

REPORT BY WILLIAM L. ROYER

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Skyline Trail
1934 Reconnaissance

November 15, 1934

SUPERINTENDENT		
CHIEF CLERK		
NATURALIST		
CHIEF RANGER		

A - Introduction

The Skyline Trail, since its original exploration in 1920, has become an increasingly popular source of recreation for lovers of altitude, virgin forest, and grand views of distant horizons. Year by year various portions of the trail have been relocated to include more spectacular views, more lakes, and other interesting features, in an attempt to make the interest a sustained one in popularizing the possibilities of modern vacations in the primitive manner. Although improvements along the trail will modernize the conveniences to make it a comfortable excursion for even the most city wise, it must be left in its rugged state where possible to satisfy those travelers searching for the primitive. This can be especially true on the proposed alternate routes, which in most cases will also be the longest route. Again the increased numbers of hikers warrant short cuts to points of supply.

For the purpose of this report the trail has been divided into several sections from north to south; each section being a complete unit of present condition, sufficiency of signing, accommodations at campgrounds, recommendations for improvements, and alternate routes. Particular emphasis on signing and routes is made in a special division for signs, and a map which shows the present route, proposed and existing alternate routes and campgrounds. Only a small part of the alternate routes were inspected personally, most of the information having been obtained from local guards and rangers.

1. Columbia River to Marion Lake. (Mt. Hood and Willamette National Forests)

Trail

Columbia River to Breitenbush Lake: The Skyline Trail leaves the highway at the Columbia Gorge Ranger Station, follows up the East Fork of Herman Creek to Wahtum lake. Following on up Waucoma Ridge the trail swings east past Buck Peak to Lost Lake, thence up Jones Creek trail to Lolo Pass. There is a stretch of trail to be completed from Lolo Pass to Bald Mountain. From Bald Mountain the trail is completed to the east around the mountain. The stretch from Yocum Ridge past Sandy Glacier is not complete. This is to be, or is at present, trail with bridle trail specifications. From Timberline the trail drops down the mountain to cross the highway near the Swim road, follows the road to the Wapinitia cutoff, to Frog Lake and Blue Box. Turning south at Blue Box the road is followed to Clackamas Lake. From Clackamas Lake to Lemiti Ranger Station the trail follows the road, or trails which parallel closely the road. From Lemiti to Ollalie the trail follows the road, then takes up again as a trail for the long journey south.

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Breitenbush Lake to Marion Lake:

New construction of the trail from Breitenbush Lake to Russell Lake in Jefferson Park has put this portion of the trail in very good shape.

The trail to Whitewater Creek is fair, needing some maintenance and drainage in spots.

Whitewater Creek creates a distinct problem as the volume of water increases to dangerous proportions in a very short time. Possibly the water could be ponded above the ford and then spread wide at the crossing with little depth and corresponding lack of velocity. Bridges would be washed out each spring unless a very high one was built.

Milk creek is not particularly dangerous if the approaches, especially the one on the south side, were repaired by covering up or moving the very large rocks to give a substantial footing.

Considerable brush overhangs the portion from Milk Creek to Pamelia Lake and the tread needs to be widened where it is on a sidehill.

Ordinary maintenance will take care of brush, and tread defects between Pamelia and Marion Lakes. Some more corduroy is needed along Pamelia Lake.

Signs.

As the units of this north portion are finished they are signed, so that the trail can be followed easily.

The trail through Breitenbush Campground was poorly marked, but this matter was probably satisfactorily taken care of when the new trail was put in.

The sign at Russell Lake should be more prominent at the eastern end. At the scene of last summer's slide a sign of explanation of the cause and area covered by the slide should be erected. This could go close to the trail.

Pamelia campground - about 1/4 mile off the trail - should have direction sign pointing to Skyline Trail. The sign on the Skyline Trail which reads "Pamelia Guard Station" should also include "Campground".

Accommodations

There are several campgrounds on the north side of the mountain: Casey Creek, Cedar Swamp, Wahtun Lake, and Lost Lake. Still Creek and Frog Lake are fair camps. Clear Lake and Clackamas Lake have quantities of horse feed. Lemiti Ranger Station and Ollalie Meadow camps are excellent for horses, but Ollalie Lake has no horse feed at the camp ground.

Breitenbush Lake now has a shelter. No provisions have yet been made for pasturage, though a good location seems to be at the southern end of the lake.

Russell Lake is in the Jefferson Park primitive area so no shelters will be built, though it seems that toilets and garbage pits are essential. Horse feed is scattered around Russell lake, but in the south part of the park it seems to be more plentiful.

Pamelia Lake is equipped with a shelter. At the south end of the lake, about $3/4$ mile, is a good pasture which with very little work could be fenced.

Hunts Cove had no visible water supply and very little feed.

At Marion Lake Guard Station is a large government pasture. A public pasture is proposed at the lower end of the lake close by the lower campground. One shelter is being used, and another, at the site of the old Guard Station, was to be erected this year with a campground improvement at that place.

Alternate Routes

At Lost Lake the bridle trail around the lake permits a short alternate route with several interesting views of Mount Hood. There will also be the opportunity to go around Mount Hood to the east or to the west, the ways being of about equal length.

Should the traveler get caught at Whitewater Creek and like a nice alternate route he can follow west on the Detroit trail, about $1/2$ mile north of Whitewater creek to the Whitewater Way, which will take him to the Santiam highway. Turning south to Pamelia Creek campground he gains the Pamelia Lake trail which was reconstructed this year and so back on the Skyline Trail at Pamelia Lake. Beautiful views of the mountains westward, and of Mount Jefferson are obtained on this route.

At Marion Lake, on Marion Creek is a very pretty falls now reached by scrambling down the creek as best you can. There is an excellent trail chance to follow the creek from the bridge at the lake outlet down the creek past the falls and around the hill to the Marion Lake trail just below Lake Ann. Even the trail from the bridge to the Falls would be adequate to open these falls to public view. If such should be done a sign should be placed at the junction of the Skyline and Marion Lake trail and another at the Guard Station directing people to the falls.

2. Marion Lake to Linton Creek
(Willamette and Deschutes National Forests)

Trail

The present trail at Marion Lake follows through the very center of the campgrounds, over a muddy stretch and thence onto

the hillside again. This route is poor on account of dust raised and dirt made by horses in a campground. With about three man days work the trail could be rerouted on the upper side of the camp. The approaches to various pieces of corduroy on the trail which follows along the lake are worn away leaving a step of from 8" to 16". The trail in the stretch from Marion to Jern needs maintenance and elimination of steep pitches.

The entrance to Duffy Lake is over the Big Meadow Trail for one half mile from Duffy meadow and then over a short stub to the campgrounds. This route must be retraced back to Duffy Meadow in order to regain the Skyline Trail. It would be a simple matter to run the Skyline down the backbone of the ridge at the north of Duffy Meadow to meet the way trail now existing at the east end of the lake, better the way trail, and enter the campgrounds from the east. It would be more simple to follow and give a more interesting view of Duffy Lake.

The trail from Maxwell Butte to Hogg Butte needs much maintenance. About one mile above Maxwell Butte an unmarked but seemingly new trail takes off to the west. From the Santiam highway to Big Lake the Skyline Trail follows a little used road.

From Big Lake to the lava beds the trail was in the process of construction as the inspection was made. The trail thus far completed was an excellent piece of work with a tread full two feet wide and a twelve foot right of way. The trail across the lava to the Mackenzie highway is in good shape with the exception of some blow down which was to have been cleaned up in August. The side trail to the crater of Little Belknap has no definite lead to the crater but ends on the side as if the crew left over night and didn't return. Somewhat below the crater, and along the defined trail is a remnant of a lava tunnel. The trail could be run through this tunnel with a little cleaning, and continue up the course directly into the crater, making this a very interesting and informational side trip. Some sort of parking place for horses or a widening of the trail should be made either on the main Skyline or the stub to accommodate travelers who would have to leave their horses.

