

# The **MOUNTAIN LOOP** **National Scenic Byway**





*Cover Photo: Coal Lake Overlook (MP 25.6) View of Big Four Mountain*

*Photo at Right: Gold Creek Millpond Interpretive Trail (MP 13.4)*

MP = Milepost

This electronic edition should be used for *historical purposes only* as conditions may have changed since it was published.

### WELCOME

Richer in timber and mountain scenery than precious metals, the roadway now known as the Mountain Loop National Scenic Byway was pioneered in 1891 by miners' dreams. Developed as a road by loggers and members of the Civilian Conservation Corps (CCC), this road was designated as a Scenic Byway in 1991. Today's roadway for fifty-five miles, passes through boom-and-bust townsites and abandoned claims as well as along rushing rivers and glacier-clad peaks. Although the tracks are gone and the daily whistle silenced, today's traveler can still see remnants of times gone by.

Take a walk—from lower elevation interpretive trails to perhaps, a high alpine lake. Visit the historical Verlot Public Service Center or a variety of interesting communities along the loop, bicycle to Monte Cristo, or cast a fly into crystalline streams. With snow lingering at Barlow Pass through late spring, driving the entire loop is usually limited to late spring through the fall.



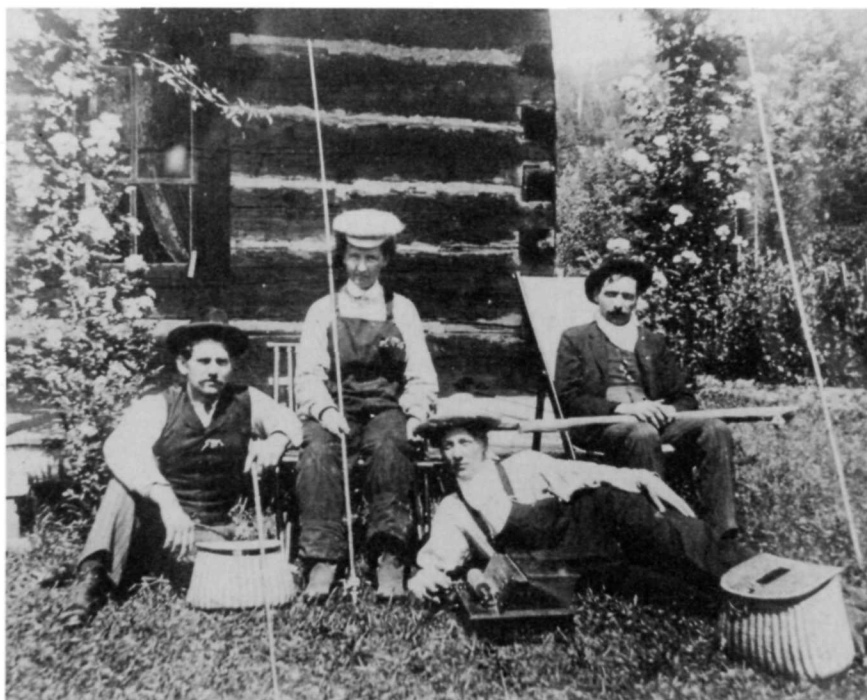
*Gold Basin Millpond*



## Starting from Granite Falls:

0 Miles      Positioned in the shadow of Mt. Pilchuck, **Granite Falls** sits in the rich upper Stillaguamish River Valley, northeast of Everett and I-5. This town once supported the vital railway link connecting remote mountain mines to Everett's ore smelter and the shipping ports of Puget Sound. Although the train no longer chugs through the valley, this friendly, foothill community invites visitors to enjoy its unique atmosphere.

MP 1.7      Granite Falls Fish Ladder located on the Mt. Loop Highway, was built in 1954 to assist salmon and steelhead ascend the river.



*Robe Residents, Early 1900s*

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- MP 7     **Old Robe Trail** - Hike the 1.5-mile trail to Tunnels 5 & 6 where constant rock slides and seasonal flooding made railroading a life-and-death proposition. (Note: Tunnels are unstable and dangerous - DO NOT ENTER)
- MP 10    **Robe** - Founded in 1891 by its namesake, Truitt K. Robe, this community sprang up in the Stillaguamish River canyon where the railroad was forced to make two treacherous crossings in less than one mile. Home to a shake mill, railroad station, and a handful of homes, Robe's townsite was moved from the flood-prone canyon in 1907 to the peaceful valley it inhabits today.
- MP 11    **Verlot** - The Verlot Public Service Center, open daily from May through September, provides National Forest information, maps, book sales, and friendly service. Two popular Forest Service campgrounds (Verlot and Turlo) flank the facility, which serves as many as 50,000 visitors during the busy recreation season. The Public Service Center (PSC) once operated as a ranger station for the Mt. Baker-Snoqualmie



National Forest. Constructed by the CCC from 1933 to 1942, Verlot's buildings reflect both the architectural style and the fine craftsmanship of that era. Renovation, with assistance from the CCC Alumni Association, continues to this day.

