



Figure 8. Shellrock Mountain, 1939 aerial photograph. Extant portions of the historic alignment are shown in yellow.

Shellrock Mountain

Location (Lat.,Long.)

Start: 45.6919, -121.7436

End: 45.6902, -121.7293

Summary

Shellrock Mountain is one of the landmark features of the HCRH. Its bare slopes are covered in a deep, unstable talus formed from dioritic and basaltic rock. The relatively few trees form dark streaks down its sides.

The instability and danger of rock fall made the site a challenging one for road building. Elliot's work was further complicated by the necessity of removing a previous road built by convict labor. The earlier road was not only dangerous because of its hairpin turns and steep grades, the retaining walls were badly laid "with the apparent intention of making each rock go as far as it could" (Elliot 1914). Elliot replaced these walls with a carefully crafted stone retaining wall. The 4,000 feet of the HCRH that skirted Shellrock Mountain were notable for the dramatic talus slopes above, the impressive rock retaining walls and rubble masonry parapet guard wall along this stretch, and the proximity of the road

to the Columbia River.

This section of the HCRH was replaced by the water-level highway. Only fragments of the retaining walls and the original roadbed remain. Nevertheless, this is one of the most interesting of the abandoned segments of the highway. The mountain itself and is impressive. Remains of the rock walls and parapet along the HCRH alignment, and traces of the old military wagon road enhance the historical interest of the area.

Topography

The overall topography of this portion of the HCRH is characterized by an even grade around the toe of the mountain, below the talus slopes. There are two rock cuts that remain, each about 100 feet long and 70-90 feet high.

Buildings and Structures

Two fragments of retaining wall remain. The first is about 400 feet long near the west end of the section, built of large, ashlar and hewn basalt or diorite stone. This is about 6 feet tall, but the top of it is broken in many places. The stones vary from coursed in some areas to random in others. Fragments of wall, concrete, and of mortared rubble



Figure 9. Shellrock Mountain, west end, 2003 aerial photograph.

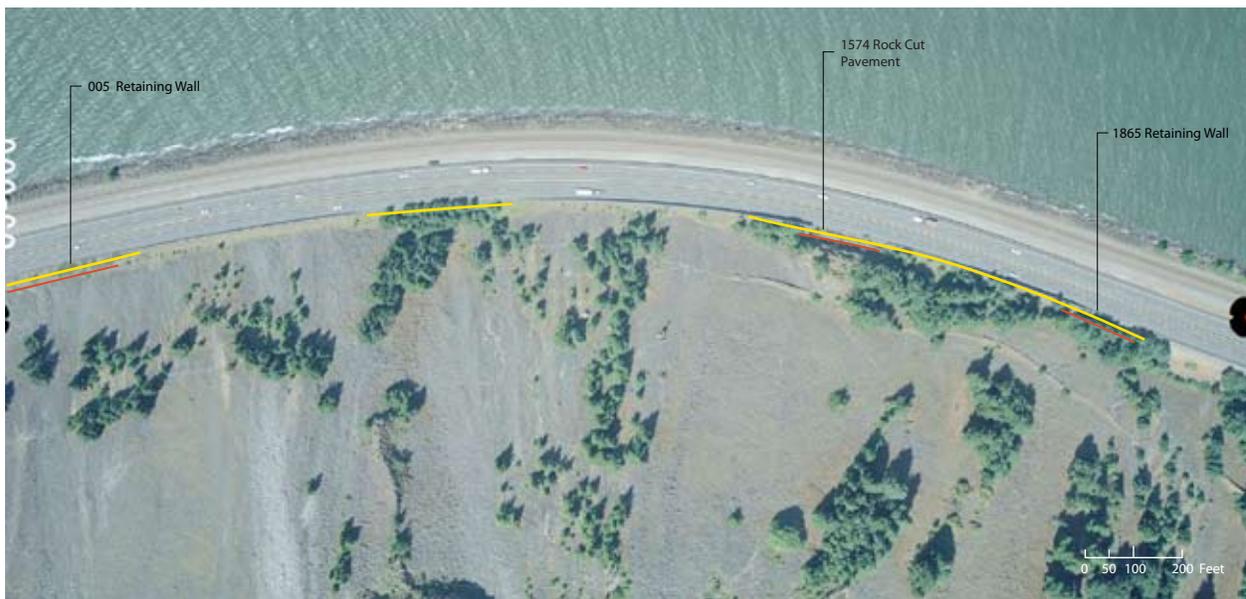


Figure 10. Shellrock Mountain, center section, 2003 aerial photograph.

