United States Department of the Interior
National Park Service

National Register of Historic Places
Date listed 2/7/2011
NRIS No. 10000215
Oregon SHPO

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name McKenzie Highway Historic District

Other names/site number McKenzie Highway No. 15; McKenzie Pass Highway; Oregon 242

2. Location

street & number Oregon Highway 242 ☐ not for publication

city or town Unincorporated ☐ vicinity

State Oregon code OR county Lane, Linn, Deschutes code 039,043,017 zip code N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this _X_ nomination __ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property __ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally _X_ statewide ___ locally. (___ See continuation sheet for additional comments.)

Signature of certifying official/ Date

State or Federal agency and bureau

In my opinion, the property _X_ meets ___ does not meet the National Register criteria. (__ See continuation sheet for additional comments.)

Signature of certifying official: Deputy State Historic Preservation Officer Date 8.11.10

Oregon State Historic Preservation Office
State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is: Signature of the Keeper Date of Action

___ entered in the National Register
___ See continuation sheet

___ determined eligible for the National Register
___ See continuation sheet

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ___ private
- ___ public - Local
- X public - State
- X public - Federal

Category of Property
(Check only one box)

- ___ building(s)
- X district
- ___ site
- ___ structure
- ___ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Non-Contributing	
		buildings
		sites
2	2	structures
		objects
2	2	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: Road-related (vehicular)
LANDSCAPE: Natural Feature
RECREATION AND CULTURE:
Outdoor Recreation

Current Functions
(Enter categories from instructions)

TRANSPORTATION: Road-related (vehicular)
LANDSCAPE: Natural Feature
RECREATION AND CULTURE:
Outdoor Recreation

7. Description

Architectural Classification
(Enter categories from instructions)

NO STYLE: McKenzie Highway
RUSTIC: Dee Wright Observatory

Materials
(Enter categories from instructions)

foundation: N/A
walls: N/A
roof: N/A
other: EARTH; BASALT; ASPHALT

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets)

See Section 7 continuation sheets.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

X A Property is associated with events that have made a significant contribution to the broad patterns of our history.

___ B Property is associated with the lives of persons significant in our past.

X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

___ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

___ A owed by a religious institution or used for religious purposes.

___ B removed from its original location.

___ C a birthplace or grave.

___ D a cemetery.

___ E a reconstructed building, object, or structure.

___ F a commemorative property.

___ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

TRANSPORTATION

ENGINEERING

Period of Significance

1917-1935

Significant Dates

1917, Initial construction

1920-1924, Improvements made

1935, Construction of Dee Wright Observatory

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

USDA – Forest Service

U.S. Bureau of Public Lands

Oregon State Highway Department

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets)

See Section 8 continuation sheets.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record #_____

Primary location of additional data:

____State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

10. Geographical Data

Acreage of Property 124 acres

UTM References
(Place additional UTM references on a continuation sheet) See Section 10 continuation sheet

	Zone	Easting	Northing		Zone	Easting	Northing
1				3			
2				4			

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Judith A. Chapman, M.A.; reviewed and revised by Robert W. Hadlow, Ph.D., Oregon Dept of Transportation

organization Archaeological Investigations Northwest, Inc. (AINW) date August 21, 2009

street & number 2623 SE 162nd Avenue telephone (503) 761-6605

city or town Portland state OR zip code 97236

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps: A USGS map (7.5 or 15 minute series) indicating the property's location.
A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs: Representative **black and white photographs** of the property.

Additional items: (Check with the SHPO or FPO for any additional items)

Property Owner

name Oregon Department of Transportation (under easement from USDA Forest Service)

street & number 355 Capitol St. NE telephone (800) 275-6368

city or town Salem state OR zip code 97301-3871

NARRATIVE DESCRIPTION

The McKenzie Highway Historic District is a linear property that extends over 34 miles across the Cascade Mountain Range as part of an 80-mile-long route linking the southern Willamette Valley at Eugene to central and eastern Oregon. It is a portion of "McKenzie Highway No. 15" and is signed as "Oregon 242." The historic corridor connects rural communities in the McKenzie Valley and provides access to several recreational sites. The Oregon 242 route begins at the junction with Clear Lake-Belknap Springs Highway No. 215 (Oregon 126) near the community of McKenzie Bridge in Lane County, then leaves the McKenzie River and heads east through McKenzie Pass in the Cascade Mountains before continuing on to the Deschutes National Forest boundary near Sisters in Deschutes County. The two-lane nominated segment was an improvement over an earlier wagon road and motor route. The highway remains faithful to its original 1920s roadway geometry and alignment. The nominated segment is significant for its historical association with early transportation and national forest recreation in Oregon. The McKenzie Highway is considered a premier Oregon scenic highway and for many years was the primary route over the middle Cascade Mountains.

The alignment's integrity is evident by its narrow width, radial curves, switchbacks, and scenic views. The 34 continuous miles of nominated highway averages 16 feet to 20'-6" in width. This was at a time when federal engineers created the road before highway design guidelines were firmly in place in the United States. Those would follow later in the 1920s and 1930s. The mountain views are integrated into the roadway experience and continue to captivate the modern visitor. A few original features are included in the nominated district. These include the Dee Wright Observatory (1934-35), which is considered a historic/contributing resource. In addition, there are two intact boundary posts that probably date from the original highway construction along the route. Several other features associated with the road are heavily modified, deteriorated, or recent constructions that do not contribute to the significance of the highway. These include original wooden-box and metal-pipe culverts, some of which have collapsed, and two bridges constructed in 2009 that replaced modified timber-span bridges.

The McKenzie Highway follows natural contours while integrating forested glens, geologic slopes, and some of the Northwest's most recent volcanic flows into an outstanding scenic experience. For these reasons, the route is part of the McKenzie Pass-Santiam Pass National Scenic Byway. At the state level, the Oregon Transportation Commission recognized the road's historic, scenic, and cultural values in designating it a State Historic and Scenic Highway. The Dee Wright Observatory, situated near the summit and adjacent to the highway, is the most visited feature on both the scenic byway and on the McKenzie Ranger District of the US Department of Agriculture—Forest Service's (USDA-FS) Willamette National Forest (Smith 2004).

The route over McKenzie Pass started as a nineteenth-century trail and wagon toll-road. In 1914, the Oregon State Highway Commission included it as one of five routes in a "Proposed System of State Roads." However, the State Legislature did not adopt the road for upgrades and expansion as a state highway until 1917, after passage of the Federal-Aid Road Act of 1916 and a reorganization of the Oregon State Highway Commission. At that point road responsibilities shifted from counties to the state. The US Bureau of Public Roads (USBPR), precursor to the Federal Highway Administration (FHWA), worked with the Forest Service and the Oregon State Highway Commission (OSHC) to plan for improvements to the McKenzie Highway as a market road, scenic route, and forest highway. A new curvilinear alignment, with its gentle grades, deviated substantially

from the old wagon road, with its tight curves and steep grades. However, the two would overlap and cross at several locations. Clearing and grubbing on the new road began in 1919. Crews completed the highway to Sisters in 1924 and the agencies dedicated it 1925. They abandoned the wagon road. The new route received the "US 28" designation in 1926, when the USBPR and the states adopted a nationwide US highway numbering system.

HISTORIC DISTRICT BOUNDARIES

The historic linear district consists of the segment of the McKenzie Highway now known as Oregon 242. The Oregon 242 alignment begins at milepost 56 at the junction with Clear Lake-Belknap Springs Highway No. 215 and ends at milepost 91 near Sisters and the eastern boundary of the Deschutes National Forest, close to its junction with US 20/Oregon 126. The USDA-FS (Willamette and Deschutes National Forests) and the Oregon Department of Transportation (ODOT) maintain the historic road width, the alignment, and the clearing limits.

The historic district boundary is defined as approximately 30 feet wide (15 feet from the centerline) and 34 miles in length. The historic linear district consists of the 1920-24 as-built highway alignment, varying from 16.0 to 20.5 feet in surface width. The boundary is generally defined as the road prism, encompassing the surface width of the highway to the toe of the fill slope and/or the top of the cut slope on each side. It also includes the entirety of the designed road improvements associated with the McKenzie Highway at Proxy Falls, Belknap Viewpoint, and Windy Point. The district nomination contains approximately 124 acres.

CONTRIBUTING AND NON-CONTRIBUTING FEATURES

The linear historic district has two contributing resources: the McKenzie Highway, itself, and the Dee Wright Observatory. The McKenzie Highway was completed from 1919 to 1925. The Civilian Conservation Corps (CCC) completed the Dee Wright Observatory as a scenic lookout in 1935. The mortared-rock structure provides outstanding views of the surrounding peaks, volcanoes, basalt fields, and glaciers in the Cascade Mountains.

Non-contributing features in the McKenzie Highway Historic District include the John Templeton Craig grave site (monument dedicated in 1930) and extant remnants or road traces of the 1860s-70s McKenzie Salt Springs and Deschutes Wagon Road that are found within the district boundaries.

McKenzie Highway (1919-25), Contributing

Spatial Organization
The Oregon 242 segment of the McKenzie Highway is a curving mountain road with a panorama of scenic vistas and harmonious features. The route begins near Belknap Springs where the highway from the west forks. One branch, Oregon 126 (the Clear Lake-Belknap Springs Highway) heads northeast towards US 20. The other branch, Oregon 242 (the McKenzie Highway) heads east through the Willamette National Forest in Lane and Linn Counties and the Deschutes National Forest in Deschutes County. Oregon 242 also passes between the Mt. Washington Wilderness Area and the Three Sisters Wilderness Area. The boundaries of the

two wilderness areas are approximately 66 feet on either side from the edge of the highway. The north-south route of the Pacific Crest (Skyline) Trail bisects the highway at McKenzie Pass, at 5,324 feet.

