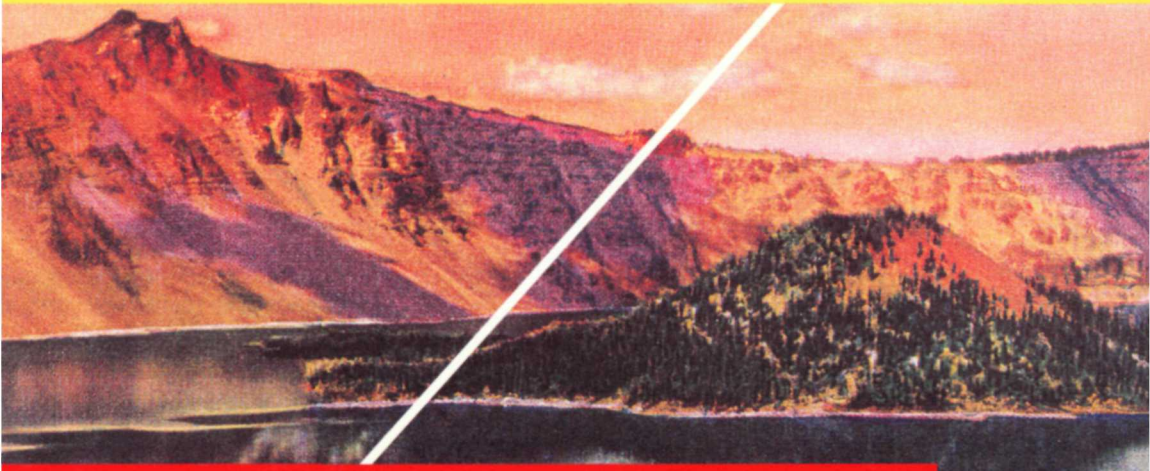
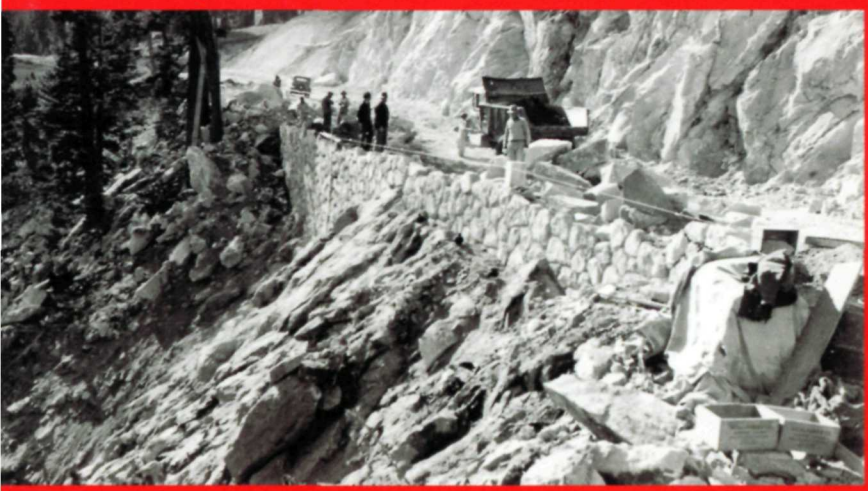
Rhapsody in Blue



What you don't know about....



Stonemasons building a retaining wall, 1934.

HISTORIC RIM DRIVE

one of the nation's best scenic roads!

STEPHEN R. MARK

Secretary of the Interior James A. Garfield (center of the front row) on a stagecoach in Crater Lake National Park, August 1907. The first car reached the rim that summer.

As key circulation features in parks, roads are usually divided into a hierarchical classification of circuit, approach, and service routes. Rim Drive is a classic example of a circuit road meant to present nature to visitors, but one carefully designed to blend with the magnificent setting of Crater Lake and dramatic landscapes of subalpine forests, open pumice fields, and jagged peaks. Engineers and landscape architects emphasized the idea of visual unity in their road building so as not to harm the "primitive picture" presented by Crater Lake. A few of them knew this "picture" might inspire visitors to consider how the power behind the stupendous eruption of Mount Mazama some 7,700 years ago gave rise to the lake's idyllic beauty.

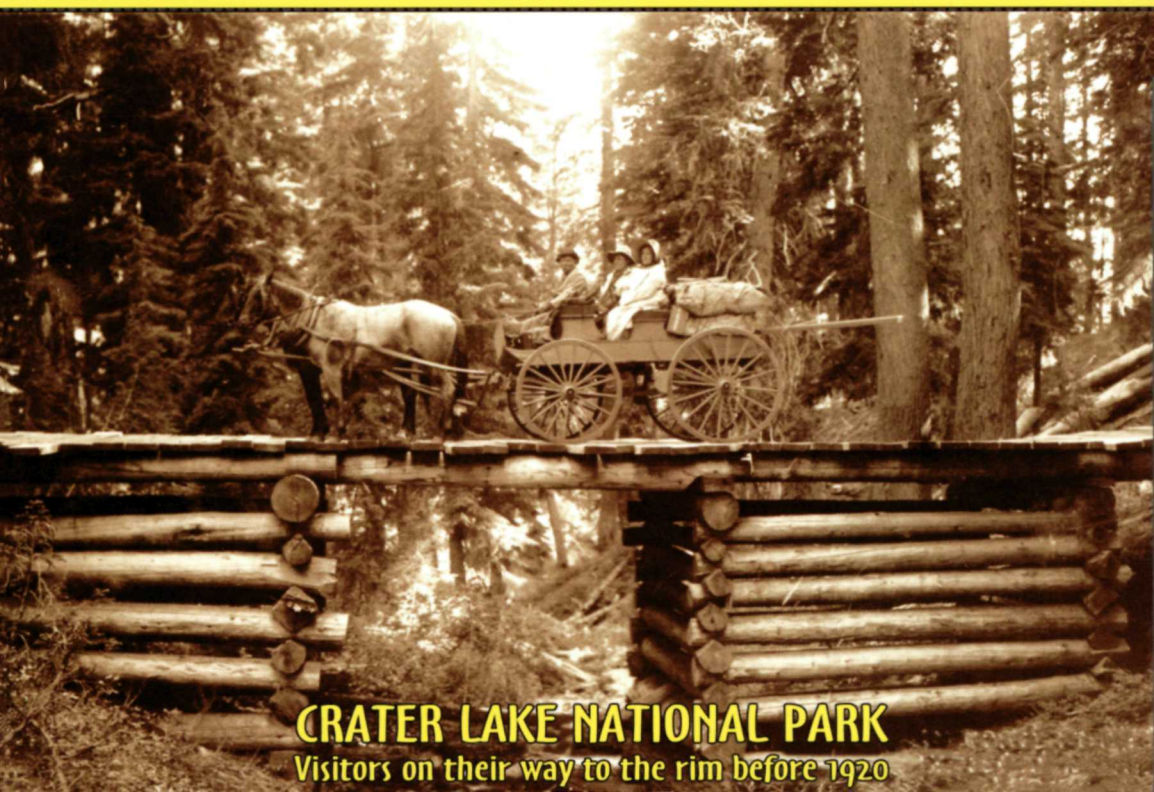
Visitors on the northeast rim of Crater Lake prior to completion of masonry guardrail, 1937.

Old Rim Road challenged man and beast

Rim Drive took the place of an older circuit called "Rim Road." This earlier route and other park roads of the time were only graded, a step that required men and horses in 1913 to literally plow part of the roadway. Crews with hand tools graded other segments of the early road, but steam shovels were needed when boulders had to be moved from the new roadbed. Engineers conducted experiments at Crater Lake to see what kinds of surfacing material and paving might work best on light volcanic soils, but Congress did not fund either of these construction phases. Park visitors thus could drive around the lake by 1919 on a rough road that made travel slow, dusty, and sometimes dangerous.

These photos taken in September 1913 show the plowing and harrowing needed to do rough grading on the old Rim Road.

Cars became bigger and faster during the 1920s while the number of visitors to the park soared. People came to Crater Lake aided by an ever-expanding and improved road network built to serve travelers in the western United States. Rim Road and other early routes through the parks quickly became outmoded now that motorists expected to pass oncoming traffic without pulling over, as well as drive on a smooth surface around Crater Lake. The old Rim Road was only twelve feet wide, while tight curves and steep grades posed a hazard to motorists who had difficulty maintaining a constant speed. The absence of traffic barriers also led to inadvertent damage of roadside vegetation since drivers could go where they pleased in flat areas. damage vegetation.



CRATER LAKE NATIONAL PARK

Visitors on their way to the rim before 1920

Pressure on the first roads forces change

Construction supervised by the Army Corps of Engineers between 1913 and 1919 often involved sidehill excavation where hand labor or steam shovels removed large trees and boulders.

Once the National Park Service and the Bureau of Public Roads teamed up for the purpose of upgrading park road systems, BPR engineers conducted road location surveys beginning in 1926 and then started preliminary design. NPS landscape architects played a vital role in making adjustments to plans and specifications before contracts for grading, surfacing, and paving the roads went to bid. The landscape architects also furnished designs for developing viewpoints along the rim, and supervised the rehabilitation of disturbed areas through planting. Of all the construction, a new "Rim Drive" represented the largest project ever undertaken at Crater Lake, one whose purpose was to be both functional and aesthetic. It overlapped the Rim Road where possible, but the designers also attempted to erase any vestiges of the old route from the notice of park visitors.

A patrol car was needed to assist stranded motorists on the old Rim Road in 1920.