Key

-  HCRH Fragment
-  Linear Feature Location
-  Feature Location

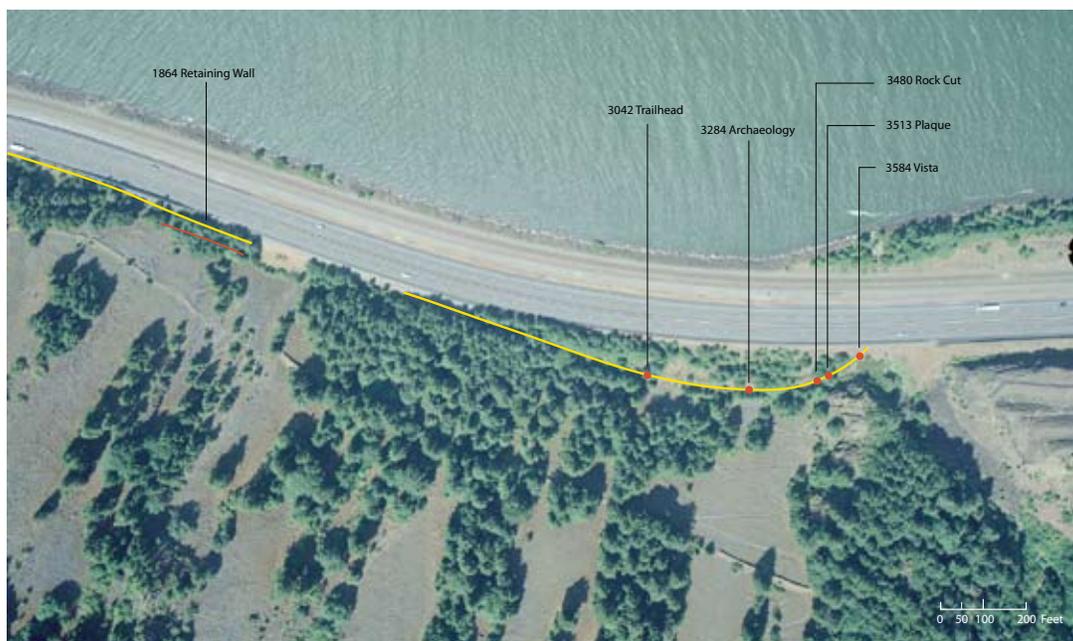


Figure 11. Shellrock Mountain, east end, 2003 aerial photograph.

masonry parapet are piled along the top of the wall, and talus has accumulated there as well. These wall fragments reveal how thick this retaining wall is, and the size of the stones used in it. The second retaining wall, located about two thousand feet east of the first, is about 150 feet long and 10 feet high, but like the first the top is broken or missing in places. The stones are hewn basalt, laid in a random arrangement with some mortar at least at the top. This second wall is buried in vegetation and overgrown with trees. It is in poor condition, but impressive nevertheless.

Circulation

Only a two fragments of HCRH pavement remain in the Shellrock Mountain section. The largest is a stretch of about 700 feet, consisting of part of the roadbed, the north edge broken off by I-84 and the south edge hidden by rock fall and vegetation. The pavement itself is buckled, patchy, and overgrown with trees, shrubs and moss. In other areas there are small patches of asphalt and heaps of asphalt piled in the roadbed. There is a trail in poor condition connecting to the military wagon road that intersects the alignment of the HCRH at its east end.

Views and Vistas

The most notable views in this section are found at its east endpoint, in the draw of Summit Creek in Lindsey Creek State Park. From this point there is a framed view of picturesque boulders, rock outcrops and a tree in center of the falls. Benson Falls, further upstream on Summit Creek, is partly concealed by vegetation. Other, contemporary views of the Gorge and I-84 can be found along the segment as well.