The section from the view finder west had not been worked on, but from the finder east to Lava camp was laid out and passable. In this portion the lava was not crushed enough and large chunks were left in the trail.

The trail through the lava to Collier Glacier trail is in good shape, but several of the twists could be removed. At the Collier Trail junction a hitching rack should be provided.

The trail to the moraine top needs relocating to make the tread more solid, especially at the upper end. A large level space should be provided there for observation and for turning the horses of those who ride up.

Sawyer Bar Crossing of the White Branch is not too good. A foot log crosses the main stream. Because any improvements would be washed out every year the best solution seems to be new footlogs and filling in of any dangerous holes in a well marked ford.

The trail into Linton Creek past Sunshine camp is good, though all of the switchbacks are climbing and sometimes short.

Signs

The signing along this part of the trail is at present sufficient. In addition to the signs recommended in the sign report these are mentioned.

At the road junction at north end of Big Lake there was no Skyline Trail sign nor any directional sign. Since the trail was completed this has undoubtedly been taken care of.

At Big Lake camp a sign reading "Next water at Sand Springs - 11 miles" should be prominently displayed in addition to the mileage sign suggested.

At the Little Belknap Crater trail a sign should be erected telling its origin - i. e. "Walk through a lava tunnel into the bowels of the last active volcano in this region".

At the Peak finder a sign should inform travelers of the number of peaks which can be seen from it.

To avoid confusion, now that the Skyline Trail has been put through over the lava the old Skyline sign on the highway near Frog camp should be removed. Also on the east side highway the Skyliners' sign "Skyline Trail" should be removed and a sign, "Skyliner's Cabin", substituted in order to avoid any confusion.

At Lava camp there should be a sign for north bound travelers "Next water at Big Lake - 11 miles".

At the moraine viewpoint in front of Collier Glacier a sign should tell its area, depth, and probable rate of advance per year.

Accommodations

Marion lake camp ground has one shelter and another is proposed. All available area has not been developed, and it seems as if the camp ground receives quite a bit of use. A proposed pasture will be near the trail about one half mile from the camp ground.

At Jern lake a camp ground development will be made. In 1934 the trail past this lake was being constructed. A shelter was on the plan. Horse feed is plentiful.

At Duffy lake perhaps the most attractive use of rustic work can be seen. A shelter, latrine, garbage pit, and numerous tables have been constructed. Feed is available near the camp ground or in Duffy meadow one half mile east.

Santiam lake was also scheduled for development. Feed is available close by.

The new trail on the east side of Big Lake had not been completed, so the camp ground on the west side was used. The east side camp was to have a shelter. The trail foreman reported that feed would be fair. Should the spring found by the trail crew this season prove satisfactory a water supply and plenty of feed would be available about three miles south of Big Lake.

There is some feed, but no water, about one half mile west of the Peak finder. Sand Springs camp is a stock camp and feed is scarce. There is no development.

Sunshine camp has a shelter, good feed and water close at hand.

Linton Creek has the coldest water north of Thielsen creek, acres of good grass, but no shelter was proposed for this camping place, although the site invites one.

Alternate Routes

On the west side of Marion Lake is a trail which passes Melis Lake, Blue Lake, Jern Lake, and, I was told, could be followed on the west of Mowich Lake to Duffy. There would be little difference in the scenery of the two routes.

If a mile and a half of trail were swamped out along the corridor on the north side of the lava field from Dry Creek to the present Trail an alternate route around Mount Washington could be had utilizing the old Skyline Trail.

An alternate route around the Three Sisters which would give unusual views would follow eastward on the Scott Trail to the Green Lakes Trail, turning south past the Green Lakes where horsefeed is fair, to the trail past Moraine or Blizzard Lake to Wickiup Plains. The stretch from the Green Lakes trail to Wickiup plains would have to be relocated in places and put in shape for travel after many years disuse.

3. Linton Creek to Waldo Lake
(Willamette and Deschutes National Forests)

Trail

From Linton Creek to Wickiup Plains the trail needs maintenance, and regrading on slopes. The switchbacks are short and climbing.

Across the Plains the trail follows a wagon road to a truck trail at the south end.

From the road to Horse Lake the trail is in good shape, as it is south to Mud Lake way trail junction, with the exception of a few narrow places in the right of way.

From Horse Lake to Elk Lake the trail is good.

The trail from the Mud Lake way junction south to Irish Lake is narrow and winding; very poor. New location is the solution for many stretches, especially from Tadpole lake south for about two miles where the trail could be carried on the edge of the cliff overlooking the McKenzie and Elk basins instead of 300 feet away in very uninteresting young timber.

A new cutoff leads past Irish and Taylor lakes to Charlton Lake and back to the old Skyline Trail. Because of its winding uneven grades and absence of a defined tread in some places it is hardly acceptable for tourist grade trail.

The trail on to Waldo Lake junction is fair, and although the stub trail into Waldo Lake is narrow it hardly can be termed steep.

Signs

Posts to guide travelers across the fields just south of Linton creek are needed.

Sufficient signs were found along the balance of this portion of the trail.

Accommodations

A large grazing area is available at James Creek and a new shelter has been erected there.

An open campsite with fair amount of horse feed is on Mesa creek at the north end of Wickiup plains.

A shelter and camp ground development are listed for Horse Lake, near the Guard Station. Feed other than the Government pasture is unavailable. A small meadow with water is about five miles south of Horse Lake.

Horse feed is scarce at Cliff Lake but a shelter was to be erected this year.

At Mink Lake, over a new trail, a shelter has been put up on the north side of the lake. All the available feed around the east end of the lake is an acre plot about one quarter mile south east of the lake or about three quarters mile from the shelter. The shelter is in a low place, though well protected. A better location would have been at the eastern end of the lake along side a rocky point.

Stormy Lake could be a campground location if a little work were done. There is fair horse feed at southeast corner of lake.

Irish lake offers little in the way of feed, while Taylor lake just one quarter mile south has good feed and a more pleasant camp site. There is also a good camp site between the lakes east of the trail, but it is on the road.

At Charlton Lake will be a shelter, with a small pasture a short ways south along the trail.

Waldo, at the south end, is a sheep camp, but offers an opportunity for development.

Alternate Routes

Mr. Wilcoxon at Elk Lake suggested a short cut to Elk Lake both from the north and the south to save miles for hikers who had to go there for supplies. The northern trail could follow a practically extinct trail, while the southern one would utilize the Island Meadow way trail. The biggest job would be the location and construction of the north connecting trail.

With a relocation of that portion of the Mud Lake way between Mink Lake south to the Skyline an interesting alternate route could be established past Porky lake from Cliff to Mink.

It seems possible from studying a contour map, and seeing the ground above the lake, to establish the trail along the shore of Waldo lake, following the same southwesterly course from Charlton Lake to Waldo, or just above it, and thence south to connect with the present trail from the Skyline into the south end of Waldo Lake. Possibly a good camp site would open up along the east side of the lake.

4. Waldo Lake to Crater Lake Park
(Willamette, Deschutes and Umpqua National Forests)

Trail

From Waldo Lake to the Maiden Peak trail the trail is on sidehills and needs some work done on it.

Past Douglas Horse pasture to Rosary Pass the trail is good, a little steep, but not too much so. On the south side of the Pass to the Rosary Lakes trail junction the trail could be relocated for better grade and tread.