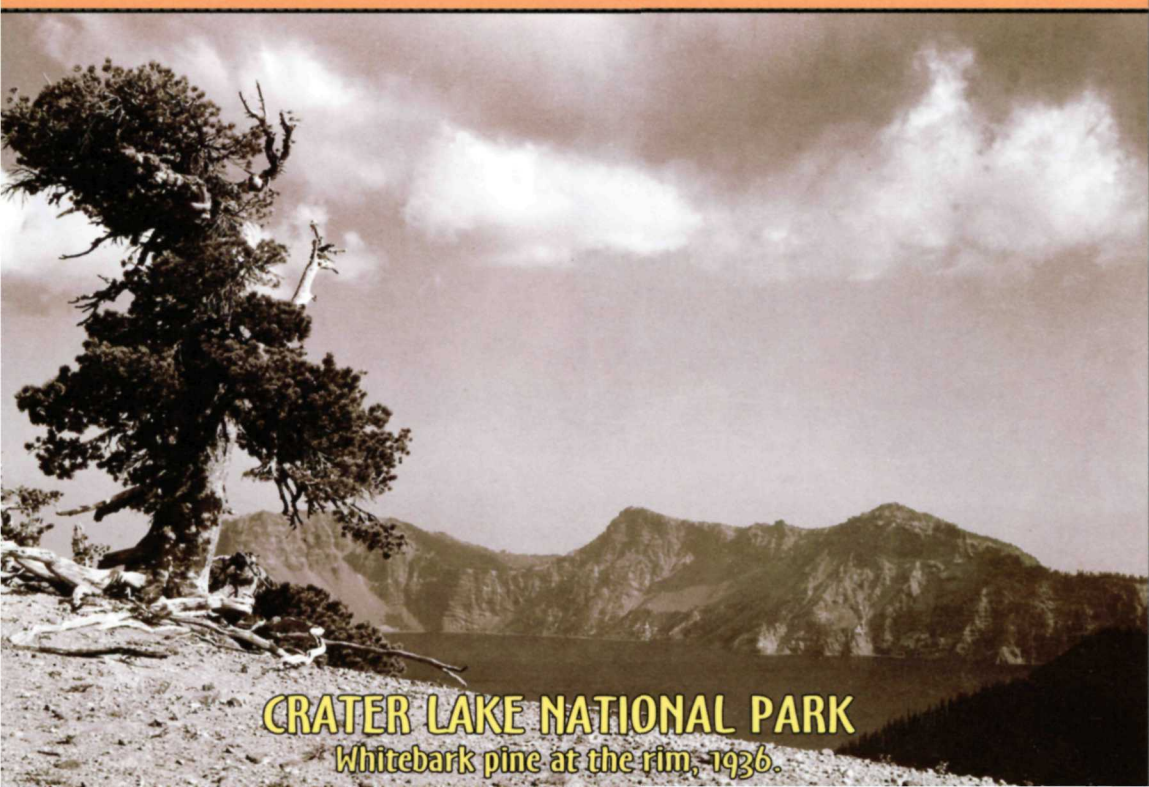
Photo on the reverse courtesy of the Klamath County Museum.

Design with Nature

What came to be called "design with nature" served as a driving force when building Rim Drive commenced in 1931. Work proceeded clockwise (as this guide does) around the lake from Rim Village over the next decade, so that Rim Drive remains the primary way that most visitors experience Crater Lake National Park. Original and largely undisturbed features on the road are plainly evident over the course of some twenty miles on the eastern part of the circuit, between the North Junction and Park Headquarters. They also provide the means for motorists to give undivided attention to a "Rhapsody in Blue."

Landscaping along Rim Drive followed precedents set in Rim Village from 1929 through 1934, when the National Park Service transplanted hundreds of trees and shrubs to create a naturalistic garden along the promenade. The masonry guardrail at viewpoints on Rim Drive matched those structures built at Rim Village, but features an undulating effect which breaks an otherwise monotonous line.

Relatively little has changed along Rim Drive since its construction. Winter generally begins by the first of November, so the Rim Drive closes to motor vehicles with the first significant snowfall. Until "spring opening" that starts in April or May, the road is used by cross-country skiers. A full circuit involves almost 33 miles, so snow camping gear will be needed by visitors in order to enjoy an overnight stay on Rim Drive during the winter season.



Spring Opening

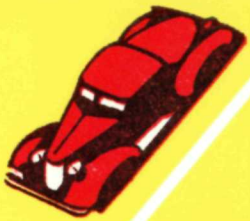
Clearing the roadway for motorists has always posed a challenge. A crew armed with shovels once had to clear the old Rim Road each June. The left-hand photo was taken in 1917 at a spot below the Watchman. Rotary snowplows opened the Rim Drive a full month earlier beginning in the 1930s. The photo at right shows an area south of the Watchman Overlook in May, 1957. Drifts in this locality can reach 60 feet in height.

Discovery Point parking area, 1960.

Photos courtesy of the Crater Lake National Park Museum and Archives Collections

Segment #1 Rim Village to Discovery Point

Construction Data
Grading: 1931-32
Surfacing: 1933-34
Paving: 1935
Roadway widened: 1978

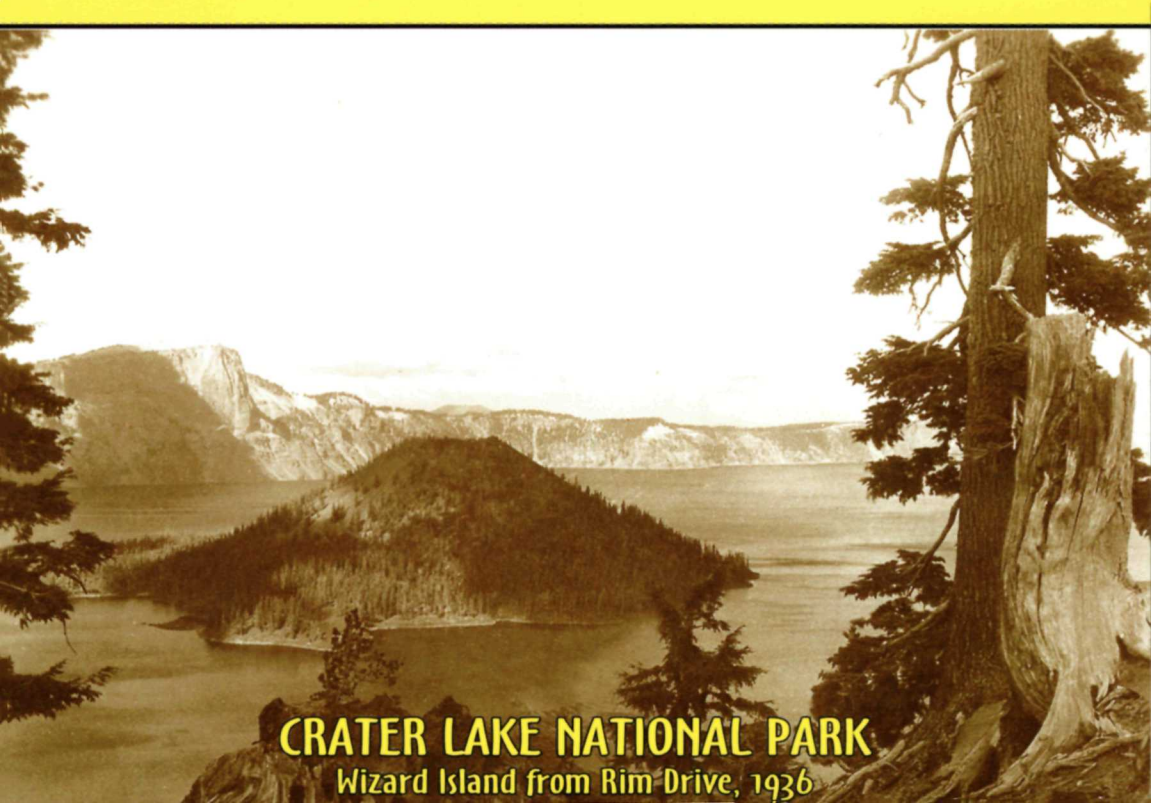


Length: 1.4 miles from the Sinnott Memorial to the Discovery Point parking area

Stonemason B. J. Mancini sculpted a fountain to resemble Crater Lake at Rim Village in 1931.

The masonry guardrail built along Rim Drive was very carefully planned to enhance the view.

A journey on Rim Drive can either begin or end at Rim Village, the main center for visitor services at Crater Lake National Park. Most summer visitors receive their orientation at the Sinnott Memorial, a structure located below the "Rim Visitor Center." Rangers once led an auto caravan from Rim Village, an excursion that visited selected "observation stations" around the rim, though visitors could also drive to more numerous "substations" on their own.

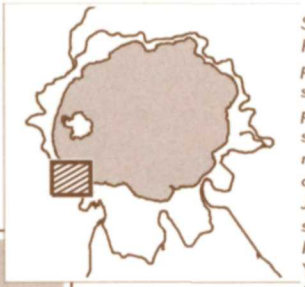


CRATER LAKE NATIONAL PARK
Wizard Island from Rim Drive, 1936

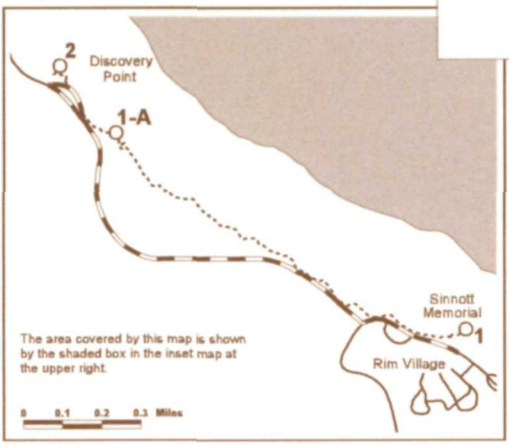
Suggested Stops – Segment #1 on Historic Rim Drive

View from the Sinnott Memorial parapet, 1933.

Rim Village (intersection with West Rim Drive) can serve as the starting point; the Sinnott Memorial is 0.2 miles east, below the building called the "Rim Visitor Center" or "Kiser Studio."

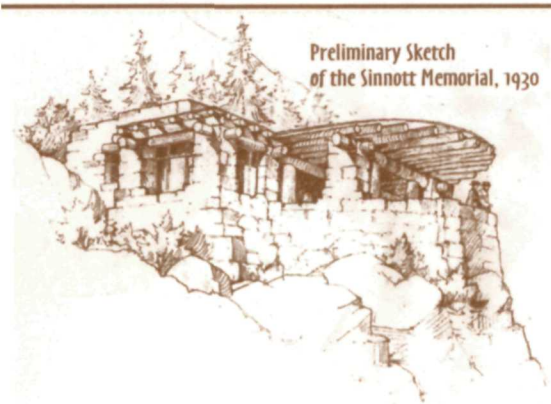


SINNOTT MEMORIAL (mile 0.0). Rangers still give an overview of the park's geological story during the summer season on the open parapet. This is the traditional starting point for any tour along the rim, especially now that new displays fill its exhibit room (open June-October). Built in 1930, this structure is Observation Station No. 1, and was modeled after the Yavapai Station in Grand Canyon National Park.



SUBSTATION 1-A (mile 1.1). Once considered as a possible site for the Sinnott Memorial, this point is located along the trail linking Rim Village and Discovery Point. It is most easily reached by driving to the Discovery Point Parking Area and taking the trail 500 feet east, with a short climb necessary to reach the undeveloped promontory.

DISCOVERY POINT (mile 1.4). This spot can be reached by a short hike uphill above the parking area. Its importance as Observation Station No. 2 is tied to both the geological features seen from here and the fact that a party of explorers saw Crater Lake from this site in 1853. It is an especially good place to view sunsets.

