

OLD CASCADE SCENIC HIGHWAY HERITAGE CORRIDOR (STEVENS PASS)

From I-5 North:

- Take exit 194 to merge onto U.S. 2 E/Stevens Pass Highway toward Snohomish/Wenatchee
- Exit SR 9 toward Arlington/Bothell
- Turn right at SR 9 S
- Turn right at Old Highway 2
- Gravel turn-off on the north side of U.S. 2, just west of Stevens Pass Ski Area

Corridor length: 13.3 miles

Begins: Stevens Pass Ski Area—corridor is in three segments. See mile-by-mile description for details.

Ends: U.S. 2 (Money Creek Bridge)

Highlights: Open mountain views and valley forest scenery

Nearby: Iron Goat Trail



Chelan County

Corridor ends

Picnic at Money Creek Campground, n.d. Courtesy of AAA

Segment 3

Segment 2

Segment 1

Corridor begins



Along this corridor in March 1910, the most tragic avalanche disaster in U.S. history occurred with nearly 100 lives lost at the town of Wellington. Explore the Iron Goat Trail for more detail on this accident and the efforts it took to make train travel safe along this route.



Automobile at Stevens Pass, 1929. Courtesy of AAA



Wreckage of a train car after the Wellington avalanche. Courtesy of MOHI

OLD CASCADE SCENIC HIGHWAY MILE-BY-MILE TOUR

Please be respectful and courteous of private residences and property.

SEGMENT NO. 1

Mile 0.0 – 1.0

- Just west of Stevens Pass ski area, right turn onto gravel road just off U.S. 2.
- At mile 0.1 is a Forest Service snow study area with shed and testing equipment.
- Road drops in elevation, with spectacular mountain views to south and east.
- At mile 1.3 is a hairpin turn.

Mile 1.0 – 2.0

- Road drops in elevation, with spectacular mountain views to south and east.
- At mile 1.3 is a hairpin turn.

Mile 2.0 – 4.0

- At mile 2.8 is Wellington Trail—part of Iron Goat Trail. Park and hike the trail to see portal of first Cascade Tunnel opened 1900, site of Wellington Avalanche, all-concrete snowshed complete 1911, and other railroad history features.
- Frequent gravel stretches in paved roadbed.

Mile 4.0 – 5.0

- Views to west of Great Northern Railroad concrete snow sheds, built after the disastrous avalanche at Wellington.
- Around mile 4.3, are stumps with springboard scars west of the road, a sign of early days logging activity.
- At mile 4.9, corridor segment ends at circular turn-around with views of nearby Tye River. A footbridge allows bicycle/pedestrian crossing and continuation to the reconnection with U.S. 2., while **autos must retrace route**, and go West on U.S. 2 to Segment 2.

SEGMENT NO. 2

Mile 0.1 – 1.0

- Segment No. 2 begins from north turn off U.S. 2, at Iron Goat Trail near Milepost 58.
- To right is a parking area and entrance to the Iron Goat Trail interpretive site and trail. From here, you can hike west to Martin Creek on barrier-free wheelchair-accessible trail, or climb steep trail to Windy Point Tunnel.
- To continue on road, bear left, along the Tye River.
- The road leaves the Mt. Baker-Snoqualmie National Forest at mile 0.6.

Mile 1.0 – 2.0

- At mile 1.1 road ascends and the river drops away; road narrows.
- Much evidence of logging on forest floor, including stumps and fallen logs.
- At mile 1.4 gravel Forest Road 6710 provides access to Iron Goat Trail's Martin Creek Trail and other forest roads.

Mile 2.0 – 3.0

- At mile 2.5 is a concrete and metal bridge crossing some rapids in the vicinity of Deception Falls, accessible off of U.S. 2.

Mile 3.0 – 4.0

- At mile 3.5, highway becomes visible through the trees; road ends at mile 3.7, reemerging with U.S. 2 at Milepost 55. Proceed Westbound on U.S. 2 to segment 3.

SEGMENT NO. 3

Mile 0.1 – 1.0

- Segment No. 3 begins with left turn off of U.S. 2 onto NE Old Cascades Highway. Road bears west, just beyond railroad tracks.
- Road continues into railroad town of Skykomish.
- Mile 0.8. Skykomish rail yard, a station on the Great Northern line.
- Road crosses tracks and enters Skykomish.
- Continue past modest worker houses against backdrop of steep mountains.

Mile 1.0 – 2.0

- At mile 1.2 is old Forest Service complex of historic buildings.
- Mile 1.3, Skykomish Historic District fronting Railroad Avenue, including the old Cascadia Hotel, Olympia Tavern, Skykomish Hotel, Maloney's Store, and Skykomish Museum in the old Manual Training Building.
- Continuing west on NE Old Cascade Highway, is the King County Landmark Skykomish Masonic Hall, built in 1924 by railroad and millworker membership.

- About mile 1.6, are four millworker cottages, built in 1917. Important employer in town was Skykomish Lumber Co. Saw, Planning, and Shingle Mill, founded in 1898.

Mile 3.0 – 4.0

- At mile 3.3 cross the Skykomish River on the Miller River Bridge, a 1922 steel truss with wood deck bridge, a King County Landmark.

Mile 4.0 – 5.0

- Money Creek Campground, a Forest Service campground dating back to the late-1920s, on the right; entrance at mile 4.5.
- Corridor ends where road re-merges with U.S. 2 at mile 4.7.

Alternate formats available upon request 206-296-6590 (TTY Relay: 711)

King County Department of Transportation **Road Services Division**

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