



AUTO TOUR

AAA Washington Travel Services

Yakima River & Canyon

A drive along the Yakima between Cle Elum and Selah offers a up-close view of the powerful forces of nature. Born of rain and snowmelt in the high Cascades east of Snoqualmie Pass, the 215-mile Yakima River is the longest all-Washington tributary of the Columbia. Its upper reach flows through woods of fir and pine. Downstream from Cle Elum, the river rushes between steep hills with scattered stands of pine and flanked by outcrops of columnar basalt. Near Thorp it emerges on the fertile Kittitas (KIT-tuh-tass) Valley plain, a patchwork of cropland, hayfields and pasture. The college town of Ellensburg is the valley's commercial center.

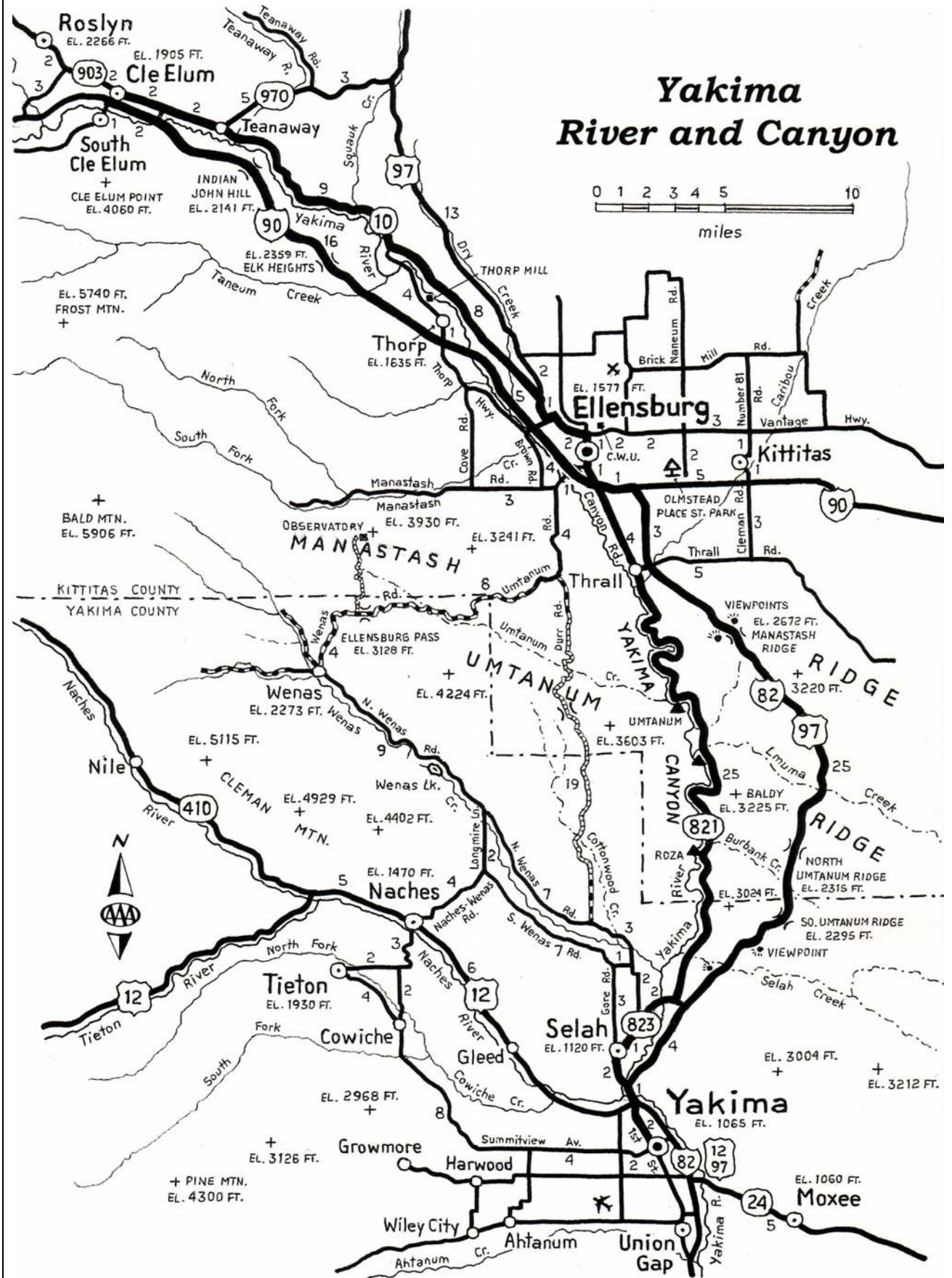


The campus of Central Washington University in Ellensburg [Photo: CWU]