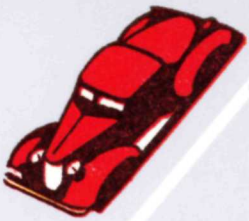


Preliminary Sketch of the Sinnott Memorial, 1930

Photos and drawing courtesy of the Crater Lake National Park Museum and Archives Collections.

Segment #2 Discovery Point to the Watchman Overlook

Construction Data
Grading: 1931-32
Surfacing: 1933-34
Paving: 1935
Road widened: 1978, 1985
Picnic area: 1957-58

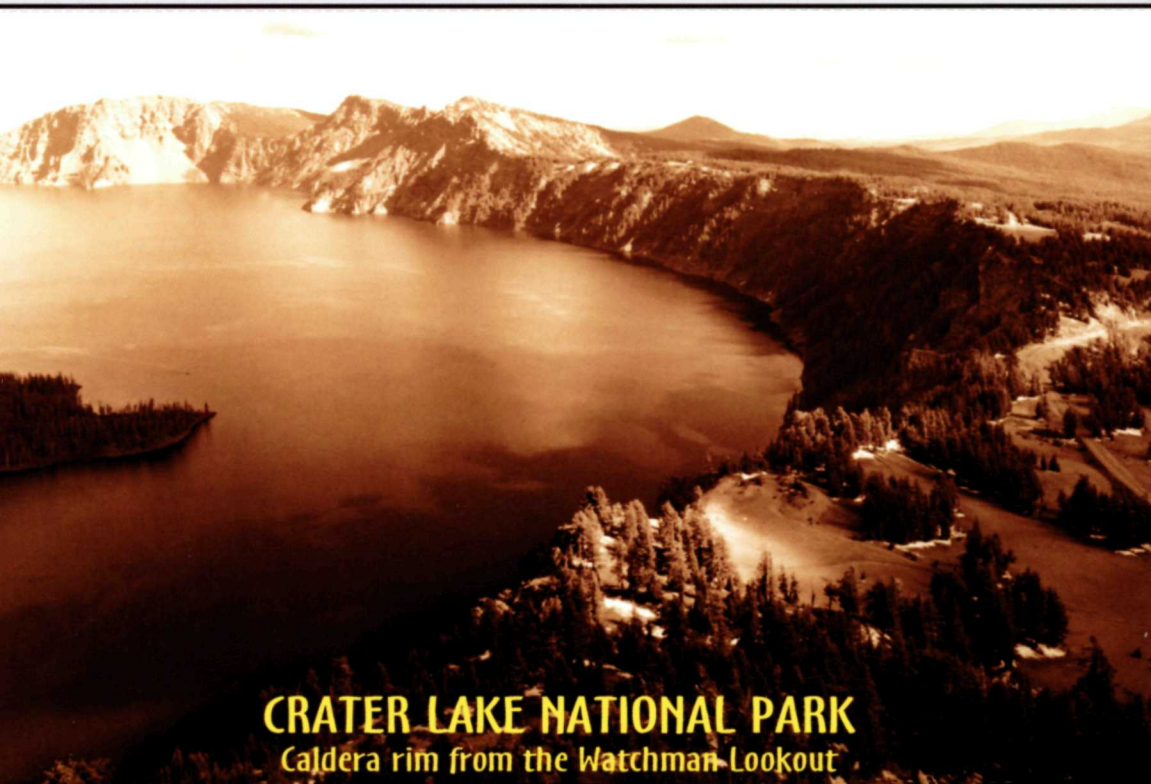


Length: 2.2 miles from the Discovery Point parking area to the Watchman Overlook.

Watchman Overlook, 1966. After redesign in 1973, this site is now often called the "corrals."

Visitors at the parapet of the Watchman Lookout, August 1960.

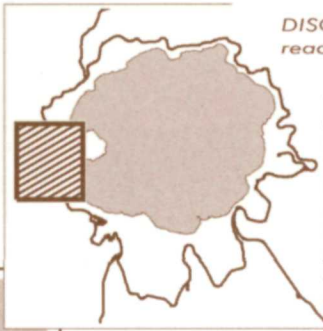
Note the steep slopes along this section that greatly added to the cost of constructing and maintaining Rim Drive. Motorists often drive to the Watchman Overlook and some choose the hike to a lookout and trailside museum located at the Watchman Observation Station. Snow can cover the trail until late summer, so ranger-led hikes to the lookout are limited to that time of year.



CRATER LAKE NATIONAL PARK
Caldera rim from the Watchman Lookout

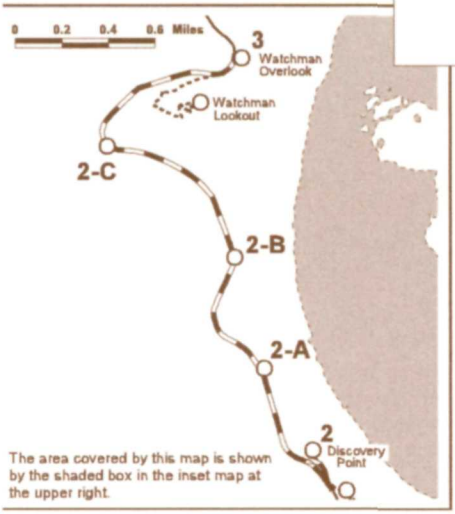
Suggested Stops – Segment #2 on Historic Rim Drive

Hoisting andesite boulders at Watchman quarry in 1931. The largest rocks were reserved for park buildings.



DISCOVERY POINT (mile 1.4) can be reached by trail above the parking area.

SUBSTATION 2-A (1.8). A paved pullout delineated by boulders on the lake side of Rim Drive. It is intended to provide a view of Crater Lake through large trees. Skell Channel, located between Wizard Island and the caldera wall, is the shallowest part of Crater Lake and can best be seen by taking a short walk on the nearby trail.



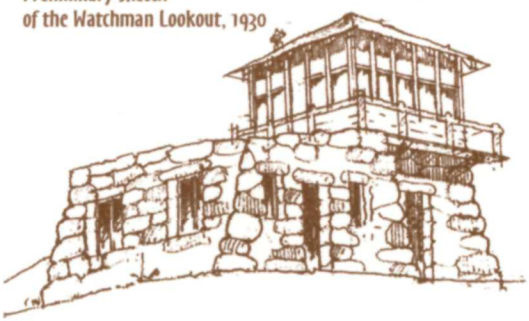
SUBSTATION 2-B (2.4). This viewpoint defined by a masonry guardrail is sometimes called the Wizard Island Overlook.

SUBSTATION 2-C (3.2). The small pullout on the western side of Rim Drive is known as the Union Peak Overlook.

WATCHMAN OVERLOOK (4.0). The nickname "corrals" resulted when this site was developed into a formal parking area in 1973. This is the most heavily used viewpoint on Rim Drive. It also serves as a trailhead for hikers going to the lookout.

WATCHMAN LOOKOUT (.7 mile by trail). The National Park Service built this beautiful rustic structure to be both a museum and fire lookout in 1931-32.

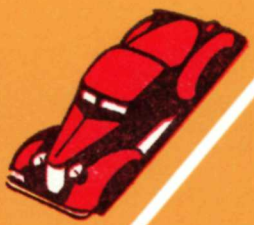
Preliminary Sketch of the Watchman Lookout, 1930



Photos and drawing courtesy of the Crater Lake National Park Museum and Archives Collections.

Segment #3 Watchman Overlook to Merriam Point

Construction Data
Grading: 1931-32
Surfacing: 1933-34
Paving: 1935
Roadway widened: 1985-86
Watchman Overlook: 1973
North Junction: 1986

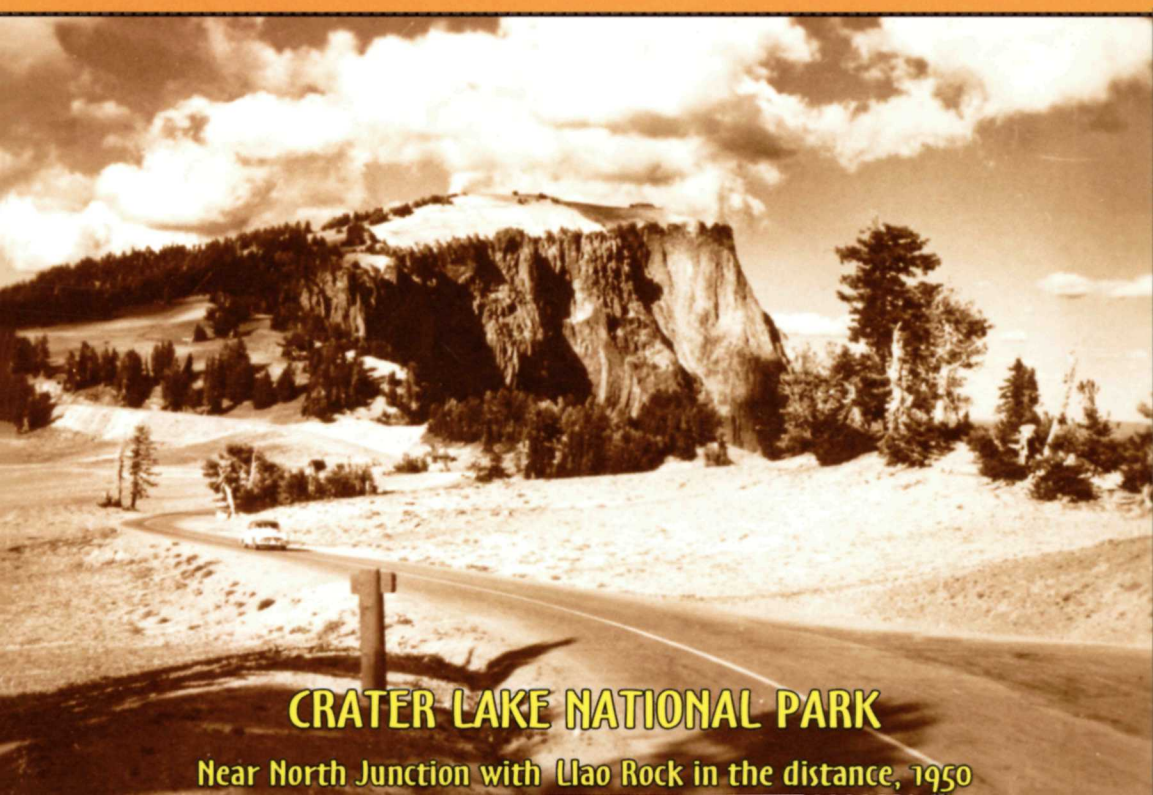


Length: 2.1 miles from the Watchman Overlook to the North Junction parking area.

A construction camp near the Devil's Backbone, 1935. A tragic death occurred here when a young secretary fell at night and broke her neck.