The trail passes close to the three Rosary lakes as it should all lakes; that is, close enough to the water to enable the traveler to gain a good view of the lake. Climbing over a rocky point the trail descends to Odell lake on an easy grade.

At Odell lake the trail will cross the road as it does now and will be taken to a shore line bridle trail, which is still to be constructed, around to Trapper Creek campground. This campground is being developed on the site of an old saw mill. The trail crosses the track at the R. R. station and follows Trapper creek to Lakeview Mountain Lake, thence to Crescent Lake. Maintenance crews could widen out some narrow places in the trail.

The trail around the end of Crescent Lake should follow the shore line rather than the very dusty road. This route would also be shorter.

South of Crescent lake Cy Bingham's straight trail has been modified somewhat to avoid its steep pitches, but could be adjusted still further to improve the grade in several places. The trail passes within 500 feet of Oldenburg Lake and 1000 feet of Nip and Tuck. On a dry stretch such as this it is essential that the trail should pass within a few feet of these lakes. The trail continues, in fair shape, to Windigo Pass; the last mile on the road. Possibly the trail from Nip and Tuck to Windigo could be relocated to higher levels to touch one of the lakes shown on the Quadrangle, or at least to touch the stream where trail meets road at its source to get water.

The trail from Windigo Pass to Mt. Thielsen, an old way trail, has this year been logged, and Skyline Trail and mile signs put up. The blazes are old and nearly invisible for the most part,

there is no tread, grades are excessive in most places, and the right of way is narrow. Nevertheless the trail leads to points of very great scenic interest and therefore is well worth relocating.

From Maidu Lake a trail leads eastward four miles to Miller Lake which makes an interesting side trip. This trail needs maintenance and a relocation of the steep portion at the east end to ease the grade. There is a bridal trail around the lake which should have its right of way widened to at least eight feet.

At Thielson Creek a short stub trail could be constructed to run about one quarter mile east to the top of a rocky ridge where a considerable view could be had.

The Skyline Trail meets the Mt. Thielson Way four miles above Short Creek campground on Diamond Lake. From Short Creek to Crater Lake the Trail follows the road. By utilizing the available parts of the old road on the west side of the highway, and cutting a right of way between those segments, a serviceable trail could be carried from the south end of Diamond Lake to the Pinnice Desert. It seems the ideal thing to do would be to continue the Skyline Trail around Mt. Thielson and go south into the Park to the east of Timber Crater, up the northeast slopes of Lac Rock, follow the rim for two miles or so to the Watchman, then drop down to Castle creek, turn south, west of White Horse Bluff and east of Union Peak to the Rogue River Forest.

Signs

Skyline Trail signs are well posted in this portion of the trail.

Some confusion is encountered at Thielson Creek where the trail crosses the creek then switches back to the right. The blaze is not prominent and the way looks passable to the left. It would be at this point that the stub trail to the top of the ridge would start.

Signs guiding the traveler out of Short Creek south should be installed.

Accommodations

Douglas Horse Pasture - open camping with plenty of feed.

At Odell Lake a private packer will feed stock for a small fee per head. There is no pasture available.

At Lakeview Mountain Lake there is some feed, but as it is a small lake the water would be poor.

Crescent Lake has a large camp ground but little feed for horses.

Bingham Meadow - fine horse feed but no water.

Oldenburg Lake and Nip and Tuck Lakes have good camp sites and a fair amount of feed.

The next camp site after Nip and Tuck Lakes is Maidu Lake, although there is water at Tombstone Mine. Feed is not plentiful at Maidu Lake, but marginal grasses are in sufficient quantity to feed for one night.

The next feed and camp site is one that could be developed at Thielson creek about one quarter mile below the trail crossing. This is not a large area, but sufficient for a one night camp.

Short Creek camp ground on Diamond Lake is the last camp until Red Cone Springs in the camp. Horses are allowed to graze above the road in a large meadow.

Alternate Routes

The first alternate is over Maiden Peak, a lookout station and the most interesting and accessible along the route. Descending from Maiden Peak on the Davis Lake trail the route would take the Rosary Lake trail westward past Maiden Lake to the Skyline.

Maiden Peak is recommended as a side trip of great interest about five miles back from Douglas Horse Pasture.

Below Rosary Pass the Rosary Lakes trail can be followed to the lower end of Odell Lake, then taking the Diamond Peak trail back to the Skyline past Fawn Lake.

From Maidu Lake to Miller Lake is a nice side trip to good fishing but feed is not plentiful at Miller Lake.

South of Tipsco Peak a trail leads to the north end of Diamond Lake to the store and Post Office. This would undoubtedly be of use to hikers and others to replenish supplies.

5. From Umpqua to Rogue River National Forest.

Trail

The present route is via highway from Diamond Lake to the checking station in Crater Lake National Park, thence over Motorways to the west past Red Cone Springs to the Government Camp trail and then south to Annie Springs. It then follows the highway south out of Annie Springs

to Cold Springs, shortly after turning westward over motorway #9 and following the south fork to the boundary near Bald Top. Park Service Officials had no knowledge of the trail south, and after considerable riding we located a trail that later proved to be nothing but a sheep trail and led us up high on Goose Egg ridge.

We found a portion of the old road just south of the North Park boundary which led us across the Pumice desert west of the new highway and connected with the motorway leading to Red Cone Springs. This route would tie up nicely with the suggestion under #4 Trail. There is the further possibility of cutting through from the desert to the springs' road to shorten the distance by doing away with the angle formed by the two roads.

The motorway follows through alternating timber and meadows to Annie Springs. The advised route from Annie Springs was past Cold Springs to Motorway #9, across a pumice flat to the cabin near Bald Top. The highway could not be avoided, but was wide enough and had sufficient ditch to accommodate the horses in light traffic. The trail toward the Park from Bessie Rock and the Skyline Trail junction from the south seemed to be a good trail if proper connections could be made with the motorway.

Signs

Signs within the Park in relation to the Skyline Trail are non-existent. Therefore the following directional signs for the present existing route are suggested:

At junction of Highway and Motorway: Red Cone Springs,
Skyline Trail, Diamond Lake.

At Bald Crater junction: Red Cone Springs - Skyline Trail -
Diamond Lake.

At Red Cone Springs: Annie Springs - Skyline Trail -
Diamond Lake.

At Castle Creek: Annie Springs - Skyline Trail - Red Cone
Springs.

At Annie Springs Trail Crossing: Annie Springs - Skyline
Trail - Red Cone Springs.

At Annie Springs: Lucky Camp - Skyline Trail - Diamond Lake

At junction of Highway and #9: Lucky Camp - Skyline Trail -
Annie Springs.

At junction of Bald Top and Union Peak motorways: Lucky
Camp - Skyline Trail - Annie Springs.

At Park Boundary: Leaving Crater Lake National Park
Entering Rogue River National Forest
Skyline Trail: Lucky Camp - Annie Springs.

I suggest that these signs take this form and be of a temporary
type:

← SKYLINE TRAIL →
← Diamond Lake
Red Cone Springs →

Accommodations

There is no water between Diamond Lake and Red Cone Springs.
At Red Cone Springs there is good feed and water.

No developments for a camp ground, but could easily be made
into a pleasant camp with a pole fence pasture.

Castell Creek affords plenty of water, feed, and wood.

Annie Springs campground is not suited for horses, but Godfrey's
Glen, about a mile below, or Cold Springs, two miles south, offers
fair feed and good camp sites.

At Bald Top cabin is feed and water; and opportunity for
campground development.

Lucky Camp, about two miles from the cabin in the Rogue River
Forest is a sheep camp with fair feed, excellent water, and some
accommodations for camping.