South of Ellensburg, the Yakima takes aim at a seemingly impassable ridgeline. This is the scenic Yakima Canyon, a serpentine path the river has cut through a series of towering grass covered ridges. Beyond lie Selah and the orchard-filled upper Yakima Valley.

The return loop follows I-82, an expressway that traverses a desert landscape of gray-green sagebrush in a series of long grades. The arid uplands contrast sharply with the canyon's fringe of riparian woodland and the irrigated farmlands of the Yakima and Kittitas valleys. The Wenas Road, west of Yakima Canyon, is a scenic back-road alternative between Selah and Ellensburg. Interstate 90 west from Ellensburg to Cle Elum completes the loop. The **Yakima River & Canyon Auto Tour** totals 106 miles, excluding stops in Ellensburg and side trips. Allow a little more than two hours for the drive alone.

Yakima River and Canyon



Spring, summer and fall are the best seasons for touring this area. Wildflowers bloom in the semi-arid lands along the river in April and May. Aspens along the upper Yakima near Cle Elum blaze with color in October. Summer temperatures in Ellensburg average in the mid-70s to mid-80s, with occasional hot spells reaching into the low 100s (the record maximum is 111°F). Overnight lows in summer average in the comfortable 50s. Winter months see most of the region's annual precipitation of around 9 inches. Subfreezing temperatures are typical (the record minimum temperature is -30°F) and snowfall at Ellensburg averages 28 inches. Strong winds are common in the Kittitas Valley from March through October.

1. The Upper River

Cle Elum to Ellensburg (Eastbound via WA-903 & WA-10)

The Yakima River and Canyon Auto Tour starts in **CLE ELUM** (pop. 1,865, alt. 1,905 ft.), located on the banks of the upper Yakima River amid stands of pine, aspen and cottonwood. Its name comes from an American Indian word meaning 'swift water.' Black gold from the Cle Elum District, the Northwest's largest coalfield, fueled Northern Pacific's steam locomotives from the late 1880s until the switch to diesel traction after World War II. Our route follows First Street, flanked by nicely maintained one- and two-story brick buildings, many from the late 19th and early 20th centuries. The original mainline of the Northern Pacific parallels First Street, a block to the south. This is now a branch line of the Burlington Northern & Santa Fe.

There are several historic attractions in town. The **Cle Elum Historical Telephone Museum**, 221 E. First Street, preserves telephone equipment dating back to the early 1900s. Cle Elum was the last district in the Northwest to get automatic dialing and this served as the central switchboard until 1966. The museum is open weekend afternoons. **Carpenter Museum**, W. Third Street and Billings Avenue, occupies the 1914 Frank Carpenter House. Its original furnishings depict the comfortable lifestyle of an early 20th-century banker. The museum and art gallery are open Friday through Sunday afternoons.

At the west end of Cle Elum, a paved road leads a mile south, crossing the Yakima River, to **SOUTH CLE ELUM** (pop. 580, alt. 1,922 ft.). The town grew up as a separate municipality around the station for the Chicago, Milwaukee, St. Paul & Pacific Railroad, popularly called the Milwaukee Road. Opened in 1909, this was the last of the transcontinental lines. The tracks were pulled up in the 1980s and the right-of-way now forms **IRON HORSE STATE PARK** (*Discover Pass required, see below*), an easy gravel route also known as the John Wayne Pioneer Trail open to hikers, mountain bikers and horseback riding. Cross-country skiers use the trail in winter.

Note: As of July 2011, a **Washington Discover Pass** is required for admission to day-use areas of state parks, as well as areas administered by the state Department of Fish & Wildlife and the Department of Natural Resources.