Be sure to pick up the "Self-Guided Tour" brochure, interpreting sites along your walk through this historic compound.



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MP 12.3     **Heather Creek Fishpond** - Cross the blue bridge and turn right onto Forest Service Rd. #42, this habitat improvement project lies one mile west along road #4201. Constructed in cooperation with Native American Tribes and other groups, this pond is designed to provide rearing habitat for juvenile coho salmon. Numerous sites have been carefully designed to improve spawning habitat for wild fish. For more information ask for the “Fish Habitat Improvement Projects” brochure when visiting Verlot PSC or the Darrington Ranger Station.

Take a side trip on Forest Road #42 for seven miles to the **Mt. Pilchuck Trailhead**. A popular 3-mile hike to an historic fire lookout gives vistas of Puget Sound far below. This trail is located on State Park land for most of the length.

MP 12.7     The Lake 22 area was established in 1947 to preserve its unique, natural ecosystem. **Lake 22 Research Natural Area** (RNA) protects 790 acres of old-growth western red cedar/hemlock forest. The RNA was established to provide lands for conducting research that serves as a basis for forest management. A 2.7-mile trail to the subalpine lake is a popular destination for day hikers. Overnight camping is not permitted. The RNA is also home to the first discovered nests in Washington of the marbled murrelet (a federally listed threatened species). The murrelet is an elusive seabird that uses old-growth forests for nests and nightly roosts.

MP 13        **Hemple Creek Picnic Area** - Once a bustling mill and railroad stop, it now offers picnic tables and a wheelchair accessible restroom. A stream improvement project for fisheries enhancement is located nearby.



*Hemple Creek  
Picnic Area*

MP 13.4 **Gold Basin Campground** was once the site of a bustling little town, with a store, post office and school. Originally homesteaded by the Hemple and Rohde families, Gold Basin in 1909 to 1913 had a population of 75 people, most of whom were employed by the Gold Basin Lumber and Shingle Company. This is a popular family spot with 96 campsites. There is a large, open field suitable for frisbee throwing and baseball. During the summer months, there is an amphitheater where programs are presented, check with the campground host for details.

Across the road, remains of the old mill are now preserved as part of the **Gold Basin Millpond Interpretive Trail**. This short wheelchair accessible trail tells the Gold Basin story. An excavated pond provides safe habitat for young salmon year round. Wood duck and bat boxes help to diversify and enhance the wildlife in the area. Great blue herons frequently can be seen from the trail.



*Moose Shingle Mill*

MP 14.1 **Moose Shingle Mill** - The short 1/3-mile trail leads to the remains of the Moose Shingle Mill's two-dam water system. Felled by hand, massive cedar trees were then sawed into blocks and sent down a chute into the creek. From the mill pond, blocks went up the ramp to the saws. In 1917 the upper dam collapsed, taking out the lower dam and the railroad bridge.

MP 15.2 **Shoofly Curve** - First known as the "mud tunnel," this hairpin proved disastrous to the railroad. Not only was the bend the sharpest in railway history of the time, but constant rock and mud slides plagued the route. In November of 1897, "the big flood" carried away bridges and miles of tracks. It is reported that a passenger train out of Monte Cristo was delayed three years and eight hours. In the early 1900s, the tunnel was blasted out, leaving the open, curving roadway you drive along today.

• PLEASE DRIVE SLOWLY! •



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MP 16.7 **Boardman Creek** - Honoring the first trainmaster on the Everett and Monte Cristo Railway in 1893, this rustic campground includes eight tent sites along the old grade. Walking 100 yards down to the mouth of the creek will take you 100 years back in time. Look for the old piling remains of the former railroad trestle.

MP 18.2 **Black Chief Mine** - North of the highway where the railroad once crossed the river near Red Bridge, is the Black Chief Mine. This hand-drilled tunnel, chiseled 100 feet into the mountain, dates back to the 1890s. The short adit into the rock face is typical of many of the small mines and prospect holes found in the Silverton and Monte Cristo Mining Districts.



*Black Chief Mine*

MP 18.3 **Long Creek Research Natural Area** (RNA) - Established at the same time as the Lake 22 RNA in 1947, Long Creek designates almost 640 acres of virgin forest as a research area. Not only do the lower elevation trees of western red cedar and hemlock provide a natural laboratory for foresters, but glacial deposits and unstable slopes attract geologic research as well.



MP 18.7 **Youth-on-Age Interpretive Trail** - This paved trail (wheel-chair accessible) provides a delightful view of old-growth forest. Only 1/3 mile in length, the discovery loop reveals forest structures, from the towering old Douglas-firs and Sitka spruce to the ground-hugging “piggyback” plant for which this trail is named.

Pick up the “Youth-on-Age Nature Trail” brochure at the Verlot PSC or the Darrington Ranger Station to fully appreciate your walk.