Alternate Routes

As stated under #4, Trail, it seems that the best route for
the Skyline would enter the Park east of Timber Crater, up the North-
east slopes of Lao Rock, follow the Rim to the Watchman, then down to
Castle Creek; on south to the west of Whitehorse Bluff, and east of
Union Peak to the Rogue River Forest. The southern section, of course,
would have to line up with the Rogue River's northern section in its
final location.

6 - Crater Lake National Park to Lake of the Woods
(Crater Park and Rogue River National Forest)

Trail

Difficulty was experienced in finding the trail out of Crater Lake Park due to the fact that Park officials did not know of its existence, nor were there any signs in the Park in the region of its location as shown on the map. The Park boundary was scouted from a point directly south of Bald Top eastward for signs of the trail, the only one being found was one leading up on Goose Egg. This was followed and faded away into sheep trails. Striking westward across ridges we found the trail at milepost #7 and turned right, believing ourselves south of Lucky Camp, our destination. This proved to be correct. The Skyline Trail should be located on the upper slopes which we were on because of the vistas which the heights permit, joining the present trail at a point about five miles from the Boundary at the junction of the McKie Camp trail.

The present trail from Lucky Camp to a point about two miles south of the McKie Camp junction is in good shape. At that point a new set of blazes bore to the right with no marked trail tread, and the trail leads to the east down Dog creek. The first sign of the return to the Skyline was a tag on a tree at the Maude Mountain Way showing signs were requisitioned. The Maude Mountain Way was hard to follow in places because the blazes were old and indistinct and in two places missing for a distance of 100 yards. A shorter detour is supposed to be possible but it was not marked on the Dog Creek Way.

From the junction of the Maude Mountain Way to Red Lake the trail has been recently constructed or is a main traveled route so is very good.

At Red Lake the trail is torn up as the crew working there this summer was called off on very short notice. Beyond Red Lake the trail is in very poor shape to Four Mile Lake where a very poor woods road is followed to the newly constructed Mount McLoughlin Way trail leading into Lake of the Woods. With the exception of the northern sector, this trail is now in its best location. Considerable betterment is needed to put it in shape for tourist travel.

Signs

At the Park boundary the Forest Service should erect a sign giving distances to Lucky Camp, McKie Camp, Grass Lake, Red Lake, and Lake of the Woods.

There are no signs at the junction of the Skyline and Bessie Rock Way. There should be one pointing toward Bessie Rock reading - Lucky Camp 1/2, Bessie Rock ? . There should also be one there on the Skyline giving distances to Crater Lake National Park Boundary, Annie Springs, McKie Camp, and Grass Lake.

At McKie Camp junction signs are erected for the side trails but not for the Skyline. Here also the distances to Lucky Camp, Annie Springs, Grass Lake, and Devils' Peak should be quoted.

A Skyline Trail sign should be placed at the junction near Seven Mile Marsh.

At the junction near Grass Lake a sign reading "Grass Lake shelter - 1/2" should be put up. Other signs now in place seemed sufficient.

At Devil's Peak Look Out Trail junction a sign "Devil's Peak Lookout, Elevation 7600" is needed.

At Four Mile Lake the signing is insufficient because of the many branching roads. More Skyline signs are needed. Signs at Mount McLoughlin junction are sufficient.

Accommodations

Lucky Camp is at present a sheep camp, with some campground development - garbage pit, table, latrine. Good water and a small amount of feed for horses.

Honeymoon camp offers good grass and clear water.

At Grass Lake there is a shelter, but no garbage pit or latrine. Grass is plentiful for stock feeding. Water fair.

At the Devil's Peak junction I suggest a hitching rack on the south side of the ridge and trail betterment to the Lookout. Because the main trails runs so close it is worth the short foot trip, although the trail condition at the present time is uninviting.

There is a nice camp area at Red Lake with feed a short distance north.

There is nothing at Four Mile Lake except a very desolate outlook.

Lake of the Woods Ranger Station has a large pasture, but no place for private stock. A small campground is available.

Alternate Routes were not available on this portion of the trail.

7. Lake of the Woods to Oregon California Line
(Rogue River National Forest)

This section was not traveled by the examiner. It will be a route in timbered highlands, or lower country, of gentler mould where the Cascades of Oregon give way at the south end to finally become the Sierra of California. While not now marked out or much thought of, it should be well located for recreation values, and in the near future signed and finally completed as the Oregon Skyline Trail, which will then definitely and officially be existent entirely across the state.

B - General Information.

Campgrounds Used

July	20-21	Breitenbush Lake
	22-23	Russell Lake (Jefferson Park)
	24	Whitewater Creek
	25	Pamelia Creek Campground
	26	Pamelia Lake
	27-28	Marion Lake (at Guard Station)
	29	Duffy Lake
	30	Big Lake
	31	North side lava beds - dry camp
August	1-2	Eugene and Portland
	3	Scott Lake
	4	Lava Camp - Sand Springs
	5	Linton Creek
	6	Green Lakes
	7-8	Horse Lake
	9-10	Mink Lake
	11	Irish Lake
	12	Charlton Lake
	13	Creek between Maiden Peak Trail and Douglas Horse Pasture
	14	Odell Lake
	15	Crescent Lake
	16	Nip and Tuck Lakes
	17-18	Maidu Lake
	19-21	Diamond Lake
	22	Red Cone Spring Crater Lake Park
	23	Annie Springs
	24	Lucky Camp
	25	Grass Lake
	26	Near Island Lake
	27	Lake of the Woods

Grain Pickups

July 20	50#	Ziguag Ranger Station
July 26	20#	Pamelia Lake Guard Station
July 27	60#	Marion Lake Guard Station
August 3	50#	Scott Lake Guard Station
August 7	80#	Horse Lake Guard Station
August 15	100#	Crescent Lake
August 21	50#	Diamond Lake Guard Station

Traveled about 330 miles; 31 days on horseback, and 42 days away from station.

C. SIGNS

As far as directional signs are concerned, the average Skyline traveler would not lose his way. But to tell how far he was from the various camping places, or a certain trail junction or lake, he must make a wild guess from the map.

Two needs are felt: A more complete table of distances on the map, and uniformly styled signs at every campground or main junction giving the distance to the next camping spot and to another point farther along - i. e. the second distant campground.

For the first need I suggest the attached mileage table, to be printed on the bottom of the map folder. When portions of the trail are relocated or rerouted this table, as any other, would change. It will also change when the link around Mt. Hood and the connections to the Columbia River, and the region to the south of Crater Lake to Lake of the Woods are connected. The building of alternate routes will add more distances to the table. I believe it will be found elastic enough to absorb such changes in the present form. The table gives relative accurate figures for the route available for travel in the fall of 1934.

The other need - uniform signs at campgrounds - besides giving valuable information will lend interest to campers who go from one of the intersecting highways to the lakes for fishing or in other ways use only a small portion of the trail. To these people too, it will advertise the Trail, showing them that they can go quite a ways on a good trail. A list of such suggested signs is attached.

Signs at intersecting or joining trails were found to be in place in nearly every case. The difficulty encountered was at points where new portions of the Skyline took off with no directional information or blocking of the old trail. Signs existing at trail intersections

should of course be left in place until distance corrections or destruction of the signs requires replacement.

Some form of sign distinctive of the Skyline Trail should be used to supplement the expensive and necessarily poorly placed signs in use at present. Such signs should be visible from each direction, and be close enough together that at least one is always in sight. A target is suggested, shield shaped to be emblematic of the Forest Service, a stenciled design to distinguish the Skyline Trail, and an orange color to be clearly visible amid such foliage as may hang over the trail and to stand out vividly against the light barked trees found on some portions of the trail. The design on the face of the marker should be suggestive of the Skyline Trail. A simple letter "S", "Oregon Skyline", or a blackline horizon from the Columbia River to the California border. The connecting Washington and California Trails could use the same "S", replace the "Oregon" with "Washington", or "California", or substitute the blackline horizon of their own states. For simplicity the "S" would suit our purpose, as the other two suggestions would perhaps take up too much space.