Small Scale Features and Archaeology

Archaeological features identified by the inventory survey include remains of concrete guard rail from the 1940s and concrete rubble by the side of the road, the original location of the plaque commemorating the “honor men” who built the road replaced by the HCRH.



Retaining wall and rock catchment, Shellrock Mountain



HCRH roadbed and rock cut, Shellrock Mountain



Broken parapet, Shellrock Mountain



Rock outcrop, Shellrock Mountain



Summit Creek draw, Shellrock Mountain



Retaining wall, Shellrock Mountain



Concrete guard post, Shellrock Mountain



Plaque site, Shellrock Mountain



View of the Columbia Gorge, I84, from HCRH alignment Shellrock Mountain

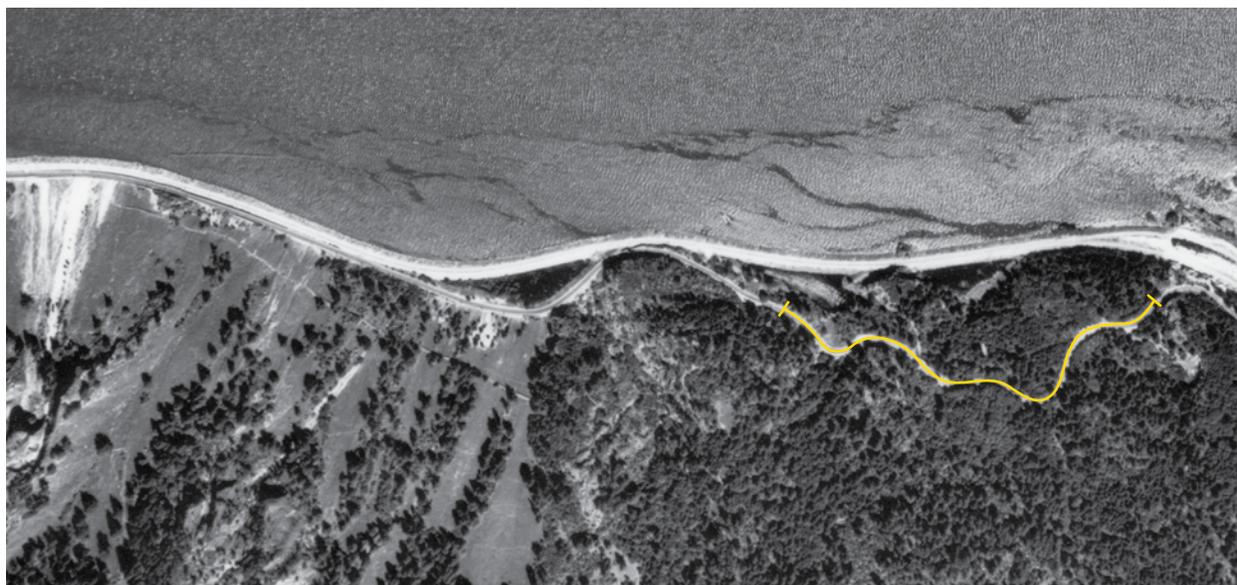


Figure 12. Lindsey Creek, 1939 aerial photograph. Extant historic highway fragment is shown in yellow.

Lindsey Creek

Location (Lat. , Long.)

Start: 45.6901, -121.5821

End: 45.6899, -121.7195

Summary

This 0.4 mile continuous segment of the HCRH is in a secluded, little used portion of Lindsey Creek State Park, at the foot of Mount Defiance. It roughly follows the 200 foot contour line around the ridge dividing Summit and Lindsey creeks. In this area the geology rapidly alternates between Columbia River Basalt outcrops and the loose light – colored rock of the Shellrock formation mixed with silt soil. The area is forested with moist, mixed conifer forest dominated by Douglas fir and western hemlock in the overstory.

The original course of the HCRH climbed straight from the edge of the river at Shellrock Mountain to round the rocky pinnacle, which now forms the western end of the highway segment

above I-84. For travelers from the east, this rock outcrop framed a dramatic view of Wind Mountain. Continuing east the highway passes through a small, moderately steep draw framed in small basalt rock outcrops and pinnacles, forming an interesting vista now overgrown with vegetation. The road then passes around another, smaller rock cut, associated with a large turn out. A small cut-through in an area of mixed soil and rock follows this. An intersecting road or trail associated with this cut-through follows the lateral ridge north, to end abruptly above I-84. This may be a remnant of the road seen on the 1939 photograph in this area .