The fee is \$10/car for a one-day pass, or \$30 for an annual pass. Purchase the pass from any State Parks regional office or at the park itself when staff is available. Click www.discoverpass.wa.gov for details on other methods of purchase, including over 600 locations where hunting and fishing licenses are sold (transaction fees apply). A \$99 fine can be levied against drivers of street-legal vehicles caught without a Pass.

Overnight campers in state parks need not purchase the Discover Pass for the nights they're camping.



The old railway yard on the west side of town constitutes the South Cle Elum Rail Yard National Historic District. Interpretive panels describe the history of the area along The Rail Yard Trail, which loops through the site. The former Milwaukee Road Depot now functions as a restaurant and interpretive center. The former crew bunkhouse is a bed and breakfast inn.

From downtown Cle Elum head east on SR-903; this becomes SR-970 two miles east of town. Two miles further on, at the junction with SR-10, is the site of the village of **TEANAWAY** (alt. 1,840 ft.). During a gold rush to the Blewett Pass area in the late 19th century, this was an important outfitting point, as it was located on a railroad. Today one is hard pressed to call this a "town." The settlement was named for a local Indian chief, called *Ten-a-weisn*. The local rail agency found it too difficult to transcribe, so it was changed to the present form. The name is also applied to the river, which empties into the Yakima just downstream from here.

Continue east on SR-10. Until the interstate was built in the early 1970s, this was the route of US-10, the primary highway linking western and eastern Washington. These days traffic is refreshingly light. The highway closely follows the Yakima River's path through forested hills. In places the river is entrenched in a narrow canyon; roadcuts and river erosion occasionally reveal outcrops of columnar basalt. This stretch of river is popular with whitewater rafters in late spring and early summer. Later in summer, when river levels drop, the stream offers a pleasant float trip.

Two transcontinental railroads once followed the river. Northern Pacific (now Burlington Northern Santa Fe) built the line closer to the road in the late 1880s. The recreation trail on the opposite bank uses the right of way of the abandoned Milwaukee Road.



*The Yakima River east of Teanaway
[Photo: Mountains to Sound Greenway Trust]*

Continuing east, the landscape becomes increasingly arid. Look for remnants of an irrigation flume along the left side of the highway. About nine miles beyond Teanaway we emerge on the flat plain of the Kittitas Valley. Abundant wildlife attracted American Indians and otherwise mutually hostile tribes hunted and fished here in peace for centuries. Its name is variously translated as *plenty of food*, *clay gravel* or *shoals*.

European settlement in the area started in the 1860s. In 1905 the U.S. Bureau of Reclamation inaugurated irrigation works that ushered in an agricultural boom. Aside from extensive tracts of pastureland, grains and row crops, the valley is noted for high quality Timothy hay. A popular feed for thoroughbred horses, Kittitas Valley Timothy is exported throughout the U.S. and to Great Britain and Japan.

The valley widens. Barren hills form its horizons, except to the west and on the north-facing heights where cooler, moister conditions support forest. A ribbon of tall trees – mostly cottonwoods – follows the river's path. During dry periods strong winds occasionally kick up clouds of dust.

On the approach to Ellensburg, watch the junctions. Avoid the freeway and follow the old highway east into the city (the last junction is unsigned).

2. Ellensburg

ELLENSBURG (pop. 17,330, alt. 1,577 ft.) is the trading center of the fertile Kittitas Valley. Homesteading started in the area in 1867. In 1870 a community coalesced around a store called Robber's Roost. A town was platted in 1875 and incorporated in 1883. Two year's later the first postmaster named the town for his wife Mary Ellen. Ellensburg has served as seat of Kittitas County since it was carved out of Yakima County in 1883. The coming of the railroad in 1886 fueled growth. Two years later the population doubled to 1,200 and there was serious discussion about moving the capital from Olympia until a major fire devastated the young town on July 4, 1889. The Legislature established a teacher's college in Ellensburg in 1891 and slow but steady growth followed.



The Davidson Building (1890) at Pearl & Fourth in downtown Ellensburg. A phoenix atop its south façade symbolizes post-fire rebirth.