*Piggyback Plant*

• STOP! •

MP 19.1 **The Sinkhole** - A slippery, oozing deposit of glacial clay causes today’s road builders as much grief as it did railroaders. The unstable grade, constructed here in 1893, continues shifting the railroad trestle pilings down towards the river.

• STOP! •

MP 19.2 **Tulalip Mill** - Adjacent to the Sinkhole, Everett’s Rucker brothers built a sawmill and camp to process timber from an early Forest Service timber sale near Silverton. Not a trace exists today except the millpond just south of the highway (yesterday’s railroad).

- MP 20.1 **Camp Silverton** - Now the site of Everett School District's Outdoor Education Camp under a special use permit from the Forest Service, this was the original Forest Service Ranger Station in the Stillaguamish Valley. From 1908 to 1915, forest rangers developed the area's first tree nursery by growing thousands of conifer seedlings to replace the trees burned in the Buck Creek and Long Mountain fires. Evidence of the fires are found in telltale "skeleton" trees (white snags) on hillsides from here to Barlow Pass. Most of the fire scars are now almost hidden by the planted, growing forest.
- MP 21.3 Just past Marten Creek to the north is the **Sperry-Iverson Mine** site. The mine tunnel, though only 30 feet deep, is now closed. Local lore has it that the owners planned to "salt it" and sell the mine to an unsuspecting buyer. No ore was ever shipped from this site.



Along this stretch of highway look for old mine tunnels, traces of the long abandoned railroad and remnants of ghost towns, silent reminders of the mining boom of the 1890s. Between Marble Peak and Black-jack Ridge hung a 9000 foot aerial tramway bringing ore down to the railroad from the Forty-five Mine over the divide into the Sultan Basin.



MP 22.5 **Silverton** - It's quiet now, but in 1897 over 3000 townsfolk chased the news of silver and gold discoveries in the nearby mountains. The boom only lasted until November of that year when temperatures in the mountains rose. What should have fallen as snow came down instead as the heaviest rain torrent ever recorded. The railroad literally washed away and it took three years to rebuild the line back to Monte Cristo's mines. Today, only a handful of residents call Silverton home. The 49,000 acre Boulder River Wilderness is located north of here and borders the Mountain Loop Highway.



*The main street of Silverton in 1893 when mining in the Monte Cristo area was in full swing.*

MP 25.5 **Big Four Inn** - At a homestead first known as Trout's Marsh, the mountain meadows lured the industrious Rucker brothers to cash in on the exquisite scenery. With the construction of the Big Four Inn in 1920 an elaborate 50-room, three-story hotel emerged. Tennis courts, a nine-hole golf course, and an artificial lake completed the scene for the thousands of guests arriving by railroad every summer. The glamour faded as the Great Depression in 1930 forced even the

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*Big Four Inn and  
main lobby.*



wealthy to stay closer to home. The resort was resold many times and by World War II, the U.S. Coast Guard was using the facility for rest and recuperation. Finally, in 1949, as plans were being drawn to develop the site as a park, the Inn burned to the ground. Today only the chimney and sidewalks remain of the Inn, but the meadow, beaver ponds, and picnic area still attract thousands of recreationists to enjoy the outstanding scenery that once tempted the Rucker brothers many years ago.



The **Big Four Ice Caves National Recreation Trail**, is a short 1 mile hike. This trail accommodates walkers of all ages and abilities. The trail leaves the parking lot, on boardwalk along the beaver ponds, and winds through the forest to an elevated bridge over the river. The trail becomes more narrow as it climbs gently to the ice caves. The caves are actually a snowfield avalanched from Big Four Mountain, where the “caves” form late in the summer as warm air flows down-slope and under the snowpack. The caves are extremely dangerous, as tons of ice may crash to the ground at any time - PLEASE DO NOT ENTER! - Avalanche danger is high in this area in the springtime also.

- MP 25.6 **Coal Lake Overlook** (Spur Rd. #4060) - About 3 miles up this steep, winding gravel road, magnificent views of the South Fork Stillaguamish river appear. Dominated by Big Four Mountain, this pullout is a favorite site for photo opportunities.
- MP 26.1 **Perry Creek Trailhead** - Encouraged by the owners of the Big Four Inn, the Forest Service built the Perry Creek Trail to accommodate the resort’s guests. This lovely 3.8-mile hike to the meadows beneath Mt. Forgotten is reached by turning north on Forest Service Rd.# 4063.
- MP 26.2 **Perry Creek Camp** - Serving as a spike camp for the CCC from 1938 to 1942, this site was home for the crews extending the automobile route from Big Four to Barlow Pass. Used until recently as an undeveloped campground, this area is proposed for additional parking and an alternative trail to the Big Four Ice Caves.
- MP 27.7 **Mt. Dickerman Trailhead** - This trail was built to accommodate the resort guests at Big Four in the 1920s. The strenuous 4.3 mile hike climbs steeply through dark forests, rising above timberline to alpine meadows with masses of wild-flowers. At the summit magnificent views may be had in all directions.