Entrance station at the North Junction, with a ranger residence in the background, 1936. Buried logs were intended for traffic control.

This road segment connects the two most heavily used parking areas on Rim Drive, the Watchman Overlook and North Junction. A short walk from the North Junction parking lot allows visitors to reach Merriam Point where they can experience one of the more memorable views of Crater Lake.

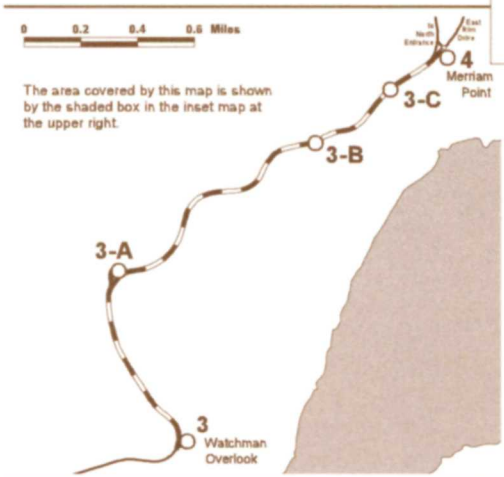


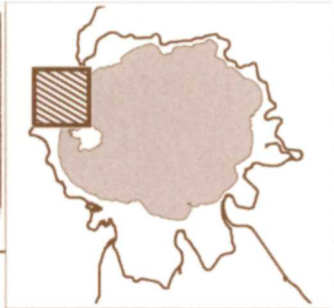
CRATER LAKE NATIONAL PARK

Near North Junction with Llao Rock in the distance, 1950

Suggested Stops – Segment #3 on Historic Rim Drive

Diamond Lake Overlook, 1936.





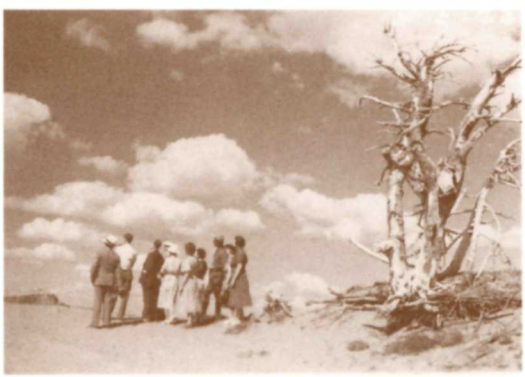
WATCHMAN OVERLOOK (mile 4.0) A short paved walkway from the parking area allows visitors to see the top of Wizard Island and its crater.

SUBSTATION 3-A (4.7). Known as the Diamond Lake Overlook, this pullout is situated on the western side of Rim Drive. If travelling north, be very careful when turning across the road to the parking area.

SUBSTATION 3-B (5.6). A small unpaved pullout on the eastern side of Rim Drive, near the Devil's Backbone. A trail, one routed to follow the old Rim Road, can be followed back to the Watchman Overlook.

SUBSTATION 3-C (5.9). As one of the pullouts with masonry guardrail on the lake side, it is intended to focus attention on glacial activity that left conspicuous scratches on rock overlooking the lake.

MERRIAM POINT (6.1). Park in the lot located near the junction with the North Entrance Road and East Rim Drive. Visitors who take a short walk from the lot and bear left will be rewarded with a spectacular view when they reach the rim.

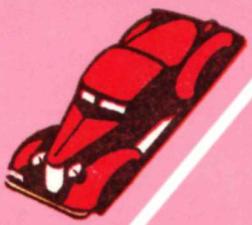


A ranger-led hike along the western rim, 1937.

Photographs courtesy of the Crater Lake National Park Museum and Archives Collections.

Segment #4 Merriam Point to Pumice Point

Construction Data
Grading: 1934-35
Surfacing: 1936
Paving: 1938
Picnic area: 1957-58

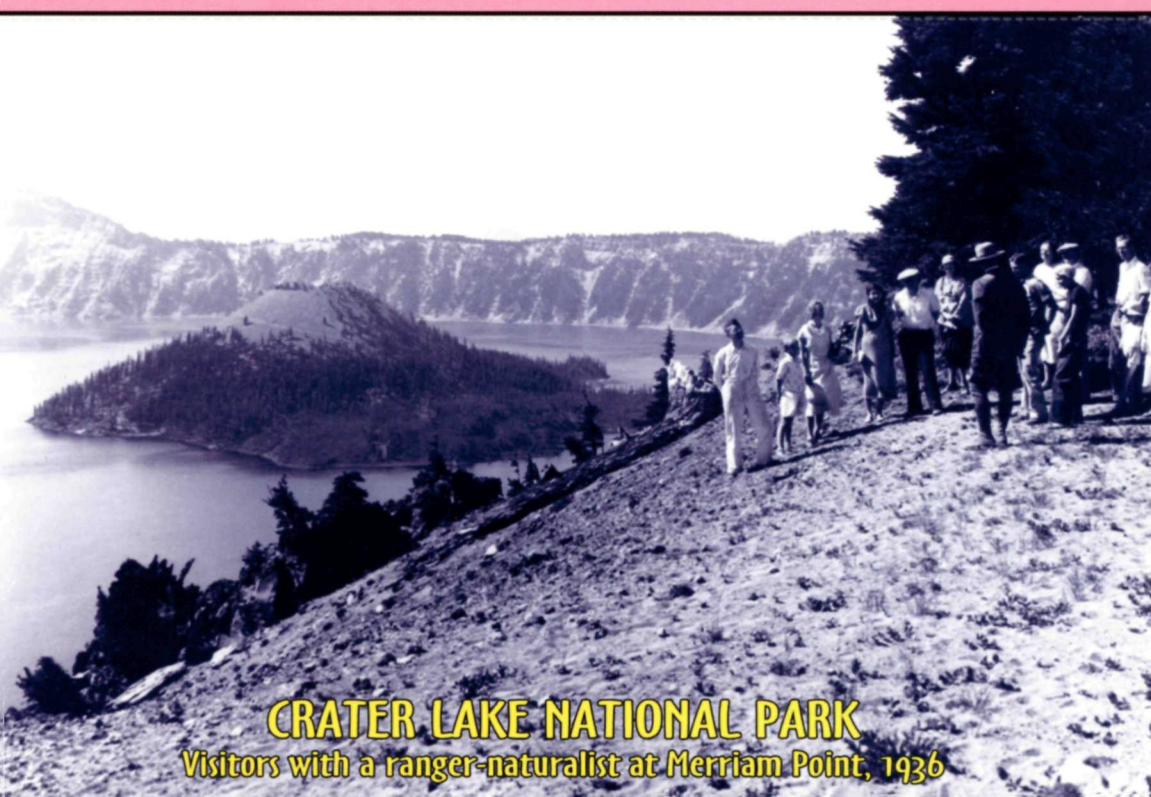


Length: 4.4 miles from the North Junction parking area to Pumice Point.

Newly completed bank slope built at a point overlooking Steel Bay, 1936.

Mason dressing stone to be incorporated within a guard wall near Pumice Point, 1934.

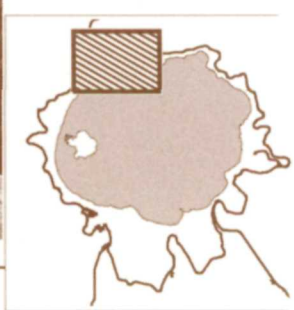
Engineers located this section of Rim Drive to minimize impact on the face of Llao Rock, so much of the road is located away from Crater Lake. The route provides views largely limited to Red Cone and Grouse Hill until it touches the rim again overlooking Steel Bay.

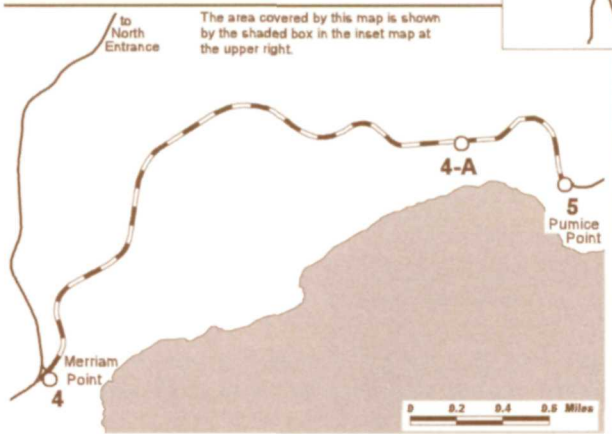


CRATER LAKE NATIONAL PARK
Visitors with a ranger-naturalist at Merriam Point, 1936

Suggested Stops – Segment #4 on Historic Rim Drive

The road at Pumice Point prior to paving, 1936.





MERRIAM POINT (mile 6.1). This observation station is located uphill from the parking lot at North Junction. If coming from the park's north entrance, it is recommended as the first place to see Crater Lake.

STEEL BAY PARKING AREAS (8.8 – 9.0). Designated as substation 4-A, two pullouts with masonry guardrail provide filtered views of Llao Rock's rugged east face as well as the lake and Mount Scott in the distance.

PUMICE POINT (9.5). This observation station appears as a long, narrow parking area defined by masonry guardrail. Here is another view of Llao Rock, but the lake and Wizard Island can be seen through the trees.

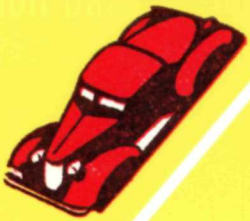
Oiled road surface with paved ditch, 1938.

Visitors on a segment of the old Rim Road, 1919.

Photos courtesy of the Crater Lake National Park Museum and Archives Collections.