Ellensburg's prosperous agricultural trade generated a substantial commercial district, rebuilt after the 1889 fire with stone and brick. Much of the downtown is a **National Historic District** featuring well-preserved architecture representing the Victorian gaslight era. Walking is the best way to explore the district, roughly bounded by Third and Sixth avenues and by Water and Pine streets. Main and Pearl, lined with historic buildings, are the principal north-south thoroughfares. A popular photo stop is a sculpted bull sitting cross-legged on a bench at Fourth and Pearl.

For a great overview visit the **Kittitas County Historical Society Museum**, in the 1889 Cadwell Building at 114 E. Third Street. Its exhibits range from American Indian to pioneer and natural history. The building features distinctive horseshow-shaped windows on the second floor. The museum is open Monday through Saturday (closed holidays).

Another fascinating downtown venue is the **Clymer Museum** (416 N. Pearl Street). Its permanent displays chronicle the western art of John Ford Clymer, whose illustrations were featured in the *Saturday Evening Post*.

The **Children's Activities Museum**, at 400 N. Main, featuring hands-on activities for kids, is open Wednesdays through Saturdays. **Dick and Jane's Spot** (First and Pearl) features a yard full of whimsical folk art. Since the late 1970s, more than 35 artists have contributed to the collection. Other interesting buildings in the central area include the 1888 **Lynch Block** (421-423 N. Pearl), the only downtown building to survive the 1889 fire and the shuttered 1910 **Northern Pacific Passenger Depot** (west end of Third). **The Castle**, at E. Third and Chestnut, was built in 1889 as a prospective governor's mansion. Its original Victorian style was modified to its present castle-like appearance in the 1930s when the building was converted to house apartments.

CENTRAL WASHINGTON UNIVERSITY, founded as a state teacher's college in 1891, dominates the northeast quadrant of the city. Enrollment is about 10,000 with a curriculum preparing students for bachelor and master degrees in arts, sciences, business and economics, and professional studies. Teacher training remains a core emphasis. Its landscaped campus features several historic buildings including **Barge Hall** (1894), named for Benjamin Franklin Barge, who administered the college in its early years. **Lind Hall**, on University Way between Walnut and Chestnut streets, contains a giant relief map of Washington and a two-story pendulum.

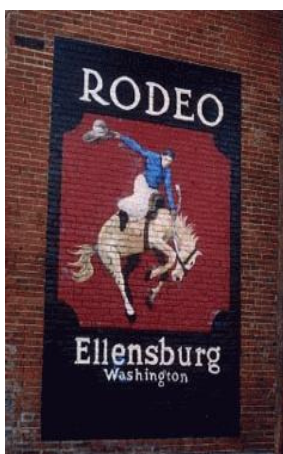
There are numerous parking lots on campus (fee). The largest cluster of lots is off University Way on the east side of campus (enter via Chestnut Street). Tours of CWU can be arranged by call Central Visitation Program, (509) 963-1262.

Donald L. Garrity Japanese Garden is in the middle of campus just west of Student Union Building. Renowned landscape architect Masa Muzano designed the garden, combining the natural beauty of the Kittitas Valley with a traditional Japanese flavor. **Leah Polacek Butterfly Garden** is adjacent to Mitchell Hall, off N. 'D' Street. An interpretive walk describes the life cycle of butterflies and the plants and trees native to the valley.

Chimpanzee and Human Communication Institute is on 14th Avenue (Dean Nicholson Blvd.) on the north side of campus. The institute facilitates research on primate communication and is noted for its family of signing chimpanzees. Hour-long Chimposiums teach visitors about the program, everyday life at the sanctuary, free-living chimpanzee culture and threats to the species both in captivity and in the wild. Chimposiums offered Saturdays at 9:15 and 10:45am, Sundays at 12:30 and 2pm, March through November. Tuition \$10; students under age 19 and college students with I.D., \$7.50. Reservations recommended; phone Monday-Friday 9am-4:30pm, (509) 963-2244.

Sarah Spurgeon Gallery in Randall Hall houses Central's premier art gallery featuring contemporary art exhibits throughout the year, as well as graduate art students' theses and Corrine Farrell Scholarship students' exhibits.