The HCRH continues east through two broad, shallow, forested draws. A contemporary access road crosses the historic highway in the first of these, leading to I-84 to the north and to the power line and National Forest property to the south. The second large draw contains remnants of road and naturalized plants which may reflect a settlement or opening visible on the 1939 aerial photograph. The highway fragment ends just short of a large, slightly overhanging rock cut partially removed by the construction of the Interstate. Historically it then descended into the draw of Lindsey Creek to meet the railroad right of way at an elevation of about 120

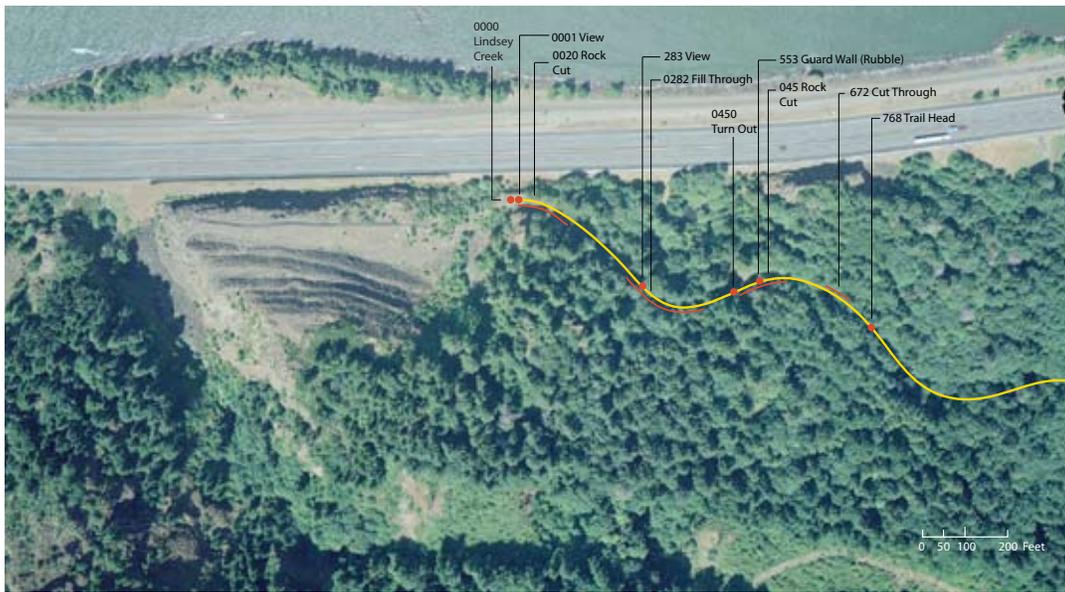


Figure 13. Map of features found in west end Lindsey Creek Segment, 2003 aerial photograph