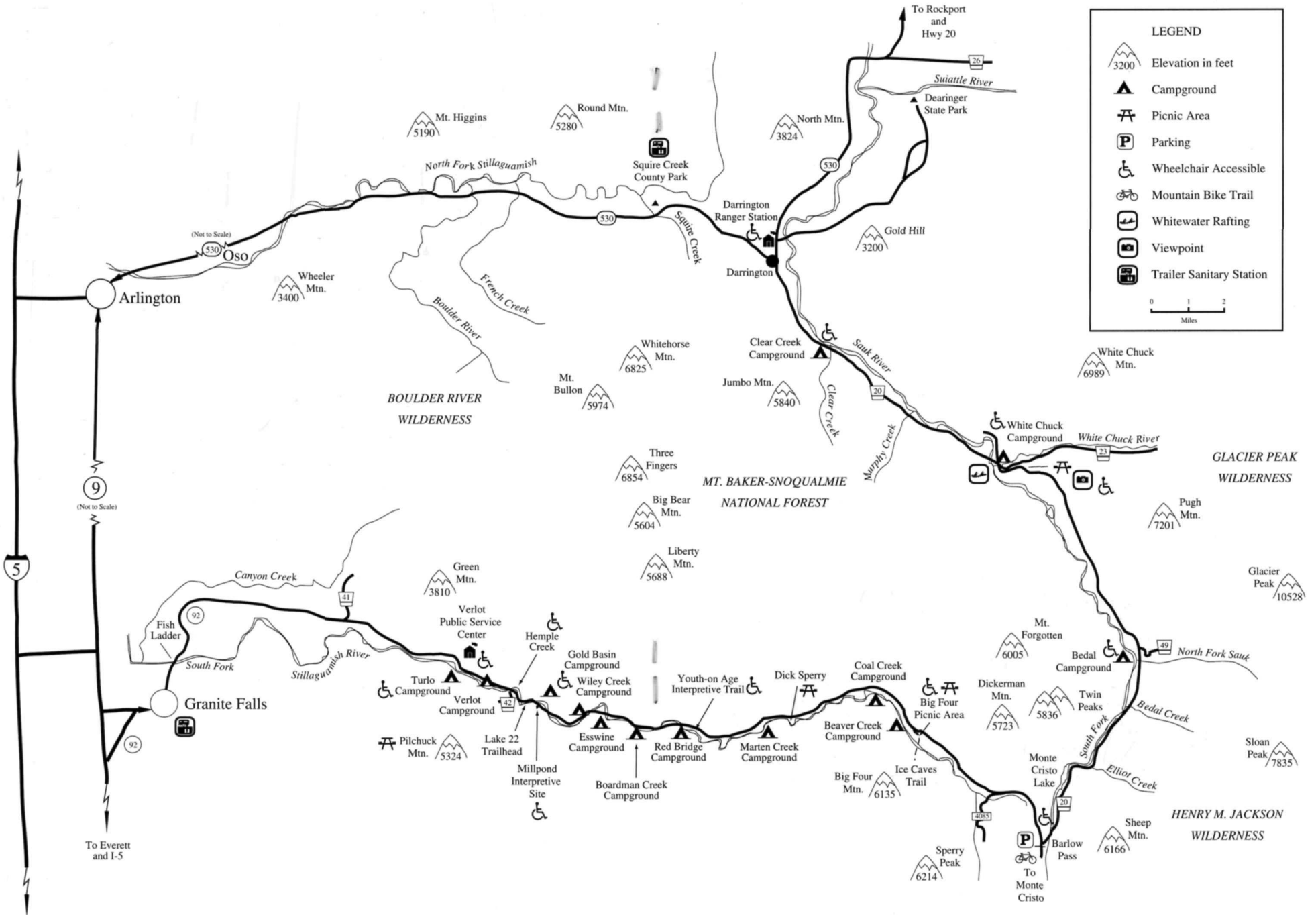
*View From Sunrise Mine Road*

- MP 28.1 **Sunrise Mine Trailhead** - Turning south onto Forest Service Rd. #4065 and continuing about 2.5 miles to the end, offers excellent photo opportunities for the camera buff. Views from the trailhead parking lot are magnificent, including the U-shaped South Fork Stillaguamish Valley, as well as Sperry, Morningstar, and Del Campo Peaks. For those with more time and energy the rugged, 3.4-mile trail, although notorious for rockfall, is well worth the effort.
- MP 30.6 **Barlow Pass** - Named for J. P. Barlow, the railroad surveyor who ventured this way in 1891, Barlow Pass marks more than just his journey. The low mountain pass divides two major watersheds, the Stillaguamish and the Sauk. These drainages were used by their native namesakes, the Stillaguamish and the Sauk Tribes as well as the Euro-Americans who developed the region by building a wagon road to access the Monte Cristo mines.