Mile markers have been erected this year, notably on portions of the trail passing through the Deschutes and the Umpqua Forests. In each case mileage seems to start either from the boundary of the forest, or from trail intersections. Such mileage markers are well nigh meaningless to anyone except perhaps the district ranger as there is no way of knowing where the mileage is to, especially when one comes upon a marker greater than one and has no idea in which direction the miles are counted, or from where the counting began. Mileage should start from either the north or south extremity of the trail, and of course the job can not be done until one end or the other is completed. Probably the Mt. Hood end will be finished first. To mark half miles I would suggest the use of the present oblong enamel "Skyline Trail" signs.

A small sign should mark the entrance to each National Forest with a space on the sign board for posting of some form of the small Fire Prevention signs.

At each ridge top, lake, and principal creeks a sign bearing the name of the ridge, lake, etc., and its elevation should be placed. People when traveling are intensely interested in knowing the names of things, and in high country always want to know how high they are.

Recommended Signs for Points on the Present Skyline Trail

At Mt. Hood - (Government Camp)		
	Clear Lake	14
	Olallie Lake	45
	McKenzie Pass	98
At Frog Lake		
7 Swim	Clear Lake	5
9 Mt. Hood	Clackamas Lake	11

	At Clear Lake		
5 Frog Lake		Clackamas Lake	6
12 Swim		Lemiti R. S.	22
14 Mt. Hood		Olallie Meadow	27
	At Clackamas Lake		
6 Clear Lake		Lemiti R. S.	16
11 Frog Lake		Olallie Lake	25
18 Swim		Breitenbush Lake	30
20 Mt. Hood		Jefferson Park	36
	At Lemiti R. S.		
16 Clackamas Lake		Olallie Meadow	5
22 Clear Lake		Olallie Lake	9
36 Mt. Hood		Breitenbush Lake	14
	At Olallie Meadow		
6 Lemiti R. S.		Breitenbush Lake	5
25 Clackamas Lake		Jefferson Park	11
31 Clear Lake		Marion Lake	23
	At Breitenbush Lake Campground		
5 Olallie Lake		Jefferson Park	6
30 Clackamas Lake		Pamolia Lake	12
50 Mt. Hood		McKenzie Pass	43
	At Jefferson Park (Russell Lake)		
6 Breitenbush Lake		Whitewater Creek	3
15 Olallie Meadow		"Impassable ford	
42 Clear Lake		after 11 a.m. -	
		Glacial Stream"	
		Pamolia Lake	6
		Marion Lake	17
	At Pamolia Lake - junction Skyline and G. S. Trails		
3 Whitewater Creek		Hunts Cove	3
"Impassable ford after 11 a.m.-		Marion Lake	7
Glacial stream"		Duffy Lake	18
6 Jefferson Park		Santiam Pass	23
12 Breitenbush Lake			
	At Hunts Cove trail junction		
3 Pamolia Lake		Marion Lake	4
65 Mt. Hood		McKenzie Pass	35
	At Marion Lake Campground		
4 Hunts Cove		Jorn Lake	4
7 Pamolia lake		Duffy Lake	7
23 Breitenbush Lake		Big Lake	15

At Jern Lake

4 Marion Lake	Duffy Lake	3
11 Pamela Lake	Santiam Pass	8
17 Jefferson Park	Big Lake	11

At Duffy Lake

3 Jern Lake	Santiam Pass	5
7 Marion Lake	Big Lake	8

At Santiam Lake

31 Breitenbush Lake	McKenzie Pass	17
81 Mount Hood	Crater Lake Lodge	159

At Santiam Pass

(East) Sisters	(West) Cascadia	3
5 Duffy Lake	Big Lake	11
12 Marion Lake	Little Belknap Crater	13
23 Pamela Lake	McKenzie Pass	13

At Big Lake

2 Hunt Spring	Lava Beds	6
3 Santiam Pass	McKenzie Pass	10
8 Duffy Lake	Lava Camp	11

At Junction Little Belknap Crater Trail Little Belknap Crater

At McKenzie Pass

2 Little Belknap Crater	Lava Camp	1
10 Big Lake	Collier Glacier	7
13 Santiam Pass	Linton Creek	11
7 Sisters	McKenzie Bridge	7
7 Bend	Eugene	7

At Lava Camp

1 McKenzie Pass	Collier Glacier	6
11 Big Lake	Sunshine Camp	8
26 Marion Lake	Wickiup Plains	16

At Sunshine Camp

2 Collier Glacier	Linton Creek	2
8 Lava Camp	James Creek	4
9 McKenzie Pass	Elk Lake	13

At Linton Creek

2 Sunshine Camp	James Creek	2
10 Lava Camp	Wickiup Plains	6

At James Creek				
4 Sunshine Camp		Wickiup Plains	4	
12 Lava Camp		Horse Lake	10	
23 Big Lake		Taylor Lake	31	
At Wickiup Plains				
6 Linton Creek		Horse Lake	6	
17 McKenzie Pass		Elk Lake	10	
10 Collier Glacier		Cliff Lake	14	
At Horse Lake-Elk Lake trail junction				
6 Wickiup Plains	(East)	Elk Lake	4	
12 Linton Creek		Horse Lake	1/2	
14 Sunshine Camp		Mink Lake	10	
		Taylor Lake	21	
At Cliff Lake				
12 Elk Lake		Mink Lake	2	
14 Wickiup Plains		Taylor Lake	13	
18 James Creek		Waldo Lake	27	
At Mink Lake				
2 Cliff Lake		Taylor Lake	11	
10 Horse Lake		Charlton Lake	17	
33 McKenzie Pass		Rosary Pass	33	
At Taylor Lake				
13 Cliff Lake		Charlton Lake	6	
25 Elk Lake		Waldo Lake	14	
27 Wickiup Plains		Rosary Lake	23	
At Charlton Lake				
6 Taylor Lake		Waldo Lake	8	
17 Mink Lake		Maiden Peak Trail	13	
27 Horse Lake		Rosary Pass	16	
At Waldo Lake Junction				
8 Charlton Lake	(West)	Waldo Lake	1	
14 Taylor Lake		Douglas Horse Pasture	6	
39 Elk Lake		Odell Lake	14	
At Maiden Peak Trail				
4 Maiden Peak LO	(East)	(West)	Gold Lake	2
5 Waldo Lake			Douglas Horse Pasture	1
63 McKenzie Pass			Rosary Pass	3
At Douglas Horse Pasture				
14 Charlton Lake		Odell Lake	3	
162 Mount Hood		Crater Lake Lodge	78	

	At Rosary Pass	
2 Douglas Horse Pasture		(Sign now in place at junction
3 Waldo Lake		Rosary Lakes and Skyline
22 Taylor Lake		trails sufficient if moved to
47 Elk Lake		proper place at pass)

	At Odell Lake	
5 Rosary Lakes		Lakeview Mountain Lake 6
14 Waldo Lake		Crescent Lake 12
22 Charlton Lake		Mount Thielson 41

	At Lakeview Mountain Lake	
6 Odell Lake		Crescent Lake 6
78 McKenzie Pass		Crater Lake Lodge 64

	At Crescent Lake	
6 Lakeview Mountain Lake		Nip and Tuck Lakes 6
12 Odell Lake		Windigo Pass 8
26 Waldo Lake		Diamond Lake 33

	At Nip and Tuck Lakes	
6 Crescent Lake		Windigo Pass 2
18 Odell Lake		Maidu Lake 12