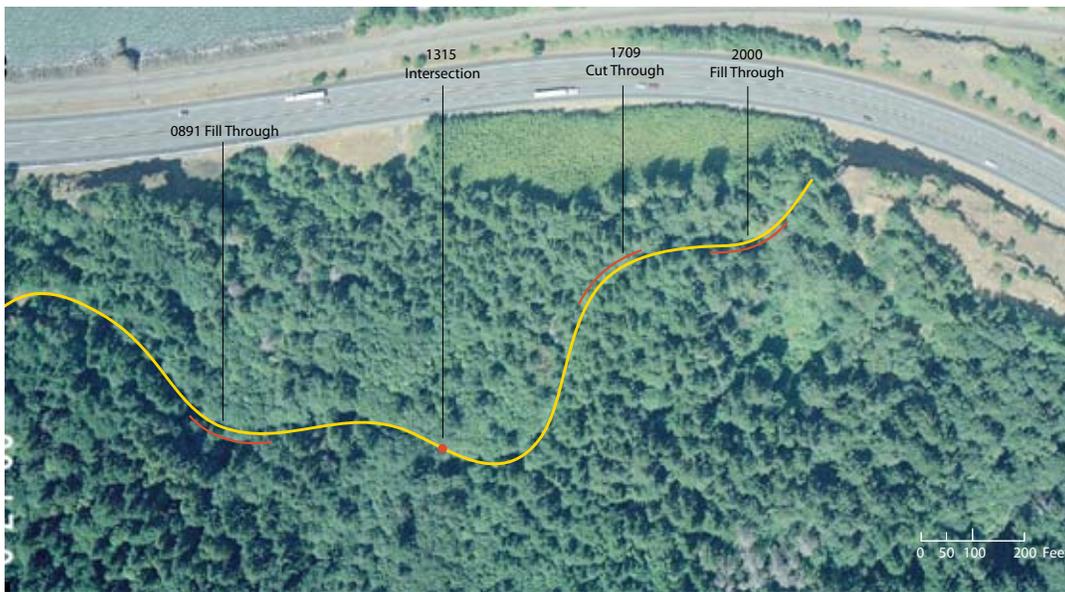


Figure 14. East end of Lindsey Creek Segment, 2003 aerial photograph

Key

- HCRH Fragment
- Linear Feature Location
- Feature Location

feet, near the Lindsey Creek Inn.

Buildings and Structures

According to the historic road log, there were several short stretches of standard guard fence in this segment, and one of rubble masonry parapet. No trace of standard guard fence is left, except a small chunk of partially burned post that may be a remnant. The remains of the guard wall were identified by the survey in 1981 as a ruin, but were not located (HAER 1981). As mapped by this survey, this wall is associated with a rock cut and turn out, in approximately the location given by the road log. It is now a heap of stones and broken concrete, and details of its design are impossible to determine. No culverts or other drainage structures were relocated in this fragment.

Topography

The rock cuts in this section are in fair condition, compromised by some minor rock fall and slides, accumulation of soil in gutters, and small trees and other vegetation along the road edge. The large rock cut at the eastern end was not evaluated as it is past the end of the fragment and inaccessible. There are three fill-throughs. Two are in fair condition, with blocked drainage structures. One is in poor condition, with blocked drainage and overgrown vegetation. The two cut-throughs in the fragment are both in fair condition. They are overgrown with vegetation and sapling trees, and one of them has formed an eyebrow of soil undercutting its top edge, compromising the stability of trees above. Both cut throughs have some slumping or rock fall into the roadbed.

Circulation

The roadbed of the historic highway is covered in a few inches of duff and moss through out the fragment. Below this layer, the pavement appears to be in good condition, with the centerline still apparent. There are three wye intersections with

short, unpaved side roads, all of which may be remnants of roads visible on the 1939 aerials. These are all in poor condition, covered in debris, overgrown with vegetation and/or washed out. A currently used graveled access road forms a tee intersection with the Historic highway. A lens shaped turnout associated with a rock cut, masonry wall and road or trail to the north is in poor condition. Its surface is covered in moss, with no evidence of pavement underneath. It is overgrown with Douglas fir and big leaf maple seedlings, and with invasive Scotch broom.

Views and Vistas

The view of Wind Mountain at the western end of the segment is in poor condition, compromised by vegetation, the concrete barrier at the end of the segment, and the Interstate below. The inventory also identified a vista to the south, up a steep draw framed by interesting rock formations. This vista is in poor condition as well, as it is overgrown with small trees.



View of Wind Mountain from east end of Lindsey Creek Segment



Fill-through, blocked drainage, Lindsey Creek Segment



Road surface, alignment, rock cut. Lindsey Creek Segment.



Cut-through, Lindsey Creek Segment. The eyebrow of this cut is compromising the trees and integrity of the slope. Fallen rocks and vegetation are also damaging.



Turn out, Lindsey Creek Segment.