Federal roadway engineers designed the McKenzie Highway segment in the district following prevailing landscape-design principles. These suggested that curvilinear roads should offer a sequential arrangement of selected viewpoints and framed vistas. The route retains the original alignment, curves, and views, and provides an environmental experience in which the motorist passes through several landscapes of varying character (e.g. fir forests, vesicular basalt fields, pine forests). Heading east, the motorist drives past natural and built features, and makes a steep climb at Deadhorse Grade that leads to a major scenic destination at the crest of the Cascades at McKenzie Pass with its view of six major peaks and volcanoes. The pass, which is windswept, offers unobstructed views of the landscape. The drive continues through vesicular basalt fields at McKenzie Pass and ends in pine forests in central Oregon at Sisters in Deschutes County.

The highway's designers sought to harmonize associated built structures within the natural setting. The completed roadway featured rockwork headwalls at two timber-stringer bridges (now replaced) and several culverts. The Dee Wright Observatory's vesicular basalt construction blends with the barren landscape and offers enframed views of snowcapped volcanoes and peaks in the Cascade Range. The rustic nature of these structures were an integral part of the roadway design.

Circulation Patterns
The McKenzie Highway became the principal route or gateway for crossing the Cascade Mountains between the upper Willamette Valley and central Oregon. However, heavy snow accumulations often closed the pass for six months at a time. In 1962, the state highway commission, the USDA-FS, and the USBPR opened the Clear Lake-Belknap Springs Highway to connect the McKenzie Highway with the Santiam Highway (US 20) and provide a year-round route across the Cascades.

The Clear Lake-Belknap Springs Highway, the Santiam Highway, and the McKenzie Highway segment described in this document form a circuitous scenic byway (both state and national) that takes visitors past Suttle Lake, Clear Lake, Sahalie Falls, and Koosah Falls, then through Santiam Pass to Sisters, and back over McKenzie Pass to the point of origin near Belknap Springs. Along this loop are viewpoints, campgrounds, parks, and nature trails that offer numerous scenic views and recreational opportunities.

Topography
The McKenzie Highway follows the region's natural topography, providing scenic views, natural areas, and roadside geologic attractions as key components of the travelers' experience. When threading through the forested, volcanic, and glacial landscape, the motorist interacts with the natural environment, an idea that prevailed during the 1920s for scenic-road construction. Using this concept, the horizontal alignment becomes the topography and presents nature through long tangents, short radial curves, simple turns, and coordinated views.

The McKenzie Highway also exhibits a topographic interface through gradient changes and naturalistic cuts and fills, especially on the western slope of the Cascades at Deadhorse Grade. These profile elements illustrate the roadway's relationship to the topography in reference to grade, distance, and cross drainage. The

highway has several other physical qualities and points of interest that enhance this landscape interaction, such as integrated mountain streams, forested hillsides, snowy passes, and the vesicular basalt terrain.

Designers created the curvilinear alignment, radial curves, scenic landforms, and viewing turnouts or overlooks (e.g. Proxy Falls, Belknap Viewpoint, Windy Point, and Dee Wright Observatory) to work with the topography to enhance the highway's aesthetic quality. Waysides and overlooks interact with these features to provide scenic vistas. The landscape is varied. It consists of high mountains, narrow canyons, cascading streams, and wooded slopes. Finally, the original unsurfaced roadbed, with its raw nature and narrow width, helped the highway blend well with its natural setting.

The surrounding area's topography provides a panoply of mountain alpine vistas and volcanic activity that are part of the traveling experience. The highway flaunts one of the highest concentrations of snowcapped volcanic cones, peaks, and associated glaciers in the lower 48 states. The variety of volcanic features is astounding, taking into consideration the extensive vesicular basalt fields and cinder cones reaching from North Sister to McKenzie Pass and the numerous obsidian flows along the south flanks of the South Sister. The mountains show the marked effects of glacial scouring and erosion. The area on the east flank of the Cascade Range is a geologically young and complex volcanic region. The major large strato-volcanoes line the crest of the Cascades and hundreds of cinder cones dot the landscape. Those prominent in the viewshed are the Three Sisters, Three Fingered Jack, Mt. Washington, and Broken Top, as well as Mt. Jefferson to the far north. Windy Point, on the east side of the summit, provides a vista of Mt. Washington from the highway and a view of a 65-square-mile lava flow.

Vegetation
The purpose of naturalistic concepts in road design during the 1920s in national parks and forests was to interrupt the topography as little as possible by concealing inconspicuous areas with vegetation and carefully shaping the roadway through scenic selection and emphasizing natural materials. The McKenzie Highway's construction followed these concepts. Designers located east and west slopes of the McKenzie Highway within a canopy of trees that would minimize the roadbed's visual impact and, at the same time, accentuate the landscape that became a primary component in the route's development.

The surrounding topography on the west slope consists of steep ridges and ravine terrain. Dominant tree species within the setting are Douglas-fir, western red cedar, western hemlock, Engelmann spruce, grand fir, noble fir, ponderosa and lodgepole pine, and deciduous hardwood trees. Riparian areas include red alder, Oregon ash, bigleaf maple, golden chinkapin, blackberry, and a variety of ferns and shrubs. Streams are generally characterized by waterfalls and rapids, offering locations to pause and view nature. The western slope of this area of the Cascade Range is drained by Lost Creek, White Branch Creek, Proxy Creek, and Frog Camp Creek.

Dee Wright Observatory (1934-35), Milepost 77.46 (north side), Contributing

The Dee Wright Observatory is a mortared vesicular basalt edifice located at the McKenzie Pass summit. William N. Parke, a landscape architect for the Willamette National Forest designed it to offer motorists traveling through the pass enframed views of the Three Sisters, Mt. Washington, and Mt. Jefferson, among

other peaks and buttes. Members of CCC Camp F-23 of Company 927 constructed the observatory in 1934-35. The rustic circular tower was named as a memorial to Dee Wright, an employee of the USDA-FS, long-time packer, and a CCC foreman. For these reasons, Dee Wright Observatory is called out as a separate contributing feature in this nomination.

The observatory was built as an open shelter that protrudes as an extension of its vesicular basalt base. The observatory is located in the middle of a massive lava flow at the Belknap Shield volcano and is integrated with the surrounding landscape, visually representing a growth of the vesicular basalt field by melding its design and function. Parke designed this solid architectural structure with the appearance of a fortress to capture the attention of the motorist on McKenzie Highway. Its purpose was to offer views of mountain vistas and layers of volcanic ash and pumice through window-like openings. Interior interpretive panels depict stories of early travelers and regional geology. A bronze peak locator (missing the original arrow) is at the top of the structure.

Originally, rock steps led to the viewpoint, but they became hazardous. Wooden steps replaced them in 1954, followed more recently by lava steps (Hatton 1996:274, Endnote 167). The Dee Wright Observatory has been minimally modified for wheelchair access. The Forest Service repaired the observatory's steps, walkways, and walls in the late 1960s and the early 1970s. In 1989, a lightning strike caused smoldering within the structure, revealing that it had a timber framing system. The observatory received additional repairs in 1999. All are in keeping with its historic character. The observatory retains its historic appearance and original function as a viewpoint on the McKenzie Highway.

John Templeton Craig Grave, Non-contributing

John Templeton Craig worked with John Latta to construct the McKenzie Salt Springs and Deschutes Wagon Road, a wagon road that was the predecessor to the McKenzie Highway. Craig froze to death in December 1877 in a cabin near the summit. His grave and marker are found near the McKenzie Highway close to Craig Lake. Even though Craig was instrumental in constructing the 1870s wagon road, he has no direct connection with the McKenzie Highway. Because of this, his grave is a non-contributing feature along the route.

McKenzie Salt Springs and Deschutes Wagon Road, Non-contributing

John Latta and John Templeton Craig constructed the McKenzie Salt Springs and Deschutes Wagon Road in the late 1860s and early 1870s. It was the predecessor of the McKenzie Highway. Several extant segments within the vesicular basalt fields are virtually unchanged and visible near the McKenzie Highway. However, the old wagon road is not a contributing feature of the McKenzie Highway Historic District because its development and use is not tied to the planning or construction of the McKenzie Highway.

STATEMENT OF SIGNIFICANCE

The Oregon 242 segment of the McKenzie Highway is eligible for listing in the National Register of Historic Places under the category of historic linear district. The highway qualifies for significance under criterion A for its historical association with early transportation in Oregon as the primary motor route over the middle Cascade Mountains. The highway was one of five roads included in the first Oregon State Highway Commission plan in 1914 and it is the first forest road built by the US Department of Agriculture's Forest Service (USDA-FS) and the US Bureau of Public Roads (USBPR) in Oregon. The McKenzie Highway has long been considered one of the most scenic routes for recreationists in the Pacific Northwest. As a transportation corridor, Oregon 242 possesses natural scenic vistas and it offers one of the most impressive views of volcanic activity in the continental United States. The panorama of basalt fields from the McKenzie Pass is striking due to the contrast between the black lava and the white snow, showcasing the forces of fire and ice.