	At Windigo Pass	
2 Nip and Tuck Lakes		Tombstone Mine 6
8 Crescent Lake		Maidu Lake 10
26 Rosary Pass		Mount Thielson 21

	At Tombstone Mine	
6 Windigo Pass		Maidu Lake 4
14 Crescent Lake		Diamond Lake 19

	At Maidu Lake	
4 Tombstone Mine		Miller Lake 4
10 Windigo Pass		Mt. Thielson 11
102 McKenzie Pass		Crater Lake Lodge 40

	At Mount Thielson junction	
11 Maidu Lake	(west)	Diamond Lake 4
21 Windigo Pass	"	Crater Lake Lodge 29

	At Diamond Lake	
215 Mount Hood		Crater Lake Lodge 25

4 p
10/12/34

D. Birds Observed Along Skyline Trail and at Campgrounds During
1934 Reconnaissance

Total number of species observed: 41
Total number of families represented: 16

Oregon Juncos, Jays, and Chickadees were exceedingly numerous throughout the trip, particularly at camp grounds where man had been. It was very interesting to notice how surely we would arrive at a camping place very soon after the chirping of chickadees or juncos, or the raucous cry of the Oregon jay was heard. Because of their being seen in almost every section of the trip, the above species will be omitted from the detailed report which follows.

At Breitenbush Lake

Oregon Chickadee and possibly other species.
Great Blue Heron
Western Bluebird
Sandpiper - exact species undetermined

Breitenbush Lake to Jefferson Park

Clarke Nutcracker
Williamson Sapsucker
Desert Sparrow Hawk

In Jefferson Park

Western Robin
Western Bluebird
Chipping Sparrow
Red-shafted Woodpecker, Flicker
Slender-billed Nuthatch
Spotted Sandpiper
Killdeer
Flocks of sparrows - species undetermined

Russell Lake to Whitewater Creek

Humming bird - species undetermined

Whitewater Way

Varied Thrush
Stellar Jay

Pamelia Lake

Stellar Jay
Sandpipers - species undetermined
Slender-billed Nuthatch
Belted Kingfisher

Pamelia Lake to Marion Lake

Stellar Jay
Humming bird - species undetermined
Rock Wren
Varied Thrush

Marion Lake

Western Nighthawk
Stellar Jay
Ducks - species undetermined
Slender-billed nuthatch

Marion Lake to Jorm Lake

Varied Thrush
Western Robin
Wood Thrush
Nuthatch

Duffy Lake

Stellar Jay
Slender-billed nuthatch
Red-breasted Nuthatch
Great blue heron
Spotted sandpiper
Hummingbird - species undetermined

Duffy Lake to McKenzie Highway

Red-shafted woodpecker
Western Robin
Clarke Nutcracker

McKenzie Highway to Linton Creek

Desert Sparrow Hawk
Western Robin
Western Bluebird
Water Ouzel
Slender-billed Nuthatch
Western Golden-Crowned Kinglet

Linton Creek to Green lakes

Western Tanager
Fish Hawk - American Osprey
Mountain Bluebirds on Wickiup Plains
Desert Sparrow Hawk

Green Lakes to Horse Lake

Western Bluebird
Red-breasted nuthatch

Horse Lake

Northern Pileated Woodpecker
Hummingbird - species undetermined.
Water ouzel
Stellar Jay

Horse Lake to Mink Lake

Franklin Grouse

Mink Lake

Ducks - believed to be Redheads
Loon
Pileated Warbler
Hermit Warbler feeding young
Rocky Mountain Creeper

Crescent Lake

Arctic three-toed Woodpecker
Gull - species undetermined
Slender-billed nuthatch
Ducks - species undetermined

Nip and Tuck Lakes

Hummingbird - species undetermined
Ducks - species undetermined

Maidu Lake

Harris Woodpecker
Ducks - species undetermined
Hooded Merganser

Diamond Lake

Rocky Mountain Creeper
Ducks
Gulls

Red Cone Springs

Western Robin
Clarke Nutcracker
Thurber Junco
Stellar Jay
Harris Woodpecker
Red-breasted nuthatch

Crater Park to Lake of the Woods

Hermit Warbler
Myrtle Warbler
Golden-crowned Kinglet

Game Signs as Observed Along Skyline Trail During 1934 Reconnaissance.

Jefferson Park

Deer sign quite plentiful east of Russell Lake

Milk Creek Ford

Single deer tracks observed.

Top of Lizard Ridge to Swallow Lake

Deer tracks plentiful. Bear track.

Hunt's Cove

Elk sign.

Pamelia Lake

Deer reported plentiful

Marion Lake to Santiam Highway

Practically no sign.

South of Mt. Washington

Quantities of elk and deer sign in corridors of lava both north and south. More north than south.

Horse Lake

By report of sheep herder at Horse Lake there are large bands of elk bothering the sheep at the salt licks.

Deer not so plentiful at Lower Horse Lake - mostly does.

Horse to Mink Lake

Sign absent, or very scarce.

Mink to Irish Mountain

Very striking game trails around Tadpole Lake - apparently both deer and elk - well marked trails.

Irish Mountain

Devoid of all life - bird; animals, small or large.

Issued.
Irish to Charlton Lakes

Quite a few deer and elk tracks

Waldo Trail junction

Many deer and fawn tracks at Lilypond

Waldo to Maiden Peak

Sign very scarce

Maiden Peak

Many signs of deer

Douglas Horse Pasture south to Rosary Pass

Deer and elk sign very plentiful in several meadows.

Odell to Crescent Lakes

Scattered deer sign.

Crescent Lake to Diamond Lake

Sign lacking except for a few scattered tracks at Mip and Tuck Lakes and in the high upland meadow near Tibsoo Peak.

South of Park Boundary

Deer Plentiful, especially near Goose Nest and Egg.
Saw three large buck on that ridge.

A few elk down Seven Mile Way trail.

(Signed) William L. Royer.

F. General Recommendations and Conclusions

There are few campgrounds posted with signs concerning campfire permits, yet it was the opinion of the guards that permits should be issued. It is against the policy of the Forest Service to issue permits for more than one district, yet because it is so very inconvenient to contact guards on many sections of the Skyline Trail I am suggesting that in this case permits be issued at any point where usual along the route applicable to the whole or any designated portion of the Trail. Such action could be made known to the Rangers concerned. Permits could be obtained at Government Camp, Clackamas Lake, Olallie Lake, Pamela Lake, Marion Lake, Horse Lake, Odell and Crescent Lakes, and Diamond Lake.

The trail need not be of bridle trail standard because of the excessive cost, with the exception of portions which will receive great usage such as the trail from Olallie to Jefferson Park. A right of way of 12 feet and tread of 20 inches on the level and 24 on a sidehill should prove safe and sufficient.

Wherever possible campgrounds that can be conveniently equipped with telephones should have them. From a standpoint of fire control, and as a means of obtaining help in case of accident this seems to be a reasonable expense.

Hikers at Windigo Pass were confused by the position of the Skyline Trail sign on the south side of the road there. It parallels the road with no distinct line of blazes into the woods behind it to suggest a trail. It is the custom on highways to have the signs parallel the route named, therefore we should use care in placing trail signs along roads to avoid confusion on the part of trail users.

With a main, well-defined, signed, and fair quality trail from Breitenbush Lake to Diamond Lake and roads at north and south ends to carry on to Mt. Hood and Crater Lake respectively, the main proposition now is to complete the north end to the Columbia River, extend the south through Crater Lake Park at least to Lake of the Woods, and to provide alternate routes to make the Skyline Trail one of the most scenic and comfortable trails to travel with a variety of interest for everyone.