Segment #5 Pumice Point to Skell Head

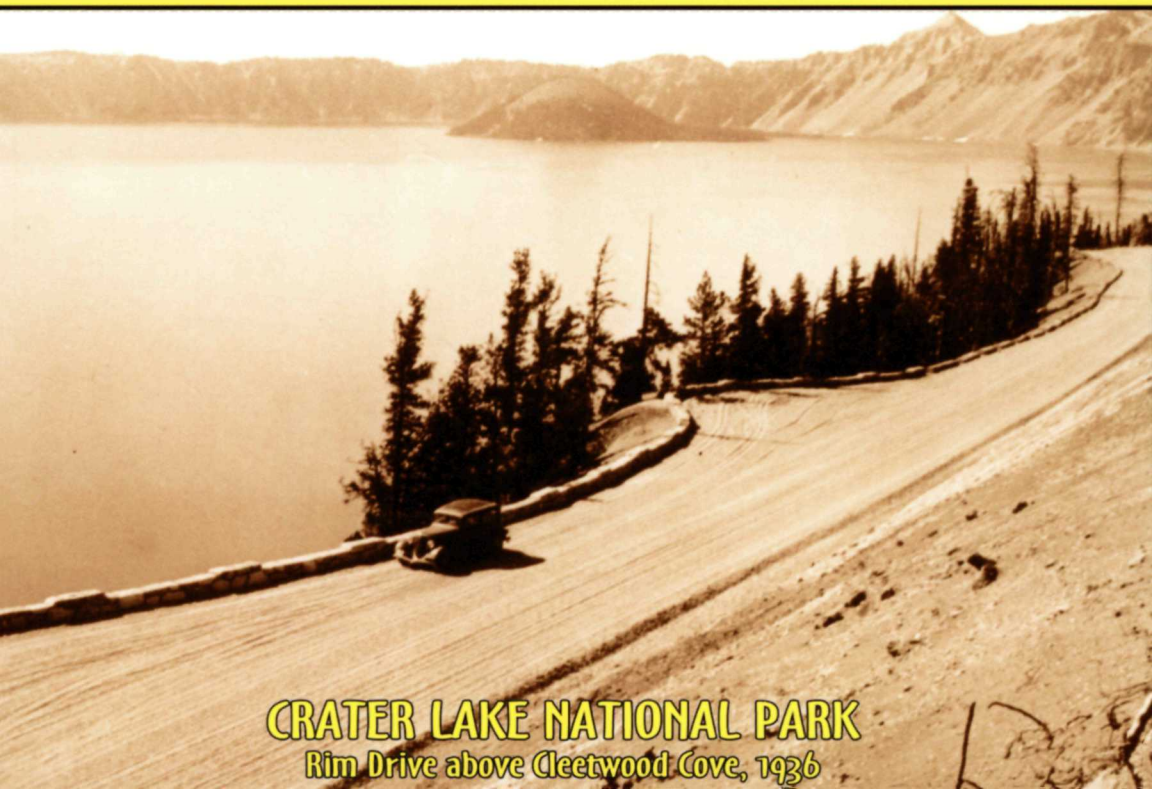
Construction Data:
Grading: 1934-35
Surfacing: 1936
Paving: 1938
Picnic areas: 1957-58



Length: 5.8 miles from Pumice Point to Skell Head.

The new Rim Drive followed the old Rim Road wherever possible. In this instance, designers used a bank slope treatment to hide the old road, shown in 1935 (left) and 1938 (right).

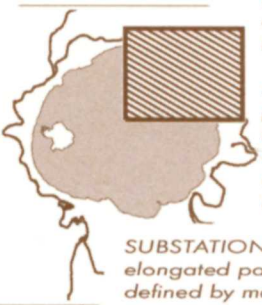
The longest road segment on Rim Drive links Pumice Point with Skell Head, where the greatest number of parking spaces on the circuit can be found. There is a nonhistoric parking area at Cleetwood Cove, located across from a trailhead where visitors can hike to reach the shore of Crater Lake. Aside from that parking lot, this segment retains virtually all of its original designed features and is an impeccable example of visual unity between the road and its surroundings.



CRATER LAKE NATIONAL PARK
Rim Drive above Cleetwood Cove, 1936

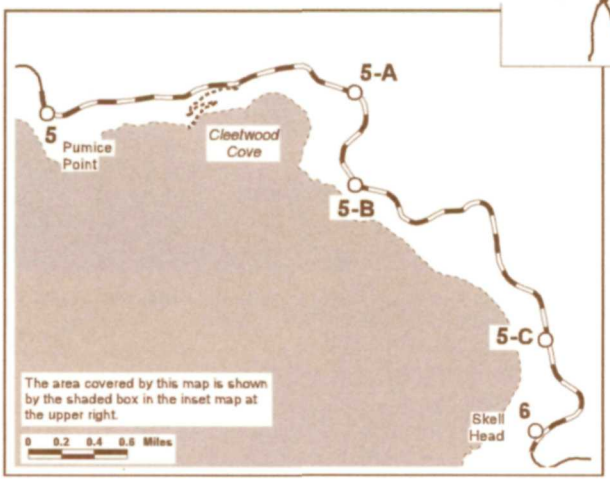
Suggested Stops – Segment #5 on Historic Rim Drive

Planting slopes impacted by road construction, 1935.



PUMICE POINT (mile 9.5). An observation station with some intriguing views of the caldera.

SUBSTATION 5-A (12.0). The paved pullout for Mazama Rock is located on the north side of Rim Drive. This feature is a large block of volcanic rock known as andesite.



SUBSTATION 5-B (13.0). Only part of the elongated parking area at Palisade Point is defined by masonry guardrail. There are expansive views from this substation; in particular, the Chaski Slide across the lake.

SUBSTATION 5-C (14.5). As the first in a series of seven "parking overlooks" developed from 1936 to 1938, these pullouts above Grotto Cove have defined planting beds intended to separate parking from traffic on Rim Drive. Dwarf monkey flowers often carpet the open slopes in July.

SKELL HEAD (15.3). This large parking area resulted when crews had to restore an area previously made barren to obtain fill material during road construction. Oriented to the southwest, this is often the windiest place on Rim Drive.

Crews dug peat from bogs near Park Headquarters as soil amendment for planting along the Rim Drive, 1934.

Photographs courtesy of the Crater Lake National Park Museum and Archives Collections.

Segment #6 Skell Head to Cloudcap

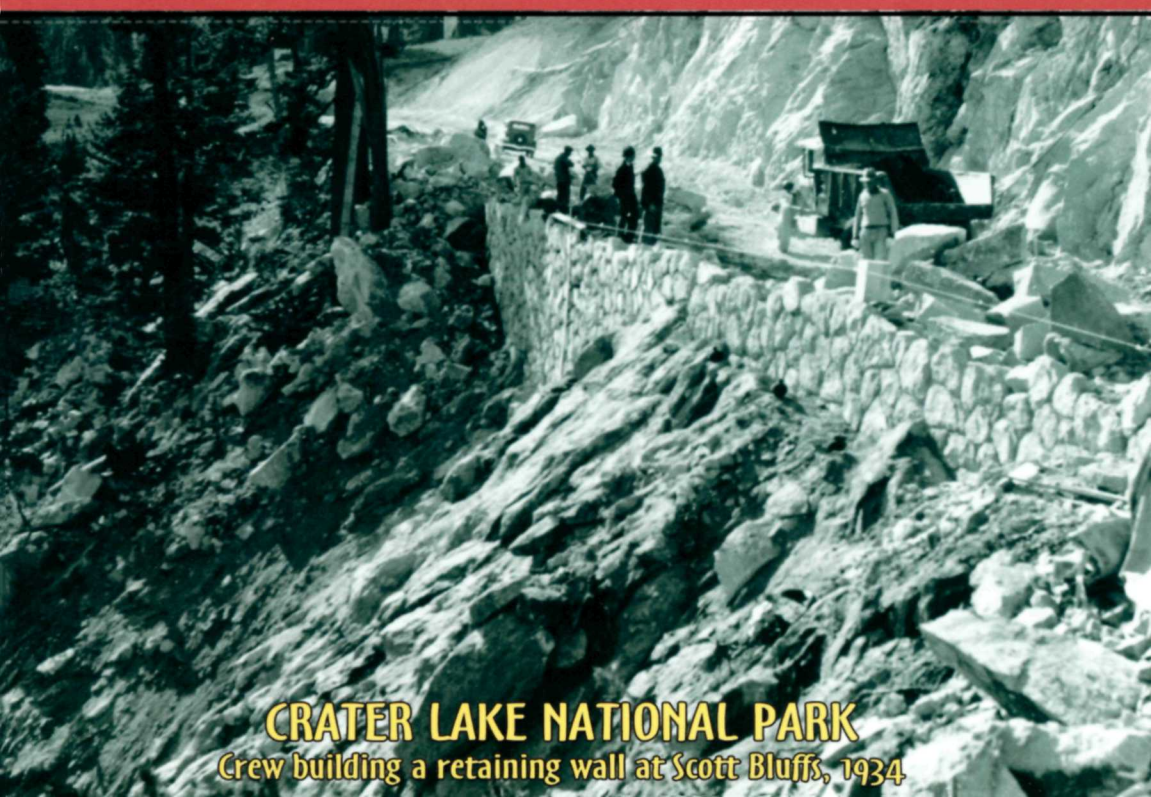
Construction Data:
Grading: 1934-35
Surfacing: 1936
Paving: 1938
Picnic area: 1957-58

Length: 3.6 miles from Skell Head to the parking overlook on Cloudcap.

View from the newly completed Mount Scott Trail, 1933.

Interpretive marker with the cirque of Mount Scott (8929') in the distance.

Designers located Rim Drive away from Crater Lake between the observation stations located at Skell Head and Cloudcap. They wanted to maintain a steady grade and easy curvature, as well as provide dramatic views of Mount Scott, the park's highest peak. A similarly designed spur road leads to the top of Cloudcap, where visitors can drive to a point at over 8000 feet in elevation and take panoramic photos of the lake and nearby mountain peaks.

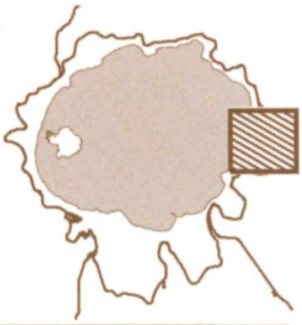


CRATER LAKE NATIONAL PARK
Crew building a retaining wall at Scott Bluffs, 1934

Suggested Stops – Segment #6 on Historic Rim Drive

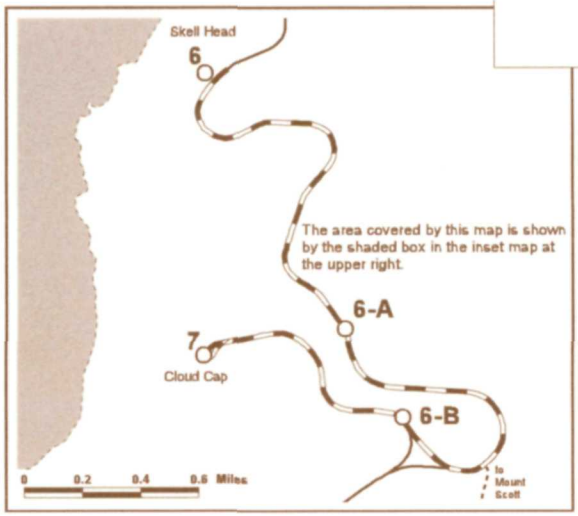
SKELL HEAD (mile 15.3). Clear days allow for views of Mount Thielsen and Mount Bailey in the distance, as well as fresh perspectives of Mount Mazama's most prominent features.