Cut through, Lindsey Creek, overgrown with trees

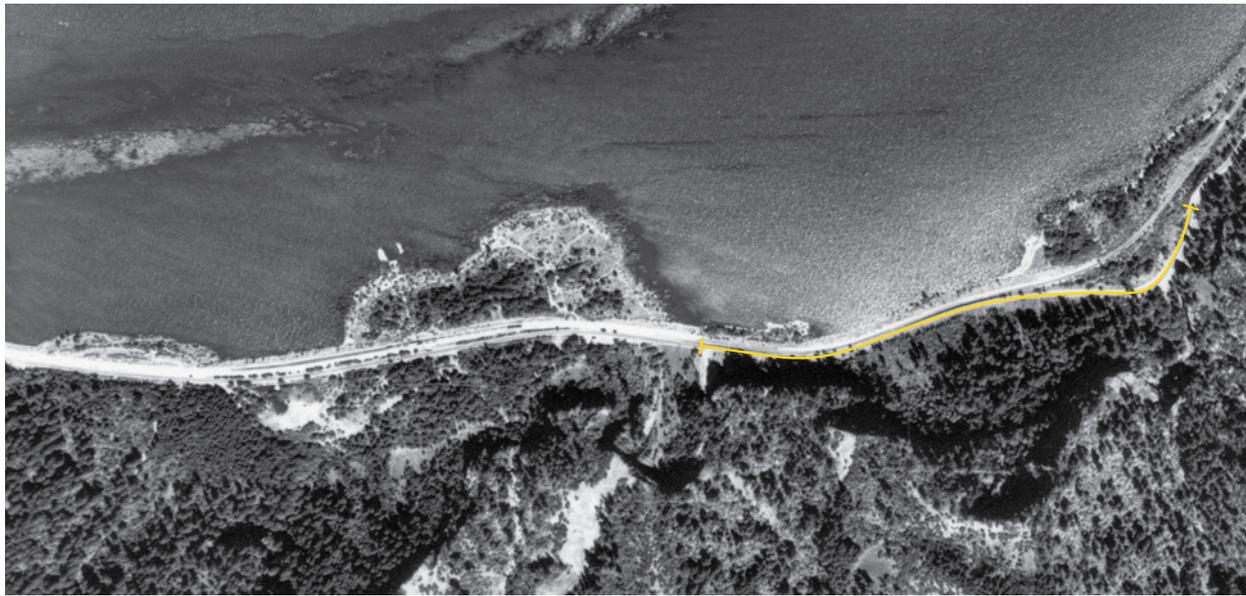


Figure 15. Starvation Creek Segment, mapped onto 1939 aerial photograph. Extant HCRH shown in yellow.

Starvation Creek

Location (Lat., Long.)

Start: 45.6881, -121.6904

End: 45.6875, -121.6458

Summary

This segment of the HCRH consists of a short segment, associated with Cabin Creek, to the west of the Starvation Creek State Park parking lot. It parallels I-84 at water level, as it did the railroad before the Interstate was constructed. The vegetation is moist, mixed conifer forest, with an overstory of Douglas fir and western hemlock and a fairly dense understory of shrubs and broad leaved riparian trees. The large Columbia River Basalt cliffs above the historic highway are close to the road near the Starvation Creek Parking lot and Cabin Falls, but are separated from it by old rock slides described by Elliot (1914). These slides have been overgrown with trees and shrubs, which have stabilized them and

obscure the geology. They reveal only glimpses of the cliffs above. More recent slides have buried parts of the roadbed. Cabin Creek crosses the historic highway, with a dramatic waterfall visible from the road.

The major features of this segment are Cabin Creek Falls and the long retaining wall below the road west of the falls. Elliot (1914) writes of the necessity of building this wall, and a corresponding face wall above the road to contain the slide. The construction of the water level road apparently removed these walls, except for the remaining piece identified here. Cabin Creek Falls was a feature of the road, as evidenced by the more elaborate culvert design, a short designed trail and turn out parking area associated with the it. Evidence from the 1939 aerial suggests that historically this area was more open, and views up to the cliffs and rock columns would have enhanced the approach to the falls. The Mount Defiance Trail terminates in this segment of the historic highway.