The Mount Hood will have in another season the trail from the Columbia to Government Camp completed with an alternate route around Mt. Hood. The trail from Olallie lake to Breitenbush will also be finished. This will leave about forty-five miles of the trail still on the road.

The Rogue River has made a great effort to have their portion as beautiful as that to the north, and their wish will be realized when the stretch between McKie camp and Maude Mountain is completed, the southern portion bettered, and the section just south of the Park located in higher altitudes along Goose Egg ridge.

The full length of the trail needs a final polishing as has been outlined in the main body of this report. This probably can be accomplished to best advantage under the direct supervision of the regional examiner who, having all these points in mind, could obtain uniform results improbable in any other manner.

Thus we are nearing the completion of an ideal which was envisaged more than a decade ago when the roundabout way from Mt. Hood to Crater Lake was covered by using various and sundry way trails and roads. Now a direct route of 240 miles connects the two points; and in a very few years the ideal will be realized when, over more than 350 miles of good trail, through and above the the finest of mountain scenery, the Oregon Skyline Trail will reach from the Columbia River south to the state of California.

(Signed) William L. Royer

South Pacific Coast

RG 79, 67A618,
Box 4499, F.W.
640-01 Pacific
Crest Trail, F.W.
S.W.

file 640-1

L - Recreation
"Sierra-Cascade Trail"
"High-Line, John Muir,
Oregon Skyline, Cascade
Crest", et al.

November 5, 1934

Mr. Clinton C. Clarke,
Hotel Vista Del Arroyo,
Pasadena, California.



Dear Mr. Clarke:

Your letter of October 26 is received.

This office is deeply interested in the proposed high mountain trail from Canada to Mexico; and in the choice of a fitting name for the entire route as a "tie-up" for the several sections which it appears may, for some years perhaps, bear individual names. We hope and feel that there will be found a name that will be exactly appropriate, one that will gradually assume historic significance. Such a name, besides being descriptive of the country traversed, we believe must have also the following qualifications: brevity, power and rhythm.

Your suggestion, "The Pacific Crest Trail", is properly descriptive, is quite brief, and has strength. The individual names "Pacific" and "Crest" are fine, but we believe the combination of letters and syllables in the two words lacks harmony and will be found too awkward to the tongue for long time popular usage. We are sorry not to be able to approve it as our choice, nor to recommend it to the Forester or others as you have requested.

We have canvassed the situation quite thoroughly, and have thoughtfully considered the several suggestions already offered, but do not believe the right name has yet been brought forth.

The names of the three states traversed are very beautiful individually, but there seems no chance of working them in together. "Calorwash", perhaps shortened to "Calowash" is hardly thinkable, though it is quite expressive, works over the tongue rather easily, and might with long usage take on favor. In working out the states idea, thinking perhaps to combine their initial letters, we were quite amused to wind up on the familiar old

Mr. Clarke

"C.O.W. Trail". But -- perish the thought! We have given up that lead.

We believe that "Sierra-Cascade" or "Cascade-Sierra" Trail merits consideration, but are not sure that they fit the southern end of the route. It may be difficult to find a name for our western trail as briefly expressive and musical as the name "Appalachian", which has been selected for the eastern high mountain trail.

It seems fair to us that the Regional Forester of the National Forests of California, and the Superintendents of those National Parks which are traversed by this Trail, and that the various mountaineering organizations also should have a hand in selecting a name. The Sunset Magazine has no doubt taken an active interest in California trails as it has the Oregon Skyline Trail. We are therefore inviting these agencies to offer suggestions in order that a superlative name may be given an opportunity to come forth. The Forest Service may temporarily act as clearing house for suggestions.

We offer in the following list a few suggestions, along with yours, which though perhaps imperfect in themselves, may assist in the solution:

- Sierra-Cascade Trail
- Pacific-Overlook Trail
- Pacific Highland Trail
- Pacific Alpine Way
- Pacific Outlook Way
- Pacific Upland Trail
- Pacific Wilderness Trail
- Cloud Cap Way
- Sunset Trail
- Pacific Sundown Way
- Pacific Timberline Trail
- Pacific Saddle Trail

Whatever name is chosen may be shortened by common usage. For instance, "Pacific Sundown Way" would soon become "Sundown Way" to the public.

We are glad that you like our Oregon Skyline Trail folder. It has served a very useful purpose. We hope in the not distant future to get out a new edition. We regret to inform you that as yet, we are not prepared to issue a folder for the high trail in Washington State. It would be subject to error and constant change and misinterpretation by the public. A reconnaissance of some sections of this route was made last summer, but there must be a more complete study made, and quite a little actual trail construction and betterment before a folder for public distribution is justified or even safe. Meanwhile, the hardy, experienced mountaineer and trail traveller will find our existing maps a fair guide.

Mr. Clarke

You will be glad to know that the entire high mountain trail proposed through the Cascade Range of Oregon and Washington has been on our approved trail program for some time. Its construction will go forward in accordance with funds appropriated during the next few years, and we hope for much progress in the next decade.

Very truly yours,

C. J. BUCK, Regional Forester,

By

F. H. Brundage

Acting.

64-1-1
March 22, 1940

Memorandum for the Regional Director:

Referring to your memorandum of March 18, I do not believe that there has been any statement made by the Pacific Crest Trail literature concerning the Oregon Skyline trail to which the park service can take exception, and the matter of connecting this trail through Crater Lake National Park with the trail over forest service lands to the north and south of us has been discussed with the forest service for the last two or three years, and we have quite a file on this subject, including a letter of March 2, 1939 from the Boy Scouts of America, Portland Council, giving their ideas on the route that this trail should follow.

I am showing on a reduced size base map of the park the location of the Oregon Skyline Trail through Crater Lake National Park where it connects with the forest service trail to the north and south. This location represents the unanimous decision of the park staff after careful consideration and full discussion. This link not only provides a connection to the Oregon Skyline Trail but it is also a trail that could be and would be used by visitors to the park on horseback trips if the park operator ever finds it advisable to install or resume furnishing of saddle horse service which was discontinued several years ago because of lack of patronage.

RG 79, 67A618, This plan calls for the construction of a camp and corral just below
Box 4499, F.R.C. rim on a site below and near the sewage disposal system of the rim
641-01 P.C.T. a where there is suitable ground for the purpose and a water supply can
FRC Smtw easily developed. It also provides for the construction of about one
e of road down near the Aris Springs station and about 300 feet where
trail leaves the park to connect with the forest service trail to
p Bear Paw.

→ Last summer the Rogue River National Forest trail crews did some work
building campgrounds and repairing the trail in the region south of the
park boundary. We jointly erected signs at the park boundary to show
where the visitor left or entered the park, depending on his direction of
travel.

If personnel and funds permit we hope to be able to complete our part
of the trail construction with Crater Lake CCC forces this summer.

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
CRATER LAKE NATIONAL PARK
MEDFORD, OREGON

OFFICE OF THE SUPERINTENDENT

July 3, 1939

Memorandum for Superintendent Leavitt:

Reference is made to your memorandum of June 30; to the Regional Forester's letter to you of March 9; to the letter from Mr. G.H. Oberteuffer to Mr. Buck of March 2; to your letter of February 27 to the Regional Forester and to Ranger Frost's letter of February 11 to you, all having reference to the Crater Lake section of the Pacific Crest Trail.

A careful study of the two proposed routes through Crater Lake National Park leads me to make the following recommendations. In spite of one highway crossing, I feel that the route from the Umpqua National Forest should enter the park via the old Diamond Lake highway, thence to Annie Spring via Castle Creek Motorway (with a spur to the Rim Area via the old west side road which will necessitate a retracing of this short spur route) thence to Red Blanket Creek via East Entrance to Union Peak Motorway and Red Blanket Motorway, thence into the Rogue River National Forest via Happy Camp trail.