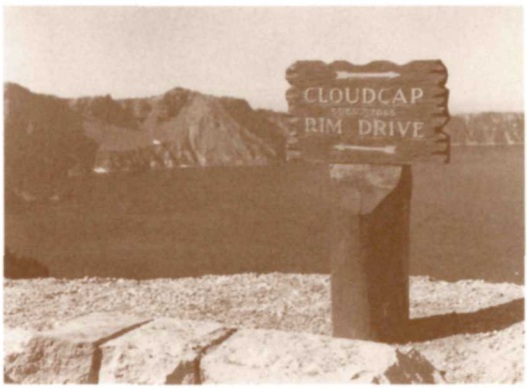
SCOTT BLUFFS PARKING AREA (16.7). Two paved pullouts form substation 6-A on the eastern side of Rim Drive. It allows those who stop here to enjoy the vista created by the Bear Creek drainage.



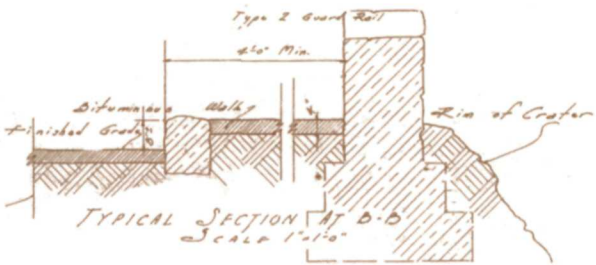
SUBSTATION 6-B (18.1). Paved pullout on the spur road to Cloudcap. The glacial cirque on Mount Scott is especially conspicuous from this viewpoint.

CLOUDCAP (18.9). At the end of the spur road, this overlook is the only place on Rim Drive where the whitebark pine, an increasingly rare native species, dominates the forest.





New sign at the Cloudcap observation station, 1938.

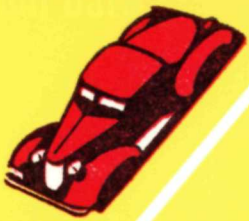


Cross-section of typical masonry guardrail, walk, and curb, 1936.

Photos courtesy of the Crater Lake National Park Museum and Archives Collections.

Segment #7 Cloudcap to Kerr Notch

Construction Data:
Grading: 1935-36
Surfacing: 1936-37
Paving: 1960

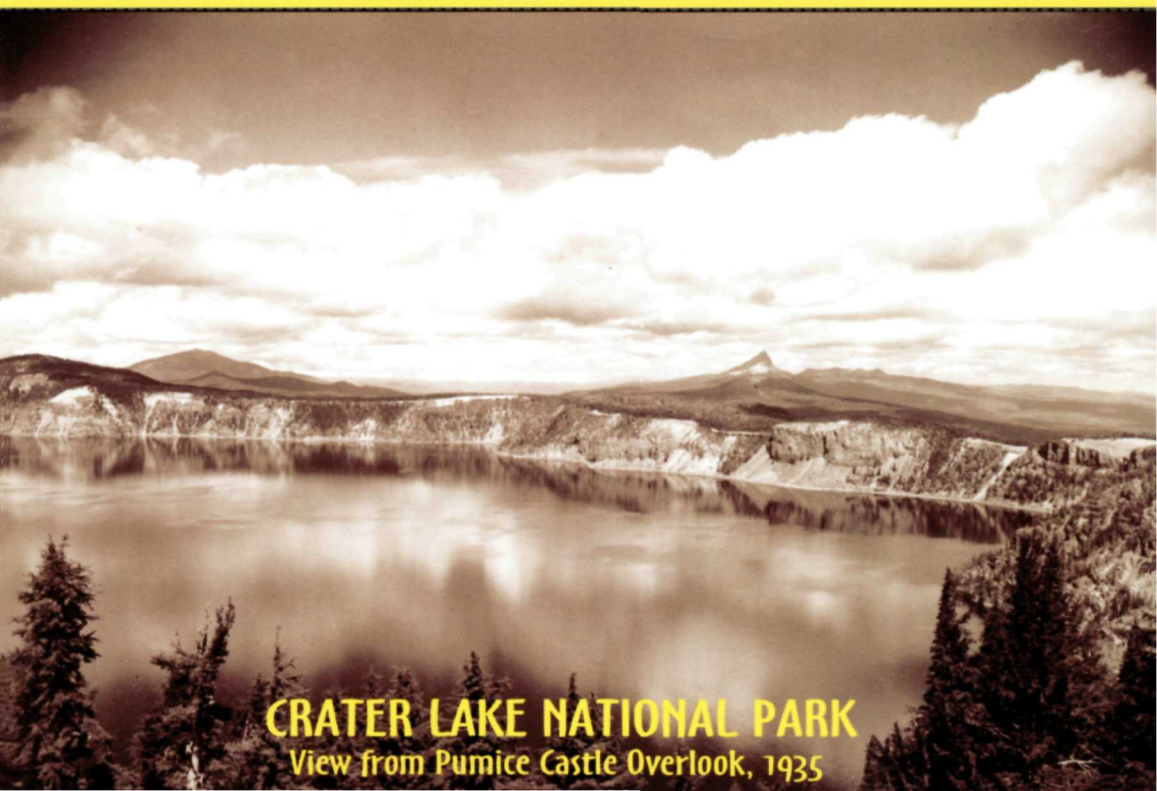


Length: 4.5 miles from the Cloudcap parking area to Kerr Notch.

Log steps at Victor View, 1938.

Three exceptional overlooks are situated between Cloudcap and Kerr Notch. Each overlook provides a striking vista of Crater Lake, though the view from Reflection Point is perhaps the most stunning of all. Some visitors prefer Kerr Notch, where Phantom Ship appears in an opening through the trees.

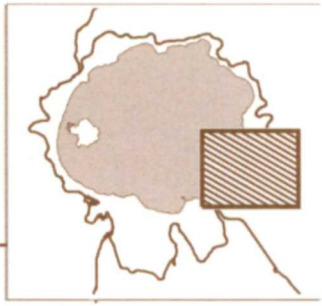
Phantom Ship from Kerr Notch, 1948.



CRATER LAKE NATIONAL PARK
View from Pumice Castle Overlook, 1935

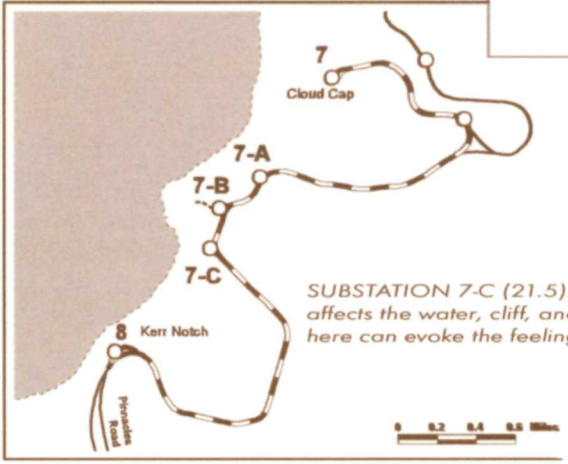
Suggested Stops – Segment #7 on Historic Rim Drive

Road construction at Anderson Point, about 1937.



CLOUDCAP (mile 18.9). Crater Lake can be seen at its widest point (about six miles) from here. Rejoin Rim Drive at the Y-shaped intersection in one mile.

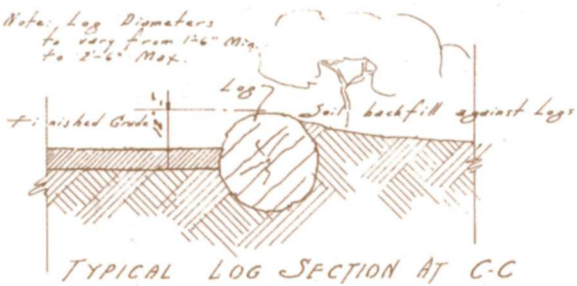
SUBSTATION 7-A (21.0). Also known as the Pumice Castle Overlook. Nowhere on the horizon can a road be seen, so that photos taken from here were often used to show that Rim Drive did not intrude on the "primitive picture" of Crater Lake.



SUBSTATION 7-B (21.2). Named "Victor View" in 1945 to honor Oregon's first historian, Frances Fuller Victor, an unmaintained trail starts from here and proceeds through a grove of trees, then a short distance to Sentinel Rock. Views of Wizard Island and Phantom Ship are stunning, but the precipitous trail is not for the faint hearted.

SUBSTATION 7-C (21.5). Known as "Reflection Point" for the way the light affects the water, cliff, and Phantom Ship at certain times of day, the view from here can evoke the feeling of experiencing a surreal landscape.

KERR NOTCH (23.4). Also signed as "Phantom Ship Overlook," the notch is the second lowest spot on the rim at some 600 feet above the water.

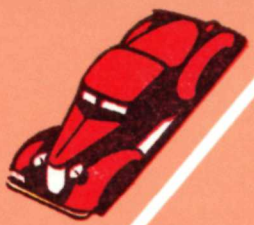


Plan for the placement of buried logs, 1936.

Photos and drawing courtesy of the Crater Lake National Park Museum and Archives Collections.

Segment #8 Kerr Notch to Sun Notch

Construction Data:
Grading: 1936-39
Surfacing: 1940-41
Paving: 1960

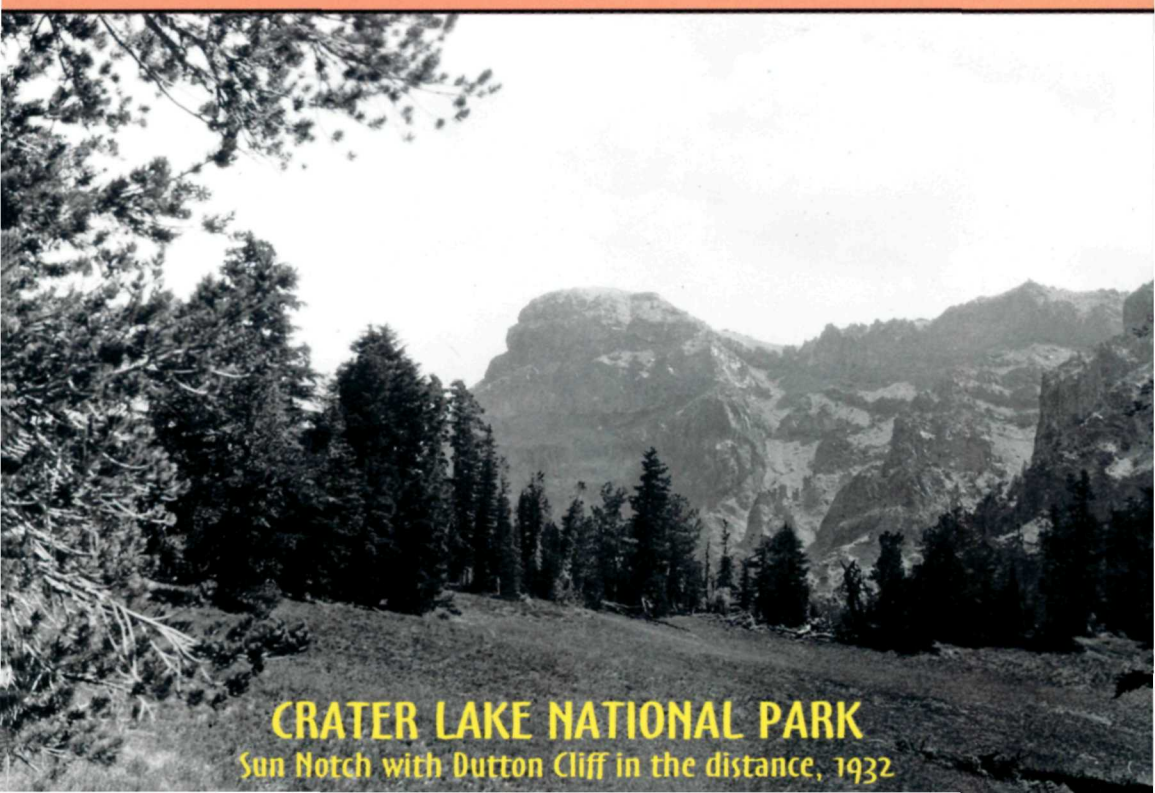


Length: 3.7 miles from Kerr Notch to the Sun Notch parking area.