Oregon 242 is a major segment of the McKenzie Pass-Santiam Pass National Scenic Byway, an 82-mile loop that provides a tour route of the natural scenic area. The byway is one of 1,500 federally-recognized distinct and diverse roads designated by the US Secretary of Transportation and the Federal Highway Administration for cultural, historic, scenic, and recreational values. The loop is also a state scenic byway designated by the Oregon Transportation Commission. The Oregon Scenic Byway program notes that the byway's natural qualities are of national importance and interest, due to the outstanding examples of both ancient and recent volcanoes, cinder cones, lava flows, and deep, glaciated canyons. Forests along the byway contain rare old-growth firs and ponderosa pine, and it is home to several endangered wildlife species (ODOT 2006).

The Oregon 242 segment of the McKenzie Highway alignment is also eligible under criterion C for the quality of original construction and integrity of the highway. Engineers under the direction of Charles H. Purcell, from the USBPR's Portland District Office, and landscape architects employed by the USDA-FS created the route during the developmental period of scenic road construction in national parks and national forests, when recreation was first emerging as a design consideration. The result was a road that greeted the traveler with a panorama of natural scenic views that were incorporated into the vision of the completed road.

The Dee Wright Observatory is a contributing element to the McKenzie Highway's historical significance under criterion C. The observatory is significant for its integrity of workmanship and for its association with the Civilian Conservation Corps (CCC), a Depression-era program designed to provide jobs and promote natural resources. It is the single-most important feature associated with the McKenzie Highway. Its construction also complements the design philosophy that the road's creators espoused a decade earlier.

Oregon 242 retains a high level of integrity. These include integrity of *location* and *design*, evidenced by the original alignment and narrow pavement width, intact radial curves, and finished slopes. The highway continues to use these features to create an integrated driving experience with nature, indicating the *setting* is intact, characterized by forested glens, vesicular basalt fields, and scenic vistas. *Workmanship* is evidenced by the level of physical skill that was used in constructing the road to conform to the natural topography and vegetation, and in using rustic features along the route. The highway retains a sense of historic *feeling* by

evoking the original character of the landscape and early motoring experiences. The *association* of the highway to the history of road building, early transportation, and forest recreation in Oregon history is evident.

Period of Significance (1917-35)

The McKenzie Highway represents a facet of history that is significant on state level because it illustrates the mechanics of building the first forest road in Oregon after passage of the 1916 Federal-Aid Road Act, and it uses the prevailing concepts of scenic road construction found in national parks and forests in the 1920s and 1930s. The highway possesses the necessary features to convey this aspect of construction design (narrow width, curves, gradient) and it maintains an important association with the historical events that shaped these features within the period of significance.

The period of significance for the McKenzie Highway is 1917 to 1935. The Oregon State Highway Commission improved the original wagon road in 1917. From 1920 to 1924, state and federal forces designed, graded, and graveled the highway to current road engineering standards and it became part of the state highway system. The Civilian Conservation Corps (CCC) built the Dee Wright Observatory in 1935 to provide outstanding views of mountains and volcanoes, thus increasing the highway's popularity.

HISTORIC CONTEXT STATEMENTS

The McKenzie Highway evolved from a trail, to a wagon road, to an early automobile route, to the present highway. Several contexts reflect this history and the route's role in national forest recreation.

Scott's Trail and the McKenzie Salt Springs and Deschutes Wagon Road (1862-1919)

The McKenzie River and subsequently the highway owe their names to Donald McKenzie, an early explorer who was born in Scotland in 1783. He took a partnership in the Pacific Fur Company at the request of its founder, John Jacob Astor, after ten years in the Canadian fur trade. He crossed the continent to arrive in the Pacific Northwest in 1812. He explored the Willamette Valley as far south as the present-day Eugene-Springfield area and the three forks of the Willamette River. The upper fork soon bore his name. McKenzie later went into a career with the Hudson's Bay Company and made a substantial fortune in the fur trade before retiring to New York state, where he died in 1851 (Munford 1981).

Felix Scott Jr. built the first trail/road along the McKenzie River and over the mountains to central Oregon. Trails and routes over the mid-Cascade Mountains were necessary for pioneers reaching the Willamette Valley and later for gold seekers searching for access to discoveries in eastern Oregon. Scott's family came west from Missouri to California in 1845 and then to Oregon the following year. Scott eventually staked a claim on the south bank of the McKenzie River, north of present Springfield near the Mohawk River's mouth. In the early 1860s, when prospectors discovered gold in Idaho and eastern Oregon, Scott saw the need for a miner's supply road over the Cascades from the upper Willamette Valley (Williams 1988).

Scott began construction of his McKenzie Fork Wagon Road in 1862. It would follow an American Indian trail that went up the McKenzie River from its confluence with the Willamette River (Munford 1981). Scott hired

John Templeton Craig to help create the route. Craig was a native of Ohio who came west in 1852 and settled in the lower McKenzie Valley, but after the road-building expedition with Scott, he craved an isolated life and built a cabin on Craig's Pasture at what he considered a more logical place to cross the McKenzie River for a different route over the mountains. Local settler and explorer John Latta discovered this route in 1866. He worked with Craig in the late 1860s and early 1870s to create what they called the McKenzie Salt Springs and Deschutes Wagon Road. This was the route that the present McKenzie Highway would follow—traversing up the Lost Creek and White Branch valleys and passing near Proxy Falls near Deadhorse Grade. After crossing Scott's Trail, the new road climbed up through the lava beds, thereby reaching a summit at least seven hundred feet lower than Scott's Pass. It was open to travel in 1872 and provided the main transportation link between Eugene City and central Oregon (McLean 1963). Craig was the first president of the road company.

The road was popular with cattle drovers, miners, travelers, and also served as a contract mail route (Sawyer 1930:264). By 1898, local residents wanted to improve the wagon road as a public county road. However, it was not until 1910—the year that the first automobile came through the pass—that Lane County began improving the road. No maintenance had occurred for several years. The vesicular basalt fields required the most work. This included removing large rocks, and breaking up smaller rocks and covering them with ballast; removing high centers and stumps; constructing road-turnouts; and in some places widening the road by two feet. Additional funding in 1913-14 furthered these improvements, including shaving grades of more than 10 percent along the route. Those who promoted the road saw it as an important link for automobile use and for economic purposes, such as market, tourist, and business travel. (Hatton 1996:106).

During the teens, the USDA-FS made plans for improving sections of the road for forest access. Both the Cascade National Forest (now Willamette National Forest) and the Deschutes National Forest made substantial allocations to improve the road at McKenzie Pass. The forests and the county crews had many obstacles to overcome concerning upgrades and maintenance. They contended with steep grades, ruts, soft sandy spots, potholes, and snowdrifts, and it was not uncommon for them to gash tires on the sharp lava rocks (Hatton 1996:107).

During the summer of 1914, several hundred people traversed McKenzie Pass, showing its increasing popularity as a touring route. They traveled by automobile, hack, or wagon, on horseback, or even by foot. Men and their teams often hauled cars up the steep grades. Native peoples from the Klamath Reservation continued to use the mountain route to reach the Willamette Valley for hop picking. In 1916, in a push to improve the section between Sisters and Windy Point, the Sisters Road District conducted surveys for road improvements, since it was of economic interest to have a passable road for tourists. The McKenzie Highway would soon become the most traveled highway in the state outside of the Columbia River Highway (Hatton 1996:107).

Lawmakers created the Oregon State Highway Commission (OSHC) in 1913. A year later, the commission included the McKenzie Highway as one of five routes in a "Proposed System of State Roads." However, the state legislature did not adopt the road for upgrades and expansion as a state highway until 1917, after passage of the Federal-Aid Road Act of 1916 and a reorganization of the Oregon State Highway Commission and department, whereby some road responsibilities shifted from counties to the state. The USBPR worked

with the USDA-FS and the OSHC to improve the McKenzie Highway No. 15 as a market road, scenic route, and forest highway. (Carrick 1993:3, 6-7, 15; Oregon State Highway Division 1988).

The USBPR administered federal financial assistance to states for road construction within or adjacent to national forests and parks, but the State Highway Commission would manage the contracts. The USDA-FS was also involved in the agreement if the highway was on national forest lands. The USBPR administered road work under the Federal-Aid Road Act of 1916 and subsequent acts. Oregon's road system grew with the help of funds that the federal acts authorized. The USBPR appropriated money for surveying, constructing, and maintaining roads and trails that provided access to and through national forests. In general, local, state, and federal road improvement programs upgraded original alignments dating from the era of wagons and early automobiles. For primary highways, the USPBR financed construction with modern grade and curvature standards and tried to find ways to incorporate Rustic-style architectural elements in its road designs.

McKenzie Highway Construction History (1919-1950s)

Highway upgrades and improvement work began in 1919 targeting deficiencies in the improved wagon road's geometry, bridges, and driving surfaces. Although the new McKenzie Highway alignment generally followed the route of the improved wagon road, it bypassed many sections due to the steep grades. (Several high-integrity segments of the approximately 9-foot-wide wagon road remain within the forest and the lava beds.)

Forest Service labor, under the direction of the USBPR, carried out improvements on the McKenzie Highway in the early 1920s (OSHC 1920, 1922, 1924, 1926). Federal participation in forest road construction began in 1916 when Congress passed the first Federal-Aid Road Act. This program provided federal funds for roads that were needed primarily for management of the national forests, as well as providing funds to states for road improvements.