The Boundary Spring area of the park represents one of the finest in the park and a horse trail and camp in this area would disrupt its natural appearance. There is, to be sure, a motorway to this area but not into it. Ranger Frost's point about contacting horse back parties is fine, yet has no bearing on whether parties enter by Boundary Spring or the old Diamond Lake road. As a matter of fact, such contact to be most effective should be made as the party enters the park. This would not be possible at Boundary Spring whereas it would be relatively easy should the parties enter via the Diamond Lake road. An arrangement could be made with the Forest Service whereby they could notify us of a horse back party enroute to the park and a ranger could contact the party at the point where the trail crosses the North Entrance Highway. The fire hazard is considerably greater in the Boundary Spring area and along the Bald Crater Loop than along the old Diamond Lake road which traverses largely through the Pumice Desert. Consequently, a horse back party traveling through Crater Lake National Park over the Diamond Lake road would offer considerably less risk than one traveling over Bald Crater Loop from Boundary Spring.

I feel that the first camp on this trail should be established on Copeland Creek and not at Red Cone Spring. In the first place, Red Cone Spring is intermittent in flow (It has dried up late in the summer) and at best the water is more or less confined, thus

EPL

making it necessary for both man and horse to obtain water from virtually the same spot. Red Cone Spring does not flow freely as is the case with other springs in the park. The Red Cone Spring area is also located in a blind area from both lookouts which is not the case with the Copeland Creek area. Horse feed is more abundant at Copeland Creek and the area is well adapted to establishing a camp.

I fully concur with Ranger Frost with respect to routing the trail to the Rim Area via the old west side road and establishing a corral at the site used in former years by the operator for the same purpose. Feed is not available at this point hence hay would have to be provided. Water is available. In spite of the feeling on the part of certain horse back individuals that they wish to avoid crowds, etc. most horse back parties which have entered the park have made a bee line to the concentrated area at the Rim. They need supplies, mail facilities, etc. The route to Annie Spring, as suggested by Ranger Frost, is fine as well as the route to Red Blanket from Annie Spring via a new trail from the latter point to the East side of Union Peak Loop and Red Cone Motorway. The highway crossing at Annie Spring can be controlled by rangers on duty there.

I feel that the paved highways in the park should be entirely avoided as horse back trails.

To recapitulate, I feel the trail should enter the park on the north via the old Diamond Lake road, cross the North Entrance Highway within the park (This crossing could be signed) follow the Diamond Lake road to the North Entrance to Castle Creek Motorway thence to Copeland Creek where the first camp in the park would be established; thence to the Rim Area via the old West side road, back to Annie Spring over the same spur route, thence to the East side of Union Peak Loop via a new trail from Annie Spring to this motorway and on the south side of the Medford highway, thence to Red Blanket Creek via Union Peak Loop (East) and Red Blanket Motorway, thence into the Rogue River National Forest via Happy Camp trail. We can probably make arrangements with the Forest Service to advise us when a party will enter the park from the south thus permitting us to contact them before they are half way or three-fourths of the way through the park.

Pauline Carson
Chief Ranger

RECEIVED
AUG 22 1939

UNITED STATES DEPARTMENT
FOREST
ROGUE RIVER NA



ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO

U
RECREATION - Rogue River
General

67AG18, Box 4499,
File 640-01 Pacific
Crater Trail, FRO
Seattle

INTENDENT	1	2	3
CLERK			
VALIST			
ENGINEER			
FILE			

MEDFORD, OREGON

August 21, 1939.

Superintendent,
Crater Lake National Park,
Crater Lake, Oregon.

Dear Mr. Leavitt:

Reference is made to your letter of August 10.

I am enclosing a plate which shows a design for an inter-boundary sign on the Oregon Skyline Trail. This type of sign appears suitable for the boundary between the Crater Lake National Park and the Rogue River National Forest but requires two individual signs. If agreeable to you, we will construct the sign facing north on the boundary post which will apply to the Rogue River Forest and leave the sign for the other side of the post to be constructed by your sign shop. If this type of sign is agreeable to you, we will construct it on the dimensions as shown on the enclosed plate.

I trust that this arrangement will be satisfactory to you.

Very sincerely yours,

KARL L. JANOUCH,
Forest Supervisor.

By

H.C. Obye

Acting.

Attachment

*This sign has not been made to date
by the Forest Service Design and
Location*

RECEIVED
AUG 22 1938
WEDNESDAY

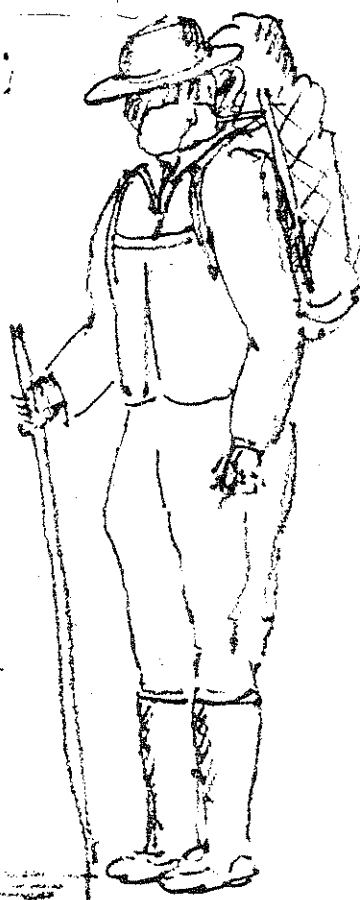
U.S. RECREATION
PACIFIC CREST TRAIL
SPECIAL SIGNS

U.S. DEPARTMENT
OF INTERIOR
NATIONAL PARK SERVICE

OREGON
SKYLINE
TRAIL

ENTERING
DESCHUTES
NATIONAL FOREST

opposite
side of
trail



JUL 20 1938

640 A

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
XXXXXXXXXXXXXXXXXXXX
Crater Lake, Oregon

September 21, 1939.

Mr. Karl L. Janouch,
Forest Supervisor,
Rogue River National Forest,
Medford, Oregon.

Dear Mr. Janouch:

Please refer to your letter of August 21 relative to a boundary sign to be constructed on the Oregon Skyline Trail. We approve this type of sign and will be very glad to design and erect our sign on the opposite side from the Forest Service sign.

I am sorry that we did not answer your letter earlier, but your letter and plan was somehow mislaid until today.

Very truly yours,

Thomas C. Parker,
Acting Superintendent.

tcp/jd

640-1

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
NORTH PACIFIC DISTRICT

ADDRESS REPLY TO
DISTRICT FORESTER
AND REFER TO



Source: RG 79,
67A618, Box 4499,
File 640-01 Pacific
Coast Trail, FRC
Seattle

OFFICE BUILDING
MEDFORD, OREG.

26, 1935

L
Recreation
Oregon Skyline Trail

Mr. David H. Canfield,
Superintendent,
Crater Lake National Park,
Medford, Oregon.

REGIONAL FORESTER	1	JTC
CHIEF CLERK		
ASST. DIR.		
CHIEF RANGER	2	CC
FILED	3	

Dear Sir:

We are planning a revision of our Oregon Skyline Trail map, and should be very glad to have you send us a map showing the trail as proposed or constructed through the Park, in order to get a completed job.

You will find attached a report by Wm. L. Royer, who talked it over with you at the time of his visit a year ago last summer. This may be of some assistance to you.

Data on horse feed and water would also be valuable.

Very truly yours,

C. J. BUCK, Regional Forester,

By

[Signature]
Acting.

Inclosure