Millions of years ago a volcano, larger than Mt. Rainier, existed in this location. Cadet, Keyes, Monte Cristo, Columbia and Williams peaks were made up from a series of lava flows at least 2000 feet thick.



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Barlow Pass also marks the end of the pavement for the next 14 miles. From here, there are many options.

The site of the Barlow Pass Guard Station from 1917 to 1949, two trails start here: **Old Government Trail** (to Buck Creek) which is 2.7 miles in length, branches at 1/2 mile and continues up to the lookout site; and **Barlow Point**, a short loop walk to the old railroad grade above today's highway. Parking and toilet is available.

Park along the south side of the road to travel back in time! This 4 mile unpaved county road washed out in the 1980 and 1990 floods. The road remains open for hiking and bicycling to the town of **Monte Cristo**. Cross-country skiers and snow-mobilers may trek up the railroad grade in winter. Due to varied and extreme conditions, the bridge access at 1.7 miles, may be questionable from year to year. The major share of this road travels through private land. Bikers be alert for hikers and vehicles.



*Town of Monte Cristo, 1897.*

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The remains of the mining town of Monte Cristo stand amid spectacular alpine scenery: glaciers cling to the 7000-foot peaks east of the townsite and trails lead into the Henry M. Jackson Wilderness. Gold was discovered here in 1889 by a prospector who found his way over the mountains from Sultan “through forests so dense he could not see more than 100 feet in any direction.”

By the 1890s, the town boasted a population of 2000 including shops, hotels, taverns, a newspaper office, and a school. A 200-ton ore concentrator and daily rail service to Everett kept the pace lively until the depression hit at the turn of the century. By 1902, Monte Cristo’s population had fallen to 200. Today only a handful of hardy souls call this secluded valley home. PLEASE RESPECT ALL PRIVATE PROPERTY. The Forest Service has provided a free walk-in (or bicycle-in) campground near the townsite for those wishing to spend time exploring the area and adjacent hiking trails.

MP 21 on FS Rd #20 Pavement on the Mountain Loop ends at **Barlow Pass** but the gravel road continues down the upper Sauk River. Winding in and out, with splendid glimpses of glacier-clad peaks and lovely forests of varying ages and complexities, this side of the pass supplied the world with yet another kind of treasure: “green gold” or timber.

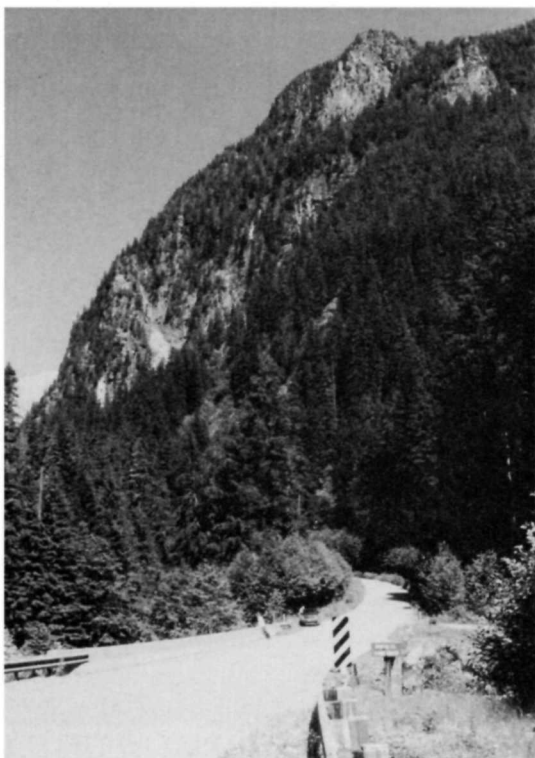
This portion of the Mountain Loop follows parts of the historic “tote road.” Built from 1889 to 1891, the developers of the Monte Cristo Mines constructed the “tote road” almost entirely with their own funds. Several homesteads were located along the way but all have since been abandoned. After converting the railroad route to a road from Verlot to Barlow in 1934, the CCC continued work along the upper Sauk River. The Sauk River Lumber Company railroad grade down to Darrington became the northern end of Mountain Loop Byway. THIS IS A SINGLE LANE ROAD - DRIVE SLOWLY WITH YOUR LIGHTS ON AND BE PREPARED TO YIELD THE RIGHT-OF-WAY AT ALL TURNOUT STATIONS.



MP 19.7 Following the upper **Sauk River**, the byway winds its way down the ancient route of the “Sa-ku-me-hu” people. The Sauk Indians travelled the lower regions by canoe, but the river’s tumultuous headwaters stopped even the most skilled boaters, causing foot trails to the high country to evolve.