By 1920s, the USBPR's Portland District office, under the direction of Charles H. Purcell, oversaw federally-funded highway construction, bridge construction, and culvert placement in Oregon, Washington, Montana, northern Idaho, and Alaska (OSHC 1926:346, 351). Purcell had been state bridge engineer for Oregon from 1913 to 1915, where he devoted much of his efforts to overseeing bridge design on the Columbia River Highway east and west of Portland, and the Pacific Highway in southwest Oregon. In the early 1920s, his staff were the design engineers for the McKenzie Highway and the Mt. Hood Loop Highway, in addition to other routes, during the mid 1920s. Purcell left federal service in 1927 to become the California state highway engineer and oversaw design of the San Francisco-Oakland Bay Bridge beginning in 1931. He was California public works director from 1942 to 1951.

Purcell's assistant on the McKenzie Highway was John Arthur Elliott, a University of Washington engineering graduate who studied with Samuel C. Lancaster, the designer of the Columbia River Highway section in Multnomah County. Elliott located the route in Hood River County following Lancaster's philosophy of integrating the road into its surroundings. This included designing the five-windowed Mitchell Point Tunnel. Elliott went on to design much of the Mt. Hood Loop Highway in the 1920s. He also helped draw up a long-term agreement between the USBPR and the National Park Service in 1925 to cooperate on park road design

and construction. Elliott eventually became the ranking engineer for Region 6 of the USBPR (Texas, Oklahoma, Louisiana, and Arkansas) (Nitteberg 1956).

The USBPR and the USDA-FS worked together to build and improve the McKenzie Highway in cooperation with the state. They followed principle design concepts of leading landscape architects such as Andrew Jackson Downing, Frederick Law Olmsted, Jr., Calvert Vaux, and Henry Hubbard in carrying out their design. Most importantly, the Forest Service consulted with noted landscape architect Frank A. Waugh on road and road-related improvements in the western forests for recreational use. This is evident on the McKenzie Highway as much as it is on the Mt. Hood Loop Highway on nearby Mt. Hood National Forest. The traveler is greeted by a panorama of natural scenic views that were incorporated into the vision of the completed road. The McKenzie Highway was built as a component of the natural landscape through which it passes (Waugh 1918).

The McKenzie Highway would be the first as well as the longest forest road project in Oregon. During the 1919-20 biennium, the USBPR and the USDA-FS started planned improvements for the 53.8-mile section of highway from Blue River (west of McKenzie Bridge) in Lane County to Sisters in Deschutes County (including the 35-mile-long section that is the subject of this nomination). Discussions in 1919 focused on whether the completed roadway should be 12 or 16 feet wide, exclusive of ditches. In the end, several miles were completed to only 12 feet wide, with the ability to build out to 20 feet when traffic warranted it. A maximum grade was planned at 6 percent, with a minimum curve radius of 75 feet (USBPR Records).

Nationwide geometric road design guidelines were not yet in place. This was a time when state and federal highway engineers were still struggling with what were appropriate lane widths, grade constraints, curve radii, and pavement requirements for different types of roads. It would be a few years before the USBPR and the American Association of State Highway Officials (AASHO) would outline a nationwide roadway design policy. The geometric benchmarks that Elliott used as a framework for his design of the McKenzie Highway fall in line with the early AASHO guidelines for roads of this type. By the mid 1920s, Elliott would employ the same philosophy for the Mt. Hood Loop Highway. Likewise, in 1924, Frank A Kittredge, another USBPR engineer who studied engineering with Lancaster at the University of Washington, adopted similar standards for the Logan Pass section of Glacier National Park's Going-to-the-Sun Road. There, he held to a grade maximum of 6 percent, with 100-foot radii for open curves and 200-foot radii for blind curves. A previous design for that highway called for maximum 8 percent grades and very tight curves (Hadlow 2000, Begley and Carr 1996).

The contract work began on August 26, 1919, on the eastern 15 miles of the McKenzie Highway. Four contractors each completed a section of the highway. The contract for grading the Section 3 Deadhorse Grade on the west slope near the summit, for example, went to Joplin & Eldon (OSHC 1920:298). The contractors would subcontract "small gangs" to do the physical work. Two camps were set up for the 90 employed men, who were immediately put to work grubbing, clearing, and grading the roadbed, and working on culverts. All work was by hand; no heavy equipment was used at this time. The project office, workers, and the cook were all housed in tents (USBPR Records).

Reconstruction of the Deadhorse Grade section involved crossing the "old road" at several points. It climbed nearly 2,000 feet in 2.4 miles. Some sections were at 7 and 9 percent, and the new plan called for the gentler

grade. Steep drops in the earlier road were eliminated in favor of a curving gradient for the new highway. The work also included constructing two timber-beam bridges with rubble-masonry headwalls on the Deadhorse Grade section.

Grubbing and clearing, and grading were difficult. The climb to the lava beds near the summit consisted of a base of sandy loam overlain with boulders and ledge rock that needed clearing. The alignment required a large rock cut through Windy Point. The section from the summit to Sisters involved pioneering an alignment through pine timber, which required cutting trees, removing stumps, and filling in stump holes. The “big cut” of 1924 involved a steam-shovel excavation of a ridge of jagged basalt just east of McKenzie Pass. It made summer travel easier, but winter snows piled up in the cut. With completion of this cut, an old “automobile stairway” was partially removed. The stairway consisted of wooden planks that were wedged into the steep lava slope in the 1910s for traction to make it possible for westbound motorists to cross the vesicular basalt beds (Hatton 1996:109; USBPR Records). Many culverts built on the McKenzie Highway had dry-rubble or cement-rubble masonry headwalls with corrugated metal culvert piping, wooden box culverts, or log-cribbing abutments.

By 1923, crews applied a gravel surface comprising a base course and a top course. They smoothed the base course with dragging equipment to create a uniform cross-section before applying the top course. The lava segments were sand-surfaced in 1924. In 1925, snow fences were built at the summit to catch the drifting snow (Hatton 1996:108). The improved highway was completed in the summer of 1925 (*The Sunday Oregonian* 1925).

When finished, the McKenzie Highway was the only major road through the middle Cascades and it carried a large amount of local traffic and tourists from all over the United States. The upper highway, the subject of this nomination, was in a well-known recreational region that had top scenery, hunting and fishing, as well as the hot-spring resorts, hotels, and campgrounds. The lower highway, between Belknap Springs and Springfield, was important for the agricultural market. Also, the Blue River Mining District within this section relied on the highway for transporting ore.

In 1926, the McKenzie Highway became part of US 28 which ran from Florence to Ontario, Oregon. This was when the AASHO adopted a US route numbering system. Portions of the McKenzie Highway were paved in the late 1920s with asphaltic concrete, but the entire highway was not paved until 1946. The state renumbered the highway as Oregon 126 in 1951. The Clear Lake-Belknap Springs Highway was completed in 1962 as an all-weather route to connect the McKenzie Highway with the Santiam Highway (US 20). The subject route over McKenzie Pass became a secondary route, due to snow closures at the Pass, and was renumbered Oregon 242. Though the highway was resurfaced in 1991-92, no route changes or widening occurred at this time.

The USDA-FS received additional funds under the Depression-era New Deal program to advance forest policy. The forest recreation plan of 1933 outlined work needed to develop, rehabilitate, or restore natural resources and to develop and enhance recreation resources through work-relief programs such as the CCC (Throop 2002; Tweed 1980). This program provided the means to complete the Dee Wright Observatory at McKenzie Pass in 1935, which provides outstanding scenic views of the surrounding mountain peaks and volcanoes (*McKenzie River Reflections* 2004; Willamette National Forest 2006).

Dee Wright Observatory (1933-34)

The Dee Wright Observatory was completed as a memorial to Dee Wright, a USDA-FS employee and CCC foreman at Camp Belknap who died while construction was in progress. Dee Wright grew up in Molalla, Oregon, and had previously worked for the Oregon Department of Justice and later as a mule packer and forest guide for the Mt. Hood National Forest. During his tenure with the USDA-FS from 1910 to 1934, he worked on several trail and building projects, including the construction of cabins on Mt. Hood and Mt. Adams. In 1921 he acted as chief guide for the Bruce Expeditions, which made pictorial records of historic ventures in the northwest (Hatton 1996:116; *The Bulletin Board* 1972).

In response to the Great Depression, US President Franklin D. Roosevelt created the CCC in early 1933 as one of the first New Deal emergency agencies to put Americans back to work. The CCC's mission was to reduce unemployment among young men and to preserve the nation's natural resources. The CCC worked with many departments, including the USDA-FS.

The CCC built recreational structures that are representative of a distinctive style of construction that focused on durability, attention to detail, and quality of workmanship. Structures typically harmonized with the environment. The CCC established base camps and spike camps in most of the national forests (McClelland 1993). The young men cut trails, built roads, constructed bridges, built campgrounds with log facilities, laid telephone wires, constructed drift fences to manage cattle, built log corrals, enclosed springs, dammed creeks to create small reservoirs, and constructed guard stations, ranger stations, and fire lookouts.

The CCC enrollees who built the observatory also worked on recreational enhancements along the McKenzie Highway and Clear Lake-Belknap Springs Road. They were from Camp Belknap, also known as Camp F-23 of Company 927 (Willamette National Forest 2006). The camp was at the present location of the McKenzie Ranger Station on the western portion of the McKenzie Highway. The enrollees were generally young men of rural origins who came from the Midwest or Oregon. The camp operated from 1933 until 1938 as a wood-working center where the young men cut logs into planks for benches, tables, and chairs using a USDA-FS pattern book. Experienced local men trained in carpentry and masonry helped the CCC enrollees during construction. Aside from constructing the Dee Wright Observatory, they built part of the road from Belknap Junction to Clear Lake and Santiam Junction, and shelters and recreational facilities along the route at Clear Lake, Fish Lake, and along Horse Creek Road. They also built smaller campgrounds, trails, a part of the Pacific Crest Trail then known as the Skyline Trail, and small dams in the area (*McKenzie River Reflections* 2004).