Wildcat athletic teams compete in NCAA Division II in nine sports with schools such as Western Washington, Western Oregon and Humboldt State (Calif.). **Nicholson Pavilion**, on 14th Avenue, hosts men's basketball and women's basketball and volleyball, while **Tomlinson Stadium**, on Walnut St., is the football venue.



Ellensburg's largest annual event is the **KITTITAS COUNTY FAIR AND ELLENSBURG RODEO**, an annual celebration over Labor Day weekend and a AAA **G**reat **E**xperience for **M**embers. Situated at the fairgrounds on the east side of town, the fair dates back to 1923 and attracts tens of thousands of visitors – book hotels early!

A carnival, entertainment stages, and the usual county fair hijinks and contests are present. The fairgrounds' **Frontier Village** contains a working blacksmith shop, general store and other historic log houses containing original furnishings. Volunteers in period dress are on hand to describe pioneer life in the area.

The rodeo hosts the World Championship of PRCA's Extreme Bulls division and is considered (along with Walla Walla, Lewiston and Pendleton) to be one of the Northwest's Big Four rodeos annually.

Other annual events in town include the *Ellensburg National Art Show and Auction* (featuring Western art) in mid-May and *Jazz in the Valley*, a music festival at the end of July.

Rockhounds know Kittitas County as the source of a unique agate known as Ellensburg Blue. Diggers may unearth other gems and agates. Popular rockhound areas include Red Top, Yellow Hill, Peoh Point, Quartz Mountains, Crystal Mountain, Teanaway Ridge, Lion Rock and Liberty.

For more information, contact the Ellensburg Chamber of Commerce, 609 N. Main Street – phone (509) 925-3137 or (888) 925-2204.

3. Through Yakima Canyon

Ellensburg to Selah (Southbound via WA-821 – 33 Miles)

Main Street leads south from downtown Ellensburg. This becomes Canyon Road and south of I-90 we quickly leave urbanization behind. Five miles south of Ellensburg, abandoned packing sheds beside the railroad and weatherworn buildings at the junction with SR-821 mark the site of **THRALL** (pop. 5, alt. 1,435 ft.), named in 1883 by the NP Railroad for the line's chief clerk.

Ahead a high ridge seems to block our passage. Suddenly we leave the ranch and farmland behind and follow the river into **YAKIMA CANYON**. For the next two dozen miles SR-821 parallels the winding path the river has carved through the series of ridgelines that separate the Kittitas Valley from the north end of the Yakima Valley. Towering ridges narrow the horizon. In places the canyon is 2,000 feet deep. Stark cliffs of basalt break their flanks and long talus slopes tumble down to the canyon floor. The canyon inherits its sinuous course from the fact that it is what geologists call an antecedent stream; that is, the river predates the present day ridges. Over the millennia the Yakima maintained its winding course as the earth's crust slowly buckled forming Manastash and Umtanum ridges.



Yakima Canyon above Roza Dam [Photo: Experience Washington]

Despite its twists the river offers a natural transportation corridor. American Indians used it to travel between their villages in the Yakima Valley to the south and hunting grounds in the Kittitas Valley and beyond. In the 1880s the Northern Pacific Railroad built its transcontinental line through the canyon. The Canyon Road carried US-97 on its north-south axis until the "high road" I-82 freeway alignment opened in 1971. This corridor was one of the first state-designated scenic routes and today it's a quiet backroad, signed SR-821 after the freeway realignment.

The typical canyon landscape is a mix of rock and brown grass. In spring a spurt of new growth cloaks the slopes in delicate greens. Wildflowers such as lupine and sunflower-like arrowleaf balsam root abound. Summer's heat soon withers flower and sears grass, although pine and shrub form a ribbon of verdure hugging to the river bank.

The Yakima is one of Washington's most popular trout streams and the canyon's exposed strata also attracts rockhounds. Watch out for rattlesnakes in the warm months. In summer the river above Roza Dam is a popular destination for floating parties. Inner tubes, singly or lashed together forming a raft, and all manner of other improvised craft, float down the quiet waters.