A retaining wall at the base of Dutton Cliff measuring more than fifty feet high, 1939.

Hospital tents at Park Headquarters were frequently filled to capacity, 1937.

The most challenging segment of road construction on Rim Drive cut across the face of Dutton Cliff. Constantly falling rock made the cliff section especially dangerous. It resulted in many injuries to workers, with the most common being broken ribs. Grading and the masonry work on this road segment took several years, since the road cut is almost vertical in several places.

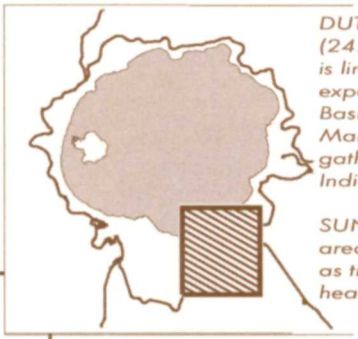


CRATER LAKE NATIONAL PARK
Sun Notch with Dutton Cliff in the distance, 1932

Suggested Stops – Segment #8 on Historic Rim Drive

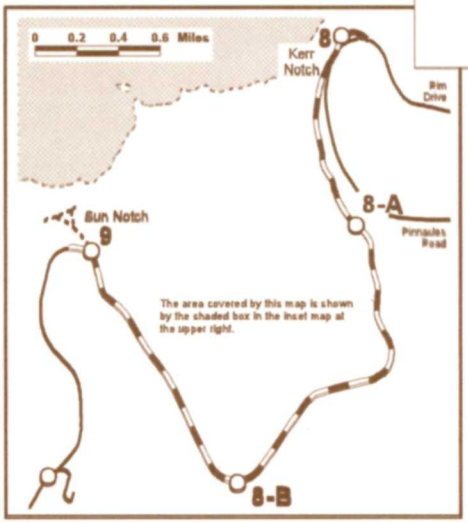
KERR NOTCH (mile 23.4). Summer visitors flock to the framed view of Phantom Ship through the trees.

SAND CREEK VALLEY VISTA (24.5). Substation 8-A is located away from falling rock and across Rim Drive from small waterfalls. It provides enchanting views of surrounding peaks and the caldera holding Crater Lake.



DUTTON RIDGE ROAD SUMMIT (24.9). This pullout, substation 8-B, is lined by boulders and has an expansive view of the Klamath Basin. To the east, the Klamath Marsh, was a prime hunting and gathering area used by local Indians.

SUN NOTCH (27.1). A parking area delineated by boulders placed as traffic barriers serves as the trailhead for a short hike to the rim.



Locational sign made by Civilian Conservation Corps in 1939 (left).

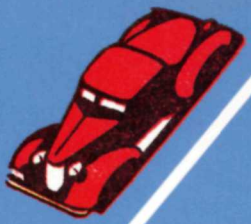
To the right is a masonry feature called a spillway, built in 1937.

Newly oiled Rim Drive on the Dutton Ridge road summit, 1939.

Photos courtesy of the Crater Lake National Park Museum and Archives Collections.

Segment #9 Sun Notch to Park Headquarters

Construction Data:
Grading: 1937-39
Surfacing: 1940-41
Paving: 1960
Picnic area: 1957-58

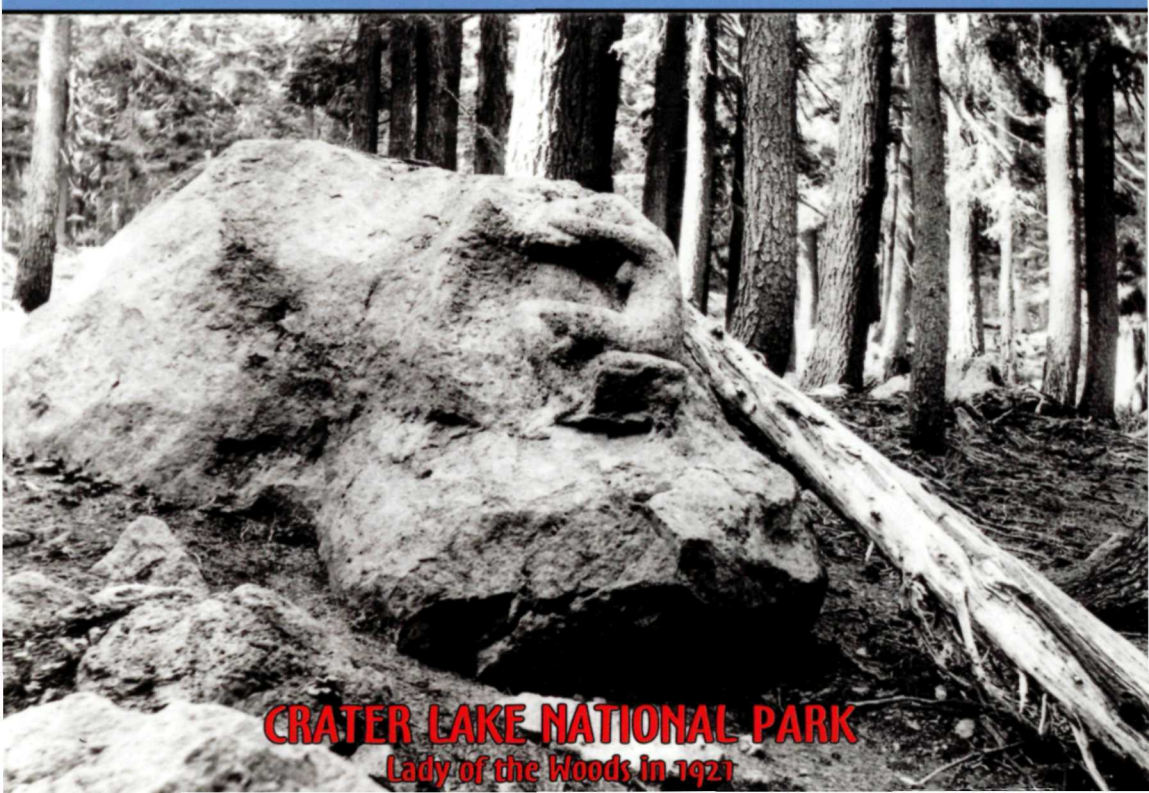


Length: 4.4 miles from the Sun Notch parking area to Headquarters.

In 1939 workers planted a massive fill that served to bridge the creek below Vidae Falls.

Rangers and their patrol vehicles at Park Headquarters, 1941.

This segment of Rim Drive is aligned to provide views of a prominent waterfall and access to a wet meadow (called the Castle Crest Garden) which displays a profusion of wildflowers in midsummer. Park Headquarters is the operations center for the National Park Service and contains a visitor contact station located in what was once a ranger dormitory. A half-mile loop trail highlighting rustic architecture and the Lady of the Woods starts from here. An interpretive booklet published by the Crater Lake Natural History Association is available in the visitor contact station (Steel Information Center) shown above.

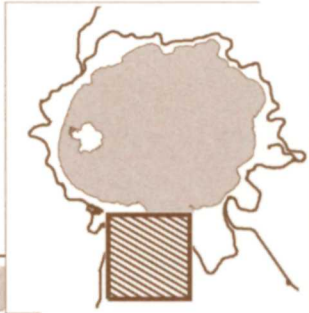


CRATER LAKE NATIONAL PARK
Lady of the Woods in 1921

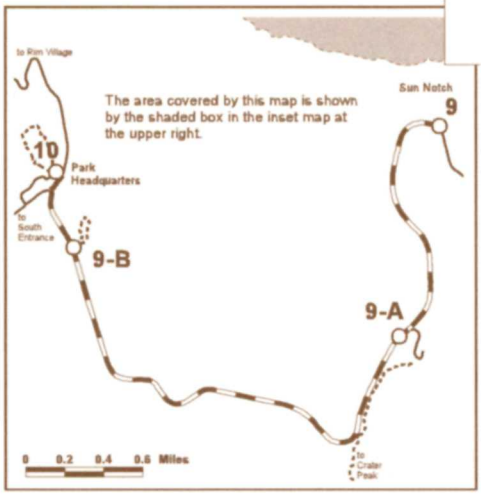
Suggested Stops – Segment #9 on Historic Rim Drive

SUN NOTCH (mile 27.1). Hike to the rim from the paved lot located along Rim Drive.

VIDAE FALLS PARKING AREA (28.6). Rim Drive crosses the lower part of the Vidae Falls cascade at substation 9-A. It is situated on a massive fill planted with native vegetation in 1939. The prominent waterfall is spring-fed and about 100 feet high.



Phantom Ship from Sun Notch, 1940.



CASTLE CREST WILDFLOWER TRAIL (31.0). The parking area serves as a starting point for the short trail loop. Wildflowers usually bloom profusely in late July and early August.

Terminus of Rim Drive at intersection (31.4). Go north one tenth of a mile for visitor information.

PARK HEADQUARTERS (31.5). Operations center for the National Park Service, much of it designed and built from 1926 to 1941. Many of the structures are listed on the National Register of Historic Places and can be seen from a half-mile loop trail.

Foot bridge in Castle Crest Garden, 1939.