Buildings and Structures

The inventory recorded two culverts in this

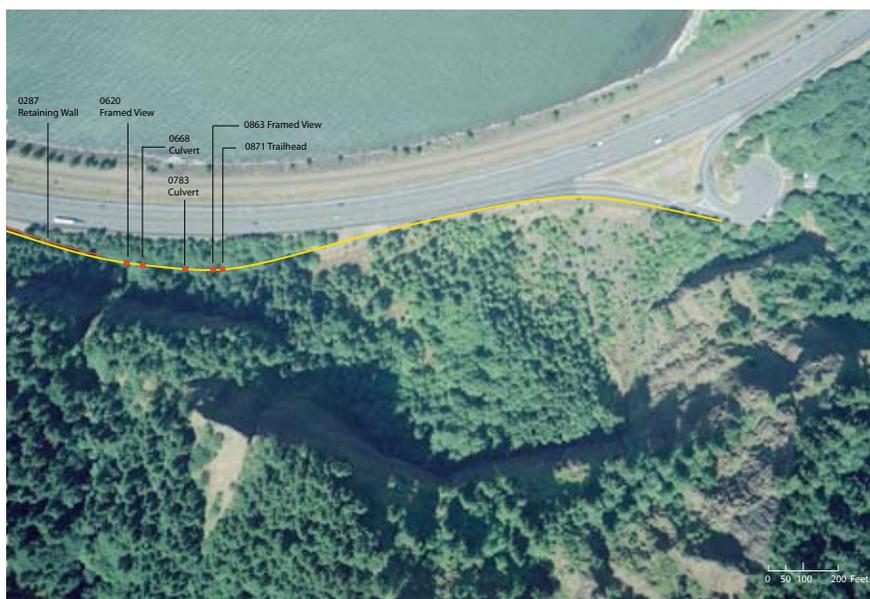


Figure 16. Map of features, Starvation Creek Segment. Aerial photo from 2003.

Key

- HCRH Fragment
- Linear Feature Location
- Feature Location

segment. The Cabin Creek culvert was designed to be seen from the trail to the Falls, and consists of 36" concrete culvert set in a six foot wide headwall of coursed basalt stones that have been hewn and bossed, laid with mortar. Above and to the sides of the mortared headwall is a continuation and wing walls of unhewn, dry laid rubble wall. This rubble wall appears to have been repaired or modified at some time. Because of these modifications and some missing stones, the culvert is considered to be in poor condition. A second concrete culvert with basalt stone detailing around the mouth is in poor condition because it is almost entirely buried and clogged.

The retaining wall below the road is a portion of the long retaining wall built by Elliot. It is a 267 feet long dry-laid battered basalt stone wall, standing

about five feet tall. The stones are hewn and bossed, and laid in a random to semi-coursed pattern. The top layer of stones has been mortared. Now covered in moss and fern, with many missing chink stones, it is in fair condition. A contemporary wire and steel post fence runs along the top of the historic retaining wall.

Topography

There were two possible small rock cuts on either side of Cabin Falls, but it was not clear if these are created or natural rock face.

Circulation

The HCRH road surface appears to be mostly

intact, with some crumbled areas and potholes. It is covered in a thin layer of duff and mud. The gutter area along the south edge is buried in debris and overgrown with vegetation. There are two areas where slides have brought rock and mud onto the road. The historic highway pavement terminates at wheel 1207 along the centerline, near the off ramp from I-84.

Two trails intersect the HCRH in this segment. There is a the short, informal path up from the road to Cabin Creek Falls. The Starvation Creek cut-off trail also terminates in the historic highway near Cabin Creek Falls. It is a dirt trail in fair condition.

Views and Vistas

The major view in the segment is a framed vista of Cabin Creek Falls from the road. The view of the falls is framed by a towering boulder or rock outcrop. The 1939 aerial shows this area as more open than it is today; now it is overgrown with trees and vegetation. To the east of the falls is another view of rock columns, also obscured by trees.



Cabin Creek area, Starvation Creek Segment. Overgrown vegetation along road edge, slide (right, background), debris and mud build up on edges of the road surface.



Retaining wall north of Historic highway. This may be part of a longer wall. It is damaged by the ferns and other vegetation, missing chink stones.



Cabin Creek culvert. The style of this culvert suggests it was meant to be seen from a path to the fall.



Cabin Falls vista, Starvation Creek Segment



Detail, rubble headwall, Cabin Creek



Buried, clogged culvert, Starvation Creek Segment