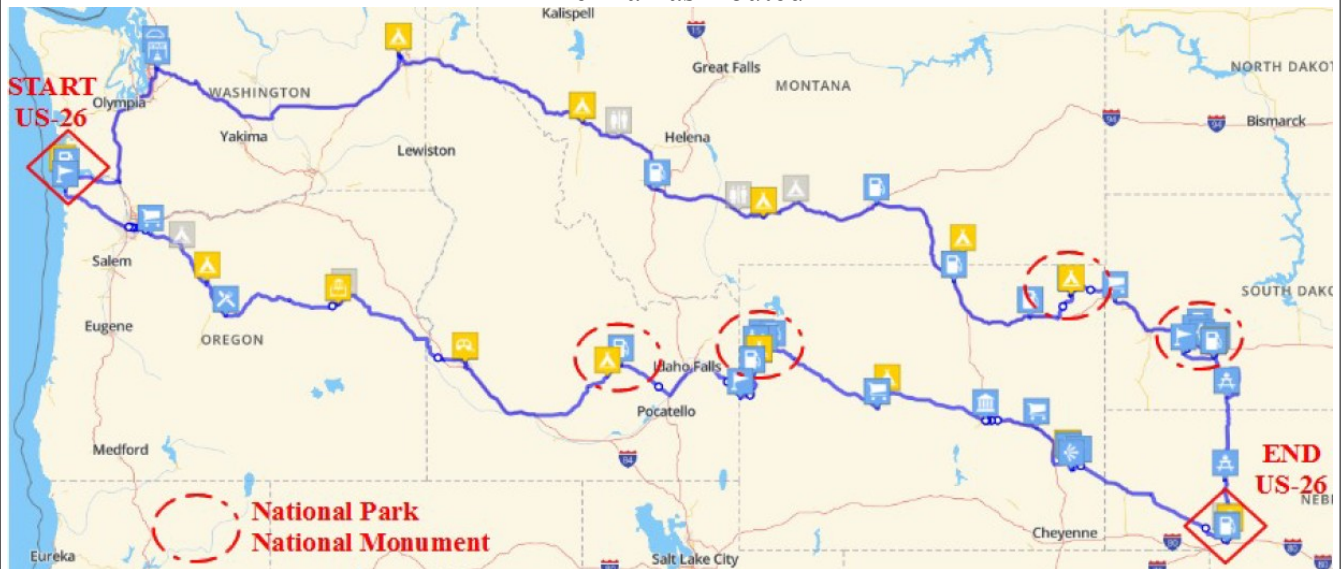


US Route - 26 End -2- End
Astoria OR to Ogallala, NE
including the business loop of all cities

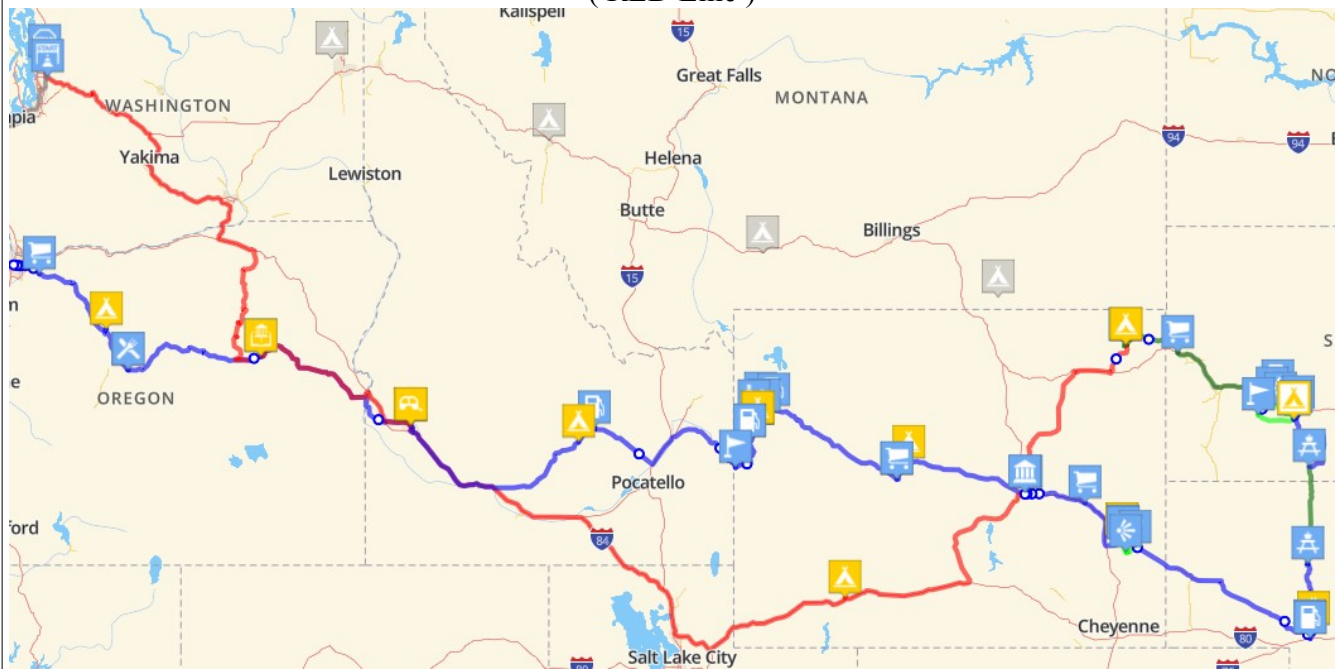
The Plan



The Plan as Routed



Actual Return Route
Due to Early Winter Storm in Montana
(RED Line)