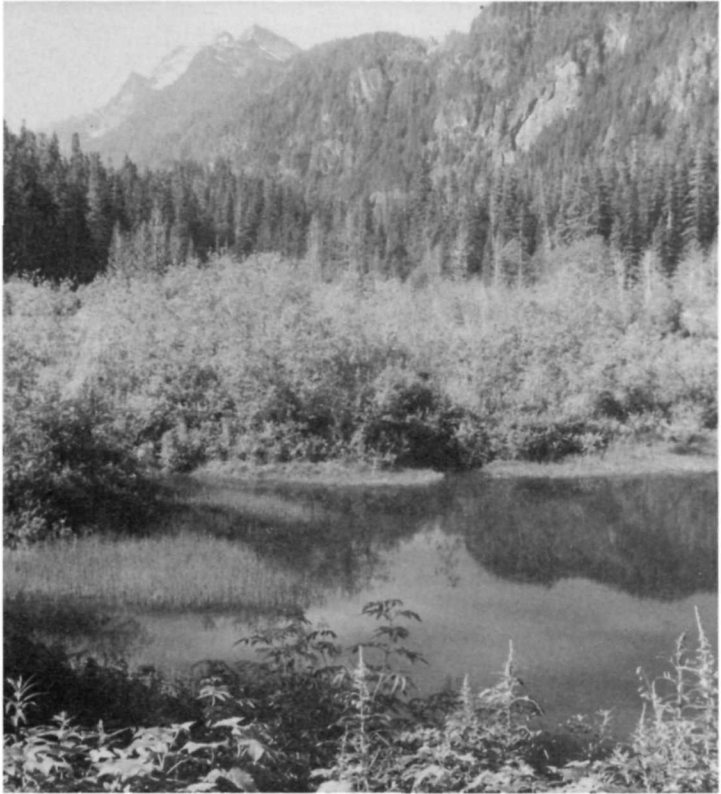
The Sauk below Elliott Creek is part of the Skagit Wild and Scenic River system that was federally designated in 1978 to preserve its free flowing characteristics.

MP 19.3 **Sheep Mountain** - This mountain was named by miners who mistook the mountain goats on its slopes for sheep. At 6166 ft. elevation, the tilted rock massif reveals 40-million-year-old volcanic flows over 4000 ft. thick.



*Crossing the  
North Fork  
Sauk River*

- MP 18.0 **Monte Cristo Lakes** - The lakes were created when melting glaciers left behind gravel debris. The three shallow lakes were once favorite campsites for Sauk elk hunters. Now silently filling with tons of mine tailings washed down from Monte Cristo, this area is transitioning from lake to marshland to meadow.



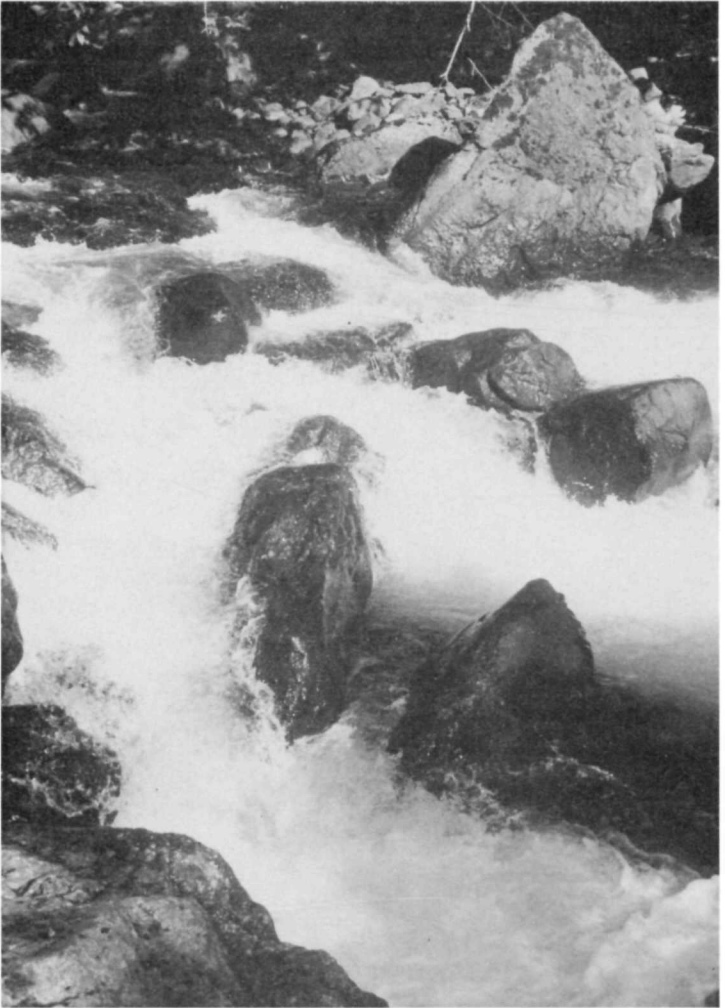
*Monte Cristo Lake*

- MP 17.8 **River Gradient** - Sauk legend tells of the rocks being painted by the blood of slaughtered elk as they plunged from the cliffs near Monte Cristo Lake. Geologists explanation is that iron ore tailings from upstream mines have stained these rocks. What do you think happened here?



