to thirty degrees. The greater portion of the slope of the side hills however is very steep and often precipitous terminating in bold peaks of granite."

Daniel C. Linsley

Surveyor for Northern Pacific Railroad, surveying the passes north of Stevens Pass in 1870

2

HANDMADE WITH HORSES

In 1892 there were no bulldozers. Men with star drills (like long iron chisels) and 16-pound sledge hammers walloped holes into the granite. Blasting powder, cap and fuse were packed into the holes and then ignited—exploding the rock into small pieces. Horse-drawn scoop shovels (called fresnos) then hauled out the rubble, layer after layer.

If you were to move all this rock with a wheelbarrow, you would need 120,000 trips to the dump pile! One person, working 10 hours a day, could complete this job in 7 years.



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3

THE BEST WAY

Would you drive down the railroad grade? That's what today's eastbound cars are doing—with the tracks removed, of course. When the 7.8-mile railroad tunnel beneath Stevens Pass opened in 1929, the Great Northern abandoned this part of the line. By 1935 the Cascade Scenic Highway, now U.S. Highway 2, had incorporated portions of the grade. A century later it is still the best route for a highway.

4

BACKWOODS BAKING 1892

Would you recognize this pile of rocks as the collapsed remains of a stone oven? The oven was probably built by immigrant workers from southern Europe to bake bread and sometimes cook whole meals. Rock and earth ovens are found in early railroad construction camps throughout the West, including the Great Northern line from Montana to Washington.

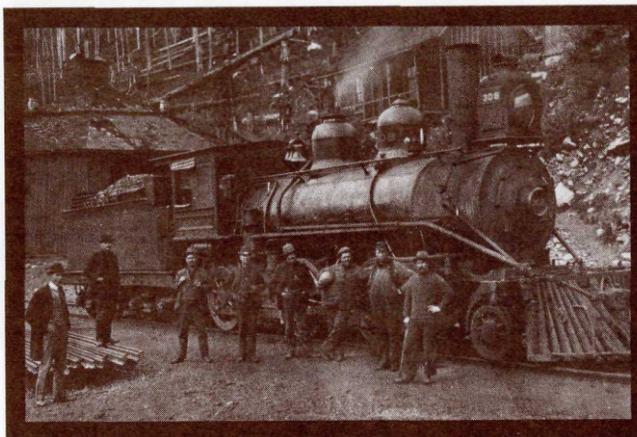
This road was a construction spur used in 1892 to haul supplies during the carving of the railroad rock cut you just came through.



Charles R. Wood, Seattle

When the wood fire inside burned down to coals after 2 to 3 hours, the oven was swept out and the flue hole sealed. Lumps of dough were then placed on the hot rocks on the bottom and the doorway closed off. Baking time: 15 minutes at 450 degrees.

Please help us preserve your heritage by just looking at and not disturbing the ruins of this rock oven.



Edwin Little Photo, Warren W. Wing Collection, Seattle

5

AS STEEP AS A HORSE COULD PULL

This section of roadway is a part of the first road across Stevens Pass, known as the Tote Road. It was built by the Great Northern in 1892 to haul equipment and supplies to the many construction sites along the route. Never intended as a permanent road, it was rough, and only one wagon wide. Any hills a horse or mule could climb were left ungraded. Some pieces of the Tote Road were later used by the Cascade Scenic Highway.

6

WESTBOUND ON CASCADE SCENIC HIGHWAY

Businessmen from the Wenatchee Valley to Everett first promoted an auto route across the pass in 1912. Hoping to steer the new "automobilist" into the beauties (and commerce) of this region, they sold \$1.00 subscriptions to raise money.

The next year Chelan, Snohomish, and King counties took over construction. Later the Forest Service joined in building this section of road. In 1925, after a great triumph of political cooperation and engineering, the Cascade Scenic Highway opened.

Originally the surface was packed earth and gravel. But now moss covers the road bed where cars traveled more than sixty years ago.

As you walk this old highway please respect our fragile mossy past by staying on the defined trail.



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