The early twentieth century saw an increase in professional management of Oregon's national forests to sustain utilitarian uses of forest resources. In addition, by 1915, the USDA Forest Service became engaged in recreational use of forests, when automobile travel had increased to the point to justify improved roads to accommodate motor transportation and recreational camping (Tweed 1980). By 1925, the Forest Service built over 1,500 campgrounds in the national forests and many were in Oregon.

William N. Parke designed the Dee Wright Observatory. He was the landscape architect for the Willamette National Forest between 1933 and 1937, and played a key role in the implementation of a new emphasis on

recreation in the Willamette National Forest during the Great Depression. Parke was a forestry graduate from Oregon State University and had completed graduate work in landscape architecture at the University of Oregon when he was hired as a recreation planner. Parke was in charge of designing campgrounds and he selected sites, developed site plans, and designed structures and other improvements for a wide range of recreation facilities, many which were built by the CCC (Cox 1988).

CONCLUSION

The McKenzie Highway is significant under National Register criterion A for its historical association with early transportation in Oregon as the first primary motor route over the middle Cascade Mountains. It is also significant under National Register criterion C for the quality of original construction and for the Dee Wright Observatory. The highway retains a high level of integrity.

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VERBAL BOUNDARY DESCRIPTION

The nominated section of the Oregon 242 segment of the McKenzie Highway is approximately 30 feet wide (15 feet from the centerline) and 34 miles in length. The historic linear district consists of the 1920-24 as-built highway alignment, varying from 16.0 to 20.5 feet in surface width. The boundary is generally defined as the road prism, encompassing the surface width of the highway to the toe of the fill slope and/or the top of the cut slope on each side. It also includes the entirety of the designed road improvements associated with the McKenzie Highway at Proxy Falls, Belknap Viewpoint, and Windy Point. The district nomination contains approximately 124 acres.

The west end of the boundary begins at the junction with Clear Lake-Belknap Springs Highway No. 215 (Oregon 126) at milepost 56 near the town of McKenzie Bridge in Lane County, where Oregon 242 leaves the McKenzie River. The highway routes through McKenzie Pass in the Cascade Mountain Range before continuing to the east terminus, the Deschutes National Forest boundary at milepost 90.15 near Sisters in Deschutes County. The segment from milepost 56 to milepost 76.65 is in Lane County. The segment from milepost 76.65 to milepost 77.14 is in Linn County. The segment from milepost 77.14 to milepost 91 is in Deschutes County.

The Dee Wright Observatory is outside of but adjacent to the highway right-of-way on land managed by the USDA-FS--Willamette National Forest. The boundary of the nominated district extends ten feet beyond the outside edge of the trail leading up to the observatory on the north side and ten feet from the outside walls of the observatory itself, which is located at highway at milepost 77.46.

BOUNDARY JUSTIFICATION

The historic boundary for the Oregon 242 segment represents the most intact portion of original alignment of the McKenzie Highway. The Oregon 242 highway segment retains sufficient historic integrity, including the road prism and associated structures and alignment and scenic views within an intact setting of forested slopes and lava fields, to convey the highway's significance under Criterion A and C.

UTM / LATITUDE LONGITUDE REFERENCES

1. UTM: 10 / 574137 / 4892508; Lat/Long: 44.18399 / -122.07246
2. UTM: 10 / 575054 / 4892382; Lat/Long: 44.18270 / -122.06095
3. UTM: 10 / 878444 / 4889805; Lat/Long: 44.15915 / -122.01903
4. UTM: 10 / 579959 / 4890179; Lat/Long: 44.16242 / -122.00000
5. UTM: 10 / 583725 / 4891125; Lat/Long: 44.17047 / -121.95272
6. UTM: 10 / 586069 / 4890728; Lat/Long: 44.16665 / -121.92344
7. UTM: 10 / 589889 / 4894832; Lat/Long: 44.20321 / -121.87498
8. UTM: 10 / 589978 / 4895216; Lat/Long: 44.20660 / -121.87382
9. UTM: 10 / 589879 / 4895673; Lat/Long: 44.21082 / -121.87498
10. UTM: 10 / 589702 / 4896830; Lat/Long: 44.22109 / -121.87710
11. UTM: 10 / 590094 / 4896996; Lat/Long: 44.22263 / -121.87203

UTM / LATITUDE LONGITUDE REFERENCES, Continued

12. UTM: 10 / 591073 / 4898960; Lat/Long: 44.24028 / -121.85950
13. UTM: 10 / 593467 / 4900095; Lat/Long: 44.25003 / -121.82922
14. UTM: 10 / 595142 / 4901249; Lat/Long: 44.26027 / -121-80807
15. UTM: 10 / 595785 / 4901315; Lat/Long: 44.26066 / -121.80008
16. UTM: 10 / 596404 / 4901376; Lat/Long: 44.26120 / -121.79231
17. UTM: 10 / 599721 / 4905194; Lat/Long: 44.29507 / -121.75000
18. UTM: 10 / 603891 / 4906845; Lat/Long: 44.30937 / -121.69738
19. UTM: 10 / 604069 / 4906471; Lat/Long: 44.30598 / -121.69530
20. UTM: 10 / 609016 / 4907001; Lat/Long: 44.31005 / -121.63321
21. UTM: 10 / 609675 / 4906759; Lat/Long: 44.30775 / -121.62497
22. UTM: 10 / 613258 / 4905400; Lat/Long: 44.29499 / -121.58043

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Section number Photographs Page 1

PHOTOGRAPHS

Name: McKenzie Highway Historic District
Address: Oregon Highway 242 between Mile Post 56.0, Lane County, and Mile Post 90.15, Deschutes County
Photographer: Judith A. Chapman, author, and David Sell, Gresham OR
Date: September 11-13, 2006
Ink and Paper:
Negative Location: Archaeological Investigations Northwest, Inc.
2632 S.E. 162nd Avenue
Portland, OR 97236

1 of 18: Start of Oregon 242 McKenzie Highway at MP 56; view to the east.
2 of 18: Straight tangent east of Limberlost Campground; view to the east.
3 of 18: Snow Gate at Camp White Branch, the beginning of the ODOT-designated historic state route; view to the east, at MP 69.91.
4 of 18: Section of nineteenth-century wagon road west of Proxy Falls.
5 of 18: Construction delineator post used for the Forest Highway Project in the early 1920s; view to the east.
6 of 18: Banked curves on the western forested slope; view to the west.
7 of 18: Deadhorse Grade section near Alder Springs Campground; view to the northwest.
8 of 18: Existing guard posts in the Willamette National Forest; view to the east.
9 of 18: Curving highway alignment through lava terrain, looking towards Black Crater; view to the east.
10 of 18: Straight tangent at the summit with Black Crater in the back-ground; view to the east
11 of 18: View of the North and Middle Sisters from the summit; view to the southeast.
12 of 18: Segment of abandoned wagon road; view to the northeast.
13 of 18: View to the northwest across lava terrain towards Mt. Washington.
14 of 18: Section of nineteenth-century wagon road and associated telephone pole within the lava field; view to the northeast.
15 of 18: The lava-rock Dee Wright Observatory at the summit at MP 77.46; view to the north.
16 of 18: Curving highway through cut lava terrain; view to the east.
17 of 18: Highway alignment through the Deschutes National Forest; view to the west.
18 of 18: East terminus of the nominated section at the Deschutes National Forest boundary, MP 90, west of Sisters; view to the west.