*Headquarters cabin at Goat Lake, early 1900s.*

- MP 17.7    **Elliot Creek** - Named for an early prospector at nearby Goat Lake, Elliot Creek flows briskly into the Sauk River, dividing two major geologic formations east to west. The Elliot Creek crossing has historic significance as well. Just east of today's byway lies remnants of the 100-year-old, puncheon-planked "tote road" to Monte Cristo.
- MP 16.5    **Sauk Pools** - Surviving Puget Sound pollution, fishing boats, dams, nets, silt, culverts, and predation, Sauk River salmon travel 100 miles to spawn and die in these pools. The combination of clean, cold water, overhanging trees, and "pool-and-drop" formations provides excellent habitat for reproduction of these wild fish. Bull trout, a federally listed sensitive species, also thrives here, reproducing in the highest numbers anywhere in the Pacific Northwest.



*Sauk  
River  
Pools*

MP 15.5 **"Rock-a-Bye-Rock"** - In a area that receives 120 inches of rain each year, even the rocks seem to grow. Accumulations of fallen leaves, moss, and soil-creating lichens prepare a bed where seeds and spore flourish. Often called nursery rocks, these boulders support ferns which, in turn, create habitat favorable to the establishment of additional plant species.



- MP 13.7 **North Fork Sauk River** - Sugwalich is the Indian name for the North Fork meaning “Straight-running Stream.” A trail following this drainage continues east to Indian Pass, a major trade route for the Sauk people. Mt. Pugh, Sloan Peak and Bedal Peak are visible to the south, while the rugged cliffs of Spring Mountain may be seen to the east.
- MP 13.6 **Bedal Campground** - Once the age-old site of native hunters, Bedal was later settled by James Bedal and his wife Susan Wa-wet-kin a member of the Sauk tribe. The Bedals were followed by other homesteaders hoping to cash in on the gold rush. A Mr. Morehouse established a trading post and post office, dubbing it “Orient” for the distance he had travelled. Today’s campground, built by the CCC crews from Darrington, treats forest visitors with a taste of the peacefulness that earlier travelers once knew. Equipped with wheelchair-accessible restrooms, Bedal Creek Campground is a favorite of many visitors.



*CCC shelter at one of the campsites in Bedal Campground*

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- MP 13.4 **North Fork Guard Station** - Federal management of timberlands began near here in 1898, when A.H. Moll became the first Ranger assigned to this area. His homestead doubled as headquarters located about 3 miles below Bedal. Today's North Fork Guard Station, built in 1920, was used until 1990 by seasonal Forest Service employees.



*Sauk River Lumber Camp*

- MP 12.7 **Sauk River Lumber Co.** - "Riding the rails" was the only commute when working here in the 1930s as entire logging towns were built along the train tracks. Consisting of bunkhouses, kitchen, dining hall, and various other outbuildings, major camps were established near Dubor Creek, at the mouth of the White Chuck, and near Bedal. The company being extremely efficient, packed up and moved (even the rails) as soon as operations were completed in each area.





MP 12.9

**Ferns** - This valley's lush growth is due in part to ferns. An ancient, simple plant form, fern fossils found in these hills date back to the age of dinosaurs. Billions of reproductive spores, combined with abundant rainfall, allow these "cryptogams" (hidden mating) to flourish. Look under a frond for telltale clusters of dustlike spores. Did you know that when rubbed on nettle-stung skin, it can reduce the pain?



*Sword Ferns*

MP 8.6

**Beaver Lake Trailhead** - Following the Sauk Lumber Company's old railroad grade, the 3.2-mile trail meets the Byway here and at MP 6 near the Whitechuck Campground. Located along the trail was the 1916 site of the Sauk Ranger Station. The cabin provided haven for ranger and traveler alike. A massive, 48 ft. in circumference cedar tree, complete with spike "ladder," served the ranger as a forest fire lookout perch. Standing today, this cedar is a remnant of the ancient forests that railroaders harvested from 1920 to 1940. Decaying train trestles, now covered with moss, tickle ones imagination along this lovely hike.

MP 6.6 **White Chuck Overlook** - This small 2.8-acre clearcut has opened up views of White Chuck Mountain and the river valleys. The overlook, developed as a wheelchair-accessible picnic stop, provides excellent photo opportunities not common in this densely forested region.

The overlook also provides a chance to watch for birds on the way or scan the slopes of Whitechuck Mountain for mountain goats along the rocky outcrops. Below the overlook was the site of a past railroad logging camp.

The forest stand was commercially thinned in 1985 and 1992. Feel free to walk through this maturing second-growth stand.



*View of White Chuck Mountain from the overlook.*

MP 6.4 **White Chuck Road** - A major access road leading into the 577,000 acre Glacier Peak Wilderness, this is one of the busiest roads on the Darrington District. Several popular trails, including the White Chuck Trail which accesses the Kennedy Hot Springs, take off from this road. On clear days Glacier Peak, a dormant volcanic peak, can be viewed from the end of this road.