Some Overall Stats

Total Miles Driven {includes day trips}	3,900
Planned Total Miles	3,300
US-26 Route (West -2- East)	1,650

Campground Type	Cost	Nights
Private RV Park, Other	\$\$\$	8
State Park, electric	\$\$	7
National Park/Monument, dry	\$	5
Private RV Park, KOA	\$\$\$	3
BLM Dry CG	zero	1
City/County Park, electric	\$+	1
		25



START
Fort Stevens
Astoria, OR



Fort Stevens
Camp site

about 1.5 miles
from
beach



Mt Hood

East of
Portland

West side of
Cascades



BLM Campground

East side of
Cascade Mountains

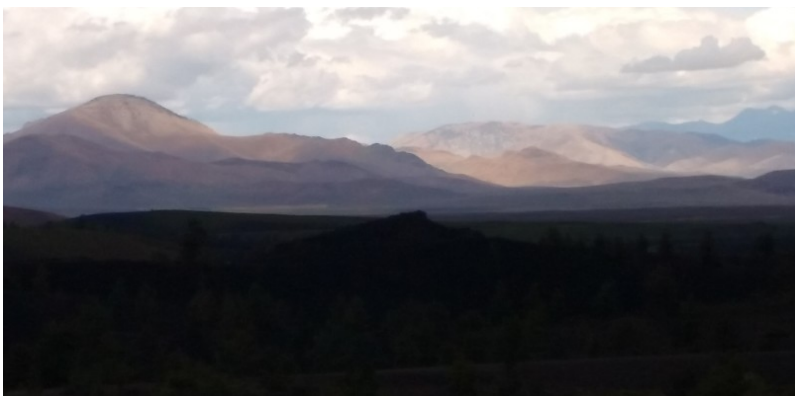


First T@B
in the
Wild Sighting
of Trip

Central Oregon



Craters of the Moon
Lava Flow Campground
Rain Storm

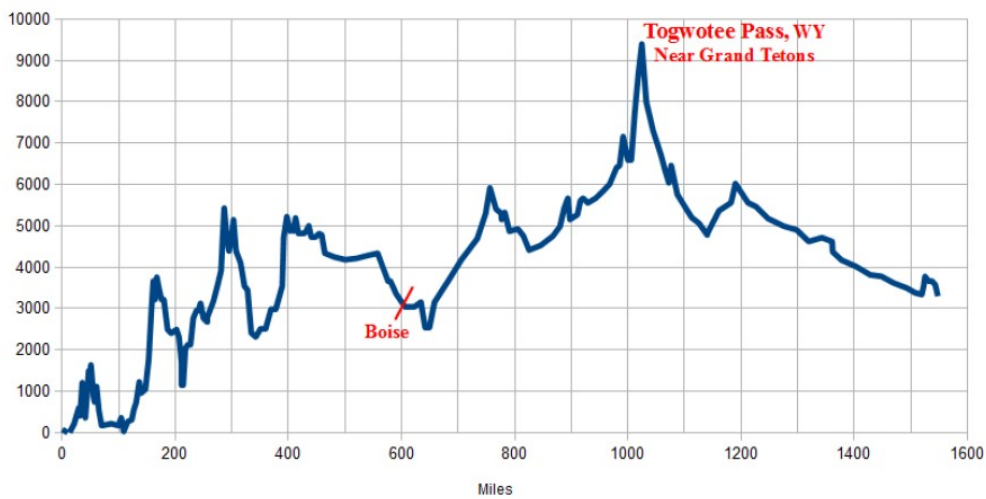




Breakfast Guests
Grand Tetons



Tetons
Sunrise



US – 26
Elevation

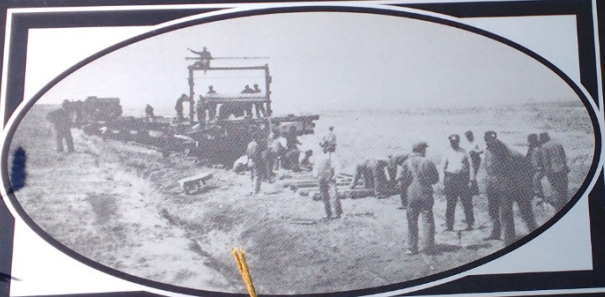


Green Sign
Togwotee Pass

South-Eastern Wyoming

The Guernsey-Wendover Cutoff
"The most expensive nine miles of the Burlington system"
 (Guernsey Gazette, December 3, 1915)

Before Guernsey Reservoir was constructed in 1927, and before Lake Guernsey State Park was developed for recreation in the 1930s, a railroad was built through this area by the Chicago, Burlington and Quincy. In 1915, a nine-mile stretch of tracks connected Guernsey to Wendover, located northwest along the North Platte—a difficult engineering feat that included three timber-lined tunnels.