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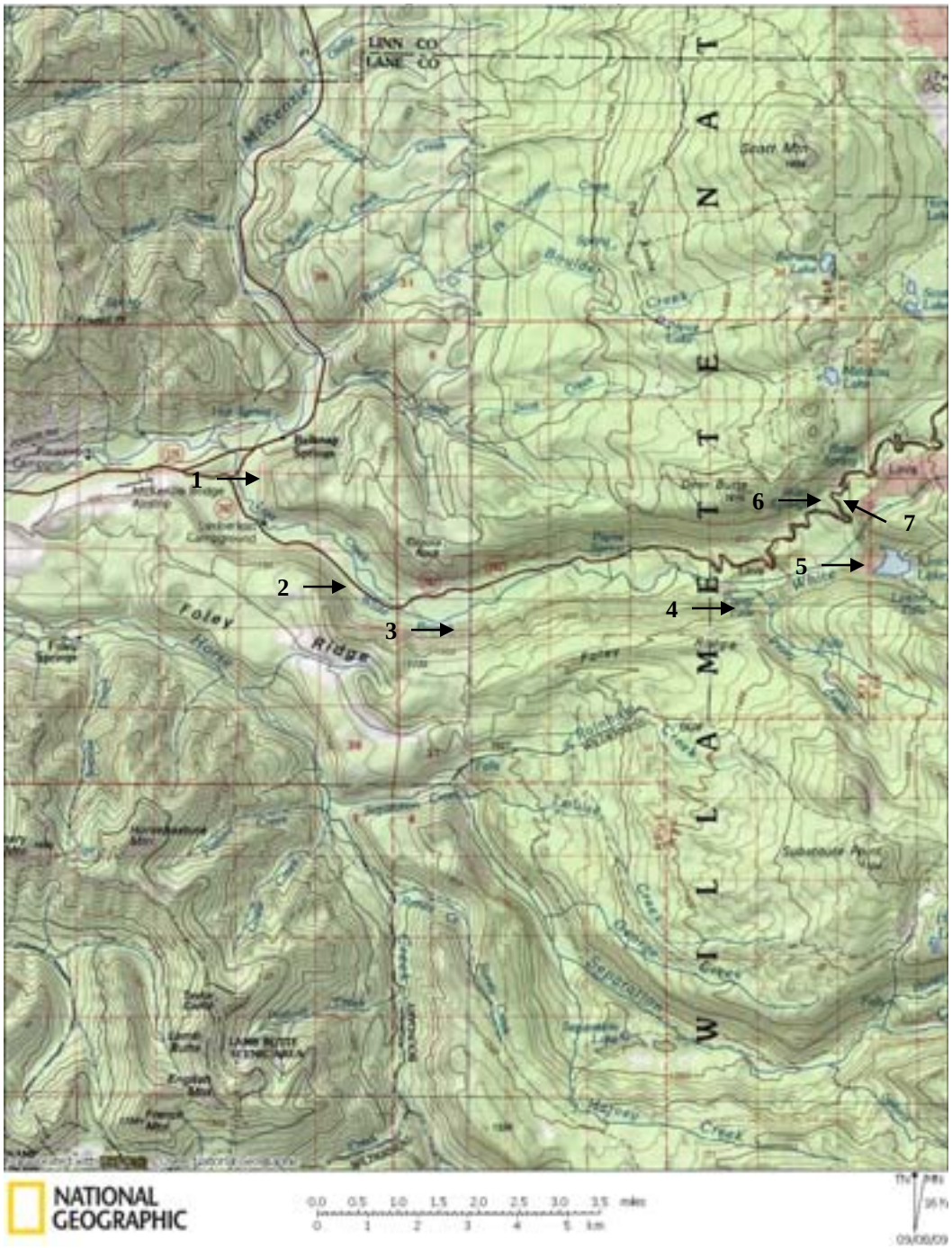
PHOTOGRAPH LOCATION MAP 1, current photos only



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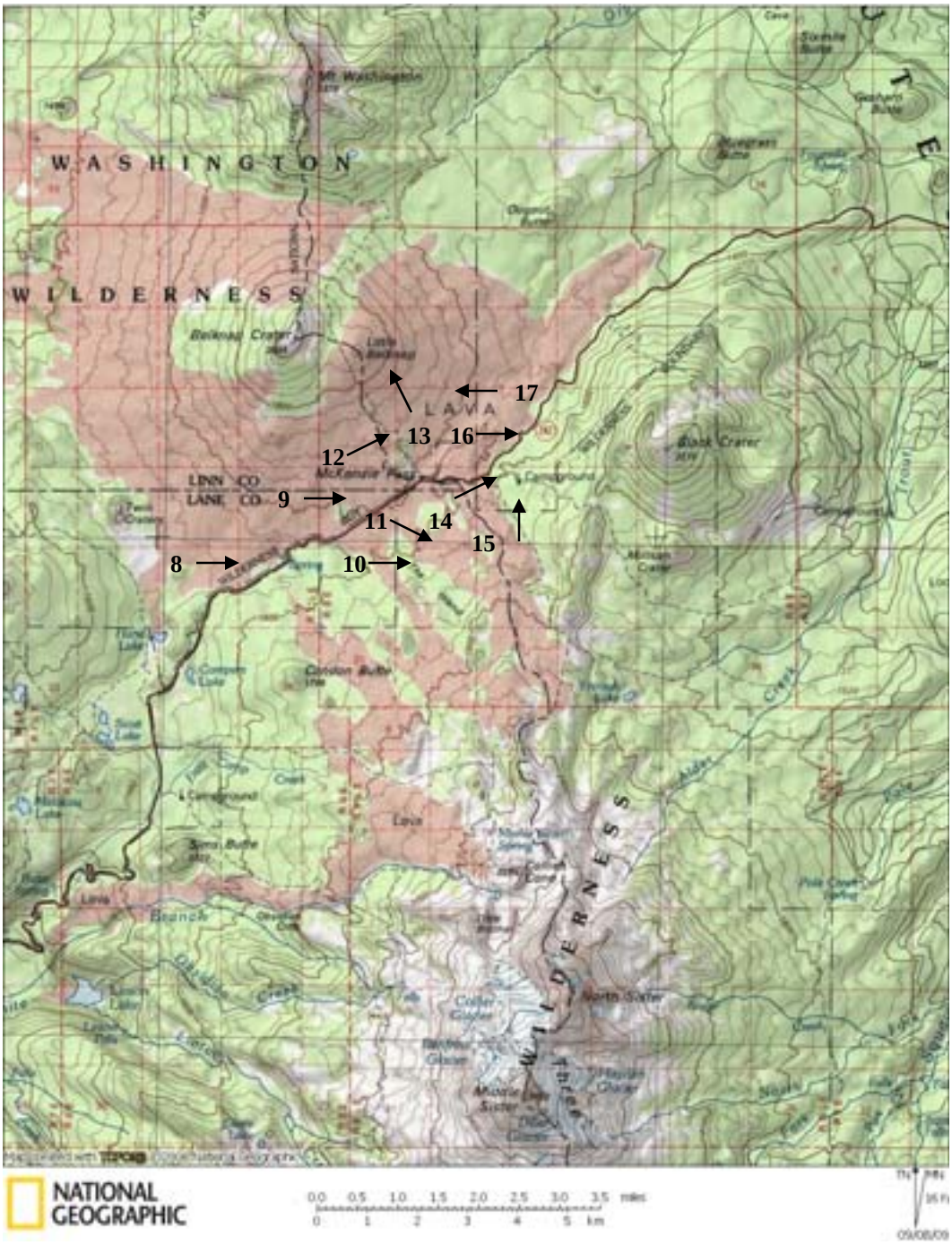
PHOTOGRAPH LOCATION MAP 2, current photos only



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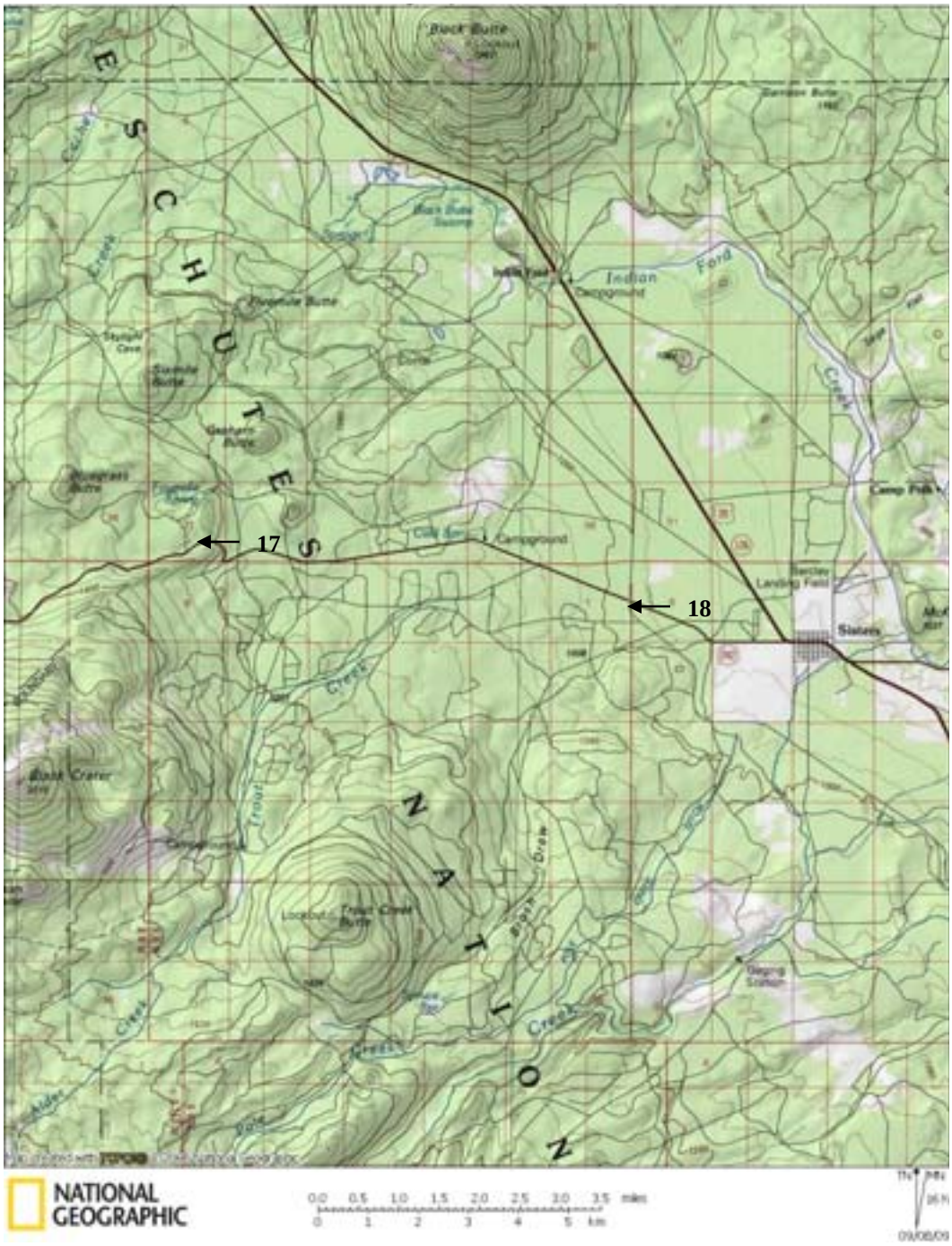
Section number Photographs Page 4