Eleven thousand years ago, an eruption caused a massive mudflow to sweep down its slopes. It came to a halt where the town of Darrington now lies, diverting the Sauk River from its entrance with the Stillaguamish River. The Sauk, still young and ever changing, now flows northward toward the Skagit River.



MP 6.3

The White Chuck River's glacial waters of melting silt contrasts with the blue-green water of the Sauk River. A popular site to "put in" for a whitewater float trip, only experienced paddlers should attempt this stretch of the river as this water contains a series of long difficult rapids with possible constricted passages. Complete with wheelchair-accessible restroom, interpretive signs, and an adjacent campground, the **White Chuck boat launch** invites exploration by experienced boater and landlubber alike.



*Along the Old Sauk*

MP 0.8

**Old Sauk Trail** - This trail is a gentle 3.5-mile stroll, that wanders through remnants of old-growth forest and flood-plain alder stands while following the Wild and Scenic River. Spawning salmon and steelhead frequent the waters of Murphy Creek at the southern end of the trail. View the fish habitat improvements constructed in Murphy Creek and near Constant Creek along the trail.

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MP 0.5     **Clear Creek Campground** - This was the site of the area's first ranger station. Observant eyes may spy remnants of times gone by, such as porcelain telephone line insulators high in the trees. Now developed as a campground, there are ten campsites suitable for tents or trailers. A fish habitat improvement project is located in a side channel of the river, and supports wintertime populations of bald eagles.

MP 0.0     National Forest Boundary

MP 50  
(on State Hwy 530)     **Darrington** - Known to the Sauk Indians as "Wh-zul-cade," Darrington was the portage trail for canoes between the Sauk and Stillaguamish Rivers. This site was a major camp for the tribe as the forests supplied them with timber for their homes, cedar for their canoes, meat to eat and skins for clothing.

Darrington, at an elevation of 550 ft., is nestled at the base of 6825 ft. Whitehorse Mountain. Darrington is one of the main gateways to the beautiful North Cascade Mountains. Although Darrington's history was influenced by early surveyors seeking a pass through the mountains, it was the search for gold and other minerals that created the town.

During the early years of mineral exploration, other enterprising people were beginning to mine for the green gold of the forests, an industry that lasts to this day. Proudly dependent on its abundant timber resources, Darrington provides the United States and the world with a large variety of essential wood products from private, state and federal forests. The community also embraces the scenic and recreational values the area has to offer. Various shops and accommodations await the visitors' exploration, as well as hiking, fishing, and camping opportunities.

Events in the summer include the Darrington Bluegrass Festival in July, and the rodeo and Celebrating Wildflowers Festival held in June. Darrington hosts the National Archery tournament every three years (1994, 1997, 2000).



Drive one-half mile north of the Mountain Loop Byway on State Hwy 530 to visit the Darrington Ranger Station, as well as the Nels Bruseth Memorial Garden and its collection of Sauk cedar canoes located across from the ranger station. The Darrington Ranger District, part of the Mt. Baker-Snoqualmie National Forest, encompasses over 570,000 acres of national forest land. Within this area are 293,000 acres of wilderness, created to preserve the wild character of the land.



The Ranger Station is open seven days a week from May to mid-October and Monday through Friday during the winter.

MP 46.5  
on  
Hwy 530

**Squire Creek County Park** - This 27-acre forested facility provides tent and RV camping, an RV dump station, fishing, picnicking, and children's play area. Deded to Snohomish County in 1926 for \$1, the park was dedicated as a "public recreation ground," and is open from May through September.

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on State  
Hwy 530     **Whitehorse, Fortson, Hazel, Oso, Ryan Falls, Trafton** - Not long ago, these little known communities boasted populations to match their many active sawmills. With the advent of the automobile and less reliance on the railroad, these towns have all but disappeared. Stop at the Whitehorse Store, the Fortson Fishponds, or the old Trafton schoolhouse for a glimpse of times gone by.

MP 22  
on State  
Hwy 530     **Arlington** - An All-American City, bordered by the tumbling Stillaguamish River, it reflects all the beauty and diversity of the Northwest. The 4400 Arlington residents enjoy the friendly atmosphere of an American small town with “big city” amenities just one hour away. Friendly and helpful shopkeepers accommodate the need for any variety of merchandise.

While in Arlington, visit the two city parks with settings of green trees and well maintained lawns for picnics, beach and water activities.

Don't miss the Experimental Aircraft Association Fly-In held each July at the Arlington Airport. This is the second largest held in the United States. The Festival of the River is held each August and features natural resource and education displays on the dynamics of river systems.

**For More Information Contact:**

Darrington Ranger Station  
1405 Emmens St.  
Darrington, WA 98241

436-1155  
259-7911

Verlot Public Service Center

691-7791

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