The Bureau of Land Management (BLM) maintains four recreation sites in the canyon. BLM charges a \$5 day-use fee at all developed sites in the canyon from mid-May through mid-September. The most popular is **Umtanum Recreation Area**, 7 miles south of Thrall. This is a frequent put-in spot for float trips and favored by fly fishers. The canyon of Umtanum Creek extends west beyond the rail line on the opposite bank. A footbridge spans the river accessing trails that follow either Umtanum Creek or Umtanum Ridge. The railroad established a station here in 1885, naming it **UPMTANUM** (alt. 1,305 ft.). The variance in spelling (Umtanum vs. Umptanum) results from different transcriptions of the American Indian name, a word meaning *contentment*. A school once served local families, but the community has vanished.

There are three other BLM recreation sites in the canyon (from north to south): **Lmuma Creek**, **Big Pines** and **Roza**. At the latter, **Roza Dam**, built in 1939, feeds water into its namesake canal which irrigates the left (north) bank of the Yakima River from Pomona to Benton City. The NP established **ROZA** (alt. 1270 ft.) another long-abandoned railroad community at the mouth of Roza Creek in 1885. The river below the dam is a popular fly fishing spot.

Three miles south of Roza the hills fall away on both sides and we emerge on a wide, open basin – the upper reaches of the Yakima Valley. Orchards and other irrigated crops fill the lowlands and extend northwest up the side valley of Wenas Creek.

Should you need to shop continue south on SR-823 to **SELAH** (pop. 7,100, alt. 1,118 ft.). The Northern Pacific Railway opened a station named Wenas here in 1885, but the settlement didn't become a town until Swedish entrepreneur Gus Remington (born Nels Olson) promoted the location, even advertising in Swedish-language publications in the Midwest. Its name, meaning 'smooth water,' comes from a calm stretch of the Yakima near the townsite. Fruit packing and processing remain Selah's economic mainstays and the town is home of **Tree Top**, one of the country's largest apple grower-owned cooperatives. The co-op consists of more than 1,300 growers in Washington, Oregon and Idaho. Tree Top's two processing plants here make apple juice, apple sauce and dried apples. There is a large **fruit stand** east of Selah, off I-82 exit 29.

Just beyond Selah Gap, where the Yakima River flows between high, grassy hills, is **YAKIMA** (pop. 84,300, alt. 1,065 ft.). AAA Washington's *Yakima Valley Auto Tour* provides information on this city and routes through the valley.

4. Freeway High Road

Selah to Cle Elum (North and West via I-82 & I-90 - 59 Miles)



Mount Adams and the Selah area as seen from the Selah Canyon Rest Area on northbound I-82

For the portion of our return route between Selah and Ellensburg we have two choices: I-82, the “high road” or the much slower and more adventuresome Wenas Road. We’ll describe the freeway first.

This alignment of I-82 opened in 1971. It bypassed the slower route through the canyon, traversing a series of three ridgelines. Beyond the junction with SR-821, the freeway begins a long, steady climb and quickly leaves irrigated farmland and enters desert scrub. Two miles up the road I-82 spans the canyon of Selah Creek via the **Fred Redmon Memorial Bridge**. Composed of twin 549-foot concrete arches, this was the longest bridge of its kind in North America when it opened in 1971. Basalt cliffs flank the 325-foot deep canyon. The **Selah Canyon Rest Area**, just beyond the bridges, offers a panoramic view back across the valley with the snowcapped domes of **Mount Adams** (elev. 12,276 ft.) and **Mount Rainier** (elev. 14,411 ft.) on the distant horizon.

For the next dozen miles I-82 follows the western boundary of the **Yakima Training Center**. The facility, a branch of Fort Lewis, covers 511 square miles and is used for tank, infantry and gunnery training maneuvers. Roads on the base are closed to civilians.

Our route climbs up to the summit of each ridge. The landscape is shrub steppe, one of the largest tracts of this type of habitat in the state. The major plants are sagebrush, bitter bush and bunch grass. The annual rainfall – less than 8 inches – does not support trees. The creeks in the intervening valleys only have water after heavy rains. Just beyond Manastash Ridge, northernmost of the three ridgeline crests, is **Kittitas Valley Viewpoint** (alt. 2,600 ft.). Here, one of Washington’s most spectacular panoramas extends north across the patchwork farmland of the Kittitas Valley and the city of Ellensburg to the snowcapped Stuart Range on the horizon. As you gaze from left to right, note how changes in vegetation (darker shades to the west, lighter to the east) reflect the transition from the more humid climate of the Cascades to the semi-arid land of central Washington. The white turbine towers of the **Wild Horse Wind Farm** dot the barren hills on the valley’s northwest flank.