PHOTOGRAPH LOCATION MAP 3, current photos only



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DOCUMENTS

Figure 1: Site Map, 4 pages
Figure 2: Historic Photographs, 5 pages

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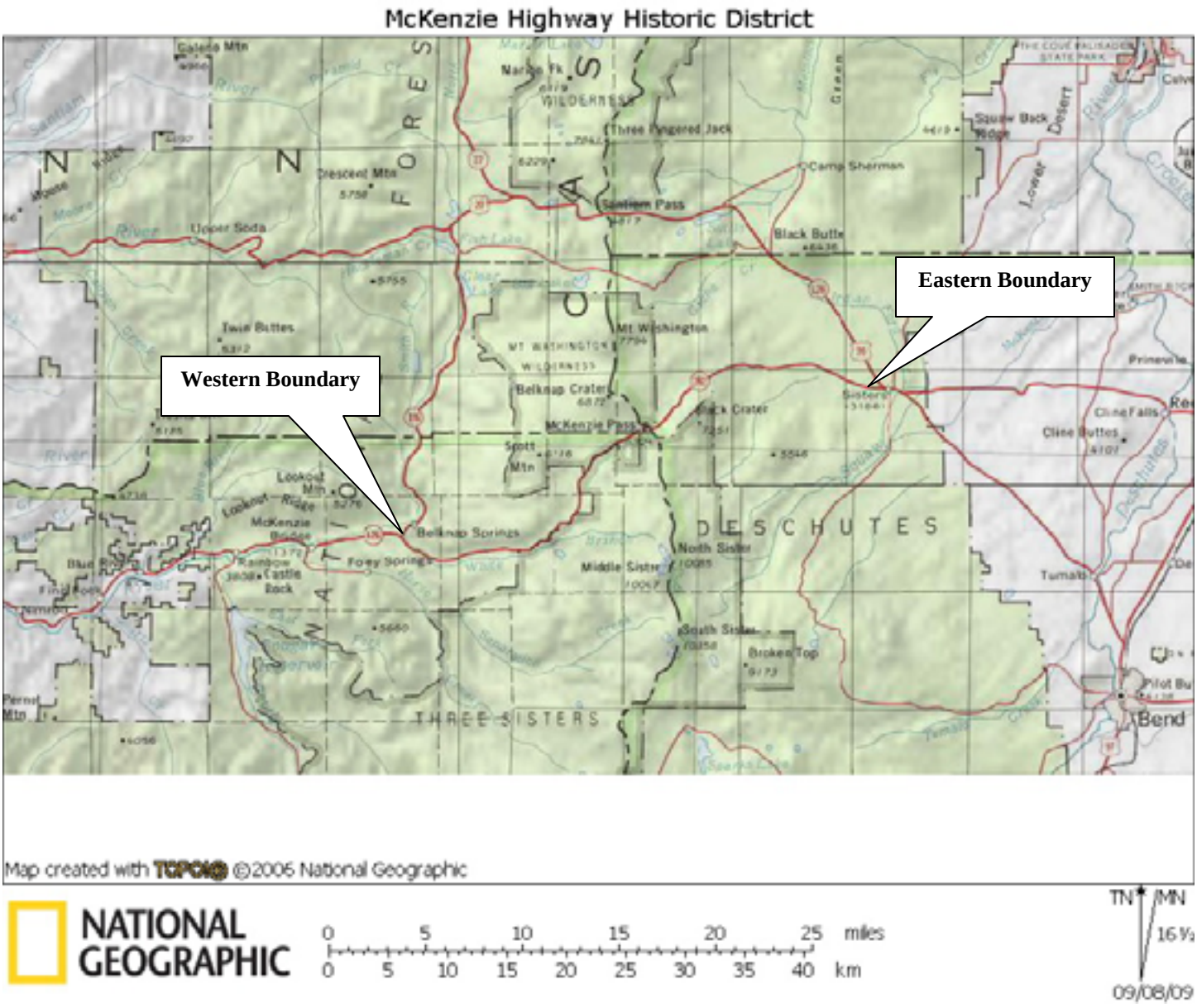
FIGURE 1: BOUNDARY MAP



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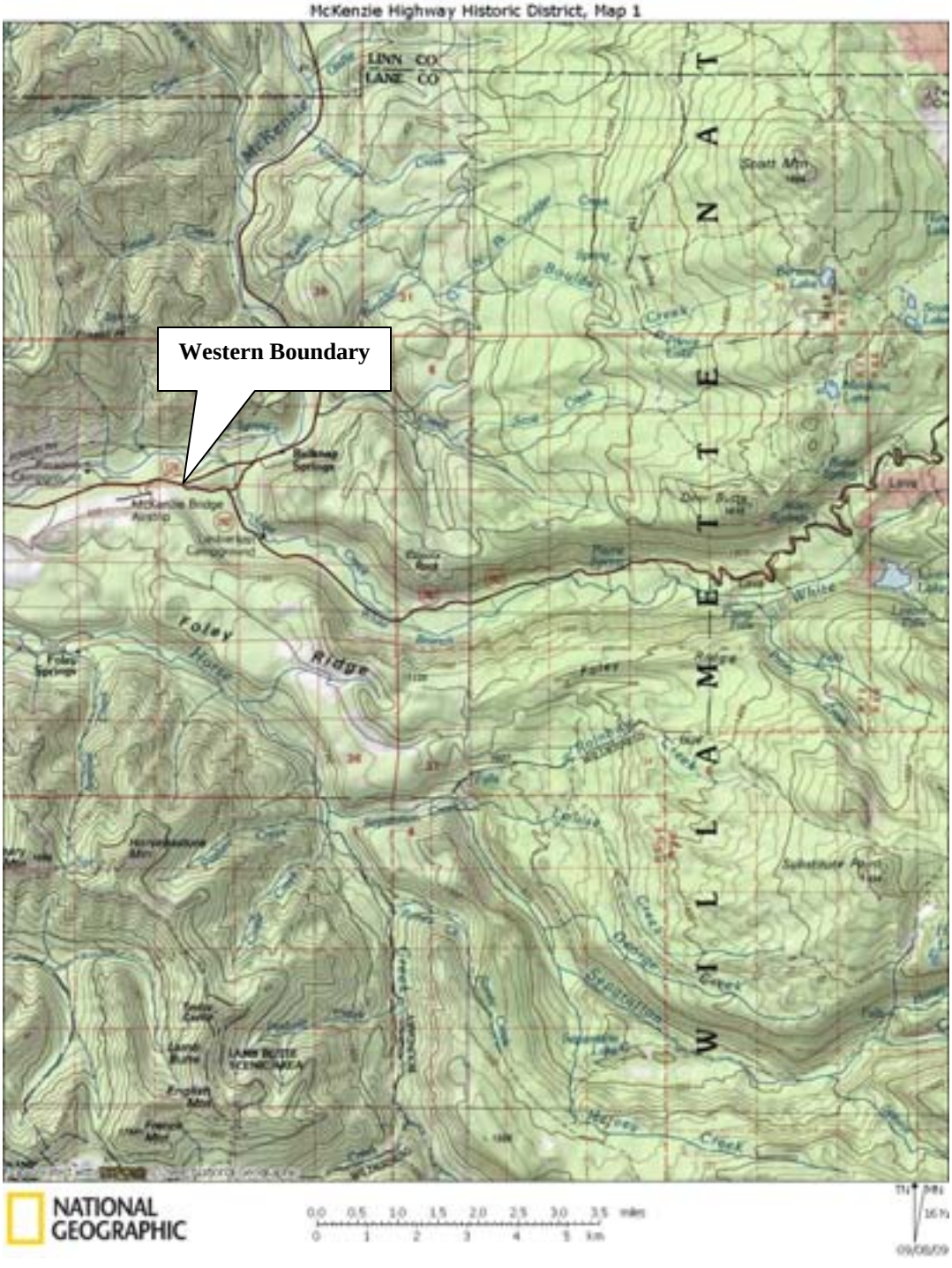
McKenzie Highway Historic District, Map 1