Photos courtesy of the Crater Lake National Park Museum and Archives Collections.

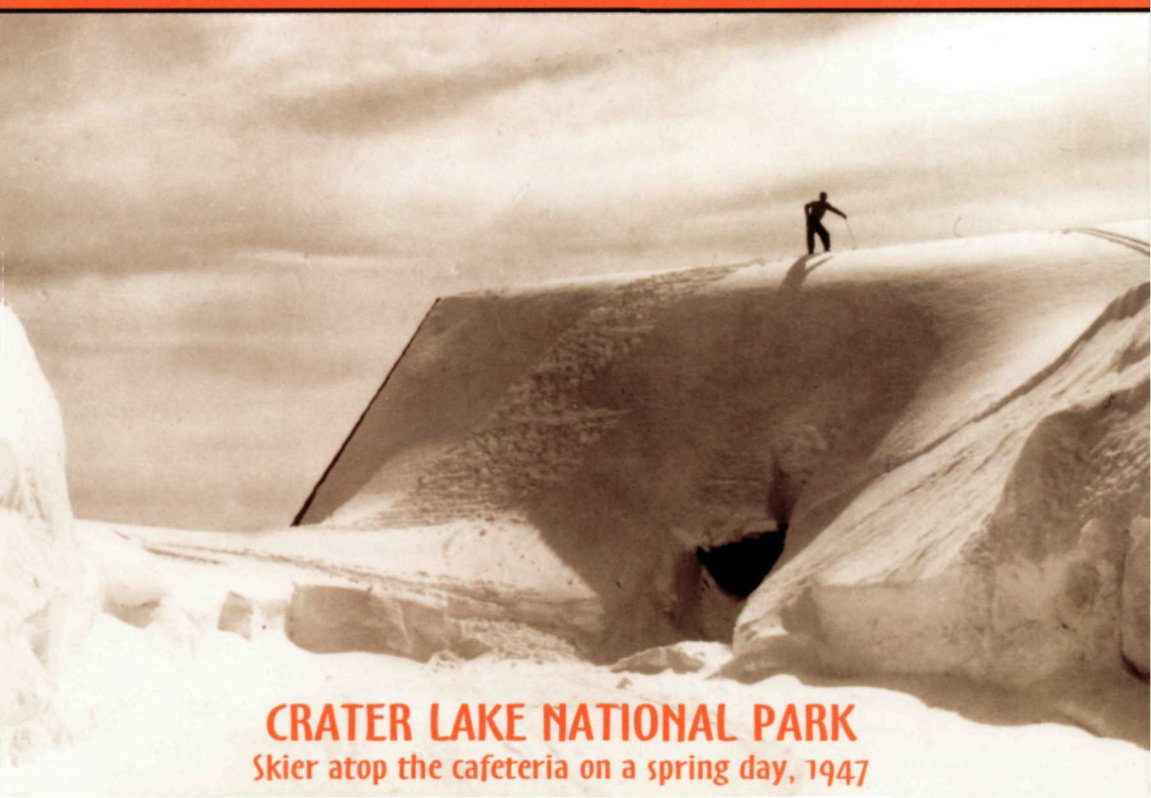
Segment #10 Park Headquarters to Rim Village

Construction Data:
Grading: 1926
Surfacing: 1927
Paving: 1928
Roadway widened: 1961-62

Length: 2.9 miles from Park Headquarters to Rim Village

A promenade at Rim Village built 1929-1932 included a bay (left) and a trail to the Sinnott Memorial (right). A popular walkway for summer visitors, heavy snowfall prevents its use in winter.

Current annual visitation to Crater Lake National Park is roughly half a million people, about twice what it was in 1941 when contractors completed Rim Drive. In spite of increased use, good planning and design allows the circuit to fulfill its purpose as a scenic park road in harmony with the landscape. Some very popular stopping points like Rim Village can be crowded during midday hours, driving completely around the lake allows for greater appreciation and more solitude.

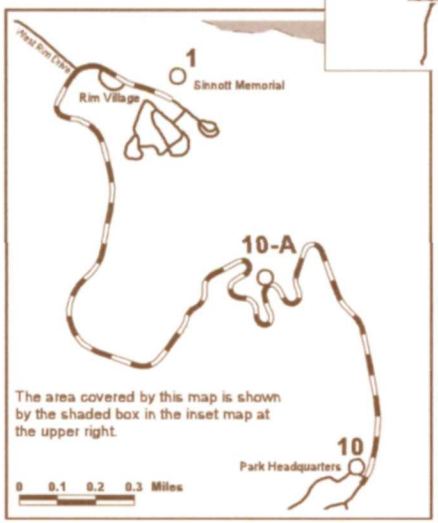


CRATER LAKE NATIONAL PARK

Skier atop the cafeteria on a spring day, 1947

Suggested Stops – Segment #10 on Historic Rim Drive

PARK HEADQUARTERS (mile 31.5). Visitor information is available in the building with a flagpole in front of it. Adjacent is the impressive Administration Building (1936). The main road goes north and rises 600 feet in elevation over its three mile route to Rim Village.



MUNSON SPRING (32.4). No parking is provided at substation 10-A because sight distance and curvature of the road are restricted. An expansive view of the Klamath Basin can be enjoyed at a pullout located one tenth of a mile north.

RIM VILLAGE (34.4). The Sinnott Memorial is two tenths of a mile from the intersection with West Rim Drive. Much of the design at Rim Village dates from the same period as Rim Drive and Park Headquarters, this being from 1926 to 1941.

Workmen placed a transplanted mountain hemlock in Rim Village, 1932. One thousand trees were planted at this locality between 1929 and 1933 as part of a large scale "naturalization" program aimed at repairing the damage done by unrestricted vehicle traffic. Transplanted trees were used to stabilize newly graded slopes on Rim Drive and hide traces of the old Rim Road.

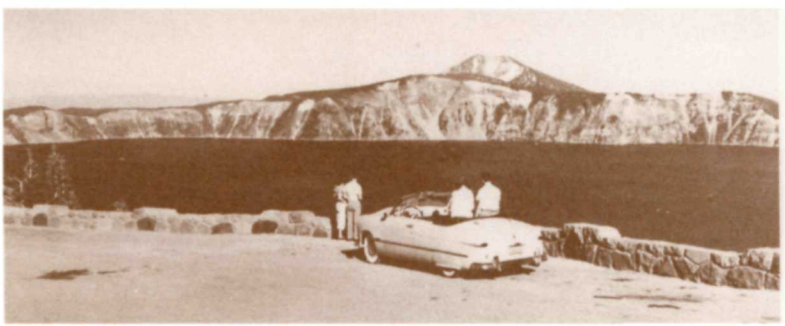
Designed features at Rim Village inspired this fountain and planting bed at Kerr Notch, 1938.

Photos courtesy of the Crater Lake National Park Museum and Archives Collections.

A switchback (radial curve) on the Watchman Trail, 1932.

Rim Drive provides access to a number of trailheads so that visitors can experience the park away from their cars. Trails generally follow the same construction sequence (location, design, grading, and surfacing) as roads do, but on a smaller scale. The widest trails (usually four feet) anticipated heavy foot traffic to destinations like Garfield Peak (1931), Discovery Point (1932), the Watchman (1932), Mount Scott (1933), and the Castle Crest Wildflower Garden (1938). Lighter use allowed backcountry trails to remain at only eighteen inches wide.

Popular stopping places along park roads often have to be developed or "hardened" in order to keep visitor impacts from spreading. These examples showing the old Rim Road during the 1920s underline a need for keeping the future Rim Drive in harmony with surrounding features, especially as more motorists came to the park.



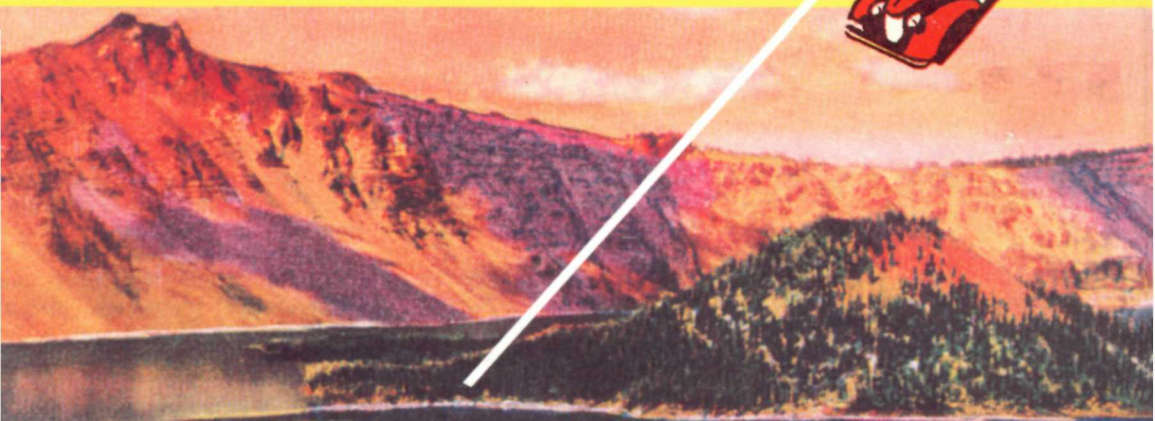
Visitors at an overlook on the western part of Rim Drive in the 1950s.

Thanks go to the Federal Highway Administration, Klamath County Museum, National Archives, National Park Service, Oregon Department of Transportation, and the Southern Oregon Historical Society.

Designed by Mary Williams Hyde Maps by Phil Kelley

Stephen R. Mark is the historian for Crater Lake National Park and Oregon Caves National Monument. He co-authored a cultural landscape report on Rim Drive and wrote ***Park Headquarters Historic Walking Tour,*** *a trail guide published by the Crater Lake Natural History Association in 1999.*

Historic Rim Drive



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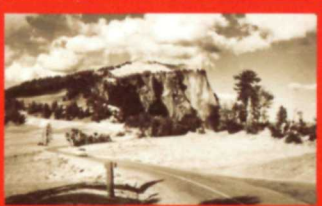




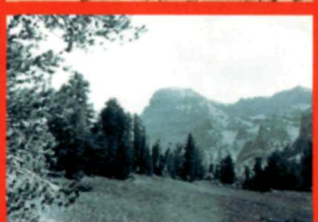

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Rim Drive has presented Crater Lake to generations of park visitors seeking stupendous views, a vigorous hike, or the relaxed setting of a quiet overlook. *Historic Rim Drive* is an in-depth guide to many secret and special places along this 33-mile loop. Packed with rare photos, this booklet also recaptures a by-gone era of the 1930s when engineers, landscape architects, stone masons, and construction crews built a masterpiece called Rim Drive!