The freeway drops down to the valley floor, then turns north to join I-90 just east of Ellensburg.

Side Trip – Kittitas & Olmstead Place

This 18-mile side trip offers a chance to see the small town of Kittitas and the historic Olmstead Place farm. At the I-90/I-82 interchange head 5 miles east on Interstate 90 to exit 115. Proceed north to **KITTITAS** (pop. 1,145, alt. 1,647 ft.). Agricultural settlement in the area started in the 1870s. The town was established as a station on the Milwaukee Road rail line, which opened in 1909. The track is gone – the right of way now part of the **Iron Horse State Park** recreational trail (*see p. 3*). The former depot sports a fresh coat of orange, red and black paint, colors of the old Milwaukee Road.

Follow signage through town, then west on Kittitas Highway to **OLMSTEAD PLACE STATE PARK** (*Discover Pass required, see p. 3*). Settled in 1875, this is one of the first homesteads in Kittitas Valley. Historic farm buildings include a log cabin (1875), granary (1892), barns, sheds and the residence (1908). The site features a carefully restored historic garden and dozens of pieces of early farm equipment. The ¾-mile Altapes Creek Interpretive Trail links the red barn with the reconstructed Seaton Cabin School. The park is open daily. Rangers conduct free guided 1-hour tours, including the residence filled with period furnishings, weekend afternoons Memorial Day weekend to Labor Day. For more information call (509) 925-1943.

North of the park, head west on Kittitas Highway, which becomes Mountain View Avenue in Ellensburg. At the intersection with S. Main Street / Canyon Road, turn south. The latter leads to I-90 (watch for the left turn to westbound I-90, just before the overpass). Our westbound itinerary continues after the Wenas Road alternate.

Alternate Route – Wenas Road

Selah to Ellensburg (Northbound – 40 Miles)

This 40-mile alternate route offers an interesting backroad drive. **NOTE:** It includes just over 13 miles of gravel, generally in good condition spring through fall, and should be negotiable with a standard passenger car. Allow an hour and fifteen minutes for the trip.

Two miles west of I-82 exit 26 on SR-823 (toward Selah), turn sharp right on N. Wenas Road (the first stop sign west of the freeway). This good, two-lane paved road follows its namesake creek north, then northwestward. For the first 7 miles the countryside is densely-settled, well-irrigated pastureland. Barren hills flank the long, narrow valley of Wenas Creek (its name means *last camping*). Gradually, settlement diminishes and after 5 more miles the hills close in. Our road winds over a ridge offering a pleasant view of **Wenas Lake**. An RV park hugs its north shore.

The first pine trees appear 4 miles beyond the lake and soon we reach an important junction (21.1 miles from the SR-823 turnoff). A large sign with a map indicates which area roads are open. This marks the site of the community of **WENAS** (alt. 2,273 ft.). No structures remain. Birding is popular in the Wenas area – the best month is May.

Wenas Road follows the right fork and quickly begins to climb Umtanum Ridge. Pavement soon turns to gravel and pine woods thicken as we gain elevation. Three miles up, Observatory Road branches 5 miles north to **Manastash Ridge Observatory** (alt. 3,930 ft.). Established in 1972, the observatory's 30-inch Boller & Chiven Cassegrain telescope trains University of Washington undergraduate students in basic astronomic observation skills. Due to its remoteness the site includes housing for students and staff. The observatory is normally in use from April into November; August and September are the busiest months. The access road is rough and generally gated just above the Wenas Road junction.

A mile east of the Observatory junction, Wenas Road passes the unsigned **Umtanum Ridge Summit** (elev. 3,128 ft.). A few scattered homes dot the pine woods. In places views extend eastward as the country opens up.