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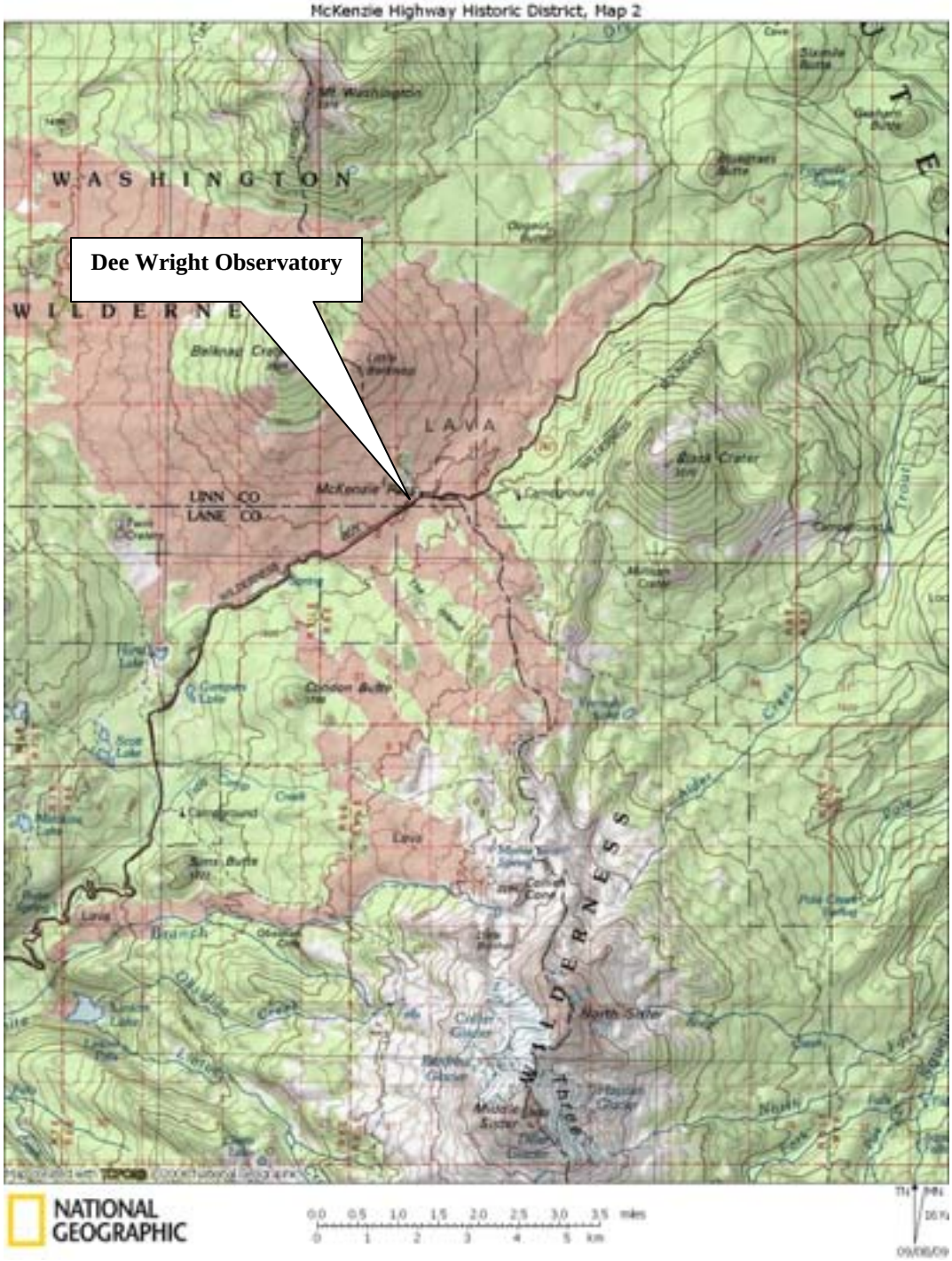
McKenzie Highway Historic District, Map 2



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McKenzie Highway Historic District, Map 3

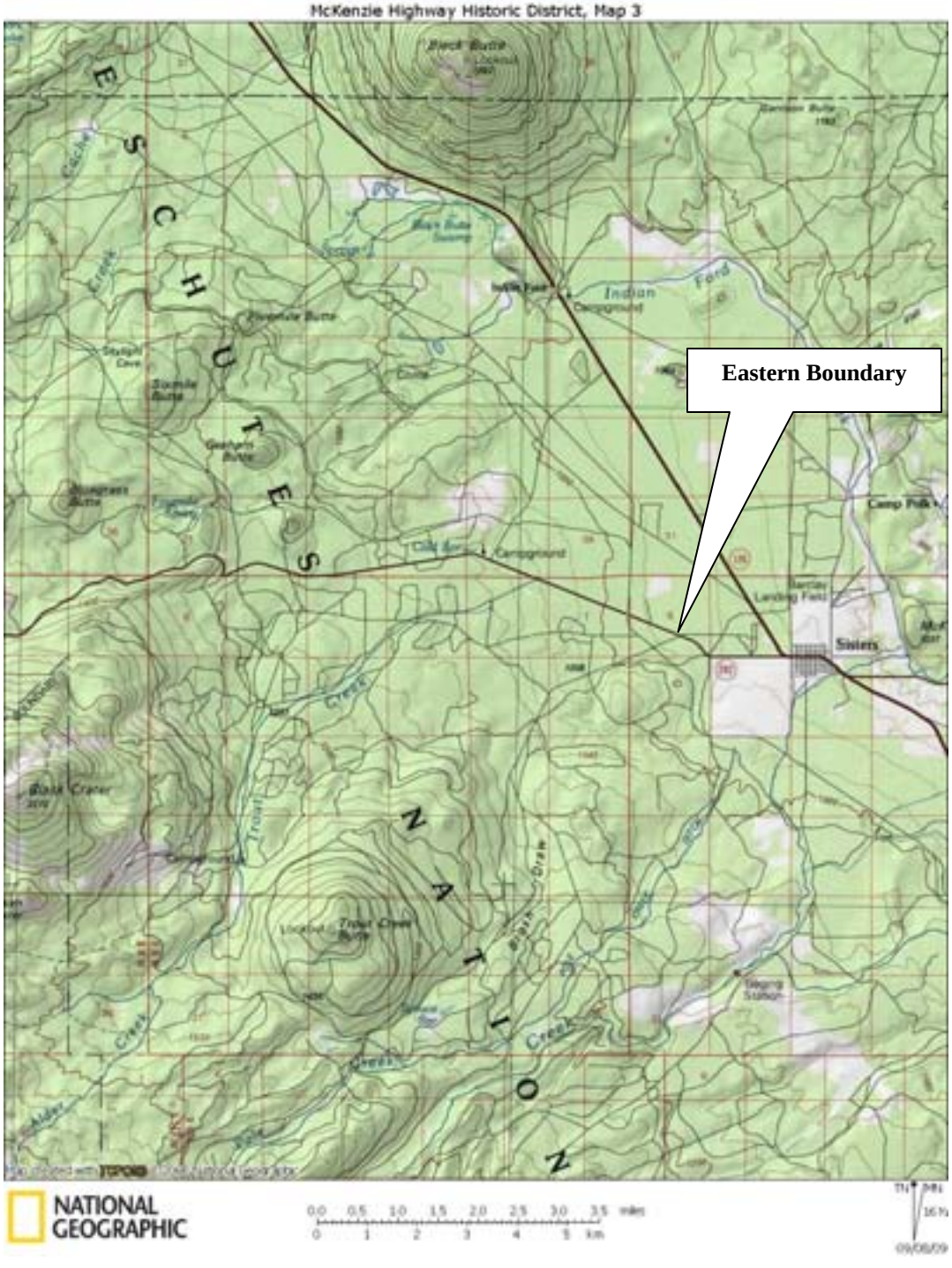

FIGURE 2: HISTORIC PHOTOS

Construction on the Deadhorse Grade section
in the early 1920s;view to the west (USBPR Records).

Construction of a loop on the Deadhorse Grade section in the early 1920s (USBPR Records).

Location of the Windy Point rock cut in 1919 (USBPR Records).

Crushing plant at Windy Point during road surfacing in the mid-1920s (USBPR Records).

Completed forested section on the west side highway in the mid-1920s. (Photograph, Collection of David Sell)

Example of cut and fill at the west entry to the lava fields in the early 1920s. (Photograph, Collection of David Sell)

Completion of gravel surfacing in the lava beds near the summit in the mid-1920s; view east towards Black Crater. (Photograph, Collection of David Sell)

Snow fences near the summit in the mid-1920s; view to the north-west towards Belknap Crater from the location of Dee Wright Observatory. (Photograph, Collection of David Sell)

Summit at McKenzie Pass (US 28) in the mid-1920s;
view south-east towards Black Crater.
(Photograph, Collection of David Sell)

Dee Wright Observatory at the summit the in early 1940s;
view northwest towards Belknap Crater.
(Photograph, Collection of David Sell)

Approach to Windy Point in the 1950s showing guard posts common during this period; view north to Mt. Jefferson.
(Photograph, Collection of David Sell)

McKenzie Highway on the eastern side of the Cascades in the 1950s, looking towards Black Butte and Mt. Jefferson.
(Photograph, Collection of David Sell)

Old wagon road within the lava fields during the early 1920s.
(Photograph, Collection of David Sell)

1 of 18: Start of Oregon 242 McKenzie Highway at MP 56; view to the

2 of 18: Straight tangent east of Limberlost Campground; view to the east.

3 of 18: Snow Gate at Camp White Branch, the beginning of the ODOT-designated historic state route; view to the east

4 of 18: Section of nineteenth-century wagon road west of Proxy Falls, view to the east.

5 of 18: Construction delineator post used for the Forest Highway Project in the early 1920s; view to the east.

6 of 18: Banked curves on the western forested slope; view to the west.

7 of 18: Deadhorse Grade section near Alder Springs Campground; view to the northwest.

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9 of 18: Curving highway alignment through lava terrain, looking towards Black Crater; view to the east.

10 of 18: Straight tangent at the summit with Black Crater in the back-ground; view to the east.

11 of 18: View of the North and Middle Sisters from the summit; view to the southeast.

12 of 18: Segment of abandoned wagon road; view to the northeast.

13 of 18: View to the northwest across lava terrain towards Mt. Washington.

14 of 18: Section of nineteenth-century wagon road and associated telephone pole within the lava field; view to the northeast.

15 of 18: The lava-rock Dee Wright Observatory at the summit, at MP 77.46; view to the north.

16 of 18: Curving highway through cut lava terrain; view to the east.

17 of 18: Highway alignment through the
Deschutes National Forest; view to the west.

18 of 18: East terminus of the nominated section at the
Deschutes National Forest boundary, MP 90, west of Sisters; view to the west.