Competing for western markets in the late 1800s, the Chicago, Burlington and Quincy built steadily westward. The Burlington, as it was called locally, reached Guernsey in 1900 to haul iron ore from the huge mine at nearby Sunrise. Its network of rails extended from Chicago and Kansas City, westward to the Pacific, and southward to the Gulf of Mexico—except for one 9-mile gap between Guernsey and Wendover.

The Guernsey-Wendover Cutoff was constructed in 1914-1915 across "a piece of very rough country" that required a 640-foot steel truss bridge across the North Platte River and three tunnels. The \$2 million price tag made it the most expensive segment of the entire Burlington system. The first train ran the new route on December 4, 1915.

This historic Cutoff provided a vital link between Northern Pacific's mainline in southern Montana and the Burlington lines. Today, this line (now The Burlington Northern and Santa Fe Railway Company) hauls low sulfur coal from the mammoth strip mines of the Powder River Basin to power plants throughout the Midwest and eastern United States.

Tunnel No. 2, the middle of the three tunnels, was located directly beneath this bridge. It was removed to facilitate rail traffic. Tunnels 1 and 3 are still in place.

American Heritage Center, University of Wyoming

This placard provided by the Burlington Northern and Santa Fe Railway Company as part of the Guernsey Tunnel #2, Antiquities and Stokes Siding Extension Project.

Three
Tunnels
in
Nine Miles

Competing for western markets in the late 1800s, the Chicago, Burlington and Quincy built steadily westward. The Burlington, as it was called locally, reached Guernsey in 1900 to haul iron ore from the huge mine at nearby Sunrise. Its network of rails extended from Chicago and Kansas City, westward to the Pacific, and southward to the Gulf of Mexico—except for one 9-mile gap between Guernsey and Wendover.

The Guernsey-Wendover Cutoff was constructed in 1914-1915 across "a piece of very rough country" that required a 640-foot steel truss bridge across the North Platte River and three tunnels. The \$2 million price tag made it the most expensive segment of the entire Burlington system. The first train ran the new route on December 4, 1915.

This historic Cutoff provided a vital link between Northern Pacific's mainline in southern Montana and the Burlington lines. Today, this line (now The Burlington Northern and Santa Fe Railway Company) hauls low sulfur coal from the mammoth strip mines of the Powder River Basin to power plants throughout the Midwest and eastern United States.

Tunnel No. 2, the middle of the three tunnels, was located directly beneath this bridge. It was removed to facilitate rail traffic. Tunnels 1 and 3 are still in place.



Old Tunnel # 2

Dug Out to

allow

Double Track

Staging area



Tunnel # 1
East Portal
West Bound Train



Tunnel # 3
West Portal

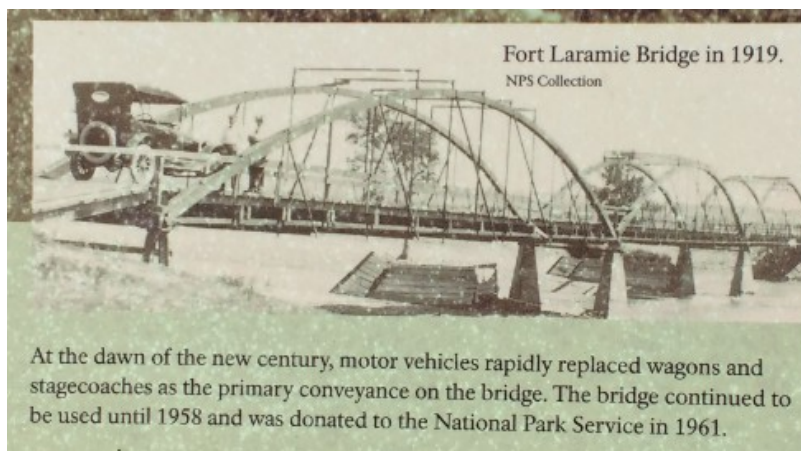


"Good Section"
of road out
from
Tunnel # 1



U.S. Army
Bridge

Fort Laramie



Oregon Trail
Wagon Ruts
in Rock
4 feet Deep
at spots
(Near Fort Laramine)

After End of US Route 26 Headed North to Badlands and Devils Tower	
	On Road Toward Badlands Not Even Rainy Season
	
	View from Campground Interior, SD



Drive Up
to Top



View from top



Steep Dangerous
drop-offs

Crazy Tourists



1 Mile
from
Devils Tower



View from
KOA Campground

No UFOs seen

After Leaving Devils Tower
Hit a Turkey Vulture