The snowy Stuart Range marks the northern horizon as seen from Manastash Ridge

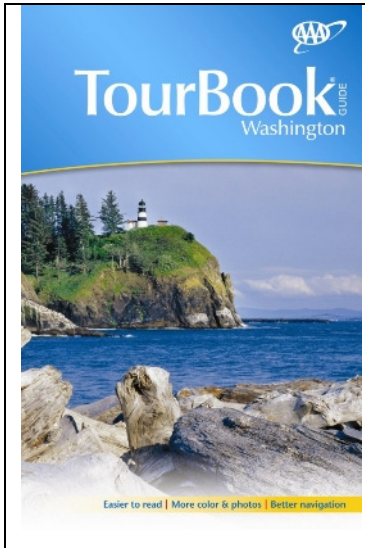
The road follows Umtanum Creek for a number of miles, then turns north to climb Manastash Ridge. From this height views extend north to the Stuart Range (*photo at left*) and, a half mile farther, out across the Kittitas Valley to Ellensburg.

Sagebrush replaces the last pines as the road winds to the head of a steep grade. Pavement resumes as we descend **Shushuskin Canyon**, reaching the valley lowlands after 2 miles. The final couple miles traverse lush farmland. Look for the 1890 **Damman School** at the junction of Manastash Road. Umtanum (here spelled Umptanum) Road bends east; after crossing the Yakima River it meets Canyon Road on the south side of Ellensburg. Turn right/south on Canyon Road and watch for the left turn to westbound I-90, just before the overpass. Our westbound itinerary continues below.

Interstate 90 heads west from Ellensburg paralleling the Yakima River. Tall cottonwoods line its course. Beyond the river, lush pastures and farmland extend to the grassy foothills marking the edge of the Kittitas Valley. Take exit 101, passing the large **fruit stand/antique mall**, and follow Thorp Highway north to **THORP** (pop. 273, alt. 1,637 ft.), an old farm trading center. **Thorp Mill**, 2 miles northwest of town on Thorp Highway, is a grist mill that operated from 1883 until 1946. It preserves original turn-of-the-twentieth-century machinery. An interpretive trail loops around the grounds and mill pond.

Return to the freeway and continue west. The west end of the valley narrows, rising up to wooded **Elk Heights** (elev. 2,359 ft.). Tall fencing along the interstate keeps migrating wildlife off the busy right-of-way. Groves of ponderosa pine mark our return to the forest realm. An excellent view (north) encompasses the rugged **Stuart Range**. A freeway rest area stands at the crest of **Indian John Hill** (elev. 2,141 ft.), which also has views of the Stuarts. West of here, the freeway drops back down to the Yakima River and Cle Elum to complete our auto tour.

NOTE: During holiday weekends, cross-state traffic west can be backed up in excess of 30 miles between Snoqualmie Pass and Cle Elum heading eastbound (Fridays) and westbound (Mondays). Allow plenty of extra time and gas in these situations.



Be sure to pick up the latest edition of the **AAA Washington TourBook** at your local office!

Redesigned for 2012, the *TourBook* contains updated information on

- Attraction Pricing & Hours of Operation
- Exclusive Diamond Ratings for AAA-Approved Lodging & Restaurants

Best of all, *TourBooks* are FREE for members!

Download AAA Apps for Android & iPhone
 Discounts, Roadside Assistance & TripTik Maps
 Available – Click www.aaawa.com to Download



**KEEPING
 INFORMED ON
 THE ROAD**

Here is a listing of Yakima
 area radio stations . . .

ELLENSBURG
 KXLE – 1240AM
 KCWU – 88.1FM
 KNWR – 90.7FM (NPR)
 KXLE-FM – 95.3FM
 KQBE – 103.1FM

YAKIMA (selected)
 KUSA – 980AM
 KIT – 1280AM
 KJOX – 1390AM
 KUTI – 1460AM
 KSOH – 89.5FM
 KNWY – 90.3FM (NPR)
 KDBL – 92.9FM

KATS – 94.5FM
 KQSN – 99.3FM
 KHHK – 99.7FM
 KARY – 100.9FM
 KXDD – 1-4.7FM
 KRSE – 105.7
 KFFM – 1007